



Application

10357 - 2018 Travel Demand Management (TDM)

10860 - Scott County TDM

Regional Solicitation - Transit and TDM Projects

Status: Submitted  
Submitted Date: 07/13/2018 3:15 PM

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## Primary Contact

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

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Phone Ext.

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

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## Organization Information

**Name:** SCOTT COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

600 COUNTRY TRAIL E

\*

JORDAN

Minnesota

55352

City

State/Province

Postal Code/Zip

County:

Scott

Phone:\*

612-496-8355

Ext.

Fax:

PeopleSoft Vendor Number

0000024262A3

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## Project Information

Project Name

Scott County TDM

Primary County where the Project is Located

Scott

Cities or Townships where the Project is Located:

All of Scott County

Jurisdictional Agency (If Different than the Applicant):

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

Scott County TDM project will encompass marketing and teaching access about existing mobility options in Scott and Carver Counties including but not limited to: fixed route, commuter route, local route, Dial-A-Ride, volunteer driver, airport shuttle, 169 connector project, taxis, medical vans, ride share, van share, bike paths, and UBER type options. This program has the potential to teach transit 101 to a wide variety of citizens ranging from details on a fixed route solution to a 1-on-1 detail of a first time rider of transit, and all the details involved with access to all the services available to any citizen based on their location in the 2 Counties. This information could be a phone call, a small meeting or a large group presentation for people to learn about where to find information, making reservations, how to pay, and any other critical information in order for them to be comfortable using above services. Scott County will partner with other local agencies to promote and educate citizens about all the transportation services offered in Scott and Carver counties. This project would have a dedicated 1.0FTE with benefits person to activate and coordinate this project

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

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

Scott County TDM

**Project Length (Miles)**

0

*to the nearest one-tenth of a mile*

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## 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**

\$120,000.00

**Match Amount**

\$30,000.00

*Minimum of 20% of project total*

**Project Total**

\$150,000.00

**Match Percentage** 20.0%

*Minimum of 20%*

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

**Source of Match Funds** Local

*A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources*

### **Preferred Program Year**

**Select one:** 2020

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

### **Additional Program Years:**

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

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## **Project Information-Transit and TDM**

**County, City, or Lead Agency** Scott County

**Zip Code where Majority of Work is Being Performed** 55379

**Total Transit Stops** 0

### **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.*

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## **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.*

pg. 4 Increase multimodal ridership

pg. 5 reduce emissions

pg 6 alternatives where regular route is not available

pg. 14 provide useful customer information

pg. 22 encourage coordination among transit services

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

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

Scott County 2040 plan Pg 1 Transportation chapter

Scott County Goal #VI-1 Preserve the existing transportation infrastructure in order to protect the significant investment.

Goal #VI-2 Manage the existing transportation system to maximize safety and efficiency.

Goal #VI-3 Improve and expand the existing transportation system to meet current and future transportation needs.

Goal #VI-4 Provide alternative modes of transportation.

**List the applicable documents and pages:**

*4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.*

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

*5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.*

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

6. Applicants must not submit an application for the same project elements in more than one funding application category.

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

**Transit Expansion:** \$500,000 to \$7,000,000

**Transit Modernization:** \$100,000 to \$7,000,000

**Travel Demand Management (TDM):** \$75,000 to \$500,000

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

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

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

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

**The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.**

Date plan adopted by governing body

**The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.** Yes

10/02/2017

09/28/2018

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.**

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

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## Requirements - Transit and TDM Projects

### For Transit Expansion Projects Only

1. The project must provide a new or expanded transit facility or service (includes peak, off-peak, express, limited stop service on an existing route, or dial-a-ride).

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

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial three-year funding period for transit operating funds.

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

### Transit Expansion and Transit Modernization projects only:

3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

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

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

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

### Travel Demand Management projects only:

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

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

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. Yes

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## 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        |
| <b>Totals</b>  | <b>\$0.00</b> |

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## Specific Bicycle and Pedestrian Elements

| <b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>    | <b>Cost</b>   |
|--|---------------|
| 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        |
| <b>Totals</b>  | <b>\$0.00</b> |

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## Specific Transit and TDM Elements



| <b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>                             | <b>Cost</b>         |
|---|---------------------|
| Fixed Guideway Elements   | \$0.00              |
| Stations, Stops, and Terminals  | \$0.00              |
| Support Facilities  | \$0.00              |
| Transit Systems (e.g. communications, signals, controls, fare collection, etc.) | \$0.00              |
| Vehicles  | \$0.00              |
| Contingencies   | \$0.00              |
| Right-of-Way  | \$0.00              |
| Other Transit and TDM Elements  | \$150,000.00        |
| <b>Totals</b>   | <b>\$150,000.00</b> |

**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                   | \$150,000.00 |
| Construction Cost Total      | \$150,000.00 |
| Transit Operating Cost Total | \$0.00       |

**Measure A: Project's Use of Existing Infrastructure**

Smartlink(Scott and Carver County) would like to use a travel trainer concept to provide marketing services to better coordinate existing transit services available to Scott and Carver County residents with a focus on human services and senior center transit needs. Marschall Road Transit Station-Shakopee has the potential to become a major resource and hub and spoke for many kinds of transportation in this part of the Region. Smartlink is housed at this facility and operate a customer service window for the public and have seen a large increase in the public accessing this station and using it to connect to other parts by either Commuter bus, fixed route(495), local circulator, Dial-A-Ride, volunteer drivers, airport shuttle, 169 connection, employee shuttles(Amazon, Mystic lake, Valleyfair) and local taxi/medical vans. Smartlink is also the regional sales window for GoTo and TAP fare cards. Smartlink has used this window to direct people to a wide variety of places including Chicago, Mason City, Duluth, and Mankato. Our ability to find resources for people has been well received and we have even found UBER/Lyft solutions for people who have become stranded or need to get to a odd destination. This general knowledge of many resources that are available to residents also translates into our TDM presentations that range from large audiences, to expos to one on one sessions that are finding specific solutions to gaps or needs. Smartlink customizes the presentations to what is truly available in specific areas of Scott and Carver Counties. Smartlink also works side by side with SW Transit and MVTA to stay up to date on what they are planning and help promote all services throughout the Region. Other resources that are marketed are : Metro mobility, vanpool, rideshare, bike paths and programs, and coordination of these services which leads to Livable Communities. This project will cover all of Scott and Carver Counties including the regionally

Response:

identified manufacturing/distribution centers, entertainment venues(Valleyfair, Mystic, Canterbury) areas of concentrated poverty, and rural areas in both Counties. Smartlink also uses a needs group to engage local leaders and citizens to voice and explain their needs and then engages local resources to coordinate some possible solutions to gaps. Many times there are current resources that citizens did not know existed, so the use of the travel trainer to educate the public becomes crucial.

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

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## **Measure A: Average Weekday Users**

Average Weekday Users

247

**Response:**

The travel demand management(TDM) program will be educating and marketing to groups and individuals in Scott and Carver Counties. TMD will assist people on how to navigate the various transit systems in Scott and Carver Counties by either our customer service window(25 daily), group meetings(25 daily) teaching how to use fixed route, commuter route, local route, vanpool, shared ride and bike paths(150). Each group will have a specific need and our goal is to outline hopefully a few options for each scenario. Access to jobs is a large part of what low income residents often encounter and education about their access to transportation services and even bike paths can make a difference in their employment. Smartlink plans to work at various employment and entertainment venues to assist in educating workers about transportation. All ages use transit especially in the Summer with ValleyFair located in this area. Youth use transit to get to Valleyfair for both employment and recreation. We are also seeing a rise in all users riding bike to this location. Smartlink plans to use a wide variety of solutions to everyone we encounter to encourage such things as carpool, van pool, car share and fixed routes, especially with the rise in gas prices.

The following methodology was used to estimate users of information education and communication services provided by the TDM through education, outreach and customer service efforts. The estimated population of Scott and Carver Counties is 250,000. The populations below the poverty level is 5.5% of 143,000 in Scott County(7,865) and Carver County is 4.3%of 100,000= (4,300) for a total of 12,550. Potential users of TDM services is all those over the age of 15 which totals 182,500. The methodology for determining potential users of TDM is based on the rate of 3 % of population below poverty level and 1% of population over 15

Data from US Census Bureau

Total population of Scott and carver counties-  
243,000

Scott County Population 143,000

Carver County population 100,000

Scott County below Poverty rate- 5.5% = 7,865

Carver County below poverty rate = 4.3% = 4,300

total target poverty level = 12,165 X 3% = 364

364 X 5 trips/month X 12 months = 21,840

total target populations over 15= 177,390 X 1% =  
1,773= 1773 X 2trips/month X 12 months = 42,552

monthly trips per target population= 5 trips/month  
for below poverty and 2 trips/month for age 15+

Total potential annual trips from target population=  
64392 / 260 weekdays = 247

Total weekday trips 247

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

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## **Measure A: Project Location and Impact to Disadvantaged Populations**

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

Scott County(Smartlink) continues to work with both Counties and their Human Service divisions to assist those that need the service the most. The disabled and low income residents are the biggest customers on the DAR systems in the Counties already, but Smartlink wants to educate and inform these same groups on other services like the information and education on how all the transportation services in Scott and Carver Counties works, including bike paths, carpool, car share, and volunteer drivers. Using the census tracts to outline the regional average in poverty of populations of color, the map shows a few pockets of needs in Scott County and Carver County. Some of the ways we are combating this is by working with Human services workers to discover needs and gaps and then following up with specific people to help them find possible solutions. Smartlink will also use the marketing of the TAP(transit assistance program) card to let people know that if they qualify by certain income guidelines that most transit , except DAR and Metro Mobility, are at a cost of \$1.00. Smartlink will work with a "needs group" to discover needs from many areas like school districts, human services, CAP agency, churches, senior housing, Daily training and habilitation centers, adult daycares, and educate all residents on the various potential solutions that transit could help. Smartlink is also teaming up with the local veterans organizations to assure their needs for medical, jobs and recreational needs are being met. Smartlink has worked with the sheriff departments for outreach and education on what is available for employment transportation to pockets of Hispanic, Russian and Somalian communities and also with the Public health nurses on meeting the needs of people to medical appointments.

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## Measure B: Affordable Housing

| City/Township         | Population in each city/township | Score | City Population/Total Population | Housing Score Multiplied by Population percent |
|-----------------------|----------------------------------|-------|----------------------------------|--|
| Belle Plaine          | 7144.0                           | 50.0  | 0.03                             | 1.724  |
| Elko New Market       | 4708.0                           | 33.0  | 0.02                             | 0.75   |
| Jordan                | 6106.0                           | 78.0  | 0.03                             | 2.298  |
| Prior Lake            | 25735.0                          | 92.0  | 0.12                             | 11.426   |
| Savage                | 30713.0                          | 58.0  | 0.15                             | 8.597  |
| Shakopee              | 41519.0                          | 68.0  | 0.2                              | 13.625   |
| Carver                | 4623.0                           | 72.0  | 0.02                             | 1.606  |
| Chanhassen            | 25955.0                          | 39.0  | 0.13                             | 4.885  |
| Chaska                | 26941.0                          | 94.0  | 0.13                             | 12.221   |
| Cologne               | 1706.0                           | 20.0  | 0.01                             | 0.165  |
| Norwood/Young America | 3818.0                           | 66.0  | 0.02                             | 1.216  |
| Victoria              | 9172.0                           | 28.0  | 0.04                             | 1.239  |
| Waconia               | 12633.0                          | 92.0  | 0.06                             | 5.609  |
| Mayer                 | 2127.0                           | 25.0  | 0.01                             | 0.257  |
| Watertown             | 4316.0                           | 45.0  | 0.02                             | 0.937  |
|                       |                                  |       |                                  | <b>67</b>                                      |

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## Affordable Housing Scoring

|                                      |   |
|--------------------------------------|---|
| <b>Total Population</b>              | 207216.0                                    |
| <b>Total Housing Score</b>           | 66.56                                       |
| <b>Upload "Regional Economy" map</b> | 1530628754905_Scott County TDM map Econ.pdf |

*Click on 'Edit' button on top right of page*

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

**Response:**

Congestion is a deterrent to single occupant vehicle(SOV) travel. River crossings in Scott County over the Minnesota River are congested throughout the day, particularly during peak travel times. this includes TH 41(Principal Arterial) and US 169(Principal Arterial), TH 13(principal Arterial)and CSAH 42 (principal Arterial) all currently operating over capacity (Scott County 2040 Comprehensive plan) The Minnesota River Crossing at US 169 northbound operates at a congested/unreliable condition during the AM peak travel time from CSAH 83 north to Old Shakopee Road. The AM peak congestion continues along TH 13 from US 169 to I 35=W ranging from moderately congested to congested/unreliable travel condition. Backups also occur along US 169 to the west at TH 41 and in Jordan at TH 282. The unreliable travel conditions make transit options more appealing to potential riders. Added to this is the reduction of lanes on 35W in the downtown Minneapolis area from 2018-2021 and you have a huge potential to add transit riders from many areas trying to avoid added congestion.

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

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

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## **Measure B: Emissions Reduction**

|   |        |
|---|--------|
| <b>Number of Daily One-Way Commute Trips Reduced:</b> | 98     |
| <b>Average Commute Trip Length (Default 12.1):</b>    | 12.1   |
| <b>VMT Reduction</b>                                  | 1185.8 |



|               |           |
|---------------|-----------|
| CO Reduced    | 2834.062  |
| NOx Reduced   | 189.728   |
| CO2e Reduced  | 434714.28 |
| PM2.5 Reduced | 5.929     |
| VOCs Reduced  | 35.574    |

**Response:**

The methodology for the number of users is defined earlier as 247 in reduction of SOV trips. It is estimated that 20% of this number ( $247 \times 20\% = 49$ ) is 49 new riders per day can be generated by the use of a TDM that will market, educate and coordinate efforts throughout Scott and Carver Counties. These 49 riders calculates to 98 daily one way commutes being reduced. This estimate is congruent with data on ridership forecasts and available capacity for existing transit service. The estimate considers the opportunity to improve the coordination of services for transit dependent populations and also the impact that 35 W construction will have on the South Region through 2021.

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

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## **Measure A: Project Innovation**

Scott and Carver Counties(Smartlink) has defined mobility management as "Serving the needs of Carver and Scott residents focusing on achieving a more coordinated system across transportation modes through enhanced information, communication and service organization. The goals are to enhance access, improve use of resources and establish a "needs" and "provider" networks, to better coordinate, thus leading to livable communities. Smartlink has key connections with the Human Services departments in each County and this connection allows a free flow of information to the workers and clients and also a flow of needs and issues about access to transportation. This communication will help with many aspects of cultural differences, language barriers, and diversity challenges. Smartlink will use school communication networks, Facebook , Nextdoor, and the needs group, to help define, assist, educate, and "link" the transportation needs of citizens to possible solutions. These outreach processes could be as simple as a phone call about how much various transit solutions cost, to a well defined "trip planner" with the use of several transit providers included. Carver and Scott Counties, as well as the rest of the Region will be experiencing the baby boomer retirement and want to prepare for the increase in this huge population that will begin to need more enhanced services. Smartlink will be presenting to all of the senior apartments and centers about transit services and encouraging them to use existing modes to get to where they want to go. Research has shown that the earlier you teach people about the benefits of transit, the earlier they become life-long users. that is why Smartlink will also be going into the schools and educating students and parents on the current resources available to them. A key to new users is making sure their first experience with transit is easy, accessible and reasonably priced. The TDM will meet with large groups, small groups or even

**Response:**

individuals to educate them on all the transit options in their area and will even ride with them to make the experience as comforting as possible.

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

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## Measure A: Organization's Experience and Resources

Smartlink(Scott and Carver Counties) staff are currently housed at the MRTS(Marschall Road Transit Station)1615 Weston Court, Shakopee. Smartlink has always been a leader in the industry for thinking outside the box and innovative ways to achieve what the riders want. Smartlink is backed by 2 Counties and their Boards with seasoned staff that have many years of experience in the transportation field. Smartlink has experience in grant opportunities before such as the New Freedom grants, TCAP grants, and Resilient Communities(U of M ). Smartlink has done presentations at the MN Planners Association on Mobility Management, but has found we need to do more with individuals and small groups to understand current needs in the local communities and not assume it is a "one size fits all" for transit opportunities and solutions. Smartlink wants to take the message to the individual with the hope that education and training will enhance both the users of the various systems and also increase ridership of all systems.

**Response:**

*(Limit 1,400 characters; approximately 200 words)*

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## Measure B: Project Financial Plan

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

*25 Points*

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

Yes

*15 Points*

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

0 Points

Response:

Scott county local sales tax can be used in the future to continue this TDM project. In 2015 the Scott County Board of Commissioners adopted a 1/2 percent sales tax in Scott County. The tax was adopted to establish dedicated funding to transportation projects of regional significance. This funding source is available through 2023 with \$1 million dedicated to transit improvements. Smartlink also operates a Carver/Scott budget with a 35/65 split of expenses between Carver and Scott Counties. Smartlink will be looking for the impacts of this project and then decide on a combination of operating and tax dollars to fund it moving forward.

(Limit 2,800 characters; approximately 400 words)

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## Measure A: Cost Effectiveness

|  |              |
|--|--------------|
| Total Project Cost (entered in Project Cost Form):         | \$150,000.00 |
| Enter Amount of the Noise Walls:                           | \$0.00       |
| Total Project Cost subtract the amount of the noise walls: | \$150,000.00 |
| Points Awarded in Previous Criteria                        |              |
| Cost Effectiveness   | \$0.00       |

---

## Other Attachments

| File Name                              | Description                               | File Size |
|--|---|-----------|
| Scott County TDM Budget 2020-2021.docx | Scott County TDM project 2020-2021 Budget | 20 KB     |
| Scott County TDM map Econ.pdf          | Economy Map                               | 2.7 MB    |
| Scott County TDM map socio.pdf         | Scott Co TDM Socio map                    | 2.1 MB    |
| Scott County TDM.docx                  | Scott County TDM Project description      | 15 KB     |
| TAB resolution.pdf                     | Scott County Resolution                   | 74 KB     |

Population: 26  
Mfg and Dist Employment: 4

### Regional Economy

Population: 122  
Employment: 601  
Mfg and Dist Employment: 182

**Hollywood Twp.**  
Population: 805  
Employment: 79  
Mfg and Dist Employment: 23

**Jackson Twp.**  
Population: 2235  
Employment: 410  
Mfg and Dist Employment: 71

**Jordan**  
Population: 2087  
Employment: 841  
Mfg and Dist Employment: 45

**Laketown Twp.**  
Population: 2054  
Employment: 340  
Mfg and Dist Employment: 11

**Lakeville**  
Population: 4002  
Employment: 625  
Mfg and Dist Employment: 19

**Louisville Twp.**  
Population: 874  
Employment: 406  
Mfg and Dist Employment: 172

**Mayer**  
Population: 771  
Employment: 32  
Mfg and Dist Employment: 8

**Minnetrista**  
Population: 4812  
Employment: 417  
Mfg and Dist Employment: 99

**New Market Twp.**  
Population: 5990  
Employment: 397  
Mfg and Dist Employment: 61

**New Prague**  
Population: 3186  
Employment: 872  
Mfg and Dist Employment: 128

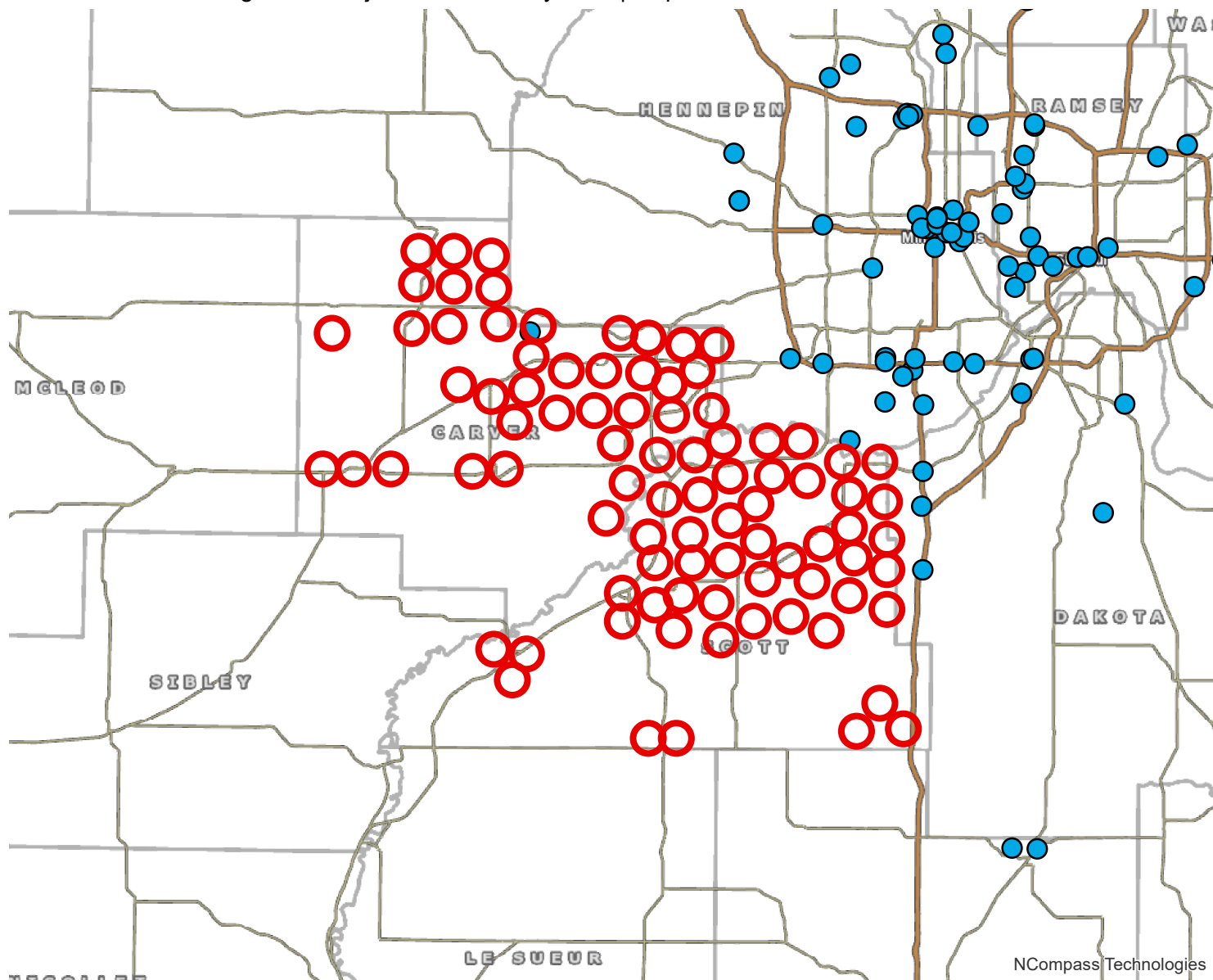
### Project Points

**Norwood Young America**  
Population: 1648  
Employment: 519

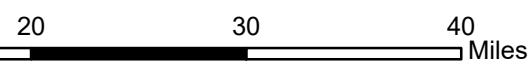
Mfg and Dist Employment: 55

**Pine Lake**  
Population: 22509  
Employment: 7950  
Mfg and Dist Employment: 267

Travel Demand Management Project: Scott County TDM | Map ID: 1530022570798



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LandscapeRSA5



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



Population: 26  
Mfg and Dist Employment: 4

**Helena Twp.**  
Population: 112  
**Regional Economy**

Employment: 601  
Mfg and Dist Employment: 182

**Hollywood Twp.**  
Population: 805  
Employment: 79  
Mfg and Dist Employment: 23

**Jackson Twp.**  
Population: 2235  
Employment: 410  
Mfg and Dist Employment: 71

**Jordan**  
Population: 2087  
Employment: 841  
Mfg and Dist Employment: 45

**Laketown Twp.**  
Population: 2054  
Employment: 340  
Mfg and Dist Employment: 11

**Lakeville**  
Population: 4002  
Employment: 625  
Mfg and Dist Employment: 19

**Louisville Twp.**  
Population: 874  
Employment: 406  
Mfg and Dist Employment: 172

**Mayer**  
Population: 771  
Employment: 32  
Mfg and Dist Employment: 8

**Minnetrista**  
Population: 4812  
Employment: 417  
Mfg and Dist Employment: 99

**New Market Twp.**  
Population: 5990  
Employment: 397  
Mfg and Dist Employment: 61

**New Prague**  
Population: 3186  
Employment: 872  
Mfg and Dist Employment: 128

**Norwood Young America**

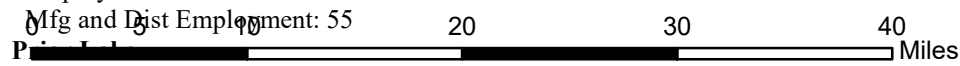
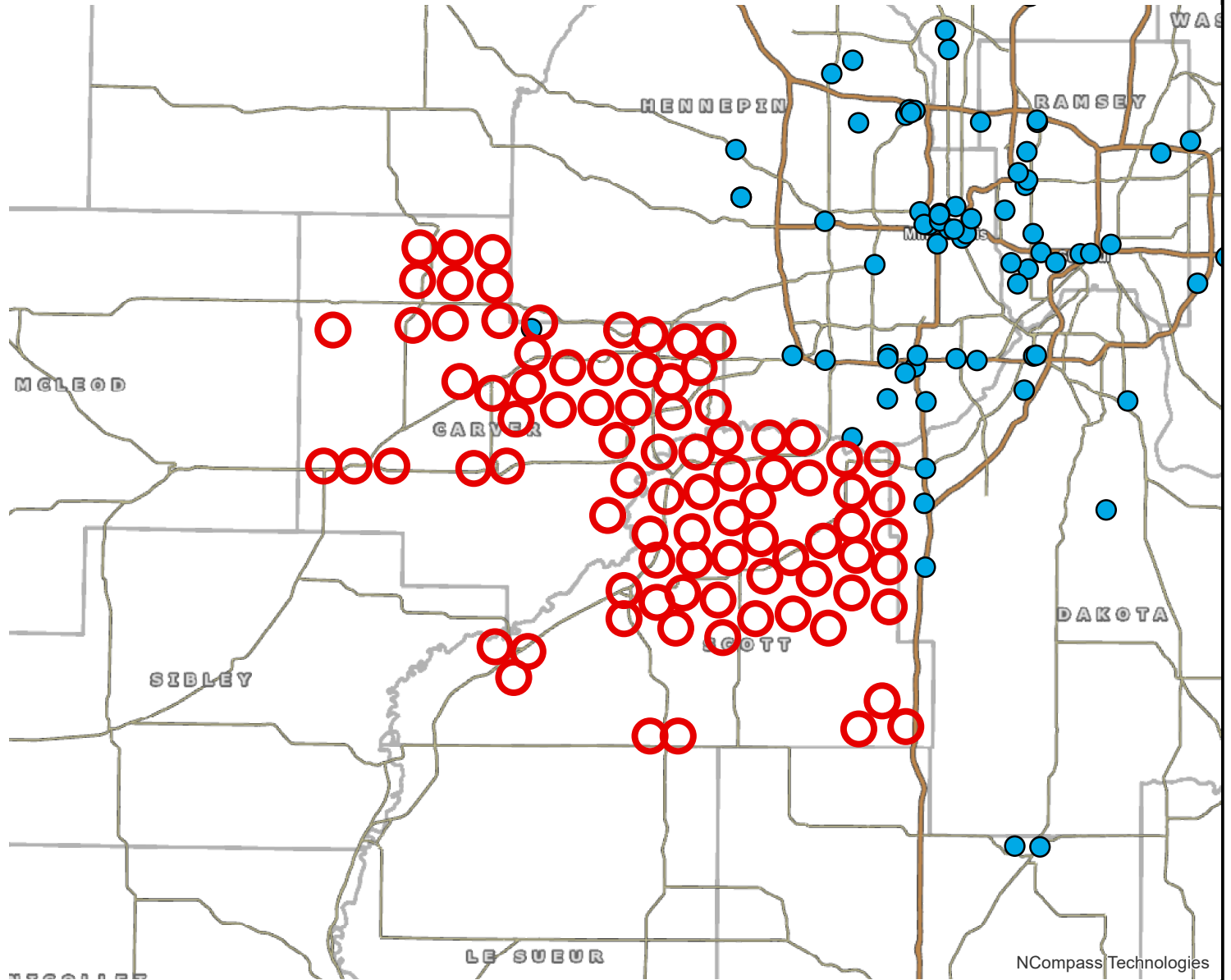
Population: 1648  
Employment: 519  
**Postsecondary Education Centers**

Mfg and Dist Employment: 55

**Plymouth**  
Population: 22509

Employment: 7950  
Mfg and Dist Employment: 267

Travel Demand Management Project: Scott County TDM | Map ID: 1530022570798



Created: 6/26/2018  
LandscapeRSA5



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

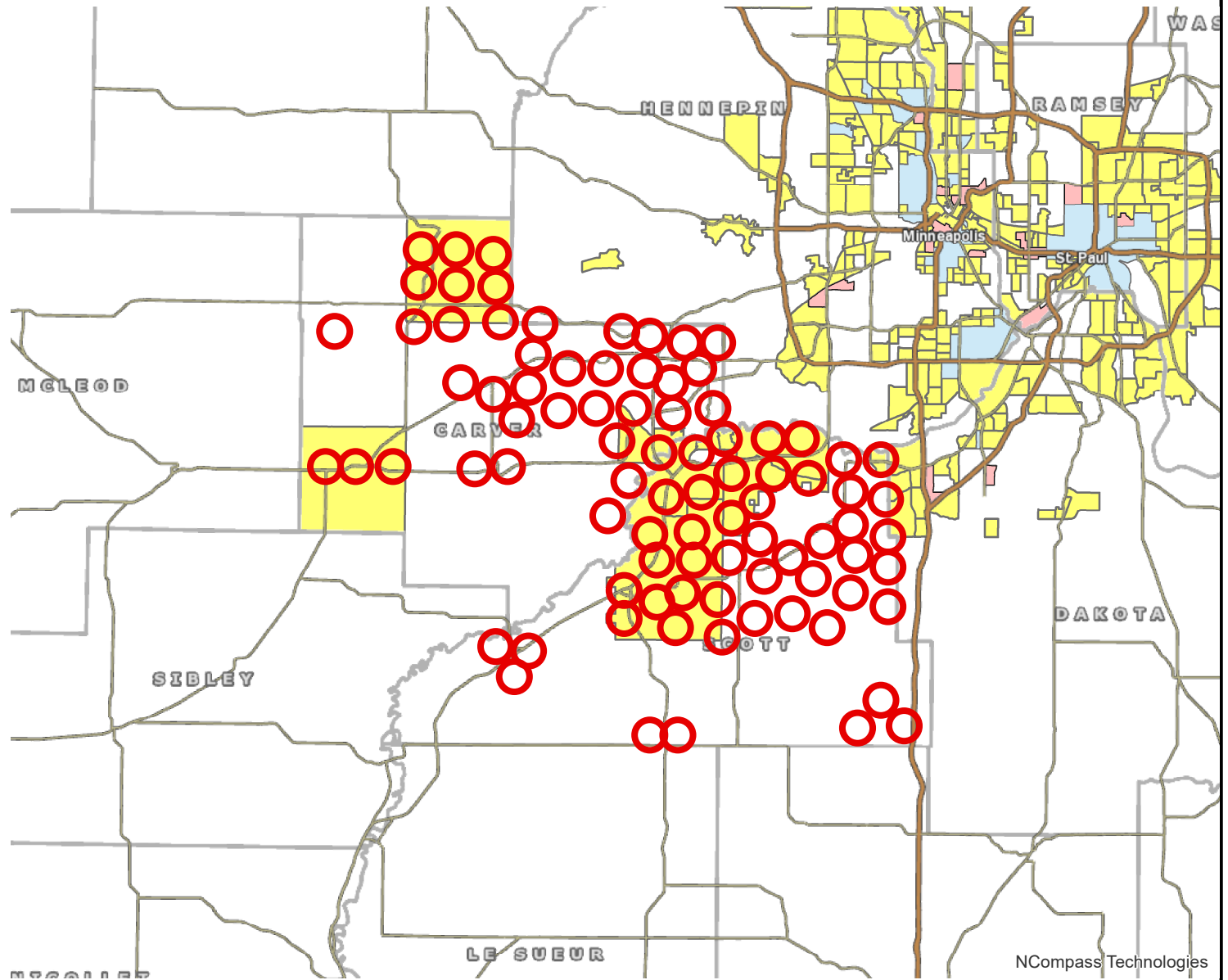


# Socio-Economic Conditions

Travel Demand Management Project: Scott County TDM | Map ID: 1530022570798


## Results


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

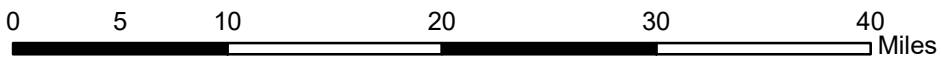


 Project Points

 Area of Concentrated Poverty > 50% residents of color

 Area of Concentrated Poverty

 Above reg'l avg conc of race/poverty



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NCompass Technologies



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

|                                  |               |
|----------------------------------|---------------|
| <b>Date:</b>                     | July 10, 2018 |
| <b>Resolution No.:</b>           | 2018-111      |
| <b>Motion by Commissioner:</b>   | Beard         |
| <b>Seconded by Commissioner:</b> | Ulrich        |

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

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

WHEREAS, funding is available in the 2020-2023 federal fiscal years; and

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

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

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

WHEREAS, the projects are also consistent with the Scott County Transportation Plan and Scott County Parks Plan; and

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

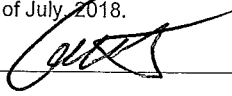
1. CH 16 from CH 18 to TH 13
2. TH 13 and Dakota Interchange
3. CH 17 Bike/Ped Overpass of US 169 & MRTS connection
4. Merriam Junction Trail
5. CH 16 ADA Project – Savage
6. Scott County Transportation Demand Management (TDM)
7. TH169 Interim Bus Service (from Shakopee to Golden Valley)

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

| COMMISSIONERS  | VOTE                                    |                             |                                 |                                  |
|----------------|---|-----------------------------|---------------------------------|----------------------------------|
| Weckman Brekke | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Absent | <input type="checkbox"/> Abstain |
| Wolf           | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Absent | <input type="checkbox"/> Abstain |
| Beard          | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Absent | <input type="checkbox"/> Abstain |
| Beer           | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Absent | <input type="checkbox"/> Abstain |
| Ulrich         | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Absent | <input type="checkbox"/> Abstain |

State of Minnesota)  
County of Scott )

I, Gary L. Shelton, duly appointed qualified County Administrator for the County of Scott, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Scott County, Minnesota, at their session held on the 10<sup>th</sup> day of July, 2018 now on file in my office, and have found the same to be a true and correct copy thereof.  
Witness my hand and official seal at Shakopee, Minnesota, this 10th day of July, 2018.

  
\_\_\_\_\_

County Administrator

Administrator's Designee