



Application

10358 - 2018 Transit Expansion

11032 - Golden Triangle Bus Transfer Station

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

Submitted Date:

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Primary Contact

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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):

The planned Golden Triangle Area (GTA) Bus Transfer Station will provide a much needed bus transfer location within the GTA in Eden Prairie - the largest suburban business district in the Twin Cities metropolitan area. The facility will include enough loading/layover area to accommodate a minimum of two 45-ft coach buses, an indoor temperature controlled waiting/lobby area, sidewalks, rest areas, restrooms, transit information, proper signage, and landscaping. The site will not include transit park and ride as its primary use will be for reverse commute, suburb-to-suburb express, and potential transitway service connections.

The GTA in Eden Prairie is a heavily auto-oriented district with minimal sidewalks, a meandering road network, and predominantly low density commercial land uses. These factors contribute to an environment that is not transit-friendly in that transit vehicles take a relatively longer time to service the area compared to a more urban dense environment with grid pattern street networks. Additionally, the road network within the GTA makes it far too inefficient for transit vehicles to quickly and effectively service all areas of the GTA where service is needed.

It is for the above reasons that a bus transfer station within the GTA will significantly increase transit efficiency by allowing express/transitway vehicles to connect to GTA circulator services at the proposed GTA Bus Transfer Station. SW Prime microtransit service will also connect at the planned station allowing riders to access the entirety of SouthWest Transit's service area (Eden Prairie, Chanhassen, Chaska, Carver, Victoria). Current and planned services that will connect with/benefit from the proposed station include SouthWest Transit reverse commute express services,

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

SouthWest Transit's SW Prime microtransit service, programmed/funded MVTA express service to the GTA, and programmed/funded SouthWest Transit suburb-to-suburb service along I-494 between Eden Prairie and the Mall of America. Other planned services that could stop at/benefit from the proposed station include planned 169 BRT service, planned American Blvd ABRT service, and the planned SWLRT Green Line Extension connector bus service.

(Limit 2,800 characters; approximately 400 words)

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

CMAQ: Funding for a construction of Bus Transfer Station in the Golden Triangle Area of Eden Prairie

Project Length (Miles)

29.6

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

\$1,600,000.00

Match Amount

\$400,000.00

Minimum of 20% of project total

Project Total

\$2,000,000.00

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:

2020, 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	
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: (Intersection or Address)	N/A
To: (Intersection or Address)	N/A
<i>DO NOT INCLUDE LEGAL DESCRIPTION</i>	
Or At: (Intersection or Address)	N/A
Name of Park and Ride or Transit Station:	Golden Triangle Transfer Station
<i>e.g., MAPLE GROVE TRANSIT STATION</i>	
(Approximate) Begin Construction Date	04/01/2023
(Approximate) End Construction Date	10/31/2023
Primary Types of Work	Transit Station, Construction, Sidewalk, Grading, Paving, Landscaping, Curb and Gutter, Signage
<i>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.</i>	

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. 2.6: Goal: Transportation System Stewardship

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

Strategies: A3

p.2.7: Goal: Safety and Security

Objectives: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport; Reduce the transportation systems' vulnerability to natural and man-made incidents and threats.

Strategies: B1, B6

p.2.8 Goal: 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 highway and 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, C2, C4, C11, C14, C17.

p.2.11: Goal: Competitive Economy

Objectives: Improve multimodal access to regional job concentrations identified in Thrive MSP 2040; 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: Healthy Environment

Objectives: Reduce transportation-related air emissions; Reduce impacts of transportation construction, operations, and use on the natural, cultural, and developed environments; 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: E1, E2, E3, E5, E6

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

Objectives: Encourage local land use design that integrates highways, streets, transit, walking, and bicycling

Strategies: F5

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.30-32

List the applicable documents and pages:

Eden Prairie Comprehensive Plan Update p. 8.4-8.6

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
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	\$1,800,000.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$200,000.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$2,000,000.00

Transit Operating Costs

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

Totals

Total Cost	\$2,000,000.00
Construction Cost Total	\$2,000,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	207348
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	1340
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

Please upload attachment in PDF form.

As is the case throughout the SouthWest Transit Service area, the SW Prime microtransit service will offer first/last mile services to anywhere within the city limits of Eden Prairie, Chanhassen, Chaska, Victoria, and Carver. SW Prime service is planned to service the proposed Golden Triangle Bus Transfer Station.

1531422191062_GTATransferStationPopEmploySA.pdf

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project 490, 493, 600

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

Upload Map

Please upload attachment in PDF form.

1531430486125_GTATransferStationTransitConnectns.pdf

Response

Met Council Staff Data Entry Only

Average number of weekday trips 62.0

A Measure: Usage

Service Type

Urban and Suburban Local Routes

New Annual Ridership (Integer Only)

321079

*The approved CMAQ projects for the Minnesota Valley Transit Authority's 169 Express service to the Golden Triangle and SouthWest Transit's 494 MOA service will be operational and meeting their respective annual ridership totals: MVTA 169 Projected Service Ridership: 175,700; SWT 494 MOA Projected Service Ridership: 368,800.

*With the Golden Triangle being a top attractor for both MVTA and SWT services, it is assumed that 50% of the projected ridership for both services will be accessing the Golden Triangle and Opus business parks in Eden Prairie and Minnetonka, and those riders will be transferring to shuttle service at the proposed Golden Triangle Bus Transfer Station.

*It is also assumed that the proposed bus transfer station will serve as a stop for any future 169 Highway BRT service and American Blvd ABRT service, but those ridership estimates are not included in this application's ridership figure as those services will not be in operation by 2025 (the anticipated third year of service of the proposed bus transfer station. Additionally, the proposed bus transfer station will have service that connects it to/from the planned Golden Triangle SWLRT Station platform.

*SW Flex/Prime Shuttle reverse commute service will service and transfer riders at the proposed transfer station.

*SW Flex/Prime Shuttle service will have a 15% increase in ridership by 2025.

*All service is assumed to be weekday service only (253 days/year).

Assumptions Used:

(Limit 2,800 characters;
approximately 400 words)

Using the above assumptions, the following calculations were used to determine ridership usage for the proposed Golden Triangle Bus Transfer Station:

-SWT 494 MOA projected ridership: $368,800 * 50\%$
 $= 184,400$ riders

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

-MVTA 169 Express projected ridership: $175,700 * 50\%$ = 87,850 riders

-Current Daily SW Flex/Prime Shuttle Ridership:
 $168 \text{ riders} * 1.15 = 193 \text{ riders (2025)} * 253 \text{ service days} = 48,829$ annual SW Flex/Prime Shuttle ridership

Total Ridership: $184,400 + 87,850 + 48,829 = 321,079$ Riders

(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): Yes

(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:

(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.

Response:

As part of the development process, neighboring properties will be reached out to and invited to formally comment on the site plan prior to final design. Given that the surrounding properties are commercial properties, outreach will primarily be conducted electronically and in person if needed.

More generally, SouthWest Transit will survey its riders to determine what amenities are most desired as part of the design. Surveys will be completed electronically through SWT's website and the SWT app.

In person focus groups may also be conducted to solicit opinions on the projects from populations traditionally not involved in community engagement.

(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 and fixed route service today, the proposed Golden Triangle Bus Transfer Station would allow total access for any person regardless of income, ethnicity, age, or disability that is able to navigate the system throughout the planned service areas for those traveling to and from the SouthWest Transit service area.

*The station would allow for safe, convenient, high-amenity travel for those individuals who may not be able to operate a vehicle safely on their own.

*The improve will improve access to 170,000+ jobs.

Response:

*The station will assist in significantly bridging the first mile/last mile gap to fixed route transit service.

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

*The station will assist in improving air quality for all through the operation of numerous transit services, some of which will be operated with electric/low or no emission 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

Added bus traffic into and out of the station could potentially increase difficulty crossing streets in the area. Crosswalks and other traffic calming efforts will be put into place to mitigate impacts. As is the case with all transit services, operators will receive extensive training regarding safe operating procedures around near pedestrians.

Response:

The project construction could potentially impact the surrounding area by creating added noise and potentially impacting surrounding utilities. Impacted surrounding property owners will be brought into the process prior to construction in order to ensure all potential negative externalities that could result from the project are addressed to a satisfactory level for the property owners.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531406467687_GTATransferStationSocioEconomicSA.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	600.0	0.52	84.0	43.86
Chaska	150.0	0.13	94.0	12.27
Chanhassen	150.0	0.13	39.0	5.09
Carver	50.0	0.04	72.0	3.13

Victoria	50.0	0.04	28.0	1.22
Shakopee	4.0	0	68.0	0.24
Bloomington	85.0	0.07	100.0	7.4
Richfield	30.0	0.03	76.0	1.98
Edina	30.0	0.03	91.0	2.38
				78

Total Transit Stops

Total Transit Stops 1149.0

Affordable Housing Scoring

Total Housing Score 77.57

Affordable Housing Scoring

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	1269
Distance from Terminal to Terminal (Miles)	12.0
VMT Reduction	15228.0
CO Reduced	36394.92
NOx Reduced	2436.48
CO2e Reduced	5582585.0
PM2.5 Reduced	76.14
VOCs Reduced	456.84
Total Emissions Reduced	5621949.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

The proposed Golden Triangle Bus Transfer Station will serve to aid in the improvement of bicycle and pedestrian access in the Golden Triangle Area of Eden Prairie. As acknowledged, the Golden Triangle is currently auto-oriented with limited pedestrian and bicycle access. The City of Eden Prairie has recognized these deficiencies and has plans to improve pedestrian and bicycle access throughout the Golden Triangle in coordination with the construction of the SWLRT Golden Triangle Station Area.

The proposed Golden Triangle Bus Transfer Station will be designed with pedestrians and bicycles in mind as the facility will not operate and park and ride transit. The station will have sidewalks around the entire perimeter of the passenger waiting areas, complete with sidewalks and crosswalks along adjacent roadways to allow for easy bike/pedestrian access.

As is the case with all SouthWest Transit facilities, the station will meet ADA accessibility requirements and include bike racks and potentially bike lockers if a need for them is determined. The station will also improve the overall travel experience of riders through pedestrian amenities such as indoor and outdoor benches, landscaping/public art, restrooms, a climate controlled waiting area, informative signage, and a transit information booth. Riders will also be able to purchase fare media at the station. Finally, all transit service that operates out of the Golden Triangle Bus Transfer station will be ADA accessible and have bike racks on the vehicles.

(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.

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

1531336565968_SWT - Valley View Road Transfer Station_SK1_061818.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

100%

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

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: \$0.00

Total Annual Capital Cost of Project \$25,714.00

Total Annual Project Cost \$25,714.00

Assumption Used: \$1,800,000 Construction Cost/70 years (Transit Center/Station/Platform) = \$25,714 Annual Capital Cost of Project

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
18-07 Regional Solicitation Grant Application for a Golden Triangle Area Transfer Station.pdf	SWT Commission Resolution approving application submittal and local match requirements	279 KB
Existing Conditions Photo.pdf	Site Existing Conditions Photo	238 KB
Golden Triangle Bus Transfer Station Project Summary.pdf	Project Summary	182 KB
GTATransferStationPopEmploy.pdf	Station Area Population/Employment Map	2.7 MB
GTATransferStationRegnIEconomy.pdf	Station Area Regional Economy Map	6.1 MB
GTATransferStationRegnIEconomySA.pdf	Service Areas Regional Economy Map	3.3 MB
GTATransferStationSocioEconomic.pdf	Station Area Socioeconomic Map	6.2 MB
GTATransferStationTransitConnectnsSA.pdf	Service Areas Transit Connections Map	2.9 MB
Letter of Support GTA Transfer Station SC.pdf	Letter of Support from Scott County	370 KB
LOS EP GTA Transfer Station.pdf	Letter of Support from the Mayor of Eden Prairie approving the use of City owned right-of-way for at no cost for the project.	296 KB
LOS SouthWest bus transfer.pdf	Letter of Support for the GTA Bus Transfer Station from the Minnesota Valley Transit Authority	41 KB
SWT - Valley View Road Transfer Station_SK1_061818.pdf	Concept Site and Station Plan	221 KB

Population/Employment Summary

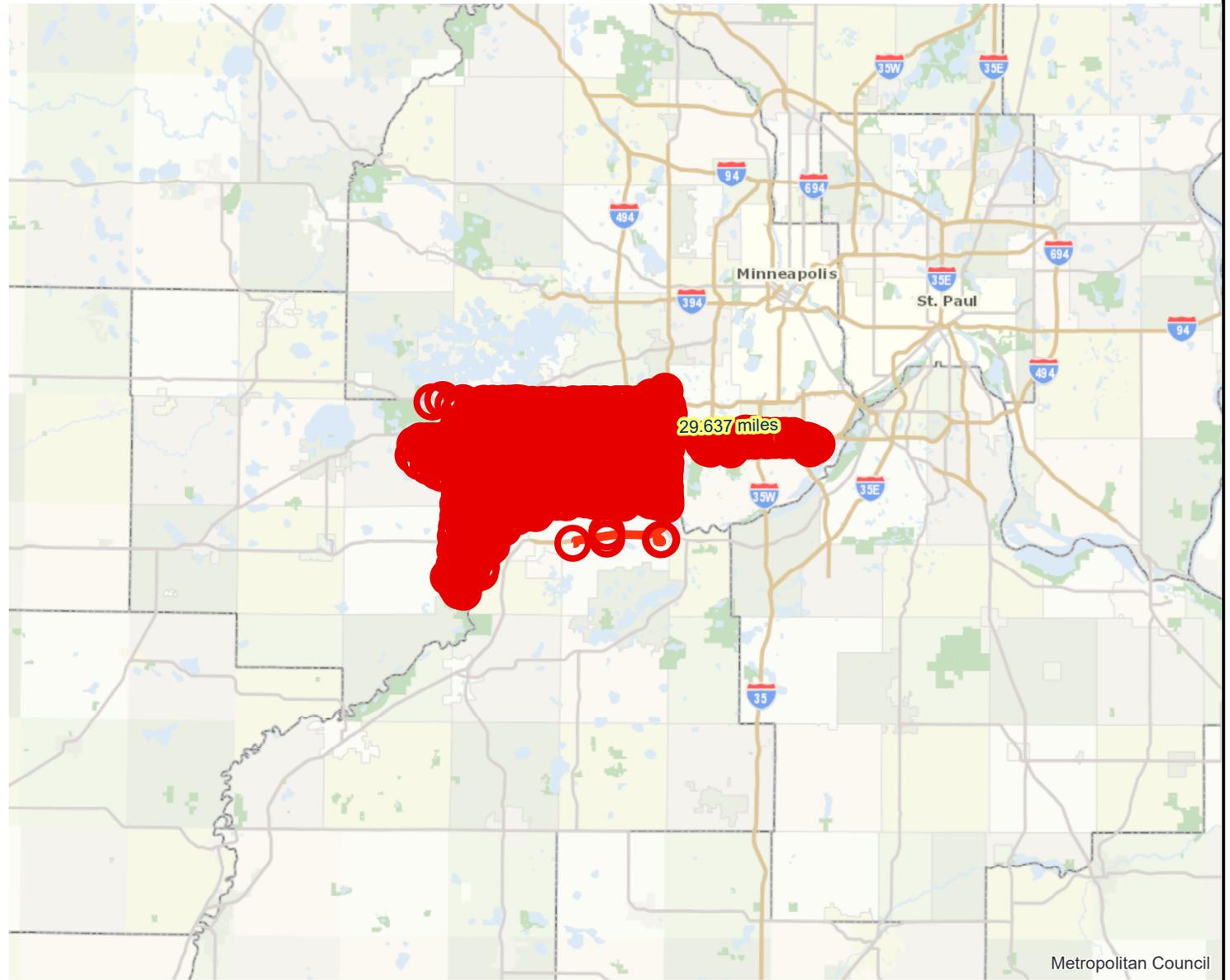
Transit Expansion Project: Golden Triangle Bus Transfer Station | Map ID: 1531331921738

Results

Within QTR Mile of project:
Total Population: 210893
Total Employment: 207348
Postsecondary Students: 1340

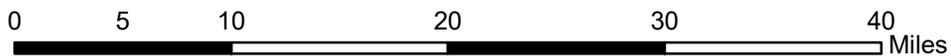
Within HALF Mile of project:
Total Population: 241346
Total Employment: 217450
Postsecondary Students: 1794

Within ONE Mile of project:
Total Population: 290450
Total Employment: 236275



 Project Points

 Project



Created: 7/11/2018
LandscapeRSA4



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



Transit Connections

Transit Expansion Project: Golden Triangle Bus Transfer Station | Map ID: 1531332499820



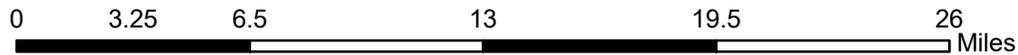
Results

Transit with a Direct Connection to project:
490 493 600

**indicates Planned Alignments*

 Project Points

 Project



Created: 7/11/2018
LandscapeRSA3



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



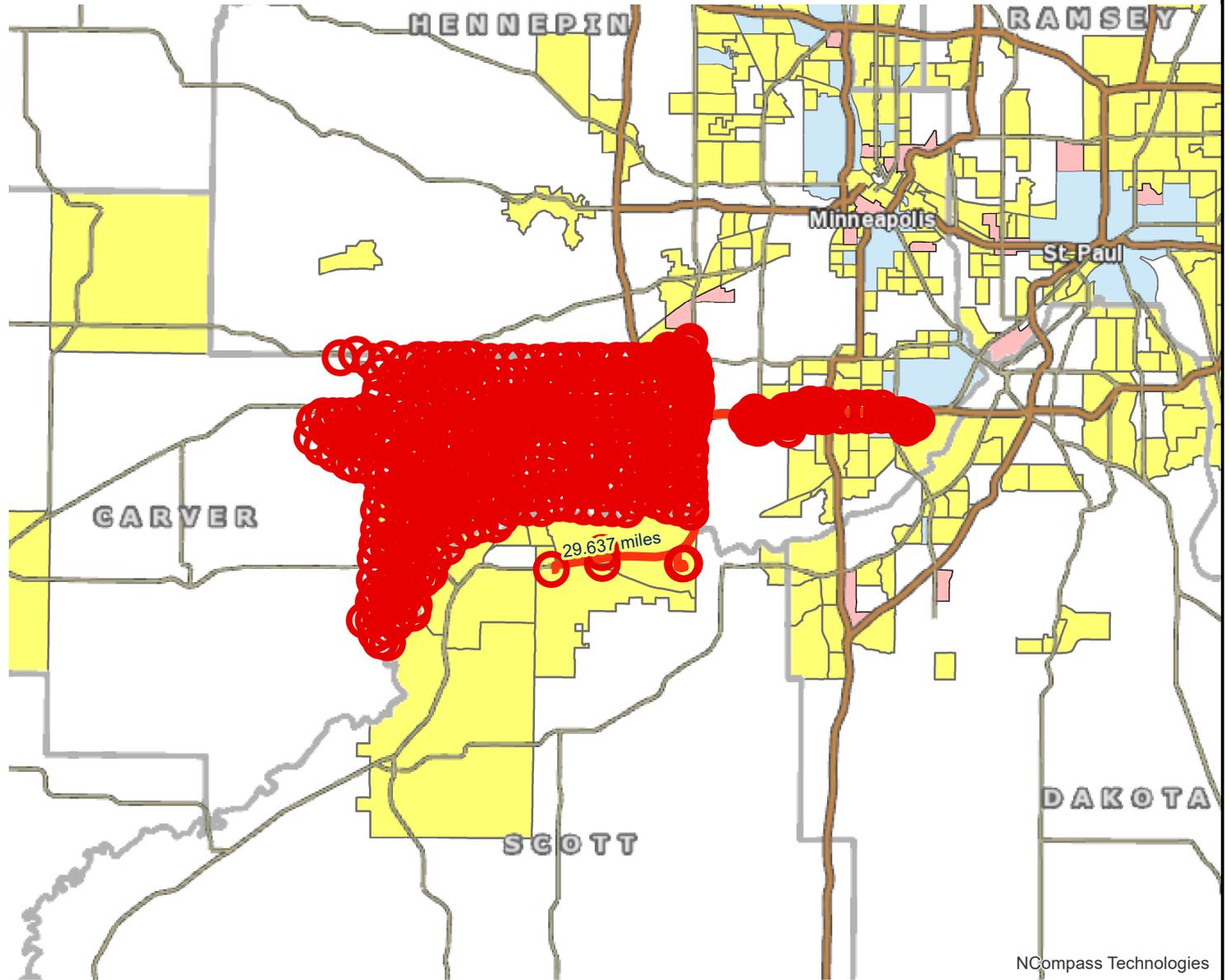
NCompass Technologies

Socio-Economic Conditions

Transit Expansion Project: Golden Triangle Bus Transfer Station | Map ID: 1531331921738

Results

Project located **IN**
Area of Concentrated Poverty
with 50% or more of residents
are people of color (ACP50):
(0 to 30 Points)



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

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



Created: 7/11/2018
LandscapeRSA2



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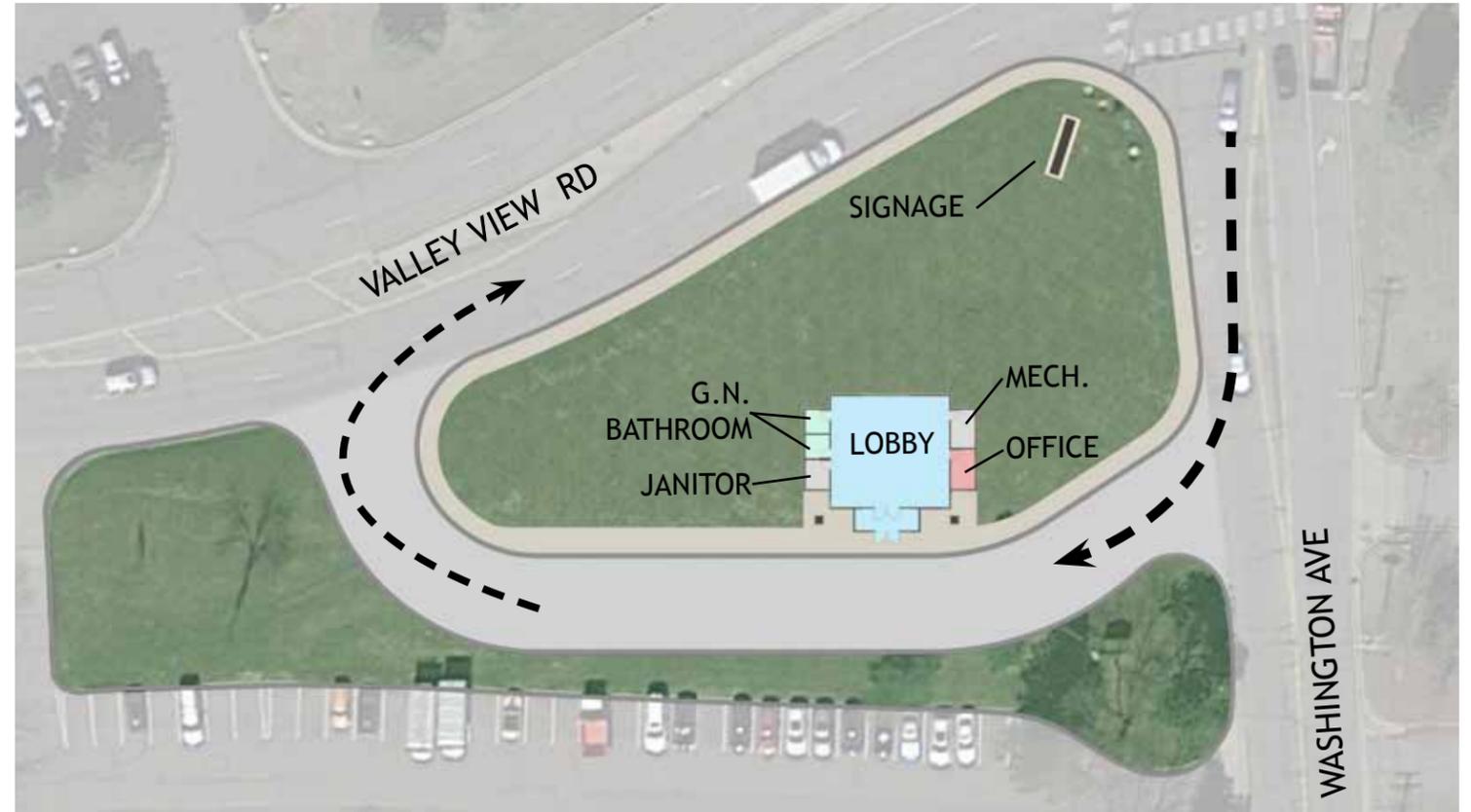
VIEW LOOKING NORTH



VIEW LOOKING NORTHWEST



SITE CONTEXT



SITE CONCEPT

CONCEPT DESIGN STUDIES

South West Transt Golden Triangle

Eden Prairie, Minnesota



**SOUTHWEST TRANSIT COMMISSION
RESOLUTION #18-07
Regional Solicitation grant application for a
Golden Triangle Area Transfer Station**

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 and regional connectivity;

WHEREAS, the construction of a transfer station in Eden Prairie's Golden Triangle Area will create easier and more efficient transit access into the largest suburban business district in the metro area.

WHEREAS, a transfer station in the Golden Triangle Area will aid in the delivery of reverse commute express services, SW Prime service, Golden Triangle circulator service, and future Bus Rapid Transit services.

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 the construction of a bus transfer station in the Golden Triangle Area in Eden Prairie.

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

ATTEST:



Len Simich, Chief Executive Officer



Jay Rohe, Chairperson



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Golden Triangle Bus Transfer Station Project Summary

The planned Golden Triangle Area (GTA) Bus Transfer Station will provide a much-needed bus transfer location within the GTA in Eden Prairie - the largest suburban business district in the Twin Cities metropolitan area. The facility will include enough loading/layover area to accommodate a minimum of two 45-ft coach buses, an indoor temperature controlled waiting/lobby area, sidewalks, rest areas, restrooms, transit information, proper signage, and landscaping. The site will not include transit park and ride as its primary use will be for reverse commute, suburb-to-suburb service, and potential transitway service connections.

The GTA in Eden Prairie is a heavily auto-oriented district with minimal sidewalks, a meandering road network, and predominantly low density commercial land uses. These factors contribute to an environment that is not transit-friendly where transit vehicles take a relatively longer time to service the area compared to a more urban dense environment with grid pattern street networks. Additionally, the road network within the GTA makes it far too inefficient for transit vehicles to quickly and effectively service all areas of the GTA where service is needed.

It is for the above reasons that a bus transfer station within the GTA will significantly increase transit efficiency by allowing express/transitway vehicles to connect to GTA circulator services at the proposed GTA Bus Transfer Station. SW Prime microtransit service will also connect at the planned station allowing riders to access the entirety of SouthWest Transit's service area (Eden Prairie, Chanhassen, Chaska, Carver, Victoria). Current and planned services that will connect with/benefit from the proposed station include SouthWest Transit reverse commute express services, SouthWest Transit's SW Prime microtransit service, programmed/funded MVTA express service to the GTA, and programmed/funded SouthWest Transit suburb-to-suburb service along I-494 between Eden Prairie and the Mall of America. Other planned services that could stop at/benefit from the proposed station include planned 169 BRT service, planned American Blvd ABRT service, and the planned SWLRT Green Line Extension connector bus service.

Population/Employment Summary

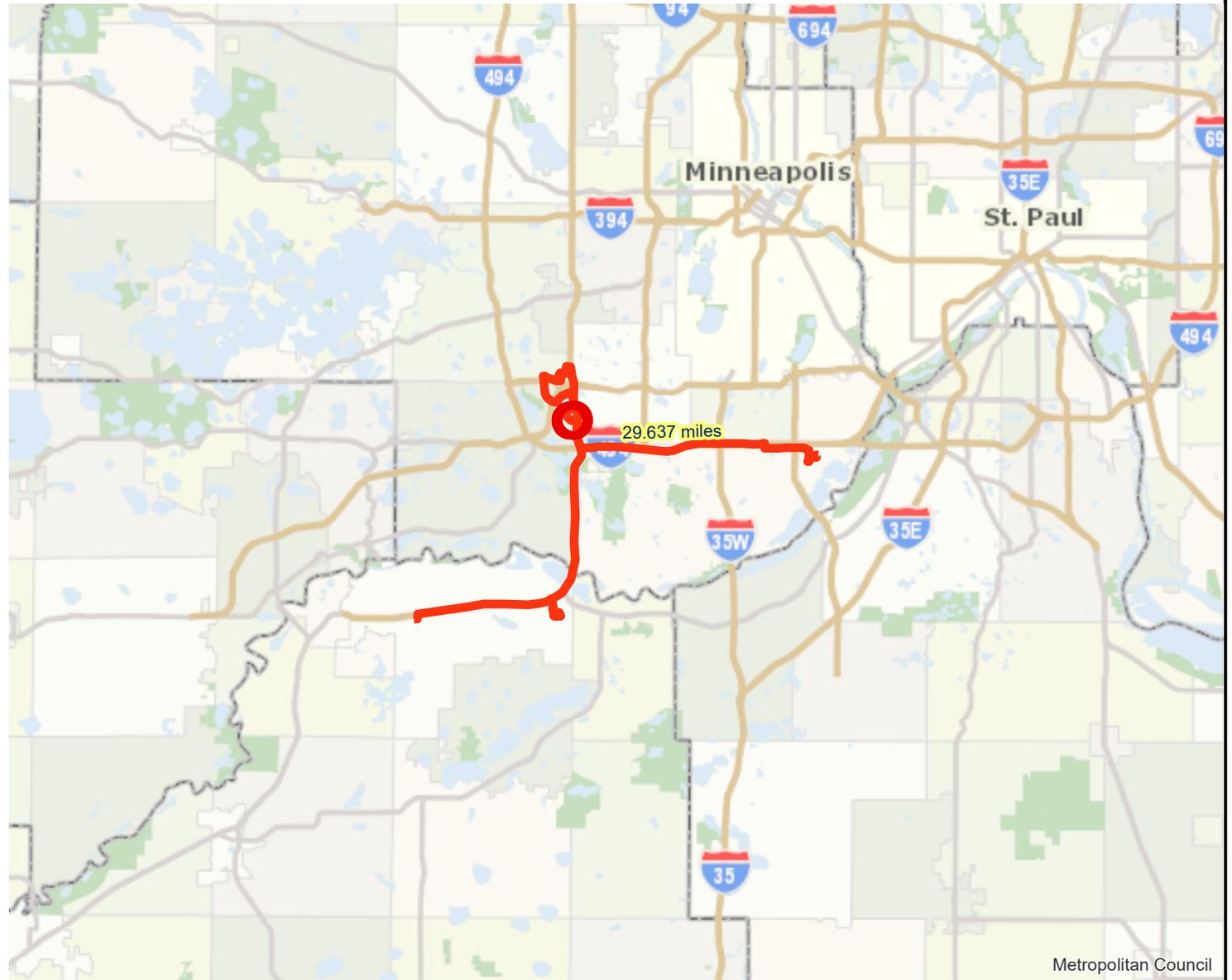
Transit Expansion Project: Golden Triangle Bus Transfer Station | Map ID: 1531332499820

Results

Within QTR Mile of project:
Total Population: 2249
Total Employment: 12118
Postsecondary Students: 0

Within HALF Mile of project:
Total Population: 2444
Total Employment: 15756
Postsecondary Students: 0

Within ONE Mile of project:
Total Population: 8393
Total Employment: 25093



Metropolitan Council

 Project Points

 Project



Created: 7/11/2018
LandscapeRSA4

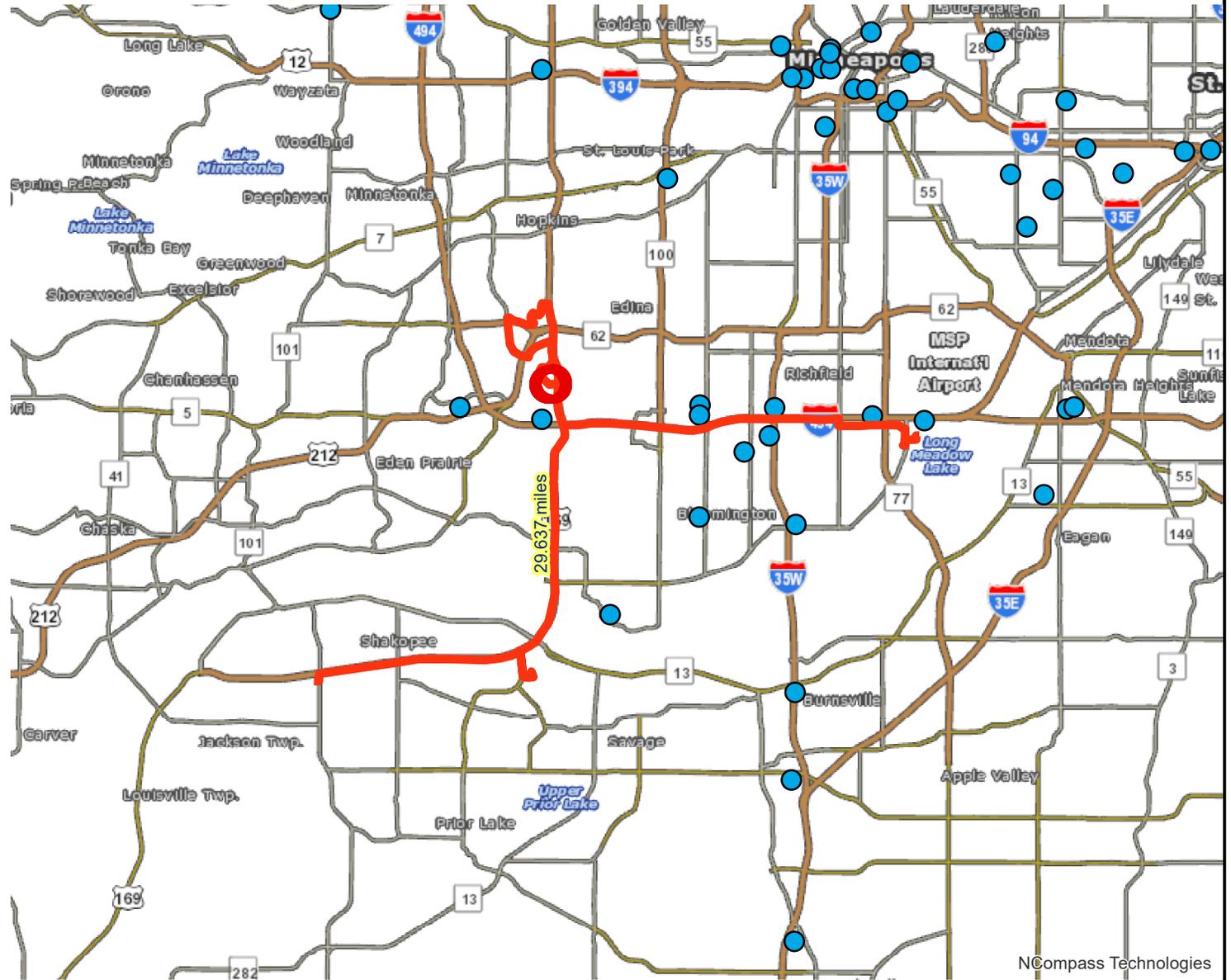


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Regional Economy

Transit Expansion Project: Golden Triangle Bus Transfer Station | Map ID: 1531332499820



Results

WITHIN ONE MI of project:
Postsecondary Students: 2642

Total Population: 151582
Total Employment: 173623
Mfg and Dist Employment: 29831

 Project Points  Postsecondary Education Centers

 Project



Created: 7/11/2018
LandscapeRSA5



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



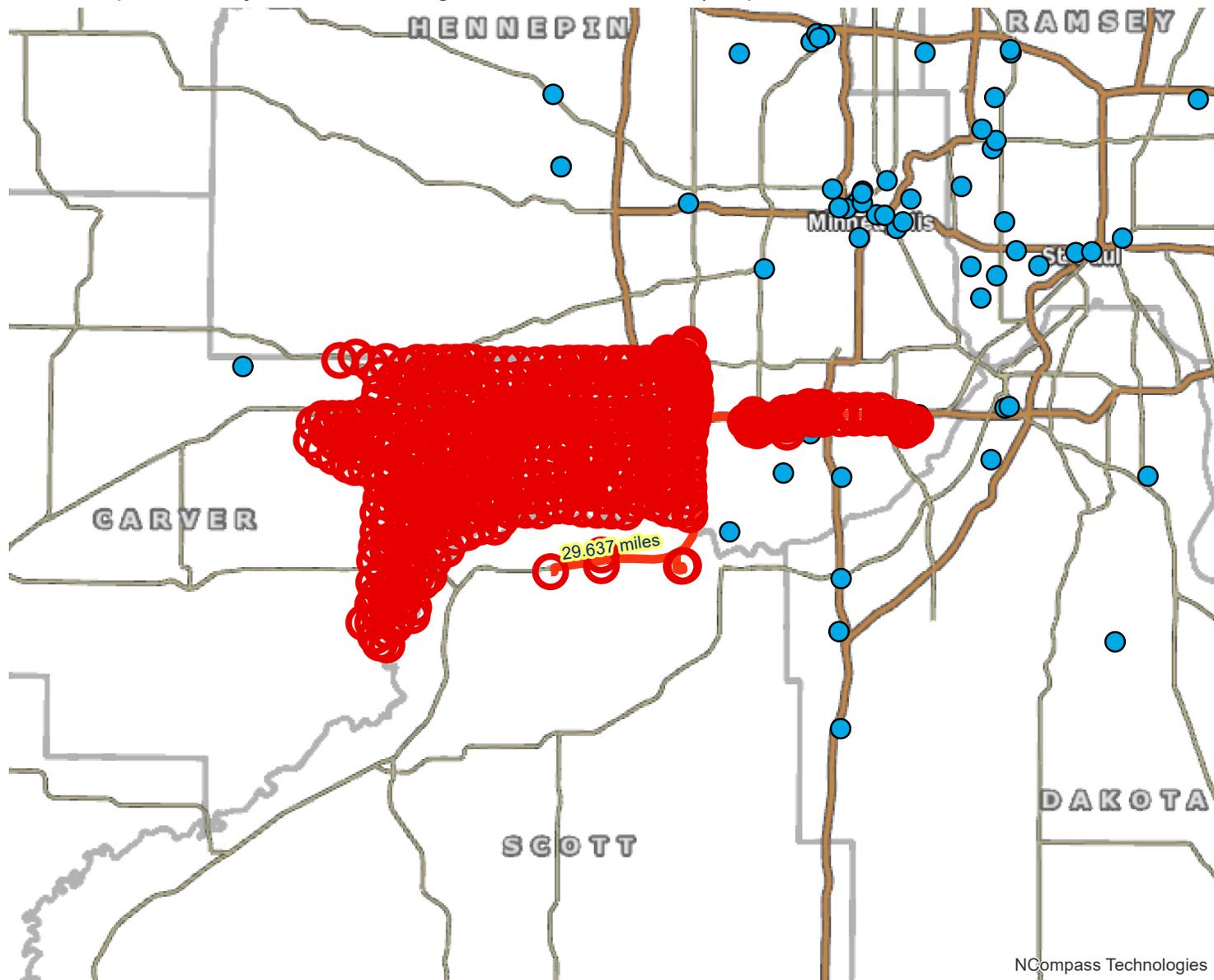
Regional Economy

Transit Expansion Project: Golden Triangle Bus Transfer Station | Map ID: 1531331921738

Results

WITHIN ONE MI of project:
Postsecondary Students: 2642

Total Population: 151582
Total Employment: 173623
Mfg and Dist Employment: 29831



NCompass Technologies

 Project Points  Postsecondary Education Centers

 Project



Created: 7/11/2018
LandscapeRSA5



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

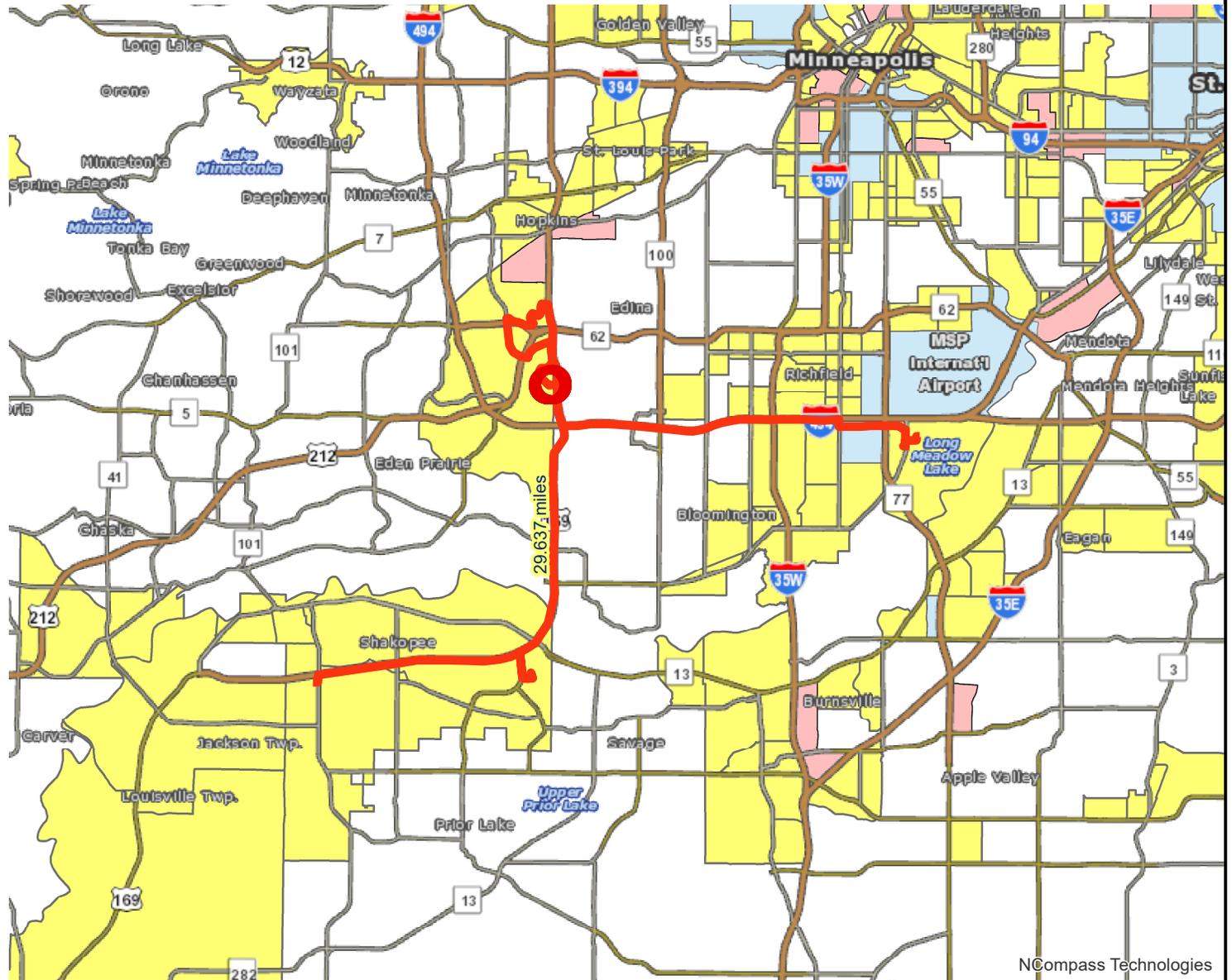


Socio-Economic Conditions

Transit Expansion Project: Golden Triangle Bus Transfer Station | Map ID: 1531332499820

Results

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



NCompass Technologies

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

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



Created: 7/11/2018
LandscapeRSA2

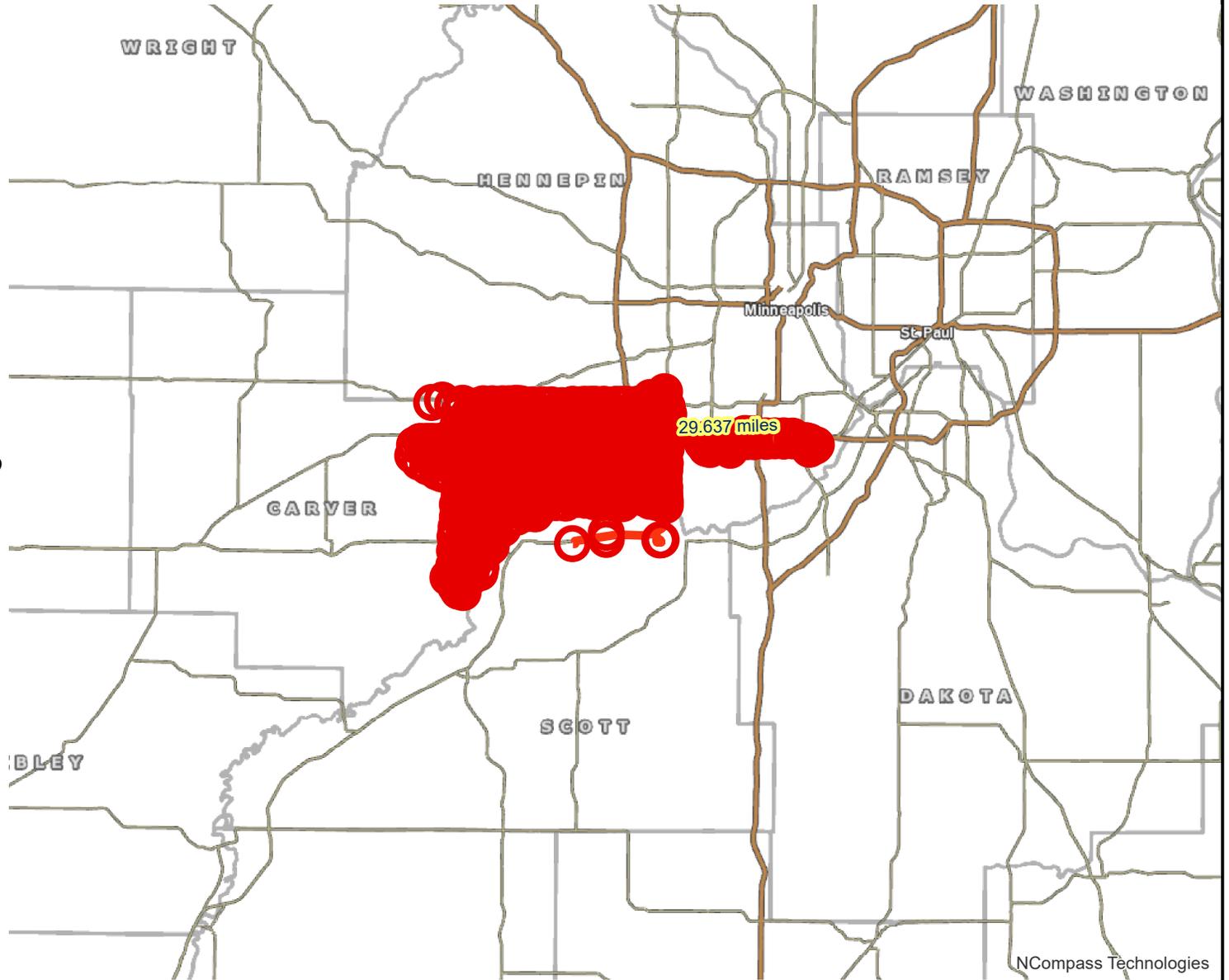


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>



Transit Connections

Transit Expansion Project: Golden Triangle Bus Transfer Station | Map ID: 1531331921738



Results

Transit with a Direct Connection to project:
12 18 4 411 415 440 444 46 470 472 475
476 477 478 479 490 491 492 493 495 497 499
5 515 535 537 538 539 54 540 542 552 553
554 558 578 588 589 6 600 602 612 690 691
692 695 697 698 699 901 903

- *Chicago-Fremont
- *Green Line Extension
- *Nicollet
- *Orange Line
- *American

**indicates Planned Alignments*

 Project Points

 Project



Created: 7/11/2018
LandscapeRSA3



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



NCompass Technologies



SCOTT COUNTY TRANSPORTATION SERVICES DIVISION

COUNTY HIGHWAYS, MOBILITY MANAGEMENT, FLEET
600 COUNTRY TRAIL EAST · JORDAN, MN 55352-9339
(952) 496-8346 · Fax: (952) 496-8365 · www.scottcountymn.gov

LISA J. FREESE

Transportation Services Director

ANTHONY J. WINIECKI, P.E.

County Engineer

TROY BEAM

Mobility Services/Fleet Mgr.

July 13, 2018

Len Simich
Chief Executive Officer
SouthWest Transit
13500 Technology Drive
Eden Prairie, MN 55344

Dear Mr. Simich:

I am writing in support of SouthWest Transit's 2018 Regional Solicitation grant application for a bus transfer station in the Golden Triangle Area (GTA) to be located on the southwest corner of Washington Ave and Valley View Rd. The proposed station will provide a much-needed hub that will significantly increase transit access throughout the GTA by serving as a station for existing and planned local and regional transit services. This includes both programmed and planned transit services along US-169 between Scott County and the GTA. If awarded, Scott County intends to utilize the proposed GTA bus transfer station as part of its programmed and planned express services to the GTA.

Scott County greatly appreciates SouthWest Transit's efforts to help improve transit connectivity within the GTA.

Sincerely,

Lisa J. Freese
Transportation Services Director

June 25, 2018

Len Simich
Chief Executive Officer
SouthWest Transit
13500 Technology Drive
Eden Prairie, MN 55344

Dear Mr. Simich:

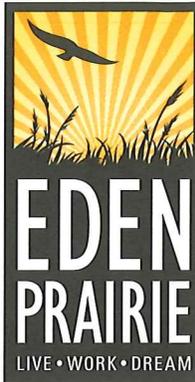
I am writing in support of SouthWest Transit's 2018 Regional Solicitation grant application for a bus transfer station in the Golden Triangle Area (GTA) to be located on the southwest corner of Washington Ave and Valley View Rd. The proposed station will provide a much-needed hub that will significantly increase transit access throughout the GTA by serving as a station for existing and planned local and regional transit services.

As you are aware, the proposed project is planned on a site located on City-owned right-of-way. Should SouthWest Transit be awarded a Regional Solicitation grant, City staff will cooperate with SW Transit in addressing access and other site related needs of the proposed station.

Sincerely,



Nancy Tyra-Lukens
Mayor
City of Eden Prairie



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

8080 Mitchell Rd
Eden Prairie, MN
55344-4485

edenprairie.org



July 9, 2018

Len Simich
Chief Executive Officer
SouthWest Transit
135000 Technology Drive
Eden Prairie, MN 55344

RE: Letter of Support for a Bus Transfer Station at the Southwest Corner of Valley View Road and Washington Avenue in Eden Prairie

Dear Mr. Simich,

Minnesota Valley Transit Authority (MVTA) extends its support to SouthWest Transit's Regional Solicitation funding application for a bus transfer station in the Golden Triangle area of Eden Prairie. MVTA believes the facility would be a beneficial stop for transit providers in the region.

The site envisioned is located on a piece of right-of-way that the City of Eden Prairie is willing to donate to should the grant application be awarded. The location of the right-of-way is on the SW corner of Valley View Road and Washington Avenue just west of the Valley View Road exit off of Highway 169.

MVTA believes the transfer station would be beneficial for both express and local/demand response services because it will allow express buses to transfer to demand response/local circulators without having express buses forced to navigate the circuitous road network of the Golden Triangle. It also will be able to serve as a stop for the planned 169 bus rapid transit service.

MVTA appreciates your efforts to secure funding for this project.

Sincerely,

A handwritten signature in blue ink that reads "Luther Wynder". The signature is written in a cursive, flowing style.

Luther Wynder
Executive Director
Minnesota Valley Transit Authority



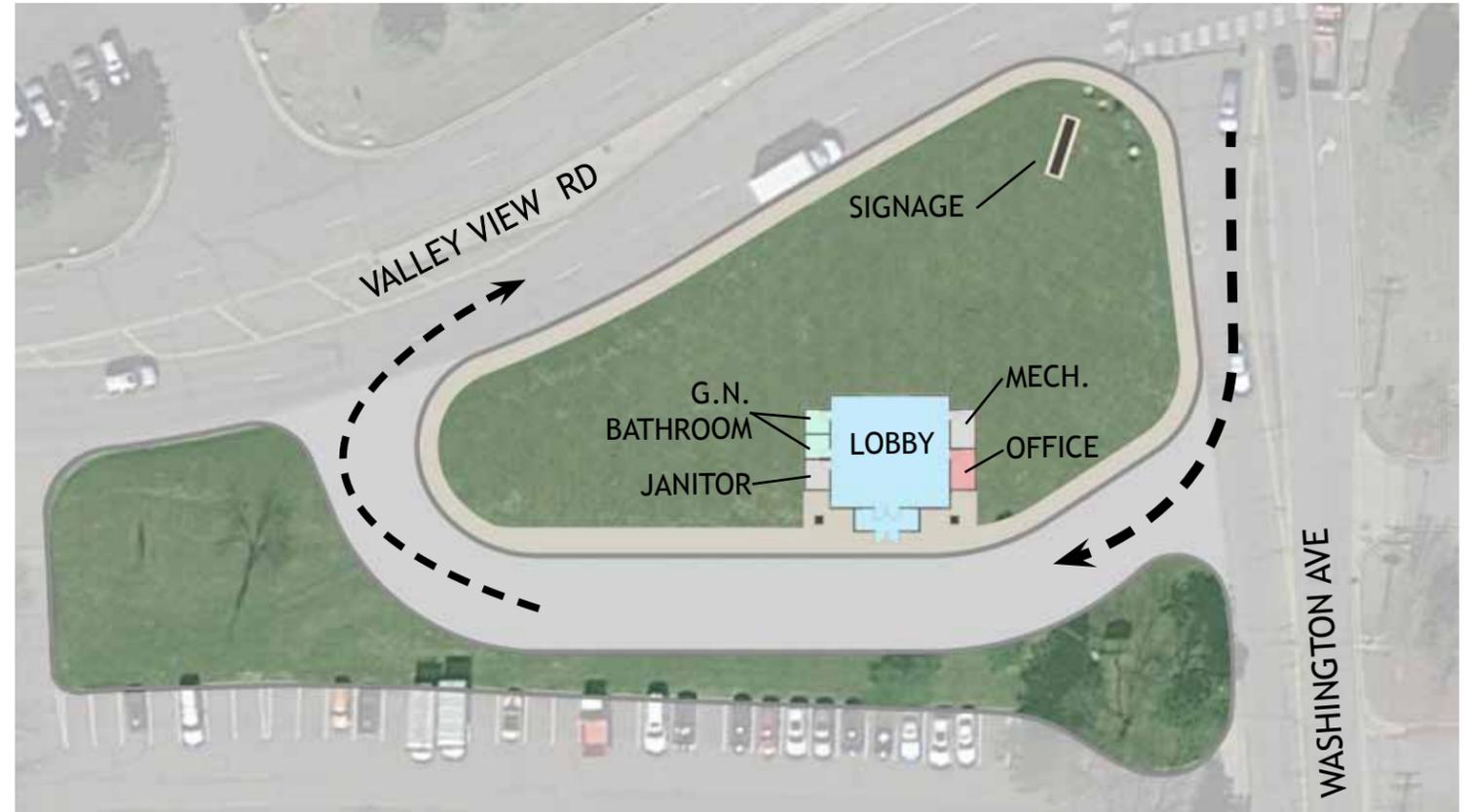
VIEW LOOKING NORTH



VIEW LOOKING NORTHWEST



SITE CONTEXT



SITE CONCEPT

CONCEPT DESIGN STUDIES

South West Transt Golden Triangle

Eden Prairie, Minnesota