



Application

17066 - 2022 Transit Expansion

17693 - Golden Triangle Mobility Hubs

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

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Primary Contact

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Eden Prairie

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55344

City

State/Province

Postal Code/Zip

Phone:*

952-974-3100

111

Phone

Ext.

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What Grant Programs are you most interested in?

Regional Solicitation - Transit and TDM Projects

Organization Information

Name:

SouthWest Transit

Jurisdictional Agency (if different):

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

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

County: Multiple

Phone:* 952-974-3110 Ext.

Fax: 952-974-7997

PeopleSoft Vendor Number

Project Information

Project Name Golden Triangle Mobility Hubs
Primary County where the Project is Located Carver, Hennepin
Cities or Townships where the Project is Located: Eden Prairie, Chaska, Chanhassen, Carver, and Victoria
Jurisdictional Agency (If Different than the Applicant):

SouthWest Transit's Mobility Hubs 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, Town Center, and City West SWLRT stations, the programmed SWT 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 (7 vehicles) and SW Ride, our bike rental program (15 bikes/scooters), and the construction of a bus transfer station within the Golden Triangle, riders will have many options not only to connect to fixed route services for regional travel, but to travel within the SouthWest Transit service area with sustainable and efficient options.

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

Through these means, SWT can further expand its current array of first and last mile options for passengers. This project is timely considering the upcoming service of the 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/from their final destinations with ease and comfort. Another goal is to improve the mobility options available for riders who are traveling mostly within the SWT service area. Through the mentioned SW Prime and SW Ride expansions, and the construction of a bus transfer station to better facilitate regional travel, riders within the service area as well as riders traveling to/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 Hubs

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

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 \$4,800,000.00

Match Amount \$1,200,000.00

Minimum of 20% of project total

Project Total \$6,000,000.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Regional Transit Capital (RTC) & 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: 2026

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years: 2025

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: 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 04/01/2027

(Approximate) End Construction Date 11/01/2027

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

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

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

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: Unique projects are exempt from this qualifying requirement because of their innovative nature.

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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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. 1649954236525_ADATransitionPlan022218.pdf

Upload as PDF

(TDM and Unique Project 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. Unique projects are exempt from this qualifying requirement.

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. Applications cannot include the reinstatement of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

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	\$2,000,000.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$1,050,000.00
Contingencies	\$300,000.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$150,000.00
Totals	\$3,500,000.00

Transit Operating Costs

Number of Platform hours	50000.0
Cost Per Platform hour (full loaded Cost)	\$50.00
Subtotal	\$2,500,000.00
Other Costs - Administration, Overhead, etc.	\$0.00

Totals

Total Cost	\$6,000,000.00
Construction Cost Total	\$3,500,000.00
Transit Operating Cost Total	\$2,500,000.00

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 103349

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 267

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 1649874521031_GoldenTriangleMobilityHubsPopEmp.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Existing transit routes directly connected to the project 490, 493, 497, 600, 690, 695, 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)

Select all transitways that apply.

Upload Map 1649874665580_GoldenTriangleMobilityHubsTranConn.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips 0

A Measure: Usage

Service Type Urban and Suburban Local Routes

New Annual Ridership (Integer Only) 346885

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

The projected SWLRT - Green Line extension estimates 2,950 daily riders at the Golden Triangle, Town Center, and City West stations that the proposed mobility hubs would serve. Assuming the same percentage of riders will transfer to a first and last mile extension, this translates to 295 daily mobility hub riders, which equals 74,635 annually (253 days of operation).

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

Bus Transfer Station Usage

Assumptions Used:

*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 projected pre-pandemic 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 applications ridership figures. Additionally, the proposed bus transfer station will have service that connects it to/from the planned SWLRT stations at Golden Triangle, Town Center, and City West.

*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

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

Total Project Ridership: Bus Transfer Station Ridership (272,250) + Mobility Hub Ridership (74,635) = 346,885

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

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

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

As the Golden Triangle Mobility Hubs are in the concept stage, to date public engagement efforts have yet to take place.

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

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

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

*Fares and service fees may be paid with cash, credit card (either when boarding the bus or stored online), 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). The current SW Prime fare is \$4.00.

*SW Prime honors the region's Transit Assistance Program (TAP) and provides \$2.00 SW Prime rides to TAP persons

Outreach efforts for the proposed Golden Triangle Mobility Hubs will mirror those already implemented for the SW Prime service. Here is a non-exhaustive

Response:

list of some of the SW Prime outreach efforts:

*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):

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

The proposed Golden Triangle Mobility Hubs 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 SWT 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 would provide a higher level of service for low-income residents, people of color, people with disabilities, and the elderly. The current Prime fare is \$4 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 \$4. 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 rider with friendly drivers, and lift equipped vehicles for riders with ADA needs.

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

*This service will improve access to over 100,000 jobs

*This 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

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):

Measure C: Affordable Housing Access

Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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 hubs will provide access to the entire SW Prime service area (Eden Prairie, Chaska, Chanhassen, Carver, and Victoria).

Response:

However, give the ability for microtransit to service any area of a geo-fenced service area, the proposed Golden Triangle Mobility Hubs service will provide the maximum access possible to affordable housing units in the SW Prime service area.

The Golden Triangle Mobility hubs will provide increased access and mobility to already developed affordable housing units in the service area, as well as provide increased access and mobility to affordable units currently planned or being constructed in the proposed Golden Triangle Mobility Hubs service area.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure.

1649881678548_GoldenTriangleMobilityHubsSocEco.pdf

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	1371
Distance from Terminal to Terminal (Miles)	22.2
VMT Reduction	30436.2
CO Reduced	72742.518
NOx Reduced	4869.792
CO2e Reduced	1.1157911E7
PM2.5 Reduced	152.181
VOCs Reduced	913.086
Total Emissions Reduced	1.1236588E7

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 throughout the season. 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 15 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/scooter additions will be a turn key system so riders can rent via mobile app at any time of 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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

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

50%

At least online/mail outreach effort specific to this project with the general public 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%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

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 SWT 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 Hubs located at the Golden Triangle LRT station, Town Center LRT station, and City West LRT station, would provide ample first/last mile options to connect the proposed bus transfer station with the SWLRT Green Line Extension, currently under construction.

Response:

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1649954066007_SWT - Valley View Road Transfer Station_SK1_061818.pdf

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

3.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

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

Yes

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.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%

Measure: Cost Effectiveness

Total Annual Operating Cost:	\$883,333.00
Total Annual Capital Cost of Project	\$242,857.00
Total Annual Project Cost	\$1,126,190.00

Capital = \$242,857/year (broken out below)

-Bus Transfer Station: \$2,300,000/70 years = \$32,857/year

-7 Vehicles: \$1,050,000/5 years = \$210,000/year

Assumption Used:

Operating = \$883,333

-Prime Expansion Operating Cost: \$2,500,000/3 years = \$833,333/year

-Bike/Scooter Program (lease/subscription): \$150,000/3 years = \$50,000/year

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
2022 GTA Mobility Hub Project Summary.pdf	Golden Triangle Mobility Hubs Project Summary	200 KB
2022 RTC Match Letter - SWT - Golden Triangle Mobility Hub (part 1) - signed.pdf	Met Council RTC Funding Match Letter	213 KB
Existing Conditions Photo.pdf	Existing conditions photo of the proposed Bus Transfer Station site	238 KB
GoldenTriangleMobilityHubsRegEcon.pdf	Regional Economy map from Met Council's Make-a-Map	3.5 MB
Resolution 22-09 Golden Triangle Mobility Hubs and Bus Transfer Station_signed.pdf	SWT Commission Resolution for Project Commitment	721 KB
SWT - Valley View Road Transfer Station_SK1_061818.pdf	Proposed Bus Transfer Station location and site design	221 KB



SouthWest Transit ADA Self-Certification 2018

Adopted 2-22-2018

Contents

Introduction	4
Transition Plan Need and Purpose	4
ADA and its Relationship to Other Laws	4
Agency Requirements	5
Self-Evaluation	6
Overview	6
Summary	6
Policies and Practices	7
Previous Practices	7
Policy	7
Improvement Schedule	7
Priority Areas	7
Schedule	8
ADA Coordinator	8
Implementation Schedule	8
Methodology	8
Public Outreach	8
Grievance Procedure	9
Monitor the Progress	9
Appendices	10
A. Self-Evaluation Results	10
B. Public Outreach	10
C. Grievance Procedure	10
D. Contact Information	10
E. Agency ADA Design Standards and Procedures	10
F. Glossary of Terms	10
Appendix A – Self-Evaluation Results	11

Appendix B – Public Outreach	12
Appendix C – Grievance Procedure	13
Public Notice	13
Appendix D – Contact Information	19
ADA Title II Coordinator	19
Appendix E – Agency ADA Design Standards and Procedures	20
Design Procedures	20
Intersection Corners	20
Sidewalks / Trails.....	20
Traffic Control Signals	20
Bus Stops.....	20
Other Transit Facilities	21
Other policies, practices and programs	21
Design Standards	21
Appendix F – Glossary of Terms.....	22

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: Matt Fyten

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

Phone: (952) 974 3111

E-mail: mfyten@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

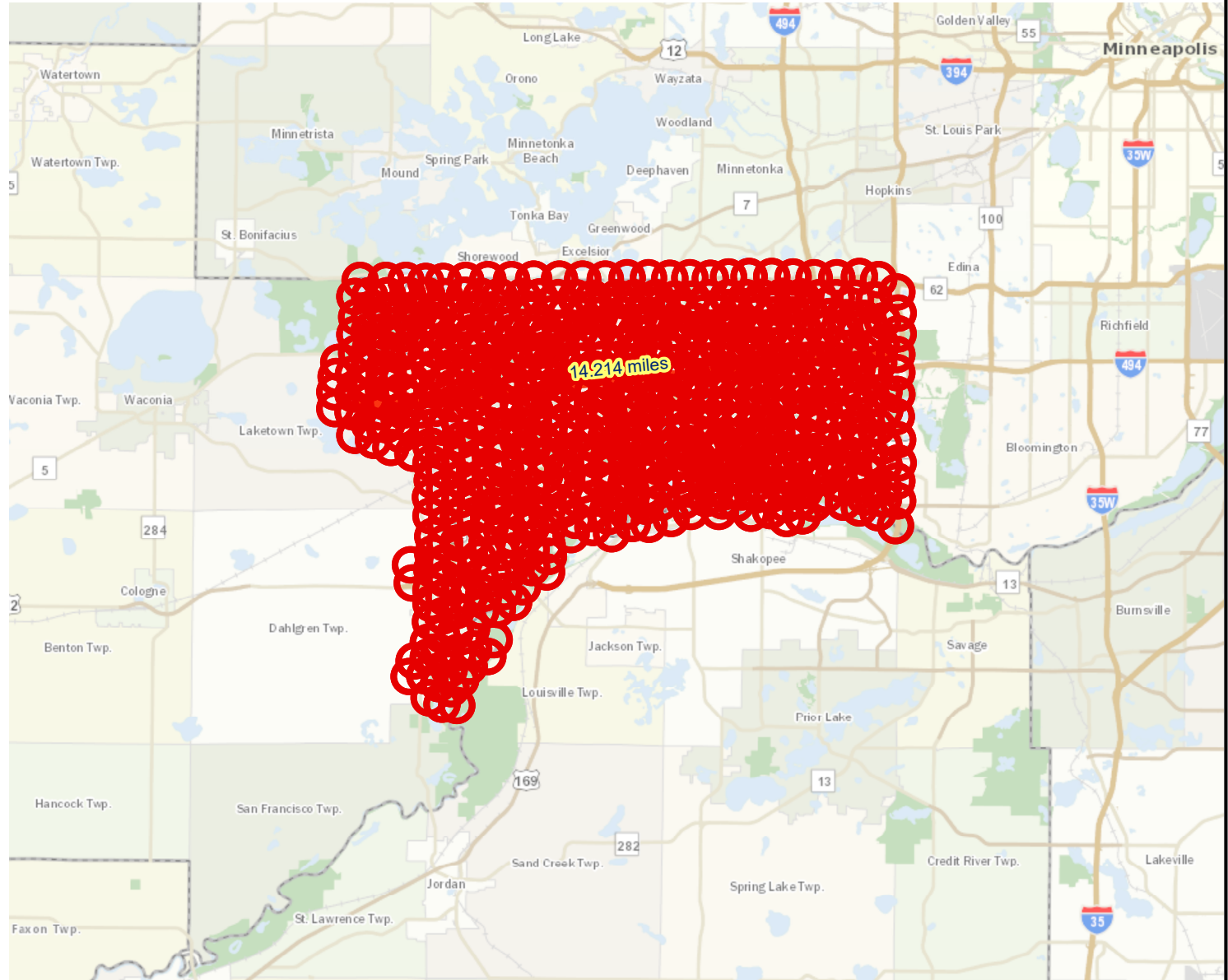
Transit Expansion Project: Golden Triangle Mobility Hubs | Map ID: 1649856840372

Results

Within QTR Mile of project:
Total Population: 160794
Total Employment: 103349
Postsecondary Students: 267

Within HALF Mile of project:
Total Population: 167662
Total Employment: 114601
Postsecondary Students: 267

Within ONE Mile of project:
Total Population: 202469
Total Employment: 123871



 Project Points  Project Area

 Project



Created: 4/13/2022
LandscapeRSA4

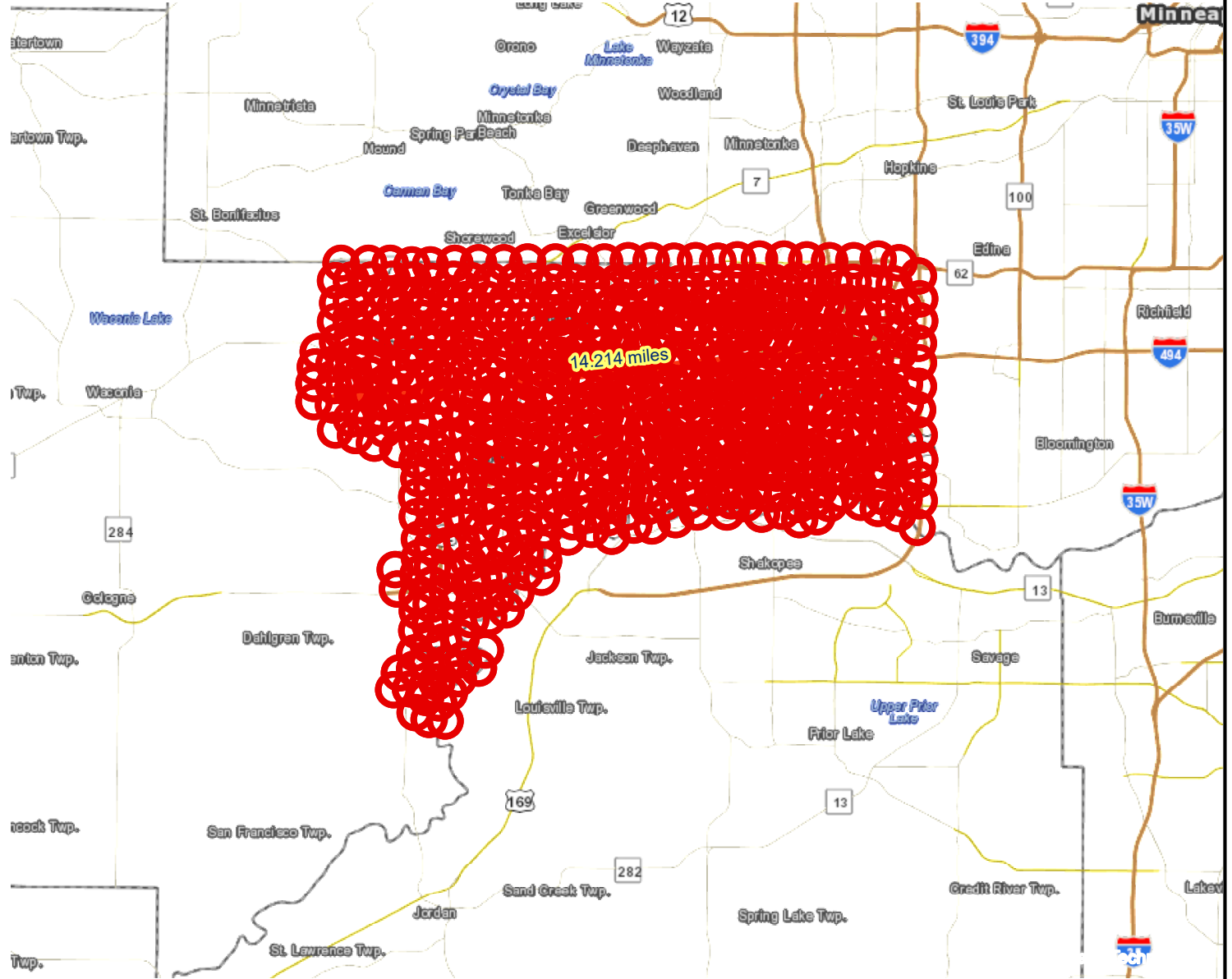


For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Transit Connections

Transit Expansion Project: Golden Triangle Mobility Hubs | Map ID: 1649856840372



Results

Transit with a Direct Connection to project:
490 493 497 600 690 695 698 699

*Green Line Extension

*Highway 169

*American Boulevard

**indicates Planned Alignments*

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

-  Project Points
-  Project
-  Project Area



Created: 4/13/2022
LandscapeRSA3



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



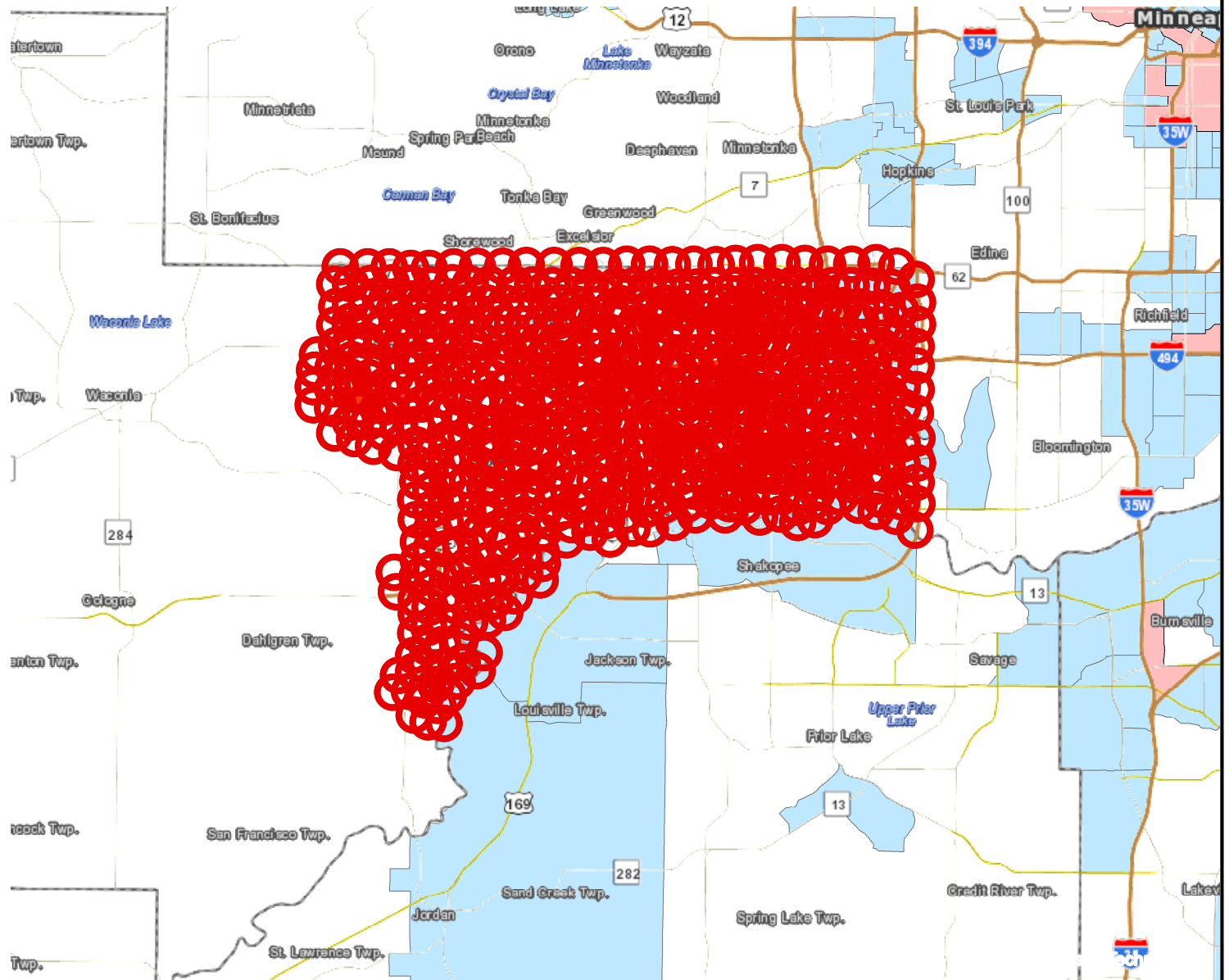
Socio-Economic Conditions





Transit Expansion Project: Golden Triangle Mobility Hubs | Map ID: 1649856840372

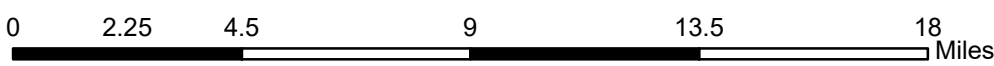
Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 2936

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



-  Points
-  Area of Concentrated Poverty
-  Lines
-  Regional Environmental Justice Area



Created: 4/13/2022
LandscapeRSA2



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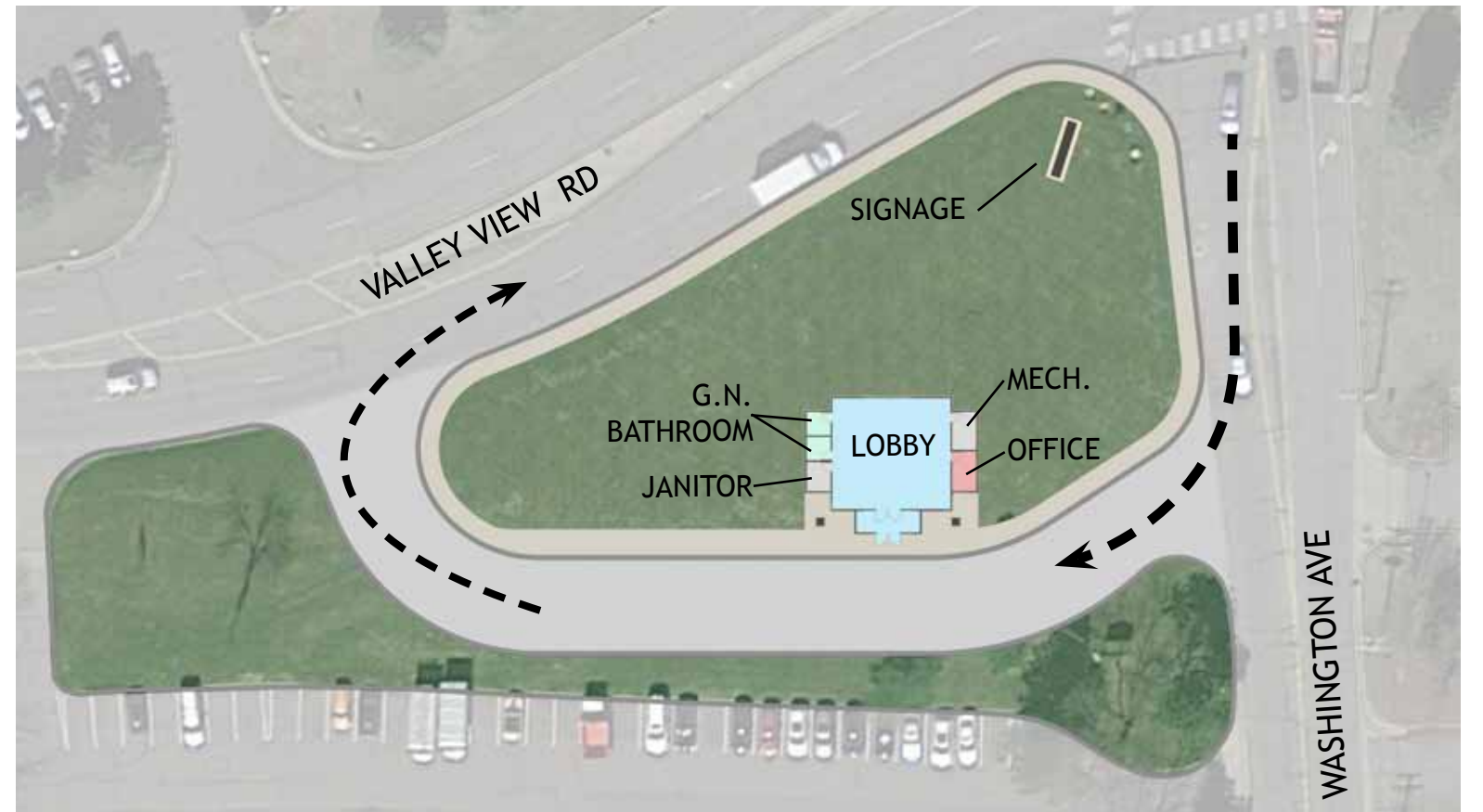
VIEW LOOKING NORTH



VIEW LOOKING NORTHWEST



SITE CONTEXT



SITE CONCEPT

CONCEPT DESIGN STUDIES

South West Transt Golden Triangle

Eden Prairie, Minnesota

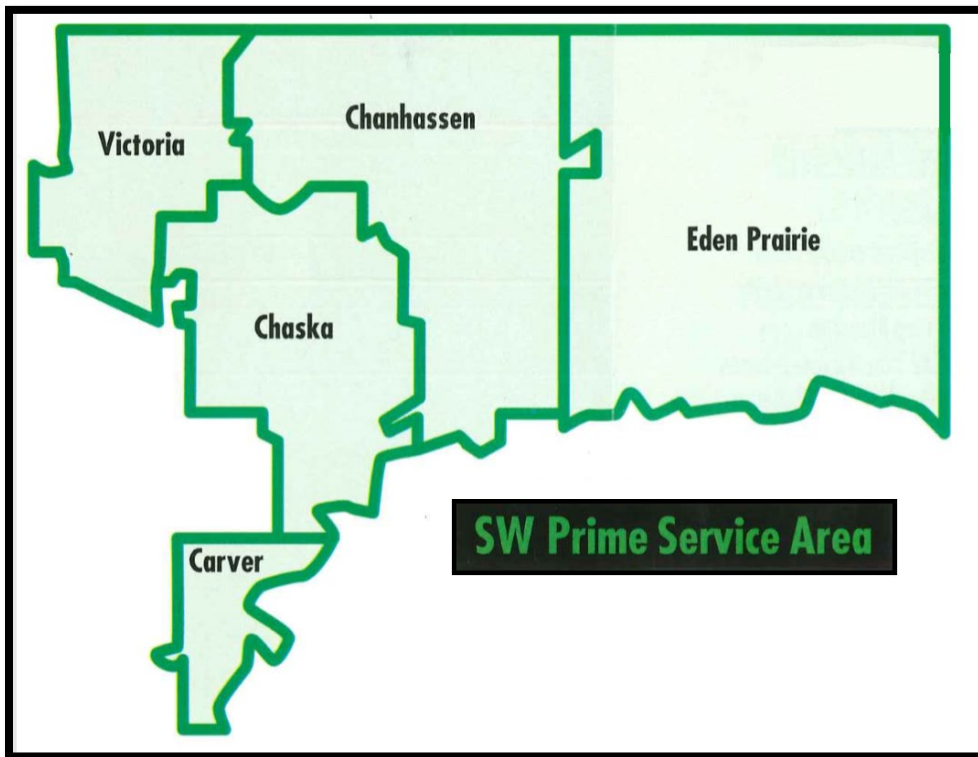
Regional Solicitation – Golden Triangle Mobility Hubs Project Summary

Description

SouthWest Transit's Mobility Hubs 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, City West, and Town Center 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 (7 added vehicles) and the bike rental program (15 bikes/scooters), SW Ride, and the construction of a bus transfer station within the Golden Triangle, 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 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

Vehicles	\$1,050,000
Bus Transfer Station	\$2,300,000
Bike/Scooter Expansion	\$150,000
Operations	\$2,500,000
Total Project Costs	\$6,000,000



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

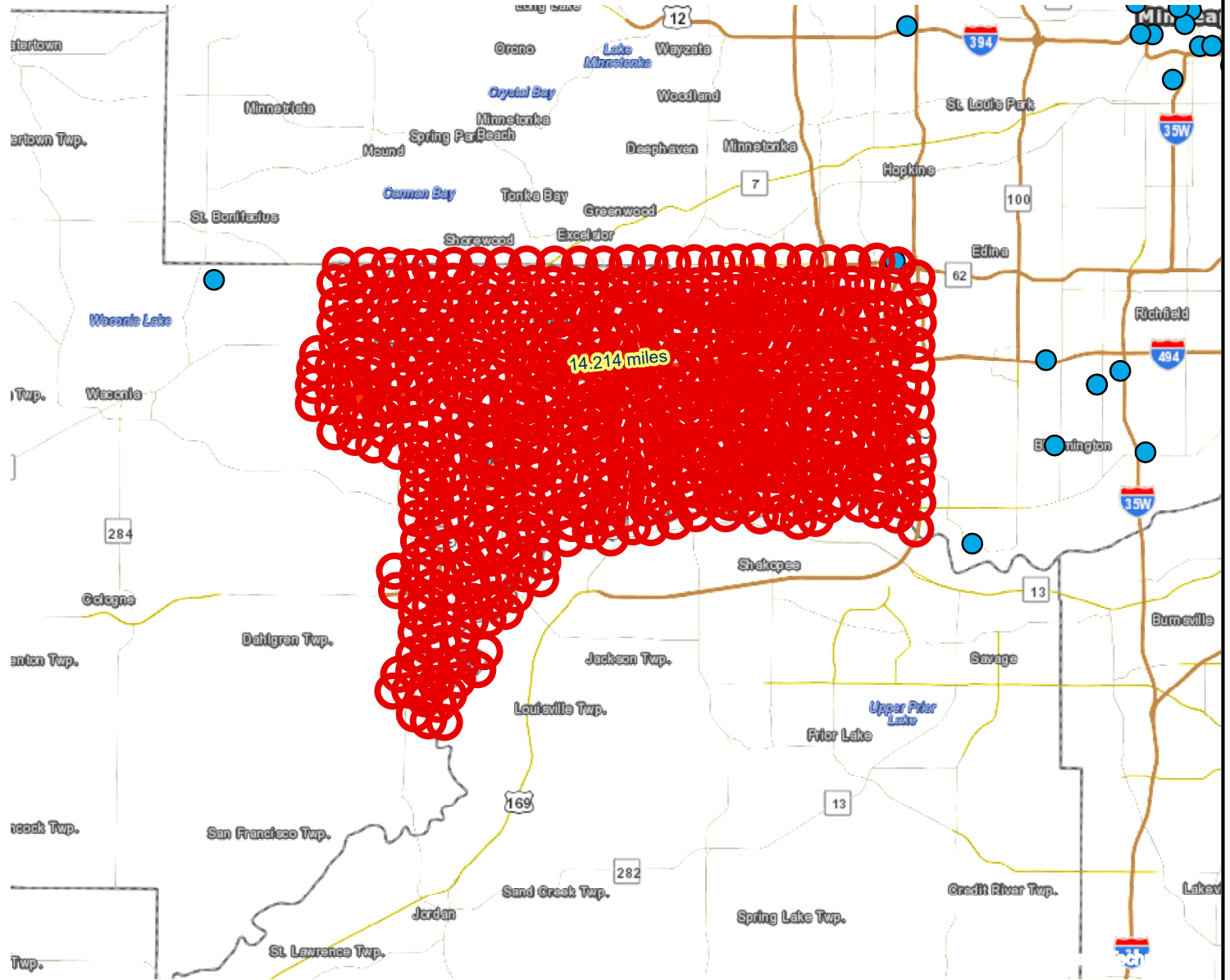
Regional Economy

Transit Expansion Project: Golden Triangle Mobility Hubs | Map ID: 1649856840372

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Total Population: 79467
Total Employment: 66742
Mfg and Dist Employment: 24081



○ Project Points ● Postsecondary Education Centers

— Project

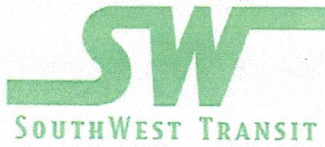


Created: 4/13/2022
LandscapeRSA5



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**SOUTHWEST TRANSIT COMMISSION
RESOLUTION #22-09
Regional Solicitation grant application for
Golden Triangle Mobility Hubs and Bus Transfer Station**

WHEREAS, SouthWest Transit (SWT) operates as a Joint Powers entity established by the Cities of Eden Prairie, Chaska and Chanhassen to provide transit services under the laws of the State of Minnesota including Minnesota Statute Sections 473.384, 473.388 and Statute 471.59; and

WHEREAS, the SouthWest Transit Commission considers it in the best interest of the agency to apply for a Regional Solicitation grant to increase service quality, regional connectivity and first/last mile services;

WHEREAS, the implementation of the Golden Triangle Mobility Hubs project will allow for increased connectivity to and from the SWT service area;

WHEREAS, the proposed Golden Triangle Mobility Hubs will aid in servicing increased ridership resulting from SWLRT services once operational;

WHEREAS, the proposed Golden Triangle Bus Transfer Station will greater facilitate transit connections between SWT, SWLRT, and BRT services;

NOW THEREFORE, BE IT RESOLVED that the SWT Commission authorizes its Interim Chief Executive Officer to submit a Regional Solicitation grant application to the Metropolitan Council for the implementation of the Golden Triangle Mobility Hubs project.

ADOPTED by the Commission of SouthWest Transit on March 24, 2022.



Mike Huang, Chairperson

ATTEST:



Matt Fyten, Interim Chief Executive Officer



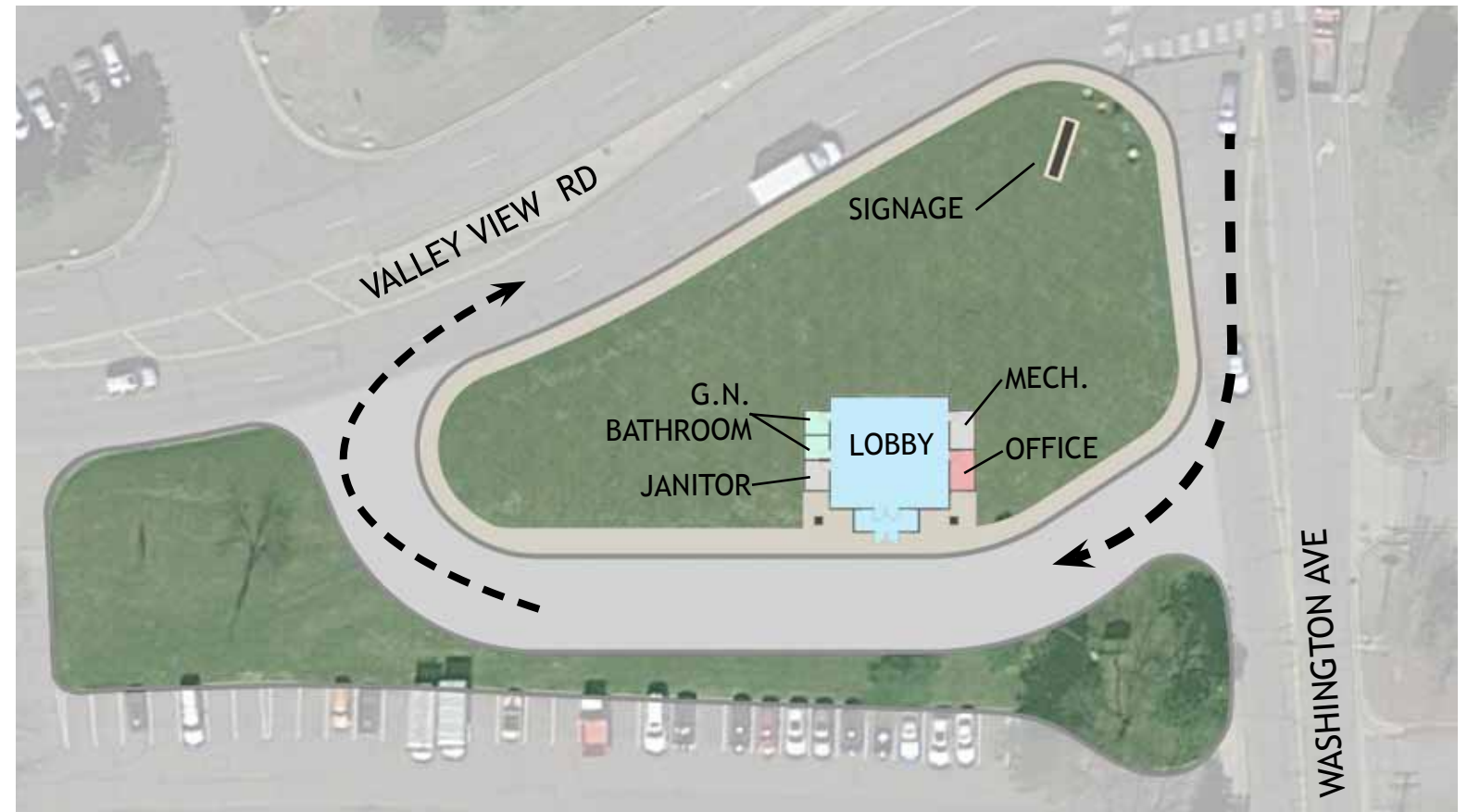
VIEW LOOKING NORTH



VIEW LOOKING NORTHWEST



SITE CONTEXT



SITE CONCEPT

CONCEPT DESIGN STUDIES

South West Transt Golden Triangle

Eden Prairie, Minnesota