



Application

10358 - 2018 Transit Expansion

10994 - I-494 North SW Prime Service

Regional Solicitation - Transit and TDM Projects

Status: Submitted

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Primary Contact

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City State/Province Postal Code/Zip

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

Organization Information

Name: SouthWest Transit

Jurisdictional Agency (if different):

Project Length (Miles) 19.5

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 \$5,600,000.00

Match Amount \$1,400,000.00

Minimum of 20% of project total

Project Total \$7,000,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Regional Transit Capital (RTC) Funds; SouthWest Transit Funds (if RTC not available).

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: 2022

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

Additional Program Years: 2021

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

Project Information-Transit and TDM

County, City, or Lead Agency SouthWest Transit

Zip Code where Majority of Work is Being Performed 55344

Total Transit Stops 550

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

From:
(Intersection or Address)

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:
(Intersection or Address)

Name of Park and Ride or Transit Station:

e.g., MAPLE GROVE TRANSIT STATION

(Approximate) Begin Construction Date

(Approximate) End Construction Date

Primary Types of Work

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

Requirements - All Projects

All Projects

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

p. 2.4: Increasing Safety, Reducing Congestion, Improving efficiency and reliability, Creating environmental sustainability.

p. 2.6, Goal A: Transportation System Stewardship

Objective: Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations.

Strategy A3

p. 2.7, Goal B: Safety and Security

Strategy B1

p. 2.8, Goal C: Access to Destinations

Objectives: Increase the availability of multimodal travel options, especially in congested highway corridors; Increase travel time reliability and predictability for travel on transit systems; Increase transit ridership and the share of trips taken using transit, bicycling and walking; Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Strategies C1, C4, C11, C14, C17

p. 2.11, Goal D: Competitive Economy

Objectives: Improve multimodal access to regional job concentrations; Invest in a multimodal transportation system to attract and retain businesses and residents

Strategies D3 & D4

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

p.2.12, Goal E: Healthy Environment

Objectives: Reduce transportation-related air emissions; Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles; Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically underrepresented populations.

Strategies E2, E3, E5, E6, E7

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

SouthWest Transit Long Range Plan

p. 5-6: Goals: Safe and reliable services; Service and Facility Expansion; Encourage Cooperative Regional Transit Services; Active Community Engagement; Technology Innovation; Cost Effective Transit.

p. 28: Microtransit Service Expansion

P.30: Electric Vehicles

City of Eden Prairie Aspire 2040 Comprehensive Plan

p.26 Goal: Create a welcoming and inclusive community through diversity and equity initiatives.

List the applicable documents and pages:

Objective 1A; Strategy 2

Objective 1B

p. 27, Goal 1: Improve the overall community health and livability of Eden Prairie.

Objective 1A

Hennepin County 2040 Comprehensive Plan

p. 6: Big Ideas to Explore: Explore electric vehicle fleets, Last mile connections, Address the spatial mismatch between people and jobs.

p. 12: Goal: Preserve and modernize our

transportation system.

Objective: Maximize the efficiency and effectiveness of our system through technological innovation.

p. 13: Goal: Improve safety, reliability and comfort for all transportation users.

Objective: Reduce congestion and improve travel time predictability and reliability for all system users...

p. 14: Goal: Provide affordable transportation choices and convenient access to destinations.

Objectives: Expand multi-modal travel options for people of all ages and abilities to connect to jobs and other opportunities; Operate our system to efficiently and cost-effectively connect people to destinations; Provide a transportation system that is affordable and available to all users; Create connectivity within and between transportation modes to improve mobility; Reduce transportation costs, especially for people in areas of poverty.

p. 15: Goal: Improve our transportation system to enhance quality of life, health, livability, and competitiveness.

Objectives: Link transit, bicycle, pedestrian and road projects to housing, jobs and recreational opportunities; Provide convenient, affordable access to destinations; Use transportation investments to support broader county goals including growing our economy, reducing disparities, improving health, enhancing livability, and protecting the natural environment.

p. 16: Goal: Create a transportation system that protects and enhances the environment.

Objectives: Reduce energy use and/or use alternative power to reduce emissions and benefit air and water quality; Improve air quality by encouraging alternate modes of transportation and shorter commutes.

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.

Date process started

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.

Yes

02/22/2018

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. Yes

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

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

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
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Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$0.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$250,000.00
Vehicles	\$1,500,000.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$1,750,000.00

Transit Operating Costs

Number of Platform hours	130000.0
Cost Per Platform hour (full loaded Cost)	\$40.00
Subtotal	\$5,200,000.00
Other Costs - Administration, Overhead,etc.	\$50,000.00

Totals

Total Cost	\$7,000,000.00
Construction Cost Total	\$1,750,000.00
Transit Operating Cost Total	\$5,250,000.00

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 131132

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 170

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:

(Limit 1,400 characters; approximately 200 words)

Upload Map 1530821534467_494PrimePopEmploy.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project 12, 46 , 146, 490, 493, 600, 602, 614, 615, 645, 652, 672, 674, 677, 690, 691, 692, 695, 697, 698, 699, 740, 741, 742, 747, 771, 772, 774, 776, 777, 780, 781, 782, 783, 785, 787, 789, 790

Planned Transitways directly connected to the project (mode and alignment determined and identified in the 2040 TPP) Southwest LRT (METRO Green Line Extension), American Boulevard Arterial BRT

Upload Map 1530821948733_494PrimeTransitConnectns.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips 698.0

A Measure: Usage

Service Type

Urban and Suburban Local Routes

New Annual Ridership
(Integer Only)

96251

*The primary assumption used in calculating projected ridership for the proposed SW Prime 494 North service is that the service will operate and perform similarly to the existing SW Prime service as it is the only microtransit service in the region with a long enough operating history (started operating in 2015) that can be used for comparison purposes.

Assumptions Used:

*Understanding that the average trip length is going to be longer for this proposed service relative to the current SW Prime service, an adjusted PPISH statistic is being used to account for this variation in service.

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

Usage estimate applies the 2018 year-to-date (through May 2018) Passengers per In Service Hour (PPISH) for the existing SW Prime service (3.42 PPISH), which is now in its third year of service operation, and multiplies by the planned number of annual in service hours (41,667 in service hours).

$$41,667 * 3.42 = 142,501 \text{ annual ridership}$$

In order to account for projected longer travel times, an Adjusted PPISH is calculated by subtracting the projected percentage decrease in average trip travel time (-32.5% or -1.11 PPISH) from the existing SW Prime PPISH statistic (3.42 PPISH).

*Average 2018 SW Prime Trip Time: 13.5 minutes

*Projected 494 SW Prime Average Trip Time: 20 minutes

$$(13.5-20)/20 = -32.5\% * 3.42 \text{ PPISH} = -1.11$$

$$3.42 \text{ PPISH} - 1.11 = 2.31 \text{ Adj PPISH}$$

The Adjusted PPISH statistic (2.31) is multiplied by the projected annual in service hours (41,667) to calculate New Annual Ridership for the project.

$$41,667 * 2.31 = 96,251 \text{ New Annual Ridership}$$

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

*(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:

(up to 80% of maximum score)

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

Yes

(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.

The proposed 494 North SW Prime service will be Title VI compliant. There are several ways in which the service will be accessible to all demographics:

*Rides can be booked over the phone, in person at SW Prime kiosks, on the web, and via a smartphone app.

*Fares may be paid by cash, credit card (both stored online or when boarding the bus), or transit pass.

*The SW Prime dispatch software ensures accessible vehicles are always available and are assigned to individuals with mobility needs.

*Fares are far below the price of a comparable private Taxi or TNC (Uber/Lyft). (Current SW Prime Fare: \$4, \$3 for Children over 5, Free for children 5 & Under).

*Seniors ride on Mondays for \$1 per trip.

*SW Prime honors the region's Transit Assistance Program and provides \$1 SW Prime rides to TAP persons.

Outreach efforts for the proposed 494 North SW Prime service mirror those already implemented for the SW Prime service. Here is a non-exhaustive list of some of the SW Prime outreach efforts:

*Travel Training at senior centers, community groups, churches, and non-profits.

*In-Person focus groups

Response:

*Surveys of riders and non-riders

*Outreach with businesses in order to identify and educate their employees that need the service the most.

(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.

*As is the case with SW Prime service today, the proposed 494 North SW Prime service would allow total access for any person regardless of income, ethnicity, age, or disability that is able to navigate the system throughout the designated service areas for those traveling to and from the SouthWest Transit service area.

*The service would allow for safe travel for those individuals who may not be able to operate a vehicle safely on their own.

*The service will improve access to 150,000+ jobs.

Response:

*The service will significantly bridge the first mile/last mile gap to fixed route transit service.

*The service will greatly increase affordable transportation access to areas of the west metro that are not currently well served by affordable transportation.

*The service will improve air quality for all through the operation of electric vehicles.

(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

*No significant negative externalities known.

*Explaining how the service works and managing expectations related to arrival times are the most common hurdles to arise from microtransit operation. SouthWest Transit continues to combat these hurdles through increased marketing and travel training efforts.

Response:

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530826934436_494PrimeSocioEconomic.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
Eden Prairie	150.0	0.27	84.0	22.91
Maple Grove	100.0	0.18	75.0	13.64
Plymouth	200.0	0.36	90.0	32.73
Minnetonka	100.0	0.18	96.0	17.45

87

Total Transit Stops

Total Transit Stops

550.0

Affordable Housing Scoring

Total Housing Score 86.73

Affordable Housing Scoring

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	380
Distance from Terminal to Terminal (Miles)	12.0
VMT Reduction	4560.0
CO Reduced	10898.4
NOx Reduced	729.6
CO2e Reduced	1671696.0
PM2.5 Reduced	22.8
VOCs Reduced	136.8
Total Emissions Reduced	1683484.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

The proposed 494 North SW Prime service truly aids in the continued development of a multimodal system. The software used to dispatch the service will allow riders to indicate that they have a bike with them allowing the dispatcher to ensure a vehicle with a bike rack is dispatched to those riders who require one.

Also, the nature of the service will allow pedestrians to be picked up at any location within the designated service area using real time GPS location through a smartphone or by making their location known to dispatch over the phone.

Being a microtransit service, the service offers the ultimate flexibility in ensuring the service is available to bike users and pedestrians at any location within the designated service areas.

Finally, the service will ensure that all pickups of bike users and pedestrians take place in safe locations where it is safe to board the vehicle.

(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 Yes

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.

100%

Attach Layout

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

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

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)

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:	\$1,833,333.00
Total Annual Capital Cost of Project	\$225,000.00
Total Annual Project Cost	\$2,058,333.00

Operating Funds include operating dollars, marketing dollars, and funds for software contracts. (\$5.5 Million/3 = \$1,833,333)

Capital Costs assume 10 electric passenger vehicles at 8 years useful life (not 4 given the relatively minimal maintenance required on an electric vehicle) and 5 medium duty transit buses. All vehicles have an estimated cost of \$100,000 each.

Assumption Used:

$$10 * \$100,000 = \$1,000,000/8 \text{ years} = \$125,000$$

$$5 * \$100,000 = \$500,000/5 \text{ years} = \$100,000$$

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness	\$0.00
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Other Attachments

File Name	Description	File Size
18-09 Regional Solicitation Grant Application for a SW Prime I-494 North Service.pdf	SWT Commission resolution approving application and local match requirements.	283 KB
494 North SW Prime Service Project Summary.pdf	One page summary of the proposed 494 North SW Prime service.	200 KB
494NorthSWPrime.pdf	Map of proposed service areas.	911 KB
494PrimeRegnlEconomy.pdf	Regional/Economy Map generated by MC Make-a-Map	3.7 MB
Met Council RTC Funding Support Letter.pdf	Met Council RTC Funding Match Letter of Support	384 KB

Population/Employment Summary

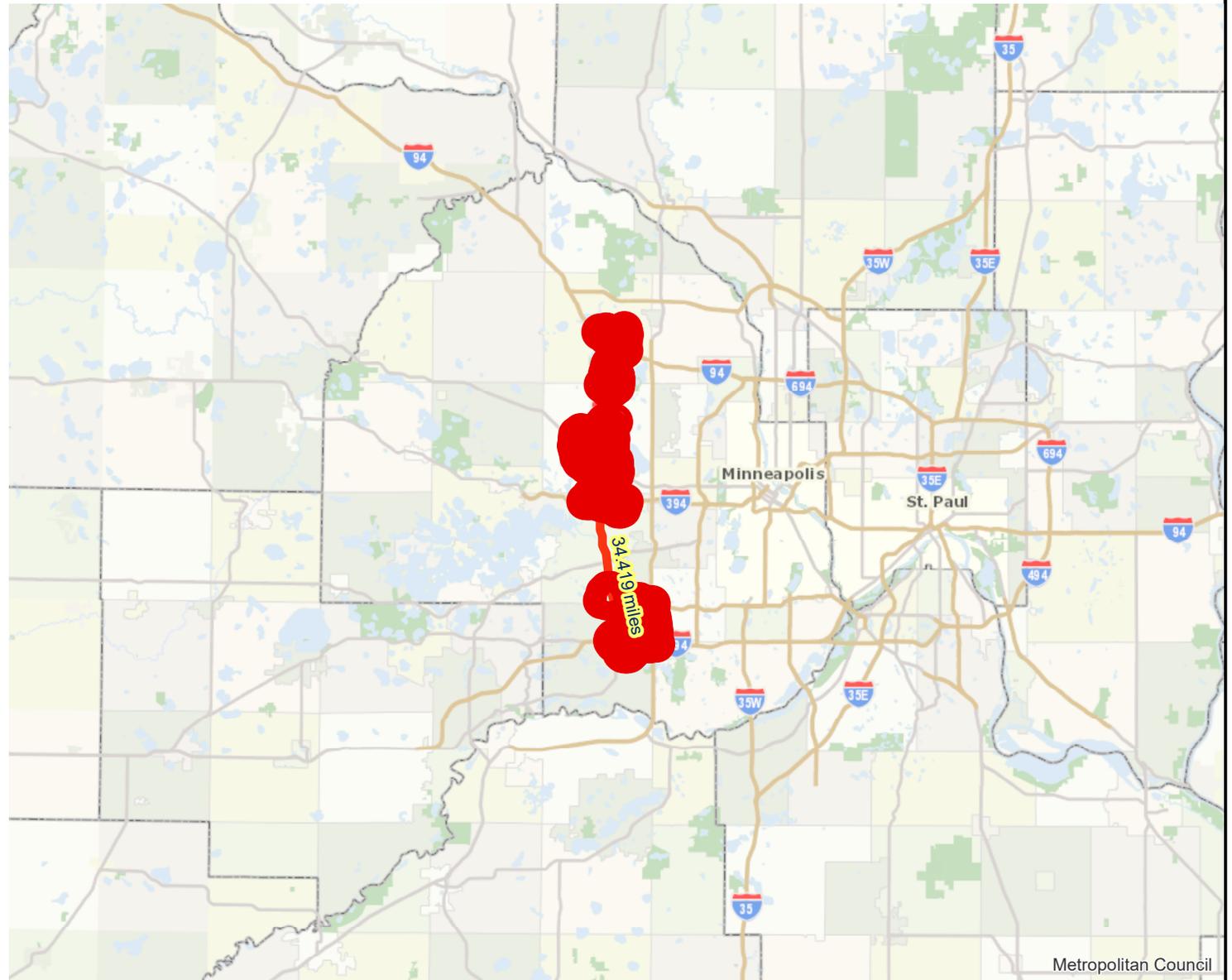
Transit Expansion Project: SW Prime 494 North Service | Map ID: 1530802074371

Results

Within QTR Mile of project:
Total Population: 95059
Total Employment: 131132
Postsecondary Students: 170

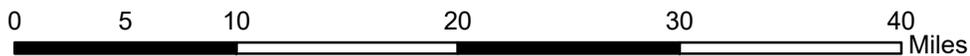
Within HALF Mile of project:
Total Population: 122594
Total Employment: 145606
Postsecondary Students: 170

Within ONE Mile of project:
Total Population: 160881
Total Employment: 172949



 Project Points

 Project



Created: 7/5/2018
LandscapeRSA4

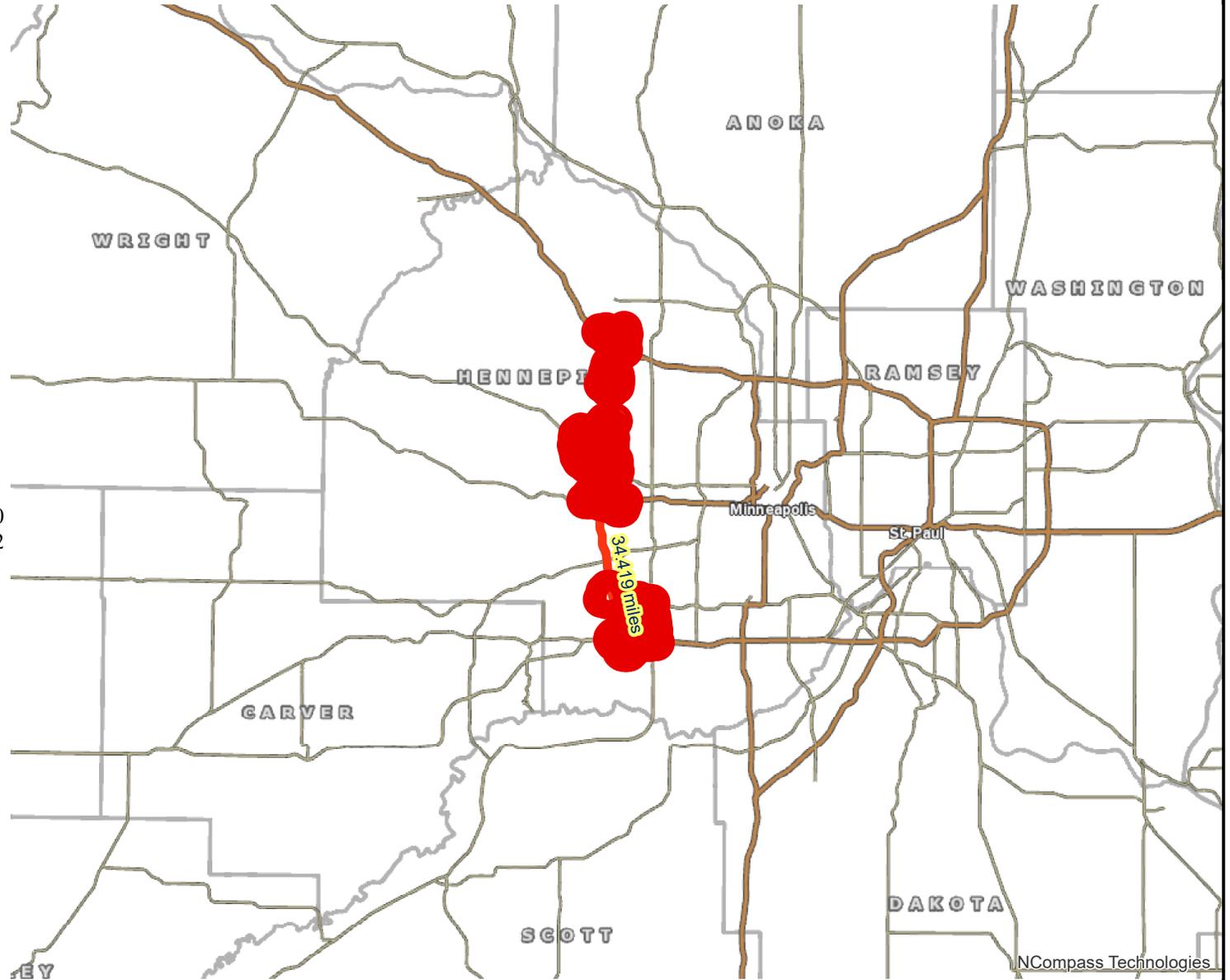


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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Transit Connections

Transit Expansion Project: SW Prime 494 North Service | Map ID: 1530802074371



Results

Transit with a Direct Connection to project:
12 146 46 490 493 600 602 614 615 645 652
672 674 677 690 691 692 695 697 698 699 740
741 742 747 771 772 774 776 777 780 781 782
783 785 787 789 790

*Green Line Extension
*American

**indicates Planned Alignments*

 Project Points

 Project



Created: 7/5/2018
LandscapeRSA3



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

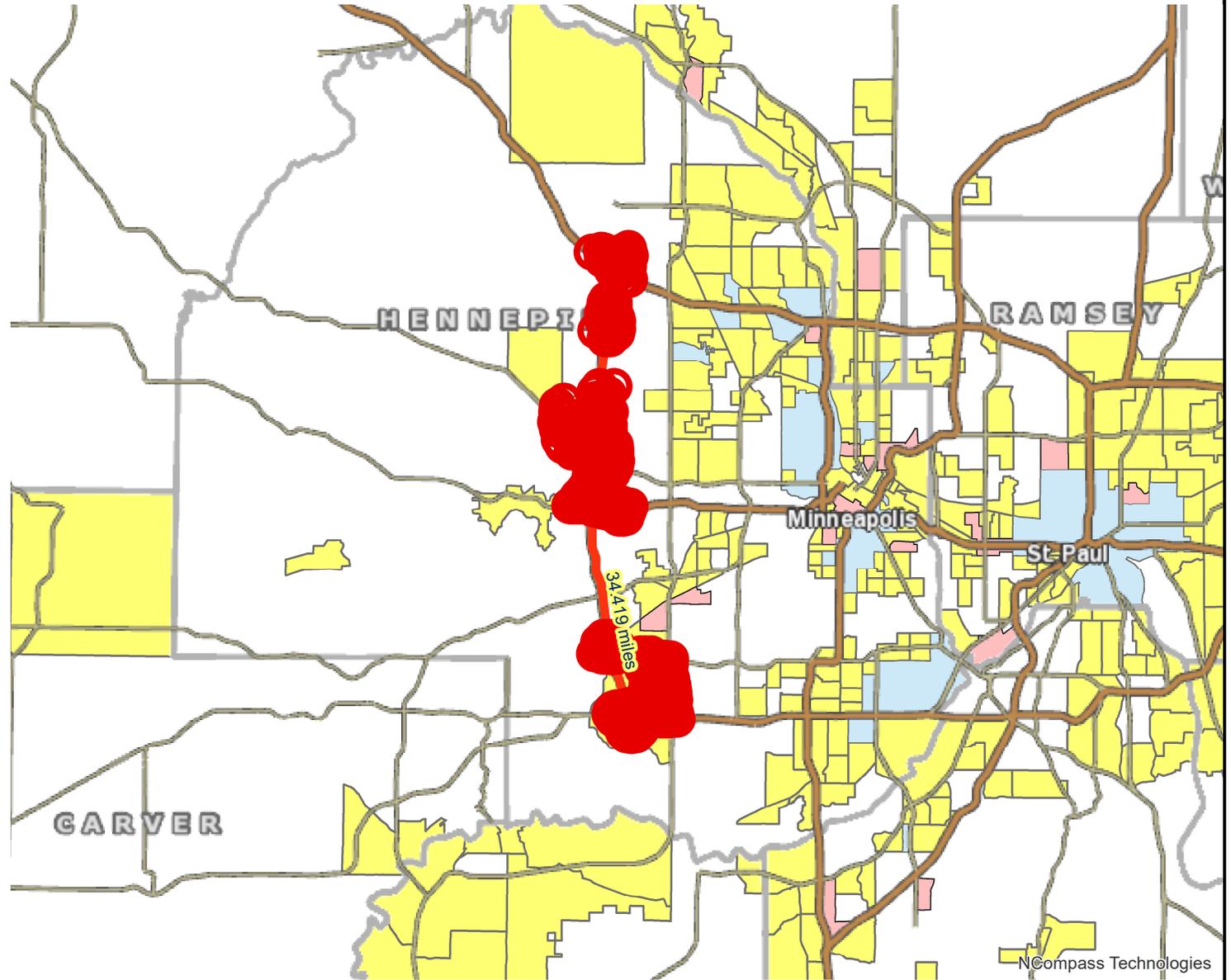


Socio-Economic Conditions

Transit Expansion Project: SW Prime 494 North Service | Map ID: 1530802074371

Results

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



NCompass Technologies

-  Project Points
-  Project
-  Area of Concentrated Poverty > 50% residents of color

-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



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LandscapeRSA2



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**SOUTHWEST TRANSIT COMMISSION
RESOLUTION #18-09
Regional Solicitation grant application for a
SW Prime I-494 North Service**

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

WHEREAS, the SouthWest Transit Commission considers it in the best interest of the agency to apply for a Regional Solicitation grant to increase service quality, regional connectivity and first/last mile services;

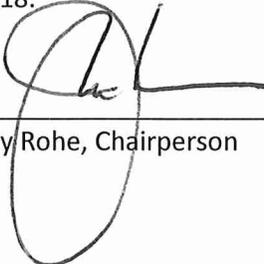
WHEREAS, the implementation of SW Prime service along I-494 will significantly increase suburb-to-suburb transit connectivity in the metro area;

WHEREAS, the proposed SW Prime service along I-494 utilizes the already proven micotransit service concept pioneered by the SW Prime service;

WHEREAS, the proposed SW Prime service along I-494 will significantly increase connectivity to the SWT service area;

NOW THEREFORE, BE IT RESOLVED that the SWT Commission authorizes its Chief Executive Officer to submit a Regional Solicitation grant application to the Metropolitan Council for expansion SW Prime service along the I-494 corridor.

ADOPTED by the Commission of SouthWest Transit on June 28, 2018.



Jay Rohe, Chairperson

ATTEST:



Len Simich, Chief Executive Officer

494 North SW Prime Service Project Summary

This I-494 North SW Prime service expansion project is requesting funds for an additional 15 SW Prime vehicles and operating dollars to implement a new SW Prime microtransit service along the I-494 corridor between Eden Prairie and Maple Grove. The service that will be a hybrid of the current SW Prime service that will allow riders both departing or entering SouthWest Transit's service area to be able to book rides to and from on demand zones where rides are provided as needed without reservations, and scheduled zones where riders select the time frame in advance they want to be picked up for their rides. SouthWest Transit will seek to partner with other transit agencies along the corridor (Maple Grove Transit, Metro Transit, and Plymouth Metrolink) so that the service may be utilized by as many riders as possible.

Highlights of the proposed service:

- The service is an expansion of the highly successful SW Prime microtransit service which offers on demand rides to and from anywhere within the city limits of Eden Prairie, Chanhassen, Chaska, Carver, and Victoria.
- The service is proposing 10 electric passenger vehicles and 5 medium duty lift-equipped transit vehicles (electric if available).
- The service plan calls for 13 vehicles to operate the service.
- Service would mirror SW Prime service hours (Monday-Friday, 6am – 6:30pm).
- The service as proposed will only service rides that originate or terminate within the proposed Eden Prairie zone of the service (The Golden Triangle and Town Center Areas of Eden Prairie), but eventually the service could be opened up to allow interzone rides across all proposed service areas.
- There are proposed service areas in Eden Prairie, Minnetonka, Plymouth, and Maple Grove that primarily consist of retail, industrial, and commercial land uses.
- The service will stop anywhere within the proposed service zones.
- The proposed “scheduled” zones in Maple Grove and Plymouth will allow riders to schedule rides within a 15 or 30-minute timeframe up to 24 hours in advance.
- The proposed “on demand” zones will act as SW Prime operates today where riders book rides only at the time a ride is needed.
- Expected average arrival time per ride: <20 minutes; Expected average trip duration: 20 minutes.
- Fares for the service will be similar to SW Prime fares. The intent of the service is to eventually have it integrated with the regional fare system so that all fare media will be accepted on the service.
- Riders will be able to transfer to and from other transit services as part of the service.
- The proposed service areas provide access to over 150,000 jobs.
- Rides will be able to be booked for the service through a smartphone app, web app, over the phone, at SW Prime kiosks, and in person at SouthWest Transit Customer Service.
- The service will ensure vehicle availability for persons with mobility needs and for persons looking to transport bikes.



SOUTHWEST TRANSIT

I-494 North SW Prime Service

Legend

-  Origin/Destination Zone
-  On-Demand Zones
-  Scheduled Zones

0 1.25 2.5 5 Miles

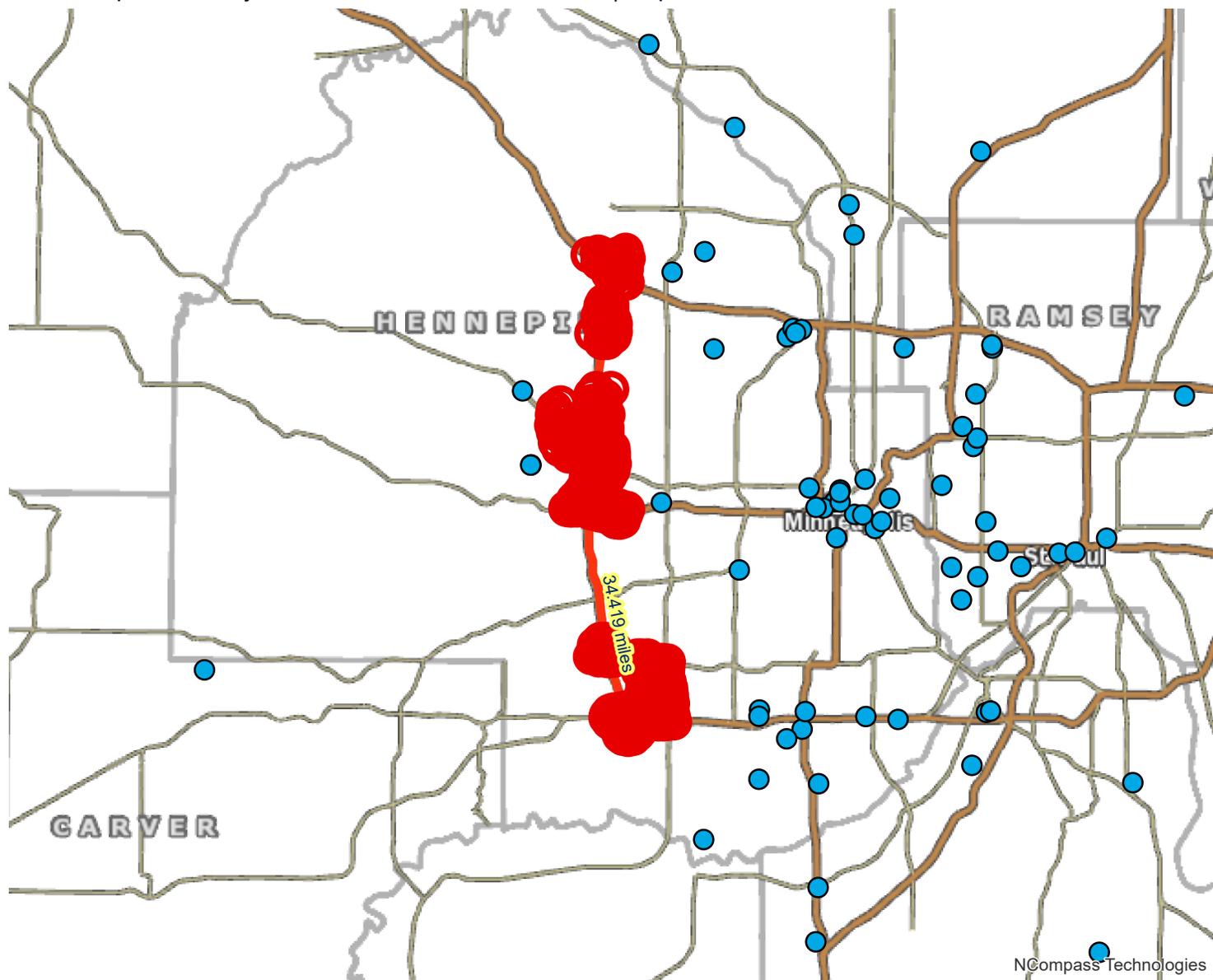
Regional Economy

Transit Expansion Project: SW Prime 494 North Service | Map ID: 1530802074371

Results

WITHIN ONE MI of project:
Postsecondary Students: 170

Total Population: 151514
Total Employment: 155422
Mfg and Dist Employment: 41946



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○ Project Points ● Postsecondary Education Centers

— Project



Created: 7/5/2018
LandscapeRSA5



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July 11, 2018

Len Simich
SouthWest Transit Commission
13500 Technology Drive
Eden Prairie, MN 55344

Dear Mr. Simich,

The Metropolitan Council has received SWT's request to provide the 20% local match for the I-494 Prime expansion project if it is selected for the 2022-2023 Regional Solicitation Transit funds.

Our understanding of the project scope is that the project will include 15 vehicles (combination of accessible and electric) to expand Prime service along the I-494 corridor between Eden Prairie and Maple Grove. Service will provide both demand-response and scheduled ride services on weekdays between 6:00 am and 6:30 pm. The scope also includes 3 years of operations, software contract, and marketing.

The project total cost is estimated at \$7M with \$5.6M in Regional Solicitation transit funds requested and a \$1.4 local match. The capital portion of this project is valued at \$1.5M with \$1.2M in Regional Solicitation funds and \$300,000 in local capital match. This represents Prime vehicles.

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 \$300,000 in RTC funds as local capital match for the I-94 Prime expansion project 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.
- SWT will provide letters of support from all providers impacted by the expanded service as proposed service is in other providers service areas or similar service already exists.
- The Council cannot guarantee that operating funds will be available for any service expansion and looks to the project sponsor, SWT 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 Agesen-Huebner
Matt Fyten