



Application

13871 - 2020 Transit Expansion

14024 - I-494 North SW Prime Service

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

Submitted Date:

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Primary Contact

Name:*

Mr.

Matthew

Fyten

Salutation

First Name

Middle Name

Last Name

Title:

Manager of Planning

Department:

Email:

mfyten@swtransit.org

Address:

13500 Technology Dr

*

Eden Prairie

Minnesota

55344

City

State/Province

Postal Code/Zip

Phone:*

952-974-3100

111

Phone

Ext.

Fax:

What Grant Programs are you most interested in?

Regional Solicitation - Transit and TDM Projects

Organization Information

Name:

SouthWest Transit

Jurisdictional Agency (if different):

Organization Type: Suburban Transit Provider
Organization Website: swtransit.org
Address: 14405 West 62nd Street

*
Eden Prairie Minnesota 55346
City State/Province Postal Code/Zip

County: Multiple

Phone:* 952-974-3110
Ext.

Fax: 952-974-7997

PeopleSoft Vendor Number

Project Information

Project Name I-494 North SW Prime Service
Primary County where the Project is Located Hennepin
Cities or Townships where the Project is Located: Eden Prairie, Minnetonka, Plymouth, Maple Grove
Jurisdictional Agency (If Different than the Applicant):

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

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

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

Provide operating funds and purchase up to 15 accessible and/or electric vehicles for SW Prime service between Eden Prairie and Maple Grove along I-494

Project Length (Miles)

34.5

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

\$5,600,000.00

Match Amount

\$1,400,000.00

Minimum of 20% of project total

Project Total

\$7,000,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

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 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:

2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years:

2023

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

For All Projects

Identify the Transit Market Areas that the project serves:

Transit Market Areas 3, 4, & 8

See the "Transit Connections" map generated at the beginning of the application process.

For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency

SouthWest Transit

Zip Code where Majority of Work is Being Performed

55344

(Approximate) Begin Construction Date

(Approximate) End Construction Date

Name of Park and Ride or Transit Station:

e.g., MAPLE GROVE TRANSIT STATION

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)

Primary Types of Work

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

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

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

p. 2.6, Goal A: Transportation System Stewardship

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

Strategy A3

p. 2.7, Goal B: Safety and Security

Strategy B1

p. 2.8, Goal C: Access to Destinations

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

Strategies C1, C4, C11, C14, C17

p. 2.11, Goal D: Competitive Economy

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

Strategies D3 & D4

Briefly list the goals, objectives, strategies, and associated pages:

p.2.12, Goal E: Healthy Environment
Objectives: Reduce transportation-related air emissions; Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles; Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically underrepresented populations.

Strategies E2, E3, E5, E6, E7

Limit 2,800 characters; approximately 400 words

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

SouthWest Transit Long Range Plan

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

p. 28: Microtransit Service Expansion

P.30: Electric Vehicles

City of Eden Prairie Aspire 2040 Comprehensive Plan

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

List the applicable documents and pages:

Objective 1A; Strategy 2

Objective 1B

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

Objective 1A

Hennepin County 2040 Comprehensive Plan

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

p. 12: Goal: Preserve and modernize our

transportation system.

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

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

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

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

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

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

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

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

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

Limit 2,800 characters, approximately 400 words

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 State Aid 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: \$500,000 to \$7,000,000

Travel Demand Management (TDM): \$100,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed:

Link to plan:

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation: Yes

Date self-evaluation completed: 02/22/2018

Link to plan:

Upload plan or self-evaluation if there is no link.

1588012590943_ADATransitionPlan022218.pdf

[Upload as PDF](#)

(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.

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 to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.

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. 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

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	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$250,000.00
Vehicles	\$1,500,000.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$1,750,000.00

Transit Operating Costs

Number of Platform hours	130000.0
Cost Per Platform hour (full loaded Cost)	\$40.00
Subtotal	\$5,200,000.00

Other Costs - Administration, Overhead,etc. \$50,000.00

Totals

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

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 127889

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

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

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

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

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

Explanation of last-mile service, if necessary:

(Limit 1,400 characters; approximately 200 words)

Upload Map

Please upload attachment in PDF form.

The proposed microtransit service will act as a first-mile/last-mile service as needed/required in areas where it's provided. As SWT will be operating the proposed service, this application serves as SWT's commitment to providing and operating the service for at least three years.

1588013452096_SWP494PopEmpl.pdf

Measure B: Transit Ridership

Existing transit routes directly connected to the project

490, 600, 615, 645, 667, 690, 695, 698, 747, 772, 774, 776, 777, 781, 790, 795

Select all routes that apply.

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

METRO Green Line Extension (Southwest LRT), METRO Green Line Extension (Southwest LRT), American Boulevard Arterial BRT

Select all transitways that apply.

Upload Map

1588016531290_SWP494TransConn.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips

698.0

A Measure: Usage

Service Type

Urban and Suburban Local Routes

**New Annual Ridership
(Integer Only)**

96667

Assumptions Used:

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

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

(Limit 2,800 characters;
approximately 400 words)

Usage estimate applies the 2019 Passengers per In Service Hour (PPISH) for the existing SW Prime service (3.24 PPISH), which is now in its fifth year of service operation, and multiplies by the planned number of annual in-service hours (41,667 in service hours).

$$41,667 * 3.24 = 135,001 \text{ annual ridership}$$

In order to account for projected longer travel times, an Adjusted PPISH is calculated by subtracting the projected percentage decrease in average trip travel time (-28.5% or -0.92 PPISH) from the existing SW Prime PPISH statistic (3.24 PPISH).

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

*Average 2019 SW Prime Trip Time: 13.5 minutes

*Projected 494 SW Prime Average Trip Time: 20 minutes

$$(14.3-20)/20 = -28.5\% * 3.24 \text{ PPISH} = -0.92$$

$$3.24 \text{ PPISH} - 0.92 = 2.32 \text{ Adj PPISH}$$

The Adjusted PPISH statistic (2.32) is multiplied by the projected annual in service hours (41,667) to calculate New Annual Ridership for the project.

$$41,667 * 2.32 = 96,667 \text{ New Annual Ridership}$$

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

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

1. Sub-measure: Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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.

As this service concept is only in its concept stage, to date public engagement efforts have yet to take place.

That said, the proposed 494 North SW Prime service will be Title VI compliant.

There are several ways in which

the service will be accessible to all demographics:

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

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

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

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

Response:

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

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

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

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

*In-Person focus groups

*Surveys of riders and non-riders

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

2. Sub-measure: *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

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

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

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

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

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

*The service will improve air quality for all through

Response:

the operation of electric vehicles.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

Response:

As this service will only serve to increase accessibility and mobility across all populations regardless of race, age, ethnicity, income level, or physical limitations, there are no known negative impacts to such populations that are known at this time.

(Limit 2,800 characters; approximately 400 words)

Select one:

3. Sub-measure: Bonus Points *Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*

a. 25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b. 20 points to projects within an Area of Concentrated Poverty

c. 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d. 10 points for all other areas

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

Project located in Area of Concentrated Poverty:

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

Yes

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)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Measure B: Part 1: Housing Performance Score

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	Housing Score Multiplied by Segment percent
Eden Prairie	150.0	0.27	90.0	24.55
Plymouth	200.0	0.36	88.0	32.0
Minnetonka	100.0	0.18	95.0	17.27
Maple Grove	100.0	0.18	79.0	14.36
				88

Total Transit Stops

Total Transit Stops 550.0

Housing Performance Score

Total Housing Score 88.18

Housing Performance Score

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

Given the relatively vast service area of this proposed service, providing the requested information for all affordable housing units that exist in the proposed service area is unrealistic.

However, given the ability for microtransit to service any area of a geo-fenced service area, the proposed 494 SW Prime service will provide the maximum access possible to affordable housing units in the proposed service areas in Eden Prairie, Minnetonka, Plymouth, and Maple Grove.

Response:

According to Met Council data, since 2003, 1,868 affordable housing units have been produced in the communities of Eden Prairie, Minnetonka, Plymouth, and Maple Grove. The proposed 494 SW Prime service will only provide increased access and mobility to a portion of these already developed affordable units, as well increased access and mobility to affordable units currently planned or being constructed in the proposed 494 SW Prime service area.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1588344623924_494NorthSWPrime.pdf

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	381
Distance from Terminal to Terminal (Miles)	12.0
VMT Reduction	4572.0
CO Reduced	10927.08
NOx Reduced	731.52
CO2e Reduced	1676095.0
PM2.5 Reduced	22.86
VOCs Reduced	137.16
Total Emissions Reduced	1687914.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

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

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

Response

Being a microtransit service, the service offers the ultimate flexibility in ensuring the service is available to bike users and pedestrians at any location within the designated service areas. The phone application allows riders to mark their location via GPS without needing to input a physical address, allowing for maximum accessibility.

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

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction Yes

Measure A: Risk Assessment - Construction Projects

1)Layout (25 Percent of Points)

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

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

100%

Attach Layout

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (25 Percent of Points)

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

100%

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

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public:

Meeting with partner agencies:

Targeted online/mail outreach:

Number of respondents:

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

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

Measure: Cost Effectiveness

Total Annual Operating Cost: \$1,833,333.00

Total Annual Capital Cost of Project \$225,000.00

Total Annual Project Cost \$2,058,333.00

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

Assumption Used:

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

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

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

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
2020 RTC Match Letter - SWT 494 Prime Expansion - signed.pdf	Met Council RTC Funding Letter	180 KB
494 North SW Prime Service Project Summary.pdf	494 North SW Prime Service Project Summary	115 KB
494NorthSWPrime.pdf	Map of proposed service areas.	911 KB
SWP494RegEcon.pdf	Regional Economy Map generated by MC Make a Map	3.7 MB
SWT Commitment Letter 494Prime.pdf	SWT Project Commitments Letter	350 KB



SouthWest Transit ADA Self-Certification 2018

Adopted 2-22-2018

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Introduction

Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

1. Employment
2. State and local government services
3. Public accommodations
4. Telecommunications
5. Miscellaneous Provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a provider of public transportation services and programs, SouthWest Transit must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." ([42 USC. Sec. 12132](#); [28 CFR. Sec. 35.130](#))

As required by Title II of [ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150](#), SouthWest Transit has conducted a self-evaluation of its facilities within public rights of way and has developed this Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals.

ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two previous federal statutes and regulations: the [Architectural Barriers Acts of 1968](#) and [Section 504 of the Rehabilitation Act](#) of 1973.

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal

department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

Agency Requirements

Under Title II, SouthWest Transit must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities ([28 C.F.R. Sec. 35.150](#)).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability ([28 C.F.R. Sec. 35.130 \(a\)](#)).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result ([28 C.F.R. Sec. 35.130\(b\) \(7\)](#)).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective ([28 C.F.R. Sec. 35.130\(b\)\(iv\) & \(d\)](#)).
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others ([29 C.F.R. Sec. 35.160\(a\)](#)).
- Must designate at least one responsible employee to coordinate ADA compliance [[28 CFR Sec. 35.107\(a\)](#)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [[28 CFR Sec. 35.107\(a\)](#)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [[28 CFR Sec. 35.106](#)]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [[28 CFR Sec. 104.8\(a\)](#)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [[28 CFR Sec. 35.107\(b\)](#)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

This document has been created to specifically cover accessibility within the public rights of way and does not include information on Carver/Hennepin County programs, practices, or building facilities not related to public rights of way.

Self-Evaluation

Overview

SouthWest Transit is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how SWT implements these policies. The goal of the self-evaluation is to verify that, in implementing SouthWest Transit policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation will include the analysis of sidewalks, curb ramps, bicycle/pedestrian trails, traffic control signals, and transit facilities that are located within SouthWest Transit facilities. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

Summary

In January 2018, SouthWest Transit conducted an inventory of pedestrian facilities within its public right of way consisting of the evaluation of the following facilities:

- 1.21 miles of sidewalks
- 10 curb ramps
- 0 miles of trails
- 0 traffic control signals
- 3 bus shelters

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

Policies and Practices

Previous Practices

Since the adoption of the ADA, SouthWest Transit has striven to provide accessible pedestrian features. As additional information was made available as to the methods of providing accessible pedestrian features, SouthWest Transit updated their procedures to accommodate these methods.

Policy

SouthWest Transit's goal is to continue to provide accessible pedestrian design features as part of SouthWest Transit capital improvement project. SouthWest Transit has established ADA design standards and procedures as listed in Appendix E. These standards and procedures will be kept up to date with nationwide and local best management practices.

SouthWest Transit will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities. SouthWest Transit will coordinate with external agencies to ensure that all new or altered pedestrian facilities within SouthWest Transit's jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public right of way will continue to follow the policies set forth by SouthWest Transit. Requests for accessibility improvements can be submitted to SouthWest Transit Staff. Contact information for SouthWest Transit is located in Appendix D.

Improvement Schedule

Priority Areas

SouthWest Transit has identified specific locations as priority areas for planned accessibility improvement projects. The priority areas as identified in the self-evaluation are as follows:

- SouthWest Station Park & Ride
- SouthWest Village Park & Ride
- East Creek Station Park & Ride
- Chanhassen Transit Station Park & Ride

Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

Schedule

SouthWest Transit has set the following schedule goals for improving the accessibility of its pedestrian facilities within its jurisdiction:

Currently all SouthWest Transit facilities are compliant and ADA accessible. Moving forward SouthWest Transit will audit facilities annually to determine whether or not the facility is still ADA compliant. In the event of a grievance, SouthWest Transit will respond immediately with research and an expected completion date of when the facility in question would become compliant.

ADA Coordinator

In accordance with 28 CFR 35.107(a), SouthWest Transit has identified an ADA Title II Coordinator to oversee the SouthWest Transit policies and procedures. Contact information for this individual is located in Appendix D.

Implementation Schedule

Methodology

Moving forward, SouthWest Transit will update its Asset Management Plan annually. As part of this process, SouthWest Transit's CIP will be updated with any necessary changes. Through both the Asset Management and CIP update process, SouthWest Transit's ADA Self Certification document will be used to provide guidelines on best ADA practices as well as provide direction of where as an Agency SouthWest Transit may improve upon its ADA accessibility

Public Outreach

SouthWest Transit recognizes that public participation is an important component in the development of this document. Input from the community will continue to be gathered and used to help define priority areas for improvements within the jurisdiction of SouthWest Transit.

Grievance Procedure

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regards to the ADA. A draft of this public notice is provided in Appendix E. If users of SouthWest Transit facilities and services believe the Agency has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 CFR 35.107(b), SouthWest Transit has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This grievance procedure is outlined in Appendix C.

Monitor the Progress

This document will continue to be updated as conditions within the SouthWest Transit facilities evolve. The appendices in this document will be updated periodically, while the main body of the document will be updated in 3-5 years with a future update schedule to be developed at that time. With each main body update, a public comment period will be established to continue the public outreach.

Appendices

A. Self-Evaluation Results

B. Public Outreach

C. Grievance Procedure

D. Contact Information

E. Agency ADA Design Standards and Procedures

F. Glossary of Terms

Appendix A – Self-Evaluation Results

This initial self-evaluation of pedestrian facilities yielded the following results:

- 100% of sidewalks met accessibility criteria
- 100% of curb ramps met accessibility criteria
- 0% intersections did not have any curb ramps
- 100% of bus stops met accessibility criteria
- 100% of bus shelters had amenities that met accessibility criteria

Appendix B – Public Outreach

All Public Outreach methods and results will be recorded in Appendix B and SouthWest Transit's ADA Self Certification document will be updated as public outreach takes place.

Appendix C – Grievance Procedure

As part of the ADA requirements the Carver/Hennepin County has posted the following notice outlining its ADA requirements:

Public Notice

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990, SouthWest Transit will not discriminate against qualified individuals with disabilities on the basis of disability in SouthWest Transit's services, programs, or activities.

Employment: SouthWest Transit does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the Americans with Disabilities Act (ADA).

Effective Communication: SouthWest Transit will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the SouthWest Transit's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: SouthWest Transit will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all SouthWest Transit programs, services, and activities. For example, individuals with service animals are welcomed in SouthWest Transit offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a SouthWest Transit program, service, or activity, should contact the office of ADA Coordinator as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require SouthWest Transit to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

SouthWest Transit will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

Sample Grievance Procedure (Source www.ada.gov):

**[Name of public entity]
Grievance Procedure under
the Americans with Disabilities Act**

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the **[name of public entity]**. The **[e.g. State, City, County, Town]**'s Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

**[Insert ADA Coordinator's name]
ADA Coordinator [and other title if appropriate]
[Insert ADA Coordinator's mailing address]**

Within 15 calendar days after receipt of the complaint, **[ADA Coordinator's name]** or **[his/her]** designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, **[ADA Coordinator's name]** or **[his/her]** designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the **[name of public entity]** and offer options for substantive resolution of the complaint.

If the response by **[ADA Coordinator's name]** or **[his/her]** designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the **[City Manager/County Commissioner/ other appropriate high-level official]** or **[his/her]** designee.

Within 15 calendar days after receipt of the appeal, the **[City Manager/County Commissioner/ other appropriate high-level official]** or **[his/her]** designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the **[City Manager/County Commissioner/ other appropriate high-level official]** or **[his/her]** designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by *[name of ADA Coordinator]* or *[his/her]* designee, appeals to the **[City Manager/County Commissioner/ other appropriate high-level official]** or *[his/her]* designee, and responses from these two offices will be retained by the **[public entity]** for at least three years.

Those wishing to file a formal written grievance with SouthWest Transit may do so by one of the following methods:

Internet

Visit the SouthWest Transit website (swtransit.org) and click the “ADA” link to the ADA Grievance Form. Fill in the form online and click “submit.” A copy of The ADA Grievance Form is included in this Appendix.

Telephone

Contact the pertinent SouthWest Transit staff person listed in the **Contact Information** section of Appendix D to submit an oral grievance. The staff person will utilize the Internet method above to submit the grievance on behalf of the person filing the grievance.

Paper Submittal

Contact the pertinent SouthWest Transit staff person listed in the **Contact Information** section of Appendix D to request a paper copy of the county’s grievance form, complete the form, and submit it to the responsible party. A staff person will utilize the Internet method above to submit the grievance on behalf of the person filing the grievance.

The ADA Grievance Form will ask for the following information:

The **name, address, telephone number, and email address** for the person filing the grievance

The **name, address, telephone number, and email address** for the person alleging an ADA violation (if different than the person filing the grievance)

A description and location of the alleged violation and the nature of a remedy sought, if known by the complainant.

If the complainant has filed the same complaint or grievance with the United States Department of Justice (DOJ), another federal or state civil rights agency, a court, or others, the **name of the agency or court where the complainant filed it and the filing date**.

SouthWest Transit will acknowledge receipt of the grievance to the complainant within 10 working days of its submittal. SouthWest Transit will also provide to the complainant within 10 working days of its submittal; 1) a response or resolution to the grievance or; 2) information on when the complainant can expect a response or resolution to the grievance.

3. Within 60 calendar days of receipt, a SouthWest Transit staff person will conduct an investigation necessary to determine the validity of the alleged violation. As a part of the

investigation, the staff person would conduct an engineering study to help determine the SouthWest Transit's response. The staff person will take advantage of department resources and use engineering judgment, data collected, and any information submitted by the resident to develop a conclusion. A staff person will be available to meet with the complainant to discuss the matter as a part of the investigation and resolution of the matter. SouthWest Transit will document each resolution of a filed grievance and retain such documentation in the department's ADA Grievance File for a period of seven years.

SouthWest Transit will consider all specific grievances within its particular context or setting. Furthermore, SouthWest Transit will consider many varying circumstances including: 1) the nature of the access to services, programs, or facilities at issue; 2) the specific nature of the disability; 3) the essential eligibility requirements for participation; 4) the health and safety of others; and 5) the degree to which an accommodation would constitute a fundamental alteration to the program, service, or facility, or cause an undue hardship to SouthWest Transit.

Accordingly, the resolution by SouthWest Transit of any one grievance does not constitute a precedent upon which the county is bound or upon which other complaining parties may rely.

File Maintenance

SouthWest Transit shall maintain ADA grievance files for a period of seven years.

Complaints of Title II violations may also be filed with the DOJ within 180 days of the date of discrimination. In certain situations, cases may be referred to a mediation program sponsored by the Department of Justice (DOJ). The DOJ may bring a lawsuit where it has investigated a matter and has been unable to resolve violations.

For more information, contact:

U.S. Department of Justice
Civil Rights Division
950 Pennsylvania Avenue, N.W.
Disability Rights Section - NYAV
Washington, D.C. 20530

www.ada.gov

(800) 514-0301 (voice – toll free)

(800) 514-0383 (TTY)

Title II may also be enforced through private lawsuits in Federal court. It is not necessary to file a complaint with the DOJ or any other Federal agency, or to receive a "right-to-sue" letter, before going to court.

Appendix D – Contact Information

ADA Title II Coordinator

Name: Dave Jacobson

Address: 14405 w 62nd St, Eden Prairie, MN 55346

Phone: (952) 974 3130

E-mail: djacobson@swtransit.org

Appendix E – Agency ADA Design Standards and Procedures

Design Procedures

Intersection Corners

Curb ramps or blended transitions will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted and those intersection corners will remain on the transition plan. As future projects or opportunities arise, those intersection corners shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each intersection corner shall be made as compliant as possible in accordance with the judgment of SouthWest Transit staff.

Sidewalks / Trails

Sidewalks and trails will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted and those segments will remain on the transition plan. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of SouthWest Transit staff.

Traffic Control Signals

Traffic control signals will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for individual traffic control signal locations to achieve full accessibility within the scope of any project. Those limitations will be noted and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each traffic signal control location shall be made as compliant as possible in accordance with the judgment of SouthWest Transit staff.

Bus Stops

Bus stops will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for individual bus stop locations to achieve full accessibility within the scope of any project. Those limitations will be noted and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future

work. Regardless on if full compliance can be achieved or not, each bus stop location shall be made as compliant as possible in accordance with the judgment of SouthWest Transit staff.

Other Transit Facilities

Additional transit facilities are present within the limits of SouthWest Transit. Those facilities fall under the jurisdiction of the transit provider. SouthWest Transit will work to ensure that those facilities meet all appropriate accessibility standards.

Other policies, practices and programs

Policies, practices and programs not identified in this document will follow the applicable ADA standards.

Design Standards

SouthWest Transit has PROWAG, as adopted by the Minnesota Department of Transportation (MnDOT), as its design standard. A copy of this document is included in the following pages of this appendix.

Appendix F – Glossary of Terms

ABA: See Architectural Barriers Act.

ADA: See Americans with Disabilities Act.

ADA Transition Plan: Mn/DOT's transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements into the Statewide Transportation Improvement Program (STIP), and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

ADAAG: See Americans with Disabilities Act Accessibility Guidelines.

Accessible: A facility that provides access to people with disabilities using the design requirements of the ADA.

Accessible Pedestrian Signal (APS): A device that communicates information about the WALK phase in audible and vibrotactile formats.

Alteration: A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

Americans with Disabilities Act (ADA): The Americans with Disabilities Act; Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

Americans with Disabilities Act Accessibility Guidelines (ADAAG): contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

APS: See Accessible Pedestrian Signal.

Architectural Barriers Act (ABA): Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Capital Improvement Program (CIP): The CIP for the Transportation Department includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the county's transportation system.

Detectable Warning: A surface feature of truncated domes, built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

DOJ: See United States Department of Justice

Federal Highway Administration (FHWA): A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

FHWA: See Federal Highway Administration

Pedestrian Access Route (PAR): A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

Pedestrian Circulation Route (PCR): A prepared exterior or interior way of passage provided for pedestrian travel.

PROWAG: An acronym for the *Guidelines for Accessible Public Rights-of-Way* issued in 2005 by the U. S. Access Board. This guidance addresses roadway design practices, slope, and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

Right of Way: A general term denoting land, property, or interest therein, usually in a strip, acquired for the network of streets, sidewalks, and trails creating public pedestrian access within a public entity's jurisdictional limits.

Section 504: The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

Uniform Accessibility Standards (UFAS): Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

United States Access Board: An independent federal agency that develops and maintains design criteria for buildings and other improvements, transit vehicles, telecommunications equipment, and electronic and information technology. It also enforces accessibility standards that cover federally funded facilities.

United States Department of Justice (DOJ): The United States Department of Justice (often referred to as the Justice Department or DOJ), is the United States federal executive department responsible for the enforcement of the law and administration of justice.

Population/Employment Summary

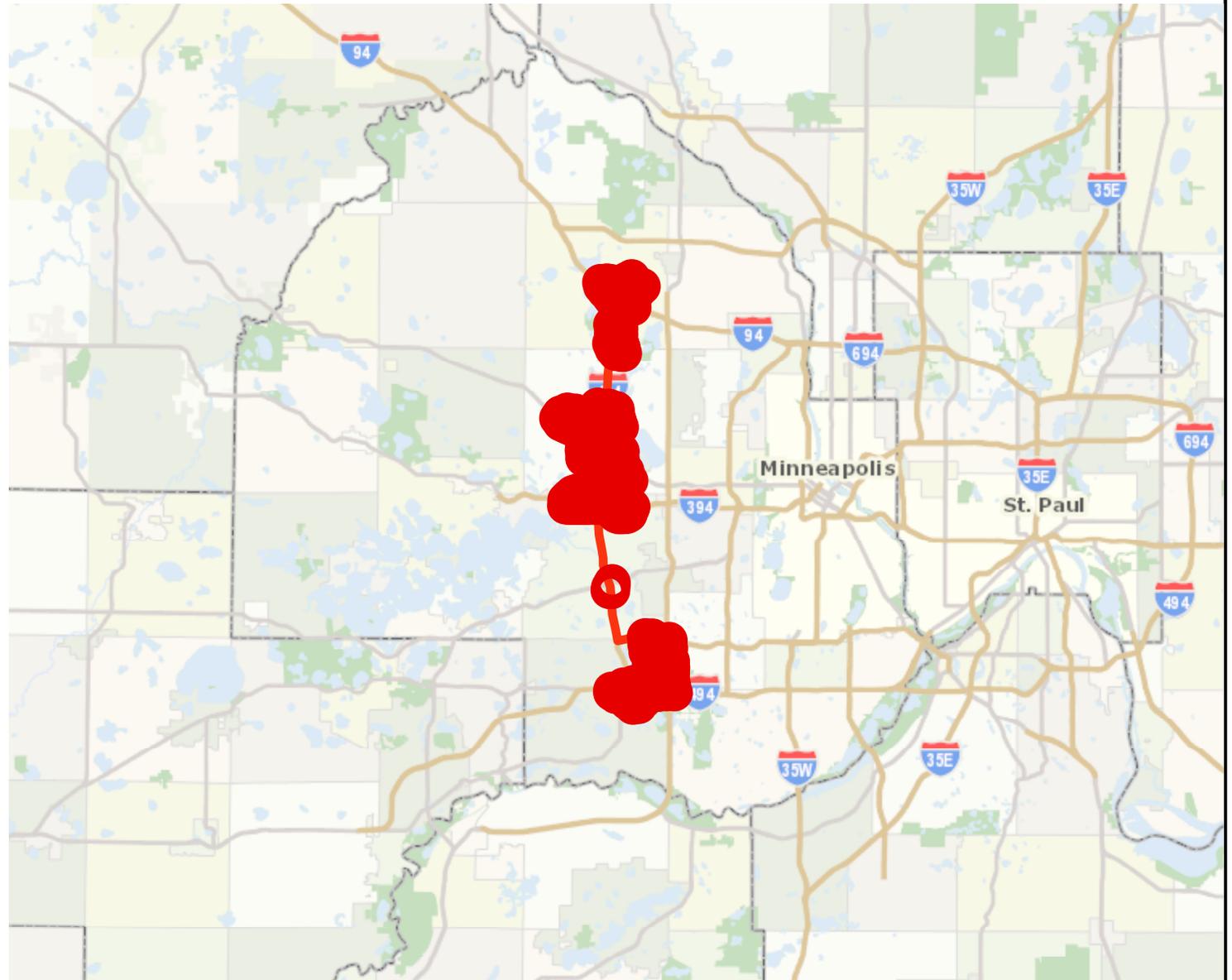
Transit Expansion Project: SW Prime 494 North | Map ID: 1587414767053

Results

Within QTR Mile of project:
Total Population: 102486
Total Employment: 127889
Postsecondary Students: 170

Within HALF Mile of project:
Total Population: 121305
Total Employment: 139415
Postsecondary Students: 170

Within ONE Mile of project:
Total Population: 172074
Total Employment: 170097



 Project Points  Project Area

 Project



Created: 4/20/2020
LandscapeRSA4

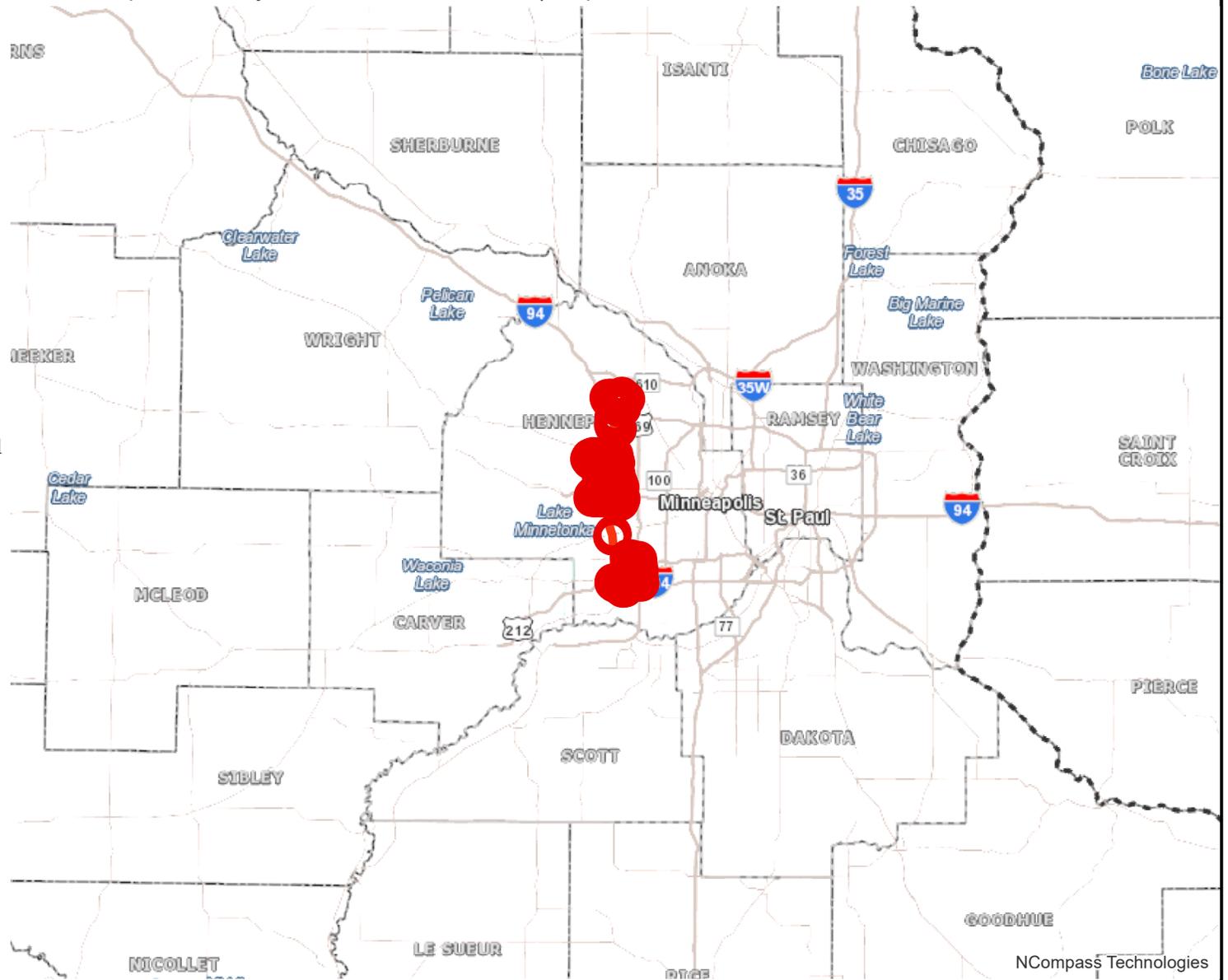


For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Transit Connections

Transit Expansion Project: SW Prime 494 North | Map ID: 1587414767053



Results

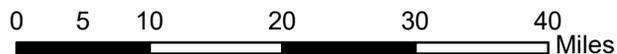
Transit with a Direct Connection to project:
490 600 615 645 667 690 698 747 774 776 781 790

- *American Boulevard
- *I-394/Hwy 55 (Option B)
- *Green Line Extension
- *Highway 169
- *I-394/Hwy 55 (Option A)

**indicates Planned Alignments*

Transit Market areas: 3, 4, 8

-  Project Points
-  Project
-  Project Area



Created: 4/20/2020
LandscapeRSA3



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NCompass Technologies

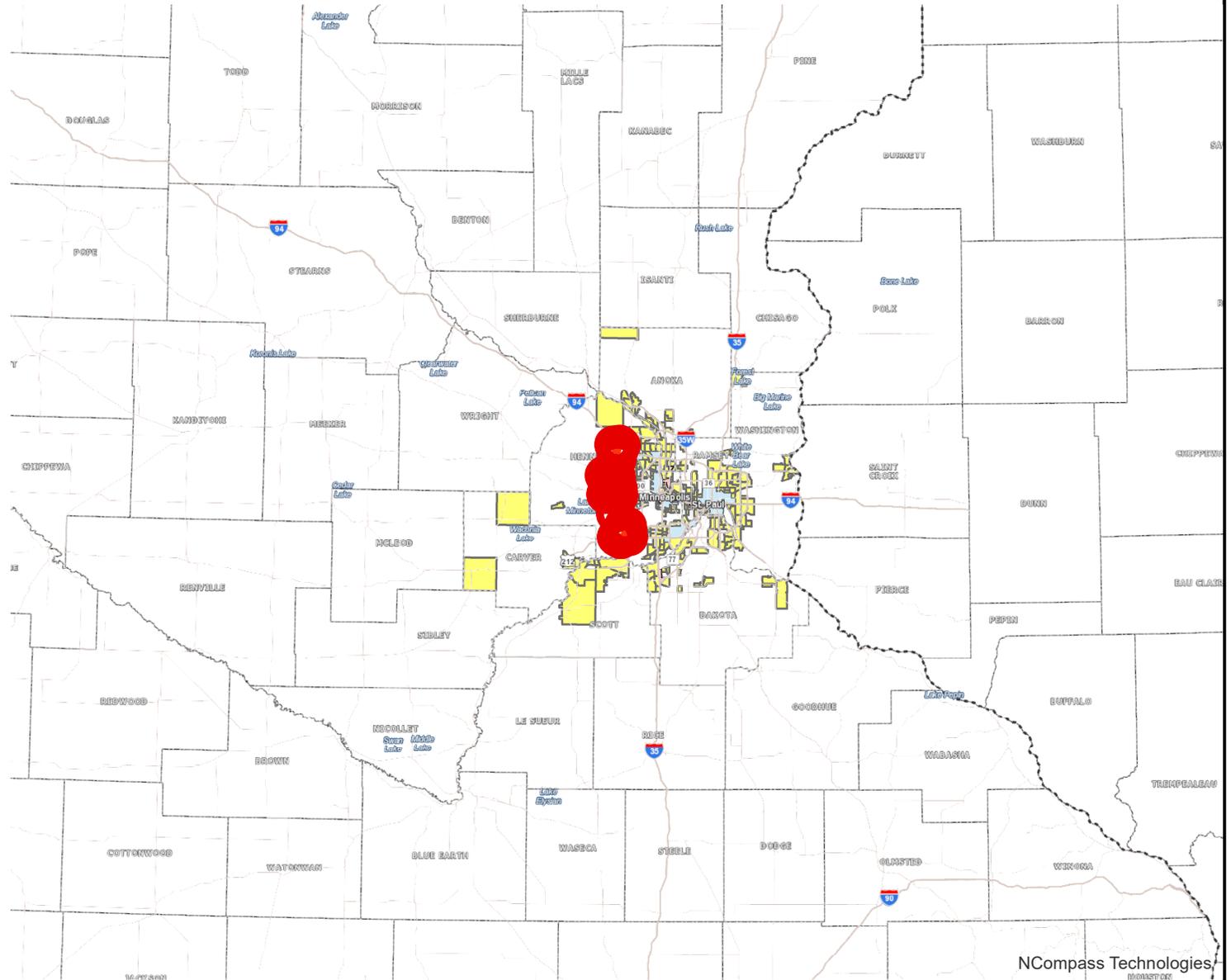
Results Socio-Economic Conditions

Transit Expansion Project: SW Prime 494 North | Map ID: 1587414767053

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

Tracts within half-mile:

- 23502 23902 25905
- 26007 26019 26020
- 26101 26103 26104
- 26202 26206 26208
- 26301 26403 26404
- 26505 26507 26508
- 26509 26512 26514
- 26605 26609 26610
- 26611 26612 26613
- 26708 26710 26711
- 26712 26713 26714
- 26715 26716 27300



NCompass Technologies

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

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



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SOUTHWEST TRANSIT

I-494 North SW Prime Service

Legend

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

0 1.25 2.5 5 Miles

494 North SW Prime Service Project Summary

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

Highlights of the proposed service:

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

Project Budget

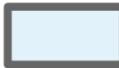
- 15 transit vehicles: \$1,500,000
- Operating Costs: \$5,200,000
- Microtransit Software: \$250,000
- Administrative Costs: \$50,000
- **Project Total: \$7,000,000**



SOUTHWEST TRANSIT

I-494 North SW Prime Service

Legend

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

0 1.25 2.5 5 Miles

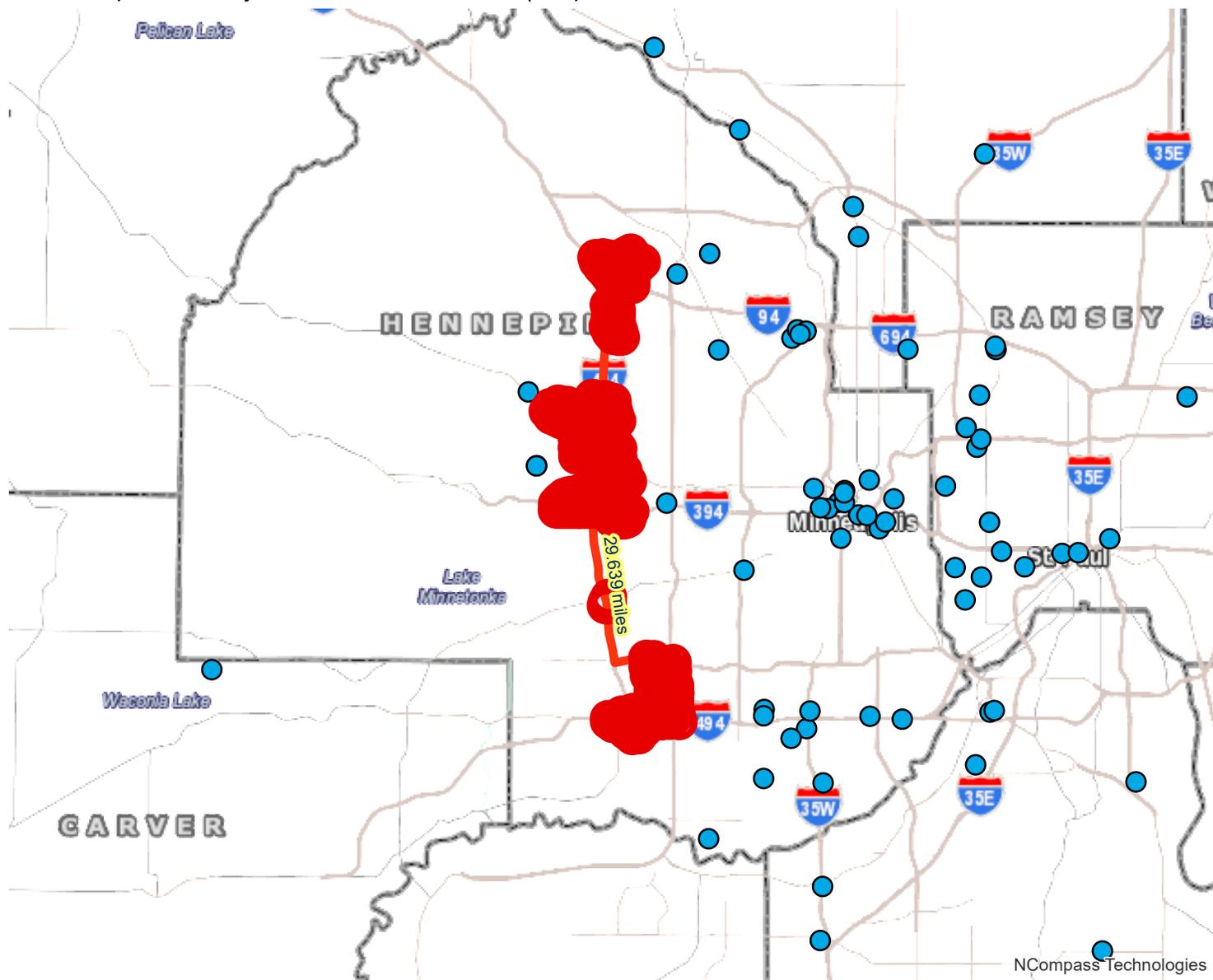
Regional Economy

Transit Expansion Project: SW Prime 494 North | Map ID: 1587414767053

Results

WITHIN ONE MI of project:
Postsecondary Students: 170

Total Population: 145845
Total Employment: 159203
Mfg and Dist Employment: 42093



○ Project Points ● Postsecondary Education Centers

— Project



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14405 West 62nd Street, Eden Prairie, MN 55346
swtransit.org • 952-949-2BUS (2287)

April 23, 2020

James Hovland, Chair
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101

Dear Chair Hovland:

The purpose of this letter is to express the SouthWest Transit (SWT) Commission's support for SWT's 2020 Regional Solicitation application for a new and innovative SW Prime microtransit service along the I-494 corridor between Eden Prairie and Maple Grove.

Should SWT be fortunate enough to be awarded funds for its application, this letter also serves as a commitment that SWT will operate the service in a manner consistent with its application for a minimum period of three years. Should the service prove successful, SWT intends to fund continued operations of the service past the initial three-year demonstration period should adequate funding for the service exist.

Finally, this letter serves as SWT's commitment to fulfill all local match funding commitments that are not already provided via Regional Transit Capital dollars committed by the Metropolitan Council for the service.

If you have any questions regarding this letter or SWT's application please contact SouthWest Transit's CEO, Len Simich, via email at lsimich@swtransit.org or by phone at 952-974-3101.

Sincerely,

A handwritten signature in black ink that reads 'Brad Aho'.

Brad Aho
Chair
SouthWest Transit Commission