



Application

13871 - 2020 Transit Expansion

14330 - Golden Triangle Mobility Hub

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

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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):

SouthWest Transit's Mobility Hub will be a multimodal approach to facilitate first and last mile travel within the SouthWest Transit service area with a particular focus on servicing the Golden Triangle and City West LRT stations currently under construction, the programmed SouthWest Transit 494 corridor service, current Minnesota Valley Transit Authority Route 498, and the planned American Boulevard Arterial BRT line. Through the expansions of the on-demand service SouthWest Prime (5 added vehicles) and the bike rental program (12 bikes/scooters), SW Ride, the construction of a bus transfer station within the Golden Triangle, the implementation of an autonomous vehicle demonstration, as well as the creation of a car share service, riders will have many options not only to connect to fixed route service for regional travel, but to travel within SouthWest Transit's service area with sustainable and efficient options.

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

Through these means, SouthWest Transit can further expand upon its current array of first and last mile options for passengers. This project is timely considering the incoming SWLRT Green Line extension. A main goal of this project is to ensure much needed first mile/last mile mobility options exist within the not so pedestrian-friendly Golden Triangle - providing LRT riders with options to travel to and from their final destinations with ease and comfort. Another goal of this project is to improve mobility options for riders who are traveling mostly within the SWT service area. Through the mentioned expansions, the creation of a car share service, and the construction of a bus transfer station to better facilitate regional travel, riders within the service area as well as riders traveling to and from the service via express routes or transitways will be provided numerous options to travel in a modern, efficient, and safe manner.

(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.

CMAQ: Golden Triangle Mobility Hub

Project Length (Miles) 52.4

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 \$4,055,200.00

Match Amount \$1,013,800.00

Minimum of 20% of project total

Project Total \$5,069,000.00

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) & SouthWest Transit Funds

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, 5, 8, 9

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 04/01/2025

(Approximate) End Construction Date 10/31/2025

Name of Park and Ride or Transit Station:

Golden Triangle Bus Transfer 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)

Washington Ave & Valley View Road, Eden Prairie

Primary Types of Work

Bus Transfer Station

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. 2.6: Goal: Transportation System Stewardship

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

Strategies: A3

p.2.7: Goal: Safety and Security

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

Strategies: B1, B6

p.2.8 Goal: Access to Destinations

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

Strategies: C1, C2, C4, C11, C14, C17.

p.2.11: Goal: Competitive Economy

Objectives: Improve multimodal access to regional job concentrations identified in Thrive MSP 2040; Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies: D3, D4.

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

p.2.12: Goal: Healthy Environment

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

Strategies: E1, E2, E3, E5, E6

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

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

Strategies: F5

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.

List the applicable documents and pages:

2040 TPP chapter 2

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. 1588794315927_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.

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

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00

Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

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

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$1,800,000.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$650,000.00
Contingencies	\$200,000.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$583,000.00
Totals	\$3,233,000.00

Transit Operating Costs

Number of Platform hours	45900.0
Cost Per Platform hour (full loaded Cost)	\$40.00
Subtotal	\$1,836,000.00
Other Costs - Administration, Overhead, etc.	\$0.00

Totals

Total Cost	\$5,069,000.00
Construction Cost Total	\$3,233,000.00
Transit Operating Cost Total	\$1,836,000.00

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	97183
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

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Please upload attachment in PDF form.

Measure B: Transit Ridership

Existing transit routes directly connected to the project

498, 600, 690, 695, 697, 698, 699

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), American Boulevard Arterial BRT

Select all transitways that apply.

Upload Map

1588795475234_GTAMHTranConn.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips

133.0

A Measure: Usage

Service Type

Urban and Suburban Local Routes

New Annual Ridership
(Integer Only)

385088

Currently 10% of SW Prime Riders transfer to and from SWT express services.

The projected SWLRT - Green Line extension estimates 4,462 daily riders at the Golden Triangle and City West Stations that the proposed mobility hub would serve. Assuming the same percentage of riders will transfer to a first and last mile extension, this translates to 446 daily mobility hub riders, which equals 112,838 annually (253 days of operation).

*The autonomous vehicle demonstration service ridership is considered to be part of the overall SW Prime expansion service being proposed as part of the overall mobility hub.

Note - the service type selection does not include 'on-demand' as an option so the closest alternative was chosen.

Assumptions Used:

Bus Transfer Station Usage

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

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

service at the proposed Golden Triangle Bus Transfer Station.

*It is also assumed that the proposed bus transfer station will serve as a stop for any future 169 Highway BRT service and American Blvd ABRT service, but those ridership estimates are not included in this application's ridership figure as those services will not be in operation by 2028 (the anticipated third year of service of the proposed bus transfer station. Additionally, the proposed bus transfer station will have service that connects it to/from the planned Golden Triangle SWLRT Station platform as part of the proposed Golden Triangle Mobility Hub.

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

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

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

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

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

Total Bus Transfer Station Ridership: $184,400 + 87,850 = 272,250$ Riders

Total Project Ridership = Bus Transfer Station Ridership (272,250) + Mobility Hub Ridership (112,838) = 385,088

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

(Limit 2,800 characters;
approximately 400 words)

Measure A: Connection to disadvantageded 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 the mobility hub concept is only in its concept stage, to date public engagement efforts have yet to take place.

That said, the proposed Golden Triangle Mobility Hub service will be Title VI compliant. SWT's Title VI Plan indicates a service changes is deemed a Major Service Change when the level of service is changed by 25% or more. The proposed Golden Triangle Mobility Hub service would evoke the Major Service Change Policy and therefore a series of public hearings will be held to discuss these changes with the public.

There are several ways in which the mobility hub will be accessible to all demographics:

*Rides can be booked over the phone, as walk-on rides on vehicles, on the web, and via smartphone apps.

*Fares and service fees 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: \$5, \$4 for Children over 5, Free for children 5 & Under).

*Seniors ride on Mondays for \$2 per trip.

Response:

*SW Prime honors the region's Transit Assistance Program and provides \$2.50 SW Prime rides to TAP persons.

Outreach efforts for the proposed Golden Triangle Mobility Hub will 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.

(Limit 2,800 characters; approximately 400 words)

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.

The proposed Golden Triangle Mobility Hub 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 via SWLRT.

*The SW Prime service has proven to provide quality service at a low cost for those within the SWT service area. A significant expansion of this program as well as the expansion of SW Ride and the creation of a car share service provide a higher level of service for low-income residents, people of color, people with disabilities, and the elderly. The current Prime fare is \$5 per trip. This is a flat fare and does not change due to mileage. In addition, riders are able to transfer to and from regional transit services at no additional cost. SW Ride provide a daily rental for \$5. Both services are options to move around the SWT service area, and with a free express transfer, around the region for a very affordable cost.

Response:

*SW Prime has also found reliable and growing ridership with the aging population. Many in this age cohort are not able to drive and the alternatives to SW Prime are either cost prohibitive or do not provide the level of service this population requires and wants. SW Prime accommodates such riders with an easy method of booking rides, a safe and comfortable ride with friendly drivers, and lift equipped vehicles for riders with ADA needs.

*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 and Transitways.

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

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

(Limit 2,800 characters; approximately 400 words)

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.

Upload Map 1588797946796_GTAMHSocEco.pdf

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	600.0	0.6	90.0	54.0
Chaska	150.0	0.15	95.0	14.25
Chanhassen	150.0	0.15	19.0	2.85
Carver	50.0	0.05	60.0	3.0
Victoria	50.0	0.05	8.5	0.43
				75

Total Transit Stops

Total Transit Stops 1000.0

Housing Performance Score

Total Housing Score 74.53

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. Even though the proposed project is centered around the Golden Triangle business district in Eden Prairie, the suite of services offered as part of the mobility hub will provide access to the entire SW Prime service area (Eden Prairie, Chaska, Chanhassen, Carver, and Victoria).

However, given the ability for microtransit to service any area of a geo-fenced service area, the proposed Golden Triangle Mobility Hub service will provide the maximum access possible to affordable housing units in the SW Prime service area of Eden Prairie, Chaska, Chanhassen, Carver and Victoria.

According to Met Council data, since 2003, 1,325 affordable housing units have been produced in the communities of Eden Prairie, Chaska, Chanhassen, Carver, and Victoria. The proposed Golden Triangle Mobility Hub service will provide increased access and mobility to all of these already developed affordable units, as well increased access and mobility to affordable units currently planned or being constructed in the proposed Golden Triangle Mobility Hub/SW Prime service area.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589402413330_SWPrimeSA.jpg

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	1522
Distance from Terminal to Terminal (Miles)	22.2
VMT Reduction	33788.4
CO Reduced	80754.276
NOx Reduced	5406.144
CO2e Reduced	1.2386827E7
PM2.5 Reduced	168.942
VOCs Reduced	1013.652
Total Emissions Reduced	1.247417E7

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

Currently SouthWest Transit provides a service named SW Ride. This is a bike rental program that is available beginning in May and lasting until October for daily or seasonal rentals. The daily rental rate is \$4.00 and the seasonal rate is \$75 if rented in May when the rental season begins. Each month the program continues, the seasonal rental rate decreases by \$10. Currently SWT has 22 bikes available for rental throughout the season. The proposed project is seeking 12 additional bikes/scooters for this service. Riders can take advantage of this program for first and last mile travel options or may perhaps choose to rent a bike for daily recreational activities. Both SW Prime and Express vehicles are able to accommodate a passenger that wishes to travel with their bike, ensuring that connectivity between a bike ride and transit services can be handled with ease. All SouthWest Transit Park and Rides have ample space for bike parking. Furthermore, the SW Prime system allows riders to be picked up anywhere using the GPS location on their smart phones, which essentially allows a biker or pedestrian to be picked up anywhere they'd like to be as long as the location is safe to do so and within the SW Prime service area of Eden Prairie, Chaska, Chanhassen, Carver, and Victoria. Finally, the proposed bike additions will be a turn key system so riders can rent via a phone application at any time of the day. SWT will also adhere to Title VI policy and ensure that rentals can be handled in other methods as well.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

[Check Here if Your Transit Project Does Not Require Construction](#)

Measure A: Risk Assessment - Construction Projects

1)Layout (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. Yes

100%

Attach Layout

1589422837408_SWT - Valley View Road Transfer Station_SK1_061818.pdf

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (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 Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (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 Yes

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

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. Yes

25%

No outreach has led to the selection of this project.

0%

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

The Bus Transfer Station being proposed for this project was not included in any public outreach effort. However, the proposed location is on the planned Highway 169 Transitway routing that is included in the Met Council's Highway Transitway Corridor Study published in 2014.

The proposed location would also be a Golden Triangle stop for the programmed SouthWest Transit 494 Corridor service (awarded in a previous Regional Solicitation), Minnesota Valley Transit Authority's Route 498, and the planned American Boulevard Arterial BRT line.

The proposed Golden Triangle Mobility Hub would provide ample first/last mile options to connect the proposed bus transfer station with the SWLRT Green Line Extension currently under construction.

Measure: Cost Effectiveness

Total Annual Operating Cost:	\$806,333.00
Total Annual Capital Cost of Project	\$166,071.00
Total Annual Project Cost	\$972,404.00

Capital = \$166,071/year (Broken out below)

-Bus Transfer Station: \$2,000,000/70 years =
\$28,571/year

-5 Medium Duty Transit Vehicles: \$500,000/5 years
= \$100,000/year

-3 Passenger Autos (Carshare): \$150,000/4 years
= \$37,500/year

Operating = \$806,333/year (Broken out below)

-Prime Expansion Operating Cost: \$1,836,000/3
years = \$612,000/year

-Autonomous Vehicle Demonstration
(Demonstration over a 3 year period): \$400,000/3
years = \$133,333/year

-Bike/Scooter Program (Lease/Subscription):
\$108,000/3 years = \$36,000/year

-Carshare Software License: \$75,000/3 years =
\$25,000/year

Assumption Used:

(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 - Golden Triangle Mobility Hub - signed.pdf	Met Council RTC Funding Match Letter	185 KB
EP Support Ltrr.pdf	City of Eden Prairie Letter of Support for use of City-owned right-of-way for bus transfer station.	41 KB
Existing Conditions Photo.pdf	Existing conditions photo of the proposed Bus Transfer Station site.	238 KB
GTA Mobility Hub Project Summary.pdf	Golden Triangle Mobility Hub Project Summary	128 KB
GTAMHRegEcon.pdf	Regional Economy map from Met Council's Make-a-Map	3.5 MB
SWT - Valley View Road Transfer Station_SK1_061818.pdf	Proposed Bus Transfer Station location and site design	221 KB
SWT Commitment Letter GTA Mobility Hub-Signed.pdf	SWT Project Commitment Letter	351 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

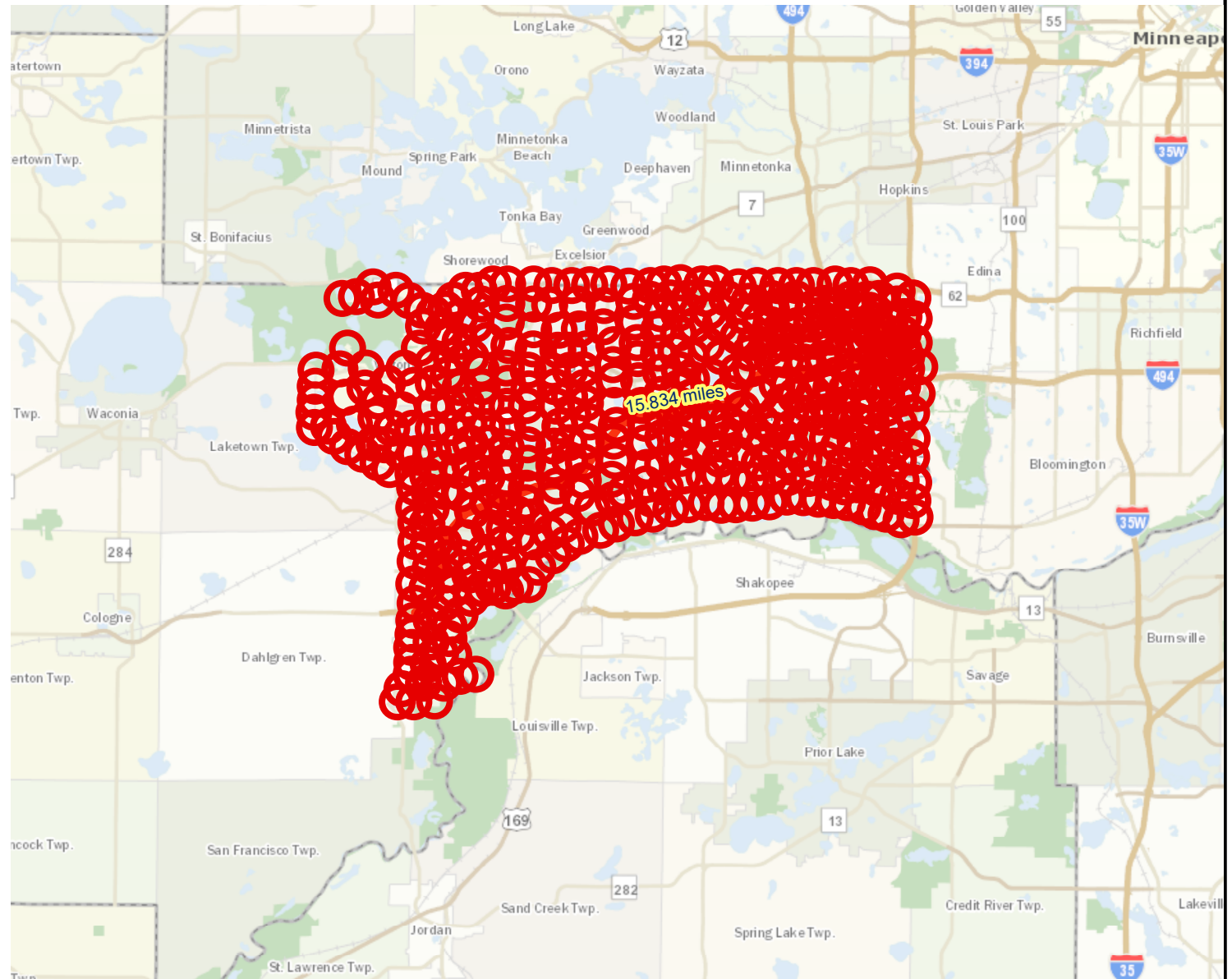
Transit Expansion Project: GTAMo | Map ID: 1587589746210

Results

Within QTR Mile of project:
Total Population: 154467
Total Employment: 97183
Postsecondary Students: 170

Within HALF Mile of project:
Total Population: 158511
Total Employment: 104646
Postsecondary Students: 170

Within ONE Mile of project:
Total Population: 186555
Total Employment: 116285



 Project Points  Project Area

 Project



Created: 4/22/2020
LandscapeRSA4

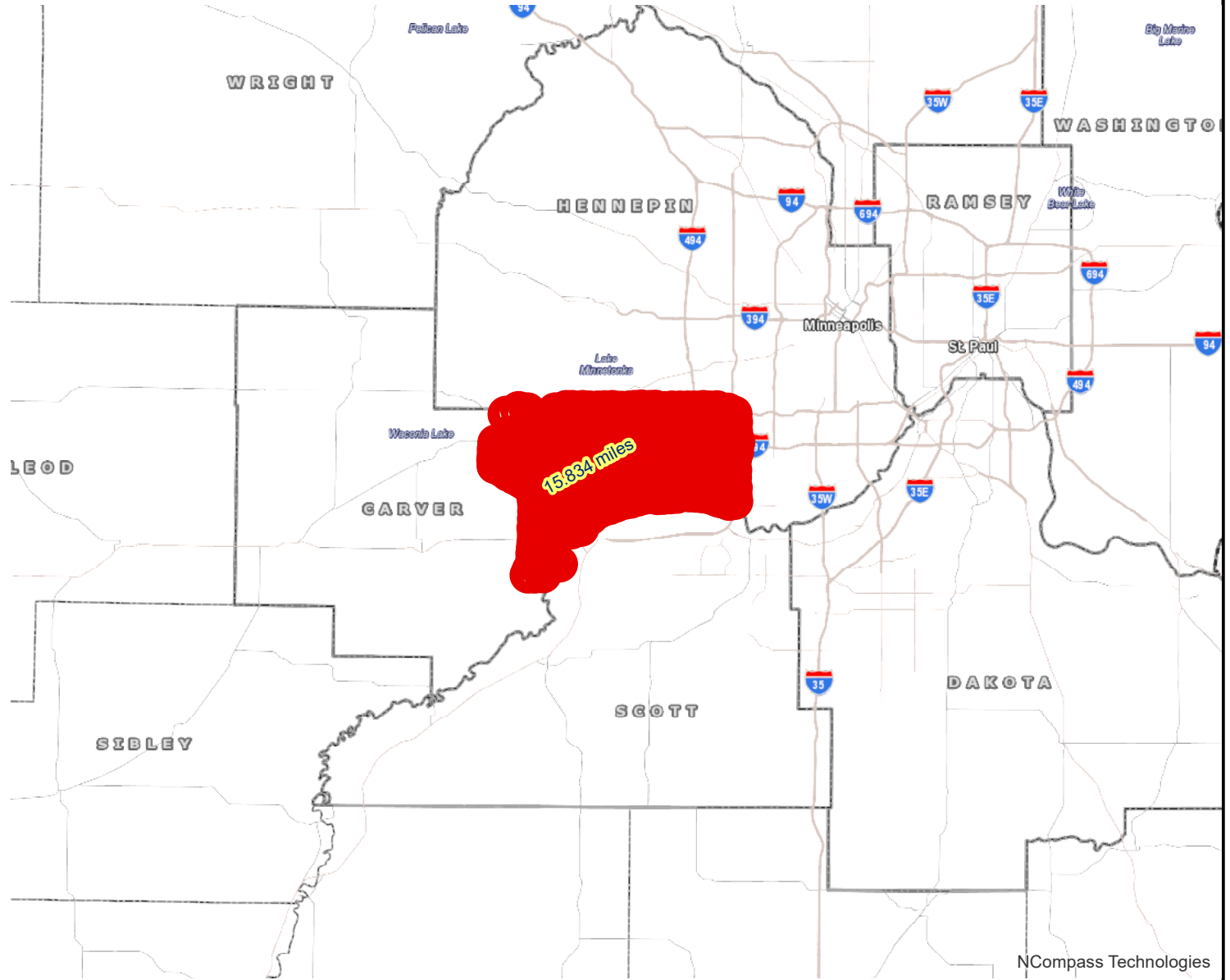


For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Transit Connections

Transit Expansion Project: GTAMo | Map ID: 1587589746210



Results

Transit with a Direct Connection to project:

490 600 667 690 698

*American Boulevard

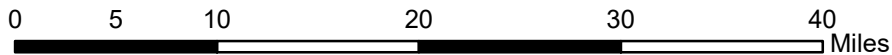
*Green Line Extension

*Highway 169

**indicates Planned Alignments*

Transit Market areas: 3, 4, 5, 8, 9

-  Project Points
-  Project
-  Project Area



Created: 4/22/2020
LandscapeRSA3



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NCompass Technologies

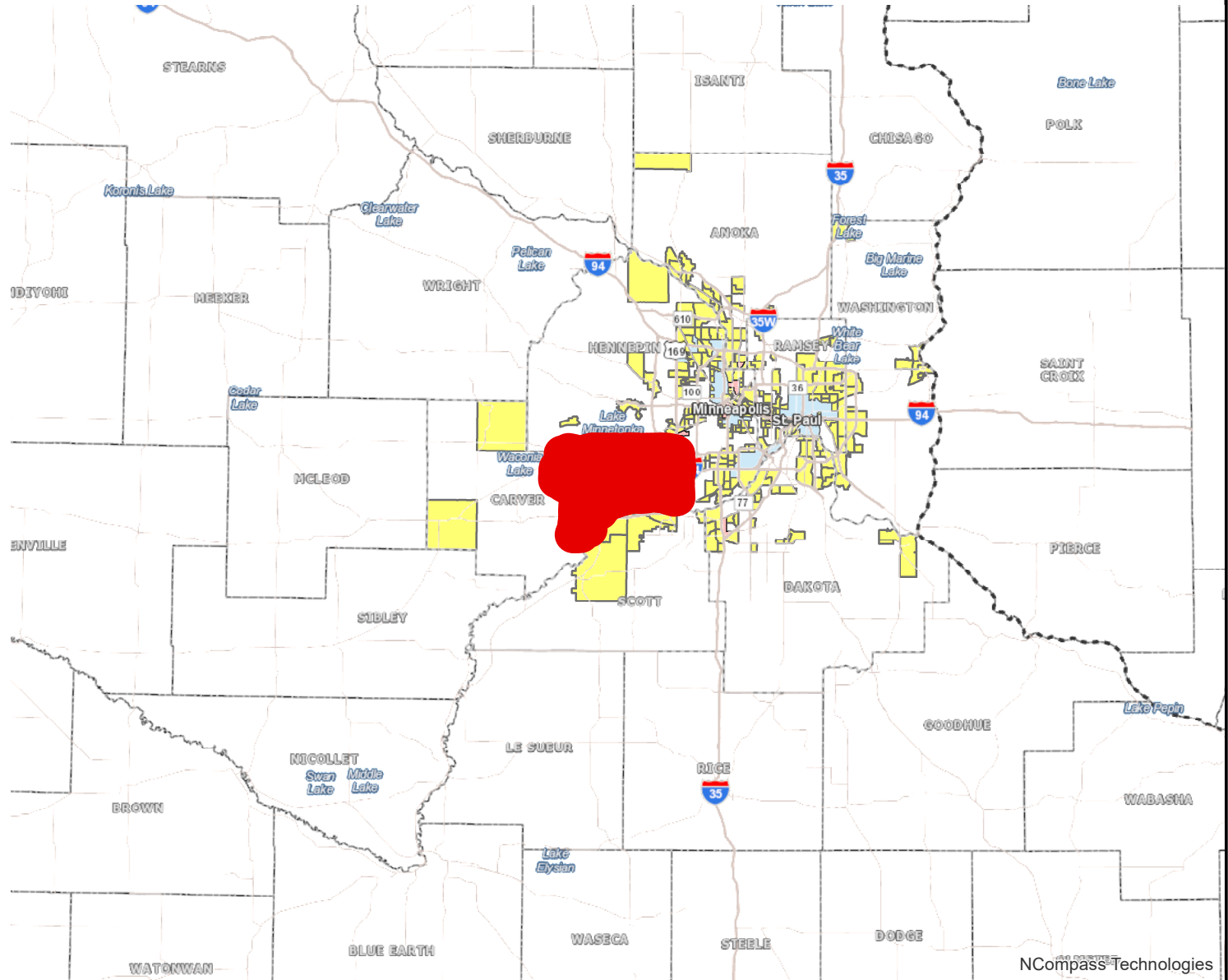
Socio-Economic Conditions




Transit Expansion Project: GTAMo | Map ID: 1587589746210



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

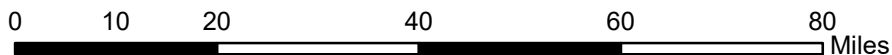
Tracts within half-mile:

- 23502 23902 25905
- 25906 25907 26005
- 26006 26007 26013
- 26014 26015 26016
- 26018 26019 26020
- 26021 26022 26103
- 26104 26207 26208
- 27501 27503 27504
- 27700 80301 80400
- 80500 80700 80800
- 90401 90402 90501
- 90502 90503 90601
- 90602 90701 90702
- 90800 90900 91000
- 91100



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

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



Created: 4/22/2020
LandscapeRSA2



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NCompass Technologies



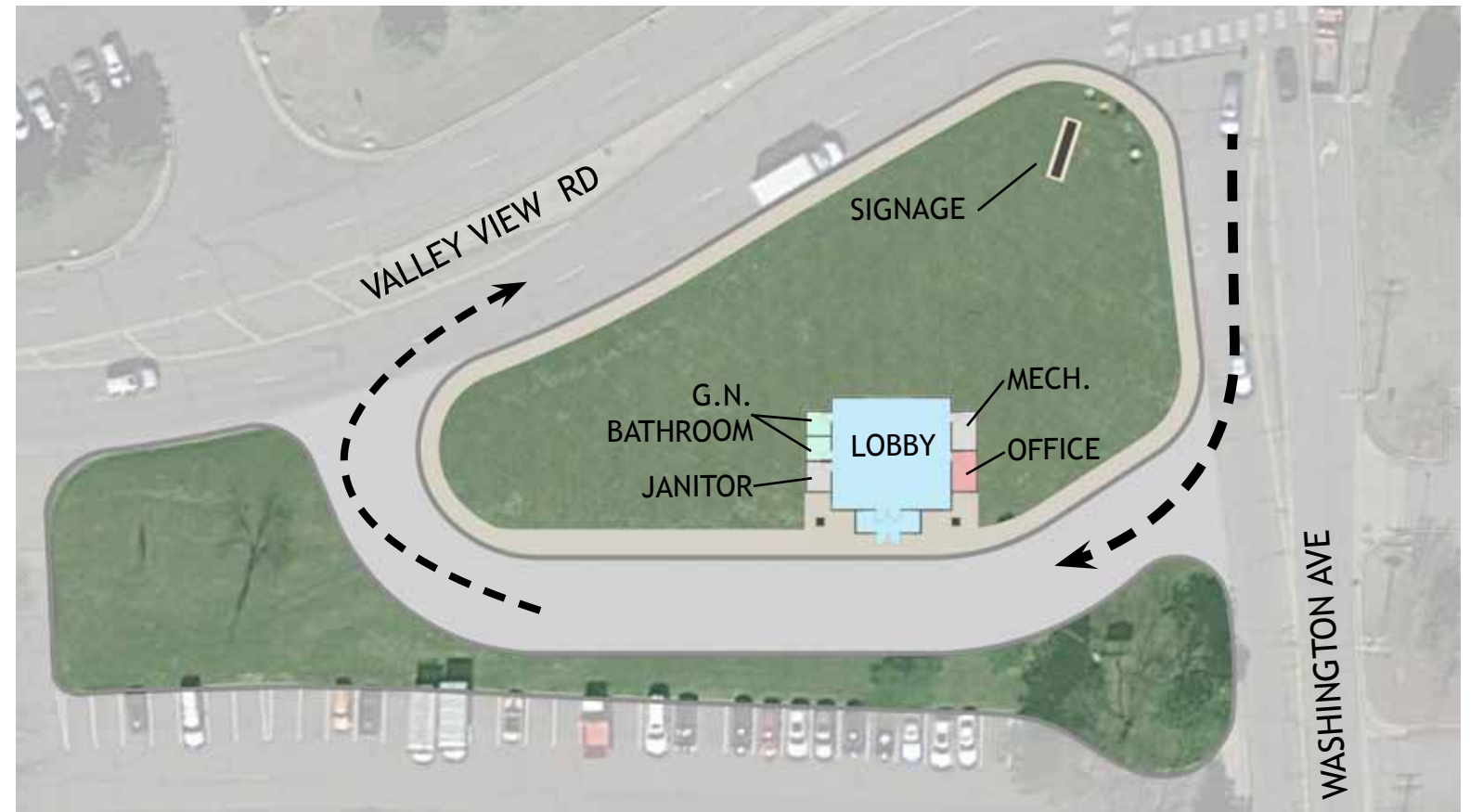
VIEW LOOKING NORTH



VIEW LOOKING NORTHWEST



SITE CONTEXT



SITE CONCEPT

CONCEPT DESIGN STUDIES

South West Transt Golden Triangle

Eden Prairie, Minnesota



May 12, 2020

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

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

8080 Mitchell Rd
Eden Prairie, MN
55344-4485

edenprairie.org

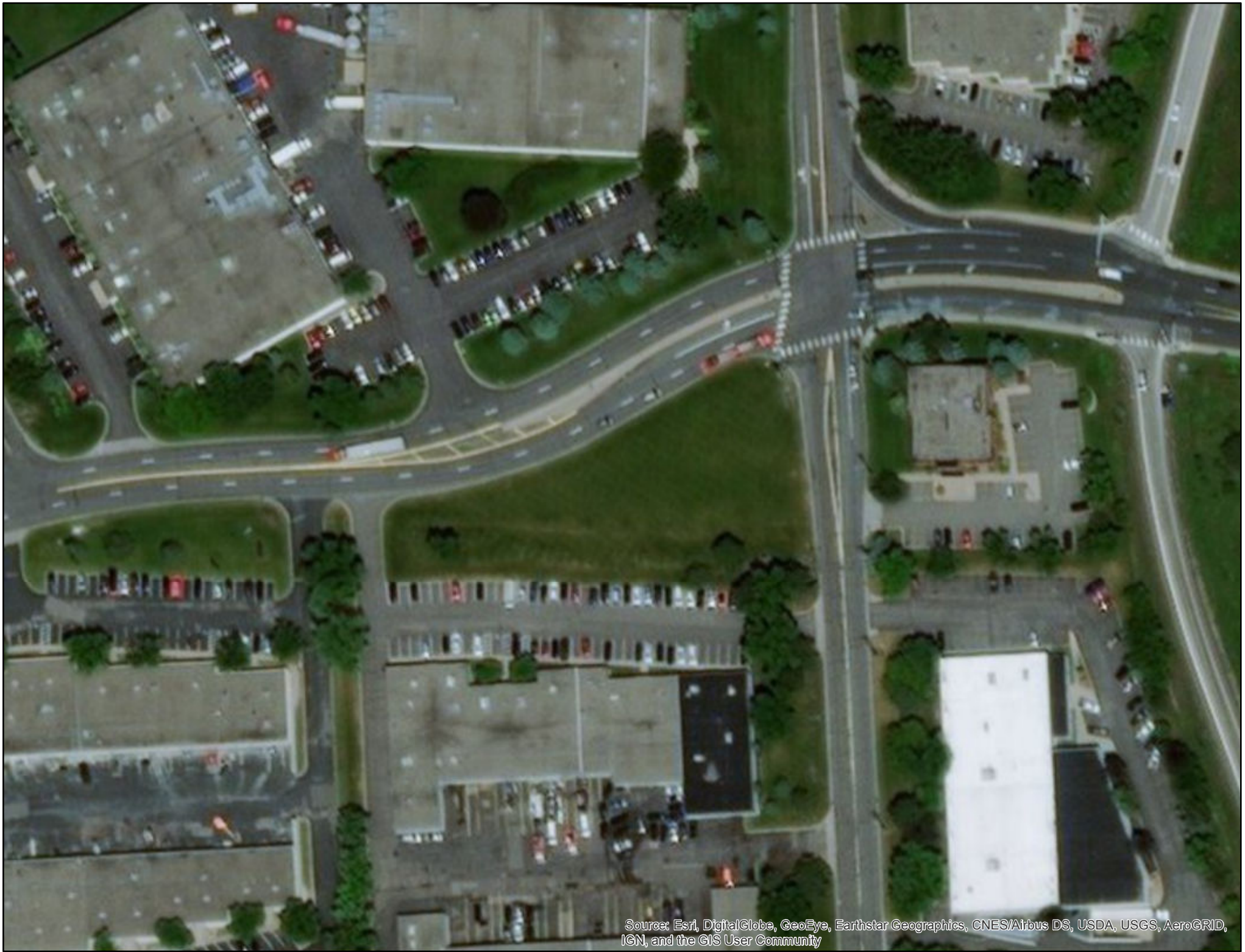
Dear Mr. Simich:

I am writing in support of SouthWest Transit's 2020 Regional Solicitation grant application for a Golden Triangle Mobility Hub, which includes a bus transfer station in the Golden Triangle Area (GTA) to be located on the southwest corner of Washington Ave and Valley View Rd. The proposed station will provide a much-needed hub that will significantly increase transit access throughout the GTA by serving as a station for existing and planned local and regional transit services.

As you are aware, the proposed project is planned on a site located on City-owned right-of-way. The City is pleased to provide the site at no added cost to the proposed project should SouthWest Transit be awarded a Regional Solicitation grant.

Sincerely,

Rick Getschow
City Manager
City of Eden Prairie



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

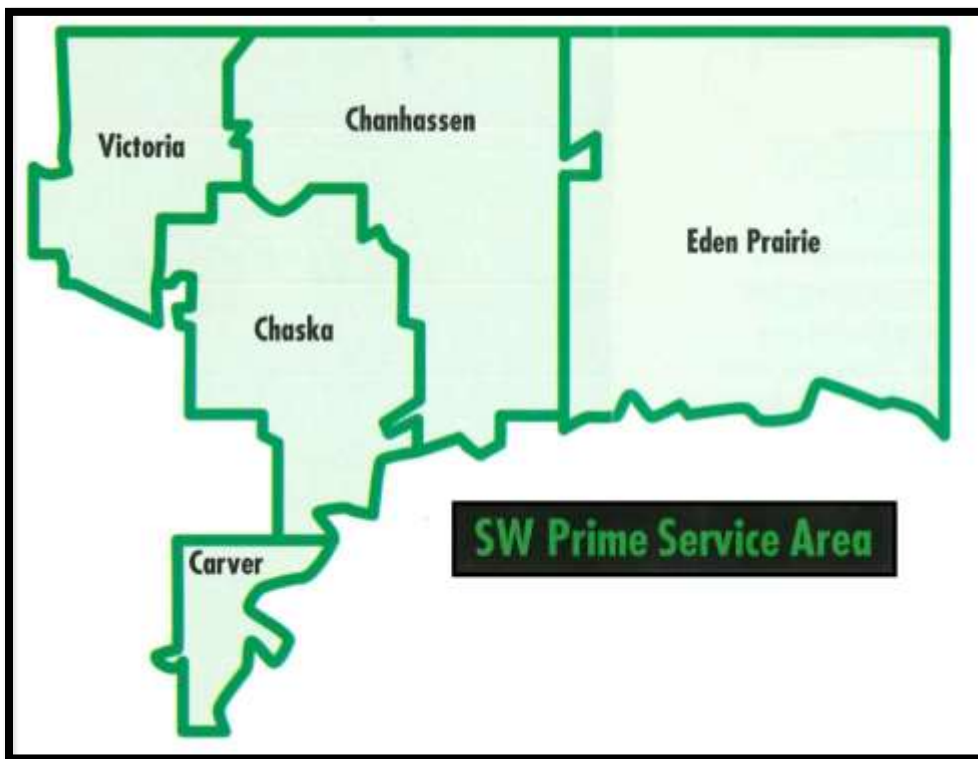
Regional Solicitation – Golden Triangle Mobility Hub Project Summary

Description

SouthWest Transit's Mobility Hub will be a multimodal approach to facilitate first and last mile travel within the SouthWest Transit service area with a particular focus on servicing the Golden Triangle and City West LRT stations currently under construction, the programmed SouthWest Transit 494 corridor service, current Minnesota Valley Transit Authority Route 498, and the planned American Boulevard Arterial BRT line. Through the expansions of the on-demand service SouthWest Prime (5 added vehicles) and the bike rental program (12 bikes/scooters), SW Ride, the construction of a bus transfer station within the Golden Triangle, the implementation of an autonomous vehicle demonstration, as well as the creation of a car share service, riders will have many options not only to connect to fixed route service for regional travel, but to travel within SouthWest Transit's service area with sustainable and efficient options.

Through these means, SouthWest Transit can further expand upon its current array of first and last mile options for passengers. This project is timely considering the incoming SWLRT Green Line extension. A main goal of this project is to ensure much needed first mile/last mile mobility options exist within the not so pedestrian-friendly Golden Triangle - providing LRT riders with options to travel to and from their final destinations with ease and comfort. Another goal of this project is to improve mobility options for riders who are traveling mostly within the SWT service area. Through the mentioned expansions, the creation of a car share service, and the construction of a bus transfer station to better facilitate regional travel, riders within the service area as well as riders traveling to and from the service via express routes or transitways will be provided numerous options to travel in a modern, efficient, and safe manner.

Service Area



Project Cost

Prime Expansion/ AV Demonstration	\$2,736,000
Bus Transfer Station	\$2,000,000
Bike Program Expansion	\$108,000
Carshare	\$225,000
Total Project Costs	\$5,069,000

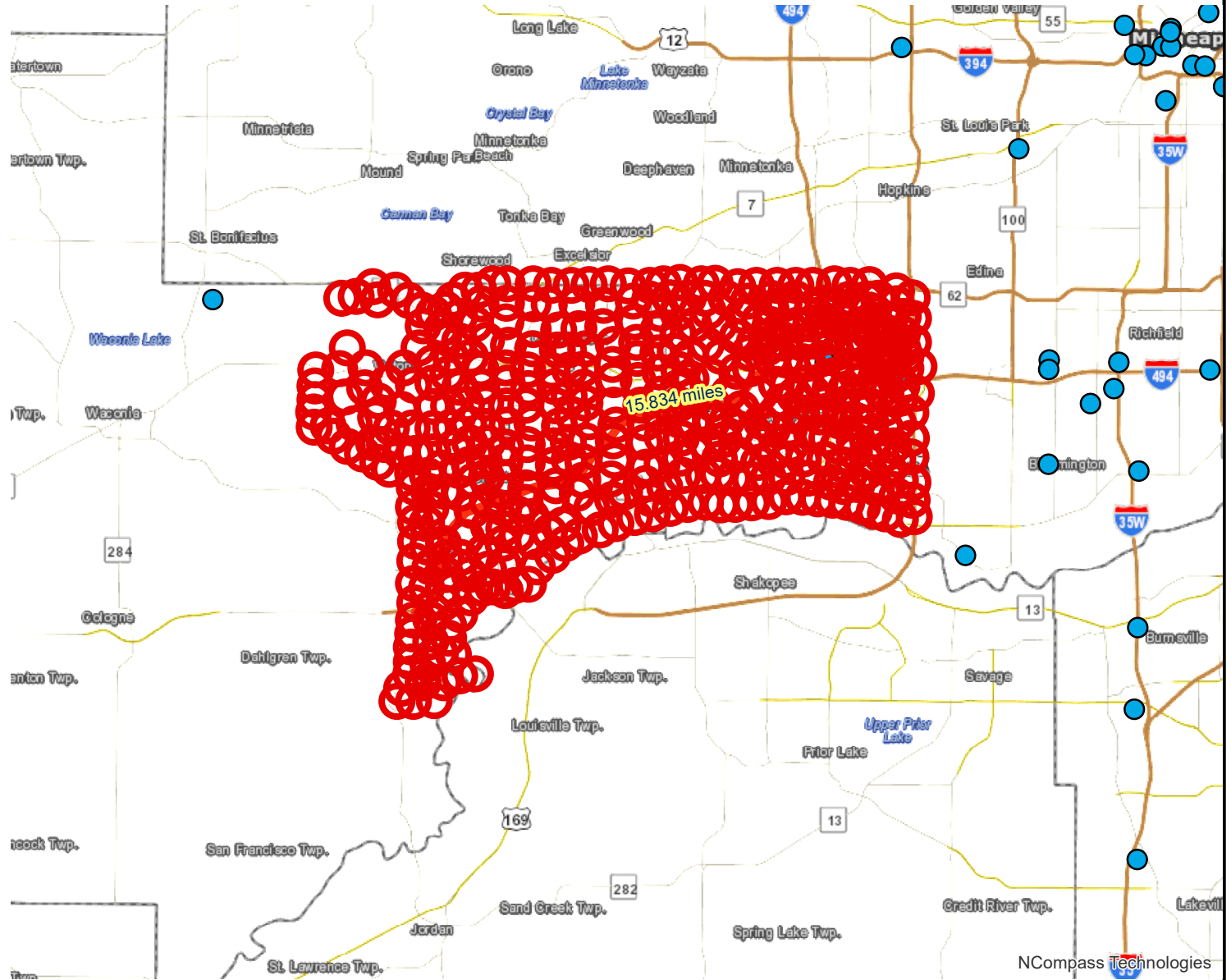
Regional Economy

Transit Expansion Project: GTAMo | Map ID: 1587589746210

Results

WITHIN ONE MI of project:
Postsecondary Students: 170

Total Population: 82478
Total Employment: 80387
Mfg and Dist Employment: 23741



○ Project Points ● Postsecondary Education Centers

— Project



Created: 4/22/2020
LandscapeRSA5



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





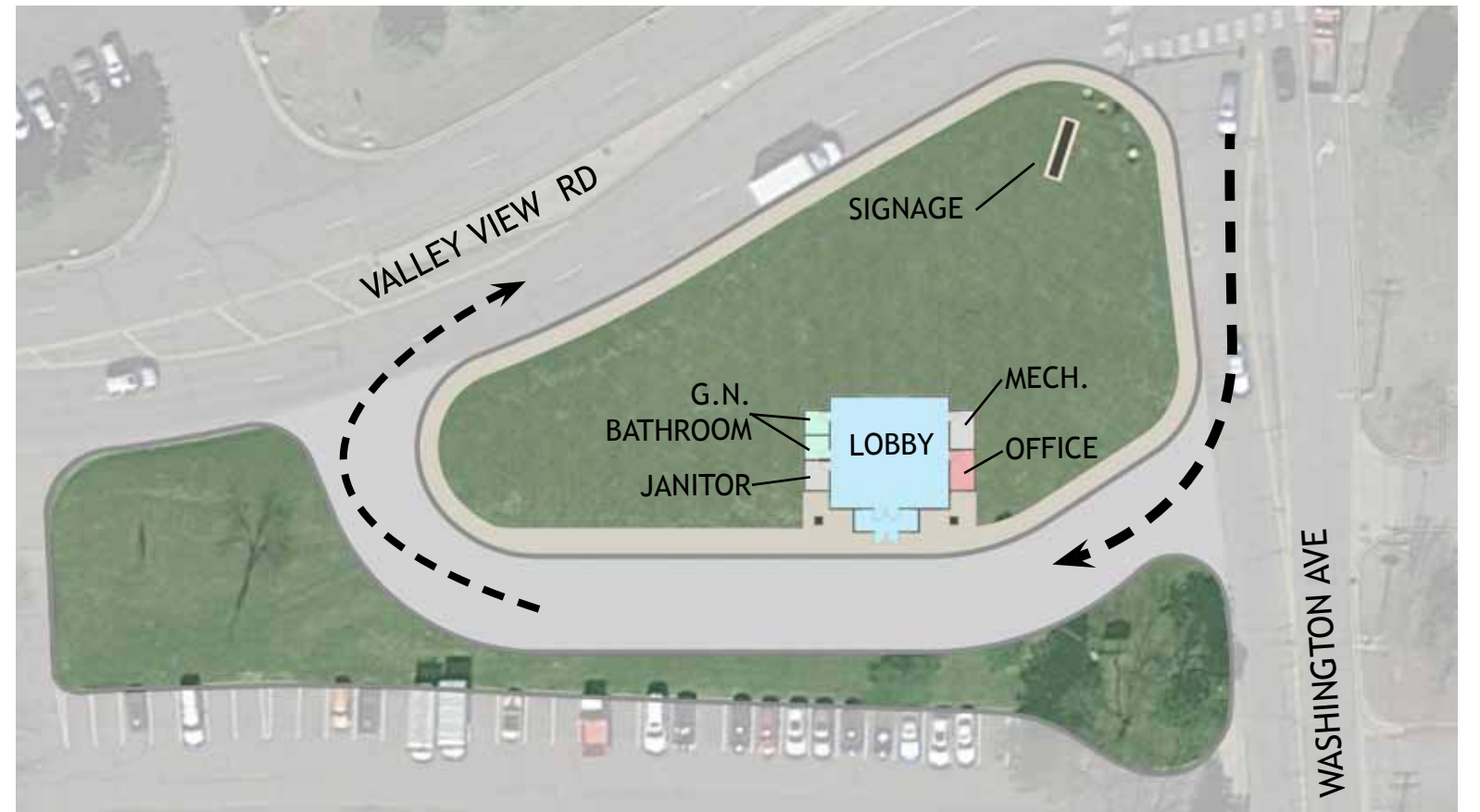
VIEW LOOKING NORTH



VIEW LOOKING NORTHWEST



SITE CONTEXT



SITE CONCEPT

CONCEPT DESIGN STUDIES

South West Transt Golden Triangle

Eden Prairie, Minnesota



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 Golden Triangle Area Mobility Hub in Eden Prairie that will greatly improve access and mobility to riders of the forthcoming Southwest Light Rail Transit Green Line Extension.

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

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