Application

13872 - 2020 Transit System Modernization

14191 - Signal Prioritization at East Creek Park and Ride

Regional Solicitation - Transit and TDM Projects

Status:	Submitted
Submitted Date:	05/15/2020 9:47 AM

Primary Contact

Name:*		David	Ross	Jacobson
	Salutation	First Name	Middle Name	Last Name

Title:	COO
Department:	Operations
Email:	djacobson@swtransit.org
Address:	14405 West 62nd Street

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

Phone:*	952-974-3110	
	Phone	Ext.

Fax:	952-974-7997
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 (City) / Minnesota (State/Province) / 55346 (Postal Code/Zip)
County:	Multiple
Phone:*	952-974-3110 Ext.
Fax:	952-974-7997
PeopleSoft Vendor Number	

Project Information

Project Name	Signal Prioritization at Eask Creek Park and Ride
Primary County where the Project is Located	Carver
Cities or Townships where the Project is Located:	Chaska
Jurisdictional Agency (If Different than the Applicant):	SouthWest Transit
Brief Project Description (Include location, road name/functional class, type of improvement, etc.)	The project consists of allowing better access into and especially out of the East Creek parking ramp located in the southwest quadrant of Highways 212 and 41. This project is signal prioritization for those accessing and leaving the ramp. Pre-COVID-19 days, bus loads of 35 to 55 passengers would unload and all try to leave, in single occupant vehicles, the ramp at one time causing a significant back-up into the ramp itself. The address is 2120 Chestnut Street North, Chaska, MN 55318. The road where the ramp traffic exits onto is Highway 41/Chestnut Street North. The street opposite the exit at East Creek is Canyon Road. Highway 41 is considered a Principal Arterial

(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.

Traffic Light Prioritization at East Creek Park and Ride, Chaska

Project Length (Miles)

0

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

$443,520.00

Match Amount

$110,880.00

Minimum of 20% of project total

Project Total

$554,400.00

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

Metropolitan Council

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:

2021, 2022, 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:

Commuters

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

55318

(Approximate) Begin Construction Date

01/09/2024

(Approximate) End Construction Date

12/29/2024

Name of Park and Ride or Transit Station:

East Creek 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) 2120 Chestnut Street North, Chaska, MN 55318

Primary Types of Work Signal prioritization 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.

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

1) Chapter 12, Goal C, Objective B says to "Increase travel time reliability and predictability for travel on highway and transit systems". By getting a traffic light preemption out of the East Creek park and ride would save customers travel time, especially when a fully loaded bus or two empty out and get in their single occupant vehicles attempting to leave in a timely fashion. source TPP

2) Chapter 12, Strategy C10: Manage access to principal and A-minor arterials to preserve and enhance their safety and capacity. source TPP

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:

1) SouthWest Transit (SWT) Transit Systems Management Plan pages 3 and 4.

2) Carver County's US 212 Improvements Project

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. 1586531217713_ADATransitionPlan Clean.docx

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.

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.

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	$554,400.00
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	**$554,400.00**

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.)	$0.00
Vehicles	$0.00
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

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

Totals

Total Cost	$554,400.00
Construction Cost Total	$554,400.00
Transit Operating Cost Total	$0.00

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	92673
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	20378
Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)	92673
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)	20378
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)*	SWT has operated and intends to continue to operate the region's most successful microtransit system, Prime. The service has operated since 2016 and has grown immensely to pre-COVID-19 daily weekday ridership of over 400. During the COVID Prime continues to operate providing more than rides. Yes, the commitment to Prime will be there moving forward. Additionally, by saving time on the departure location it will save time throughout the entire run saving time for customers.
Upload Map *Please upload attachment in PDF form.*	1587654956333_SWTTSPRegEcon[1].pdf

Measure B: Transit Ridership

Existing transit routes directly connected to the project	600, 602, 690, 695, 697, 698

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)

Select all transitways that apply.

Upload Map 1588011346625_SWTTSPTransConncts[1].pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips 0

Measure: Usage

Existing Transit Routes on the Project 600, 602, 690, 695, 697, 698

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

Select one:

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

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

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

(up to 60% of maximum score)

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly: Yes

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.
Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

The signal project positively impacts those riding SWT vehicles. With a shorter light cycle, it allows all who are riding SWT to get to their destination in a more timely way. Shorter trip times for all does not discriminate. It gives everyone a more timely trip.

Once the project gets "approval" there will be elements of public engagement such as:
1. Outreach for all SWT riders and citizens of Chaska and Carver County through mailings and holding open houses;
2) The project's virtues will be shared; and
3) SWT will follow its SWT Commission and Metropolitan Council approved Title VI outreach plan/engagements to ensure all understand and show how they all will benefit.

4) Follow-up meetings will be held to ensure full engagement of the public and answer any questions or concerns.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

Response:

The advantages to the identified populations include:
1. Shorter travel times for all SWT riders and commuters;

2. East Creek Station, a well lit facility, is already on a Carver County trail for both walkers and bikers. East Creek is also considered by the City of Chaska as a trail head allowing walkers/bikers the opportunity to rest in a climate controlled environment where they are able to go to the bathroom, get a drink of water, and/or charge their phone.
3. By having a longer green light to cross Highway 41 it will allow those coming from the trail to better cross the busy highway eastbound in a safer manner allowing better access to the neighborhoods schools on the east side of the highway. That also goes for the westward movement across 41.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.
Below is a list of negative impacts. Note that this is not an exhaustive list.
Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
Increased noise.
Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
Increased speed and/or cut-through traffic.
Removed or diminished safe bicycle access.
Inclusion of some other barrier to access to jobs and other destinations.
Displacement of residents and businesses.
Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
Other

Response:

This project creates a few negatives which are:

1. Slows the north/south traffic on Highway 41 at the East Creek location within the City of Chaska.

This project, from SWT's perspective, actually turns the list of negatives listed in this section to positives.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1587739540934_SWT Title VI with Maps_1.docx

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
Chaska	1.0	1.0	95.0	95.0
				95

Total Transit Stops

Total Transit Stops 1.0

Housing Performance Score

Total Housing Score 95.0

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.

Response:

The project does not have any affordable housing within a half mile of the project located in Chaska. However, the routes with origins and destinations from and to East Creek do go through locations of affordable housing.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1587745104617_SWTTSPSocEco[1].pdf

Measure A: Description of emissions reduced

Response:

- By speeding up the light cycle at East Creek Station allowing vehicles to leave faster, idling time for buses, para-transit vehicles, and customers who get off of the bus into their single occupant vehicle will not produce as many tailpipe emissions.

- Improved ability for riders to walk or bike to East Creek Station allowing them to cross Highway 41 safely with a longer light cycle.

- Again, with a longer east/west cycle pedestrian crossing will be easier and safer.

- Vehicle idling time will be reduced as stated in the first bullet.

(Limit 2,800 characters; approximately 400 words)

Applicants are recommended to provide any data to support their argument.

Upload any data

Please upload attachment in PDF form.

Measure C: Improvements and Amenities

Time savings for the bus rider is king. By allowing a faster light cycle helps the 30 mile trip, every minute counts. East Creek park and ride has a total of 70 fixed route trips daily, prior to the COVID-19 period. Prime, SWT's last mile service, also goes in and out of East Creek about 17 times per day. Finally, 325 cars on average park there going in and out of the facility daily.

If that signal at East Creek would allow a savings of 1 minute per trip in and out of the facility, that would mean 325 cars + 70 fixed route trips + 17 Prime vehicles which equals 409 daily trips. There are 255 days of operation, that would save 105.060 minutes or 1,751 hours annually.

Response

Additionally, East Creek is a trail head for the Carver County walking/bike trails. The facility offers restrooms, water, air conditioning on very hot days and a place to wait out the storm. The timing of the traffic lights also affect pedestrians attempting to cross Highway 41 after popping out of the trail at East Creek.

The idea of Transit Signal Priority/Pre-emption are identified on pages 3 and 4 of the Transit Systems Management Plan.

(Limit 5,600 characters; approximately 800 words)

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

Time savings for the bus rider is king. By allowing a faster light cycle helps the 30 mile trip, every minute counts. East Creek park and ride has a total of 70 fixed route trips daily, prior to the COVID-19 period. Prime, SWT's last mile service, also goes in and out of East Creek about 17 times per day. Finally, 325 cars on average park there going in and out of the facility daily.

If that signal at East Creek would allow a savings of 1 minute per trip in and out of the facility, that would mean 325 cars + 70 fixed route trips + 17 Prime vehicles which equals 409 daily trips. There are 255 days of operation, that would save 105.060 minutes or 1,751 hours annually.

Additionally, East Creek is a trail head for the Carver County walking/bike trails. The facility offers restrooms, water, air conditioning on very hot days and a place to wait out the storm. The timing of the traffic lights also affect pedestrians attempting to cross Highway 41 after popping out of the trail at East Creek.

The idea of Transit Signal Priority/Pre-emption are identified on pages 3 and 4 of the Transit Systems Management Plan.

(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:	$0.00
Total Annual Capital Cost of Project	$27,720.00
Total Annual Project Cost	$27,720.00

Assumption Used:

Total annual capital cost of the project = $554,400 divided by 20 years equals $27,720.

SWT is not asking for any operating costs.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
Carver Co.docx	Notification to Carver Co.	71 KB
Chaska support.pdf	Letter of support from City of Chaska	42 KB
Chaska.docx	Notification of project	71 KB
MC 20% Letter Signal.pdf	Metropolitan Council letter	199 KB
MnDOT.docx	Notification notice.	71 KB

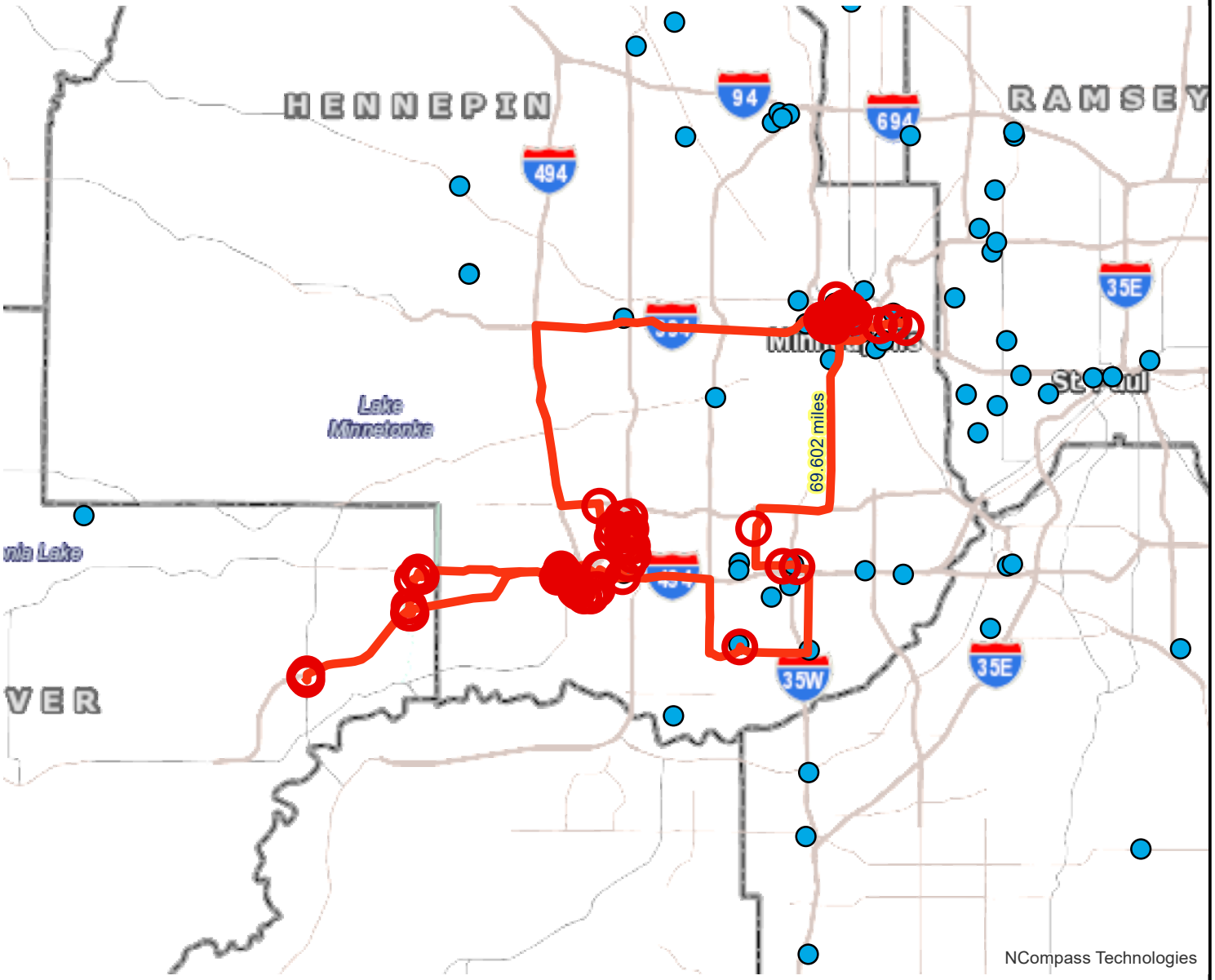
Regional Economy

Transit System Modernization Project: SWT TSP System | Map ID: 1587411825380

Results

WITHIN ONE MI of project:
Postsecondary Students: 80070

Total Population: 517993
Total Employment: 583584
Mfg and Dist Employment: 73452



Project Points Postsecondary Education Centers

Project

0 3 6 12 18 24 Miles

Created: 4/20/2020
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

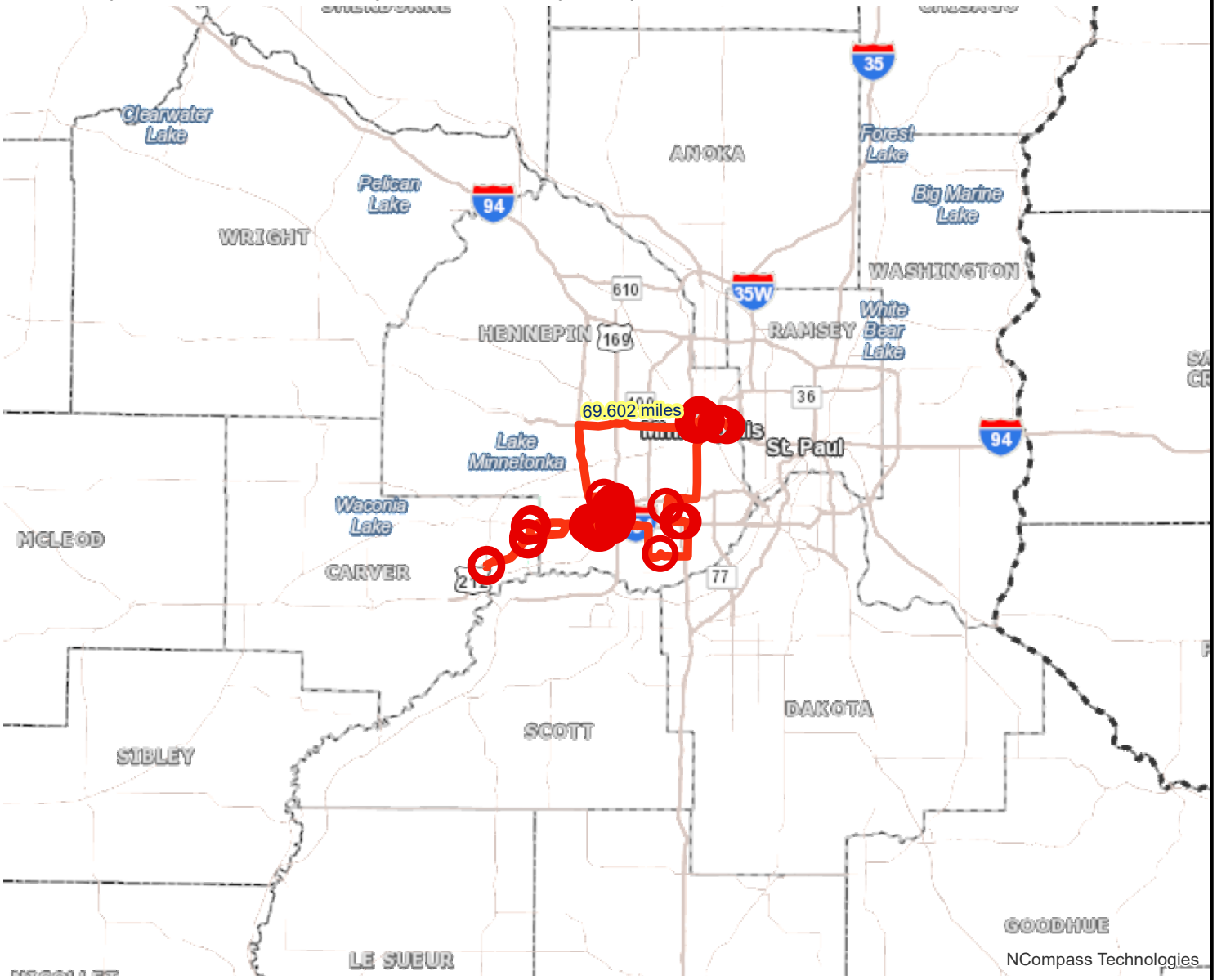
Transit System Modernization Project: SWT TSP System | Map ID: 1587411825380

Results

Transit with a Direct Connection to project:
10 11 120 121 134 14 141 17 18 19 2
22 25 250 264 270 3 353 4 460 477 490
5 515 535 538 539 540 553 578 597 6 600
61 645 663 664 667 670 690 698 7 721 747
755 756 760 761 763 764 765 766 768 774 776
781 790 795 824 850 852 865 9 901 902 923
94
*Penn Avenue
*West Broadway Avenue
*Central Avenue NE
*American Boulevard
*Hennepin Avenue
*I-394/Hwy 55 (Option B)
*Chicago/Emerson-Fremont
*West Broadway
*Nicollet-Central
*Green Line Extension
*Orange Line
*Highway 169
*Highway 36
*I-35 W North
*Green Line
*Blue Line
*Nicollet Ave

**indicates Planned Alignments*

Transit Market areas: 1, 2, 3, 4, 8, 9



Project Points

Project

Project Area

0 5 10 20 30 40 Miles

Created: 4/20/2020
LandscapeRSA3

For complete disclaimer of accuracy, please visit
https://giswebsite.metc.state.mn.us/gissite/notice.aspx

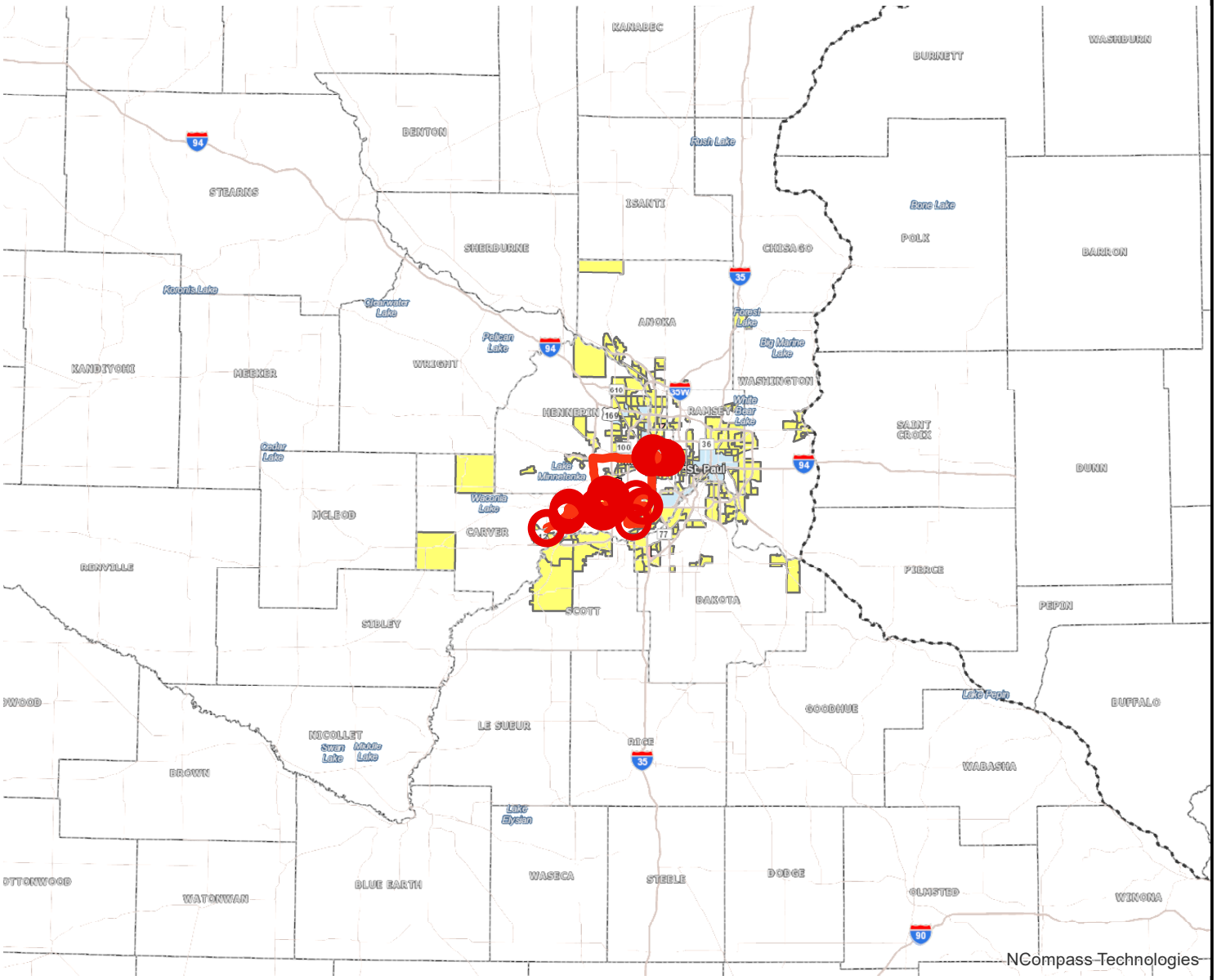
METROPOLITAN COUNCIL

Project located **IN** Area of Concentrated Poverty?
(0 to 24 Points)

Tracts within half-mile:
3800 5901 5902
23502 23801 23802
23902 24003 24004
24005 24006 24100
24200 24300 24500
24600 25601 25603
25701 25702 25905
26007 26014 26016
26019 26020 26104
90601 90701 90702
90800 90900 103000
103400 103600 103700
103900 104100 104400
104800 104900 105100
105201 105204 105400
105500 105600 105700
106000 106200 106400
125500 125600 126100
126200

Socio-Economic Conditions

Transit System Modernization Project: SWT TSP System | Map ID: 1587411825380



Points
Lines
Area of Concentrated Povertry > 50% residents of color
Area of Concentrated Poverty
Above reg'l avg conc of race/poverty

0 15 30 60 90 120 Miles

Created: 4/20/2020
LandscapeRSA2

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

METROPOLITAN COUNCIL

Chaska

May 11, 2020

SouthWest Transit
Attn: Mr. Len Simich
650 SouthWest Village Drive
Chanhassen, MN 55317

Re: Letter of Support

Dear Mr. Simich:

The purpose of this letter is to show support for SouthWest Transit's (SWT) Congestion Mitigation Air Quality (CMAQ) grant application for providing a signal light prioritization at the exit/entrance of the East Creek Park and Ride in Chaska.

Time savings is what makes transit ridership successful. Look at all the transit advantages between Chaska and downtown Minneapolis and the U of M with diamond lanes and bus-only shoulders. Another time saver for the transit rider is the ability to leave the park and ride in a timely fashion without waiting for the traffic light adding additional time to an already long bus ride. For example, it takes 58 minutes to get to the U of M Campus from East Creek using route 695. When the customer returns in the afternoon, especially prior to the COVID-19, a bus of 30 or 40 people unload and get into their single occupant vehicle causing a traffic jam leaving the facility onto Highway 41 along with the bus or buses also trying to leave. The City of Chaska believes that addressing this signal light prioritization could help alleviate some of these issues exiting the park and ride, not require cars to be lined up for such a long time to exit the site, and also provide more reason for people to choose transit as an option to alleviate congestion on our Twin City's roads. For this reason, we are strongly in support of SouthWest Transit's application for a CMAQ grant.

SWT is an excellent asset to the communities of Chaska, Carver County, and its residents. Whatever that can be done to improve service to its residents is critical.

Sincerely,

Matt Podhradsky
Chaska City Administrator

May 8, 2020

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

Dear Mr. Simich,

The Metropolitan Council has received SWT's request to provide the 20% local match for the Signal Prioritization project if it is selected for the 2024-2025 Regional Solicitation funds.

Our understanding of the project scope is that it will develop signal prioritization for vehicles leaving East Creek park and ride.

The $554,000 project budget is comprised of transponders, servers, software, consultant and staff time and contingency, with an estimated capital cost of $160,000 for servers and new software required for signal prioritization, with $128,000 in Regional Solicitation funds and $32,000 in local capital match.

The Council has a limited amount of regional transit capital (RTC) budgeted in its 2020-2025 Capital Improvement Program (CIP) for capital expansion projects. Its top priorities for regular route bus service are preservation of existing fleet (replacement of vehicles) and facilities, and maintenance of existing services (addressing overflow demand on existing services).

Given the above, the Council agrees to provide up to $32,000 in RTC funds as local capital match for the signal prioritization project conditional on the following:

- The Council will prioritize RTC funding to capital projects that address maintenance of existing services (meeting overflow demand) followed by new services capital needs as prioritized by TAB. The Council can provide confirmation on its RTC funding commitment before TAB finalizes its project selection, when recommended projects for funding are known.
- The Council cannot guarantee that operating funds will be available for any expanded operating costs and looks to the project sponsor, SWT in this case, to be responsible for committing the local match for the operations component of the project.

Sincerely,

Nick Thompson
Nick Thompson (May 8, 2020)

Nick Thompson
Director, Metropolitan Transportation Services

cc:
Heather Aagesen-Huebner
Matt Fyten