



Application

01974 - 2014 Transit Expansion

02191 - Two Electric Buses with support equipment.

Regional Solicitation - Transit and TDM Projects

Status: Submitted  
Submitted Date: 11/26/2014 5:23 PM

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## 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

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## Organization Information

**Name:** SouthWest Transit

**Jurisdictional Agency (if different):**

**Organization Type:** Suburban Transit Provider  
**Organization Website:** swtransit.org  
**Address:** 14405 West 62nd Street  
  
**\*** Eden Prairie Minnesota 55346  
City State/Province Postal Code/Zip  
**County:** Multiple  
**Phone:\*** 952-974-3110  
Ext.  
**Fax:** 952-974-7997  
**PeopleSoft Vendor Number**

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## Project Information

**Project Name** Two Electric Buses  
**Primary County where the Project is Located** Carver, Hennepin  
**Jurisdictional Agency (If Different than the Applicant):** SouthWest Transit  
**Brief Project Description (Limit 2,800 characters; approximately 400 words)** Purchase two new electric buses (12 year useful life) with supporting equipment including two charging stations and the additional supporting equipment.

*Include location, road name/functional class, type of improvement, etc.*

**Project Length (Miles)** 1080000.0

**Connection to Local Planning:**

*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 MnDOT 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.*

**Connection to Local Planning**

- Carver County 2030 Comp Plan, pages 4.5 to 4.13
  - Chanhassen 2030 Comp Plan, pages 7.31 and 7.32
  - Eden Prairie Comp Plan, pages 5-13 to 5-15
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## Project Funding

Are you applying for funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	
Federal Amount	\$1,600,000.00
Match Amount	\$400,000.00
<i>Minimum of 20% of project total</i>	
Project Total	\$2,000,000.00
Match Percentage	20.0%
<i>Minimum of 20%</i>	
<i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	Met Council
Preferred Program Year	
Select one:	2018

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## MnDOT State Aid Project Information: Transit and TDM Projects

County, City, or Lead Agency	0
Zip Code where Majority of Work is Being Performed	0
(Approximate) Begin Construction Date	
(Approximate) End Construction Date	
<b>LOCATION</b>	
From: (Intersection or Address)	0
<i>Do not include legal description; Include name of roadway if majority of facility runs adjacent to a single corridor.</i>	
To: (Intersection or Address)	0
<b>Type of Work</b>	
<i>Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park &amp; Ride, etc.)</i>	

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## Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00

Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Specific Bicycle and Pedestrian Elements

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

<b>Totals</b>	<b>\$0.00</b>
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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$2,000,000.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$2,000,000.00</b>

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## Transit Operating Costs

<b>OPERATING COSTS</b>	<b>Cost</b>
Transit Operating Costs	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Totals

<b>Total Cost</b>	\$2,000,000.00
<b>Construction Cost Total</b>	\$2,000,000.00
<b>Transit Operating Cost Total</b>	\$0.00

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## Requirements - All Projects

### All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

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

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

3. Applicants must not submit an application for the same project in more than one funding sub-category.

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

*4. 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. Transit expansion applications must be between \$500,000 and \$7,000,000. Transit System Modernization applications must be between \$100,000 and \$7,000,000.*

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

*5. The project must comply with the Americans with Disabilities Act.*

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

*6. The project must be accessible and open to the general public.*

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

*7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.*

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

*8. 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**

*9. 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**

*10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.*

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

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## **Requirements - Transit and TDM Projects**

### **Transit and TDM Projects Only**

*1. The project must exclude costs for studies, preliminary engineering, design, or construction engineering (except if the project does not involve construction such as signal re-timing). Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible. Right-of-way costs are not eligible as a stand-alone proposal, but are eligible when included in a proposal to build or expand transit hubs, transit terminals, park-and-ride facilities, or park-and-pool lots).*

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

### **For Transit Expansion Projects Only**

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

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

*3. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial funding period.*

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

4. 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. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.

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

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## Other Attachments

File Name	Description	File Size
2014_11_24 RTC Match Letter - SWT Electric Buses.pdf	Met Council RTC letter of support.	2.3 MB
MEMO CMAQ Applications.pdf	Staff memo to the SWT Commission requesting authorization to submit the grant application for two electric buses, two fueling stations and support equipment.	95 KB
Res 14-47 CMAQ for electric buses.pdf	Resolution of approval by the SWT Commission.	107 KB

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

Select all that apply:

Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Job Concentration Yes

Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Manufacturing/Distribution Location Yes

Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an Educational Institution Yes

Project provides a direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an existing local activity center identified in an adopted county or city plan

### City or County Plan Reference

**Note:** Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

Response (Limit 700 characters; approximately 100 words)

Upload Map

ElectricBus\_RegnlEconomy (2).pdf

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## Measure B: Project Location Relative to Population

Completed by Metropolitan Council Staff

Existing Population (Integer Only)	42175
Upload Map	ElectricBus_Pop_Employ.pdf

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## Measure C: Transit Ridership

Existing transit routes directly connected to the project	635, 636, 684, 687, 690, 691, 692, 694, 695, 697, 698, 699
Planned Transitways directly connect to the project (mode and alignment determined and identified in the 2030 TPP)	Southwest LRT (METRO Green Line Extension), American Boulevard Arterial BRT
Upload Map	ElectricBus_TransitConnectns (3).pdf

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## Response

*Met Council Staff Data Entry Only*

Route Ridership	942371.0
Transitway Ridership	1.22688E7

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## Measure A: Total Annual Project Cost per Rider

Total Annual Operating Cost	\$0.00
Total Annual Capital Cost of Project	\$166,666.67
Total Annual Project Cost	\$166,666.67
Cost Effectiveness	\$6.67

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## Service Type, Methodology, and Annual Ridership

Service Type	Express Routes, Transitways
Annual Ridership (Integer Only)	25000
Urban and Suburban Local Routes Peer Route Selection (Limit 1,400 characters; approximately 200 words)	

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## Measure B: Total Annual Project Operating Cost per New Rider

New Annual Operating Cost	\$20,900.00
Cost Effectiveness	\$0.84

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## Service Type, Methodology, and New Annual Ridership



Service Type	Express Routes
New Annual Ridership (Integer Only)	25000
Urban and Suburban Local Routes Peer Route Selection (Limit 1,400 characters; approximately 200 words)	

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### Measure C: Total Annual Project Cost per New Rider

Total Annual Operating Cost	\$0.00
Total Annual Capital Cost of Project	\$166,666.00
Total Annual Project Costs	\$166,666.00
Cost Effectiveness	\$6.67

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### Service Type, Methodology, and New Annual Ridership

Service Type	Express Routes
New Annual Ridership (Integer Only)	25000
Urban and Suburban Local Routes Peer Route Selection (Limit 1,400 characters; approximately 200 words)	

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

**Select One:**

Projects service directly connects to Racially Concentrated Area of Poverty

Projects service directly connects to Concentrated Area of Poverty Yes

Projects service directly connects to census tracts that are above the regional average for population in poverty or population of color

Project's service directly connects to 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

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

The purpose of these proposed buses will allow SWT to connect during the mid day for seniors, low income and those with disabilities. SWT is starting a local service to connect to the park and rides on Highway 212 allow for connectivity throughout the region. Additionally there are several senior housing and activity centers for seniors such as the Lodge at the Chaska Community Center. The Community Center serves multi backgrounds providing youth, school and senior activities. There are several other senior locations in Eden Prairie that include several senior housing units and also allows access to jobs in the "Golden Triangle" of Eden Prairie.

Upload Map

ElectricBus\_SocioEconomic.pdf

### Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Eden Prairie	1.0
Chanhassen	1.0
Chaska	1.0
	<b>3</b>

### Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Number of Stops in City/Township	Total Number of Stops	Score	Number of Stops/Total Number of Stops	Housing Score Multiplied by Segment percent
Chanhassen	1.0	3.0	44.0	0.333	14.667
Chaska	1.0	3.0	65.0	0.333	21.667
Eden Prairie	1.0	3.0	75.0	0.333	25.0
		<b>9</b>	<b>184</b>	<b>1</b>	<b>61</b>

### Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	3.0
Total Housing Score	61.334

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## Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	98
Distance from Terminal to Terminal (Miles)	10.0
VMT Reduction	980.0
CO Reduced	2342.2
NOx Reduced	156.8
CO2e Reduced	359268.0
PM2.5 Reduced	4.9
VOCs Reduced	29.4
Total Emissions Reduced	361801.0

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## Measure B: Total Project Cost per Daily KG of Emissions Reduced

*This measure will calculate the cost effectiveness of the project as it relates to emissions reduction.*

• *Cost Effectiveness = Total annual project cost / kilograms of emissions reduced per day*

*The total annual project cost is calculated by adding the annualized capital cost and the annual operating costs for the third year of service. The applicant **must** complete the forms listed below in order to calculate the Cost Effectiveness, save, and submit this form.*

Are the forms listed above complete?	Yes
Total Project Cost	\$166,666.67
Total Emissions Reduced	361801.0
Cost Effectiveness	\$0.46

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## Measure A: Bicycle and Pedestrian Connections

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

All three of the park and ride facilities that these two electric buses will connect with have bike/pedestrian ride/walk ways. East Creek park and ride, located in Chaska, is considered a "Trail Head" by the City of Chaska's Park and Recreation Department. SWT and the City of Chaska worked together in planning the trail head/park and ride combination.

The other two park and ride facilities have connection to city paths too. The buses will have three space bike racks which hold an additional bike to the typical regional bike rack that only has two locations.

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## Measure B: Roadway, Bicycle, and Pedestrian Improvements

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

- There will be three slot bike racks for each bus.
- buses will be part of the regional AVL system for rider safety.

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## Transit Projects Not Requiring Construction

*If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

Check Here if Your Transit Project Does Not Require Construction  Yes

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## Measure A: Risk Assessment

### 1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

**2)Layout or Preliminary Plan (5 Percent of Points)**

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

**3)Environmental Documentation (10 Percent of Points)**

EIS

EA

PM

**Document Status:**

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

Document in progress; environmental impacts identified

50%

Document not started

0%

Anticipated date or date of completion/approval

**4)Review of Section 106 Historic Resources (15 Percent of Points)**

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

**5)Review of Section 4f/6f Resources (15 Percent of Points)**

*(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)*

**No Section 4f/6f resources located in the project area**

100%

**Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received**

100%

**Section 4f resources present within the project area, but no known adverse effects**

80%

**Adverse effects (land conversion) to Section 4f/6f resources likely**

30%

**Unknown impacts to Section 4f/6f resources in the project area**

0%

**6)Right-of-Way (15 Percent of Points)**

**Right-of-way or easements not required**

100%

**Right-of-way or easements has/have been acquired**

100%

**Right-of-way or easements required, offers made**

75%

**Right-of-way or easements required, appraisals made**

50%

**Right-of-way or easements required, parcels identified**

25%

**Right-of-way or easements required, parcels not identified**

0%

**Right-of-way or easements identification has not been completed**

0%

**Anticipated date or date of acquisition**

**7)Railroad Involvement (25 Percent of Points)**

**No railroad involvement on project**

100%

**Railroad Right-of-Way Agreement is executed (include signature page)**

100%

**Railroad Right-of-Way Agreement required; Agreement has been initiated**

60%

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

40%

**Railroad Right-of-Way Agreement required; negotiations not begun**

0%

**Anticipated date or date of executed Agreement**

### **8)Construction Documents/Plan (10 Percent of Points)**

**Construction plans completed/approved (include signed title sheet)**

100%

**Construction plans submitted to State Aid for review**

75%

**Construction plans in progress; at least 30% completion**

50%

**Construction plans have not been started**

0%

**Anticipated date or date of completion**

### **9)Letting**

**Anticipated Letting Date**

November 24, 2014

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 two electric buses project if it is selected for 2018-2019 Regional Solicitation Transit funds.

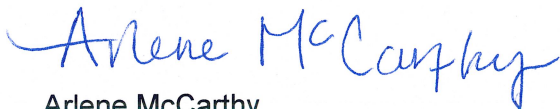
Our understanding of the project scope is that it proposes the purchase of two 40-foot electric buses and associated charging stations and support equipment. The project total cost is estimated at \$2.0M with \$1.6M in Regional Solicitation transit funds requested and a \$400,000 local match.

The Council has a limited amount of regional transit capital (RTC) budgeted in its 2015-2020 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 \$400,000 in RTC funds as local match for the electric buses 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.
- If these buses will be replacement buses rather than expansion buses (SWT staff indicated that is uncertain at this time), the Council can take into consideration the funding it has programmed for replacement buses for reallocation towards local match.

Sincerely,



Arlene McCarthy  
Director, Metropolitan Transportation Services





# SOUTHWEST TRANSIT

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## MEMORANDUM

**TO:** SouthWest Transit (SWT) Commission

**FROM:** Matt Fyten, Manager of Planning & Customer Experience  
Dave Jacobson, COO

**DATE:** October 23, 2014

**SUBJECT:** Authorization for CMAQ Grant Applications

### **REQUESTED ACTION:**

That the SWT Commission adopt Resolutions 14-46 & 14-47 authorizing its Chief Executive Officer to submit two separate Congestion Mitigation Air Quality (CMAQ) grant applications to the Metropolitan Council for 1) The acquisition of land and the construction of a park and ride facility in the Highway 169/SWT service corridor north of the Minnesota River and 2) The acquisition of two electric-powered expansion vehicles and ancillary infrastructure to operate planned connector service in the SWT service area.

### **BUDGET IMPACT:**

The initial scope of the 169 Park and Ride project is estimated to be 400 to 500 stalls at a cost of ~\$7 million. The estimated cost for two electric-powered expansion vehicles and ancillary infrastructure is \$2 million.

In a successful award of a CMAQ grant the percentage split of the cost of the project is 80 percent federal and 20 percent local. SWT will seek funding from the Metropolitan Council for the local match.

If the SWT CMAQ grant(s) (80 percent federal) is successful but the Metropolitan Council is either unable or unwilling to provide the 20 percent local match, the responsibility for the local match then falls to the SWT Commission. The Commission would then decide whether or not to move forward with the project and how the local match would be achieved.

### **BACKGROUND:**

#### *169 Park and Ride*

Looking to the future of service delivery by SWT, the Highway 169 corridor is the next logical collection area for ridership. Based on preliminary Transit Analysis Zone (TAZ) study there is a

market of potential park and riders coming from eastern Eden Prairie, western Bloomington and some from south of the Minnesota River.

Currently SWT has a small park and ride facility off of Anderson Lakes Parkway and Hennepin Town Road known as the Preserve. Unfortunately, access to the existing small park and ride lot is very cumbersome. By pursuing a 400 to 500 space facility with easier access in the 169 corridor customers and buses will open another market that at this time is underserved.

Additionally, this facility also opens up some shared service opportunities with the MVTA in the 169 corridor, especially from the Cities of Prior Lake and Shakopee. Staff plans to engage the MVTA to try and coordinate services to/from the proposed 169 Park and Ride. Should the MVTA express interest, the 169 Park and Ride CMAQ application could potentially be a joint application between the MVTA and SWT.

#### *Electric-Powered Expansion Vehicles*

As the Commission is aware, SWT has plans to expand its local service market in 2015. A key component of the planned midday local service is an express connector service along US 212 that will connect the major SWT park and ride facilities in Chaska, Chanhassen, and Eden Prairie where connections will be made to local circulators within the communities.

The planned CMAQ application, if successful, would allow SWT to operate the express connector service in a much more eco-friendly manner with there obviously being significant savings on fuel when compared to a standard biodiesel bus.

In addition to the two electric-powered vehicles, the CMAQ application would also be for the needed ancillary equipment required to operate the vehicles – the most important item being charging stations at one or more park and rides and our Eden Prairie Garage facility.

#### **RECOMMENDATION:**

That the SWT Commission adopt Resolutions 14-46 & 14-47 authorizing its Chief Executive Officer to submit two separate Congestion Mitigation Air Quality (CMAQ) grant applications to the Metropolitan Council for 1) The acquisition of land and the construction of a park and ride facility in the Highway 169/SWT service corridor north of the Minnesota River and 2) The acquisition of two electric-powered expansion vehicles and ancillary infrastructure to operate planned connector service in the SWT service area.

Attachments: Resolution 14-46  
Resolution 14-47



**SOUTHWEST TRANSIT COMMISSION  
RESOLUTION #14-47  
Congestion Mitigation Air Quality (CMAQ) grant application for  
Two electric-powered expansion vehicles and ancillary infrastructure**

**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

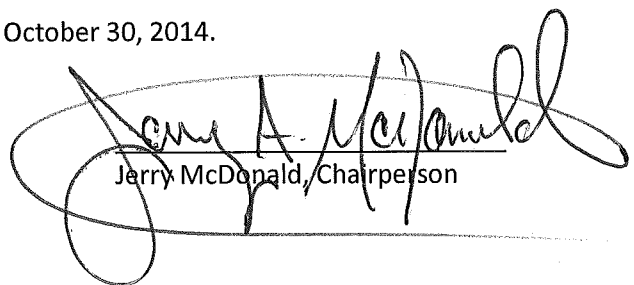
**WHEREAS**, the SouthWest Transit Commission considers it in the best interest of the agency to apply for a Congestion Mitigation Air Quality (CMAQ) grant to increase environmental awareness and service quality;

**WHEREAS**, the acquisition of electric vehicles will decrease SWT's dependence on fossil fuels;


**WHEREAS**, the acquisition of electric vehicles will further demonstrate SWT's commitment to innovation.

**NOW THEREFORE, BE IT RESOLVED** that the SWT Commission authorizes its Chief Executive Officer to submit a Congestion Mitigation Air Quality (CMAQ) grant application to the Metropolitan Council for the acquisition of two electric-powered expansion vehicles and ancillary infrastructure to operate planned connector service in the SWT service area.

**ADOPTED** by the Commission of SouthWest Transit on October 30, 2014.

  
Jerry McDonald, Chairperson

**ATTEST:**

  
\_\_\_\_\_  
Len Simich, Chief Executive Officer

# Regional Economy

Transit Expansion Project: Two Electric Buses | Map ID: 1416582444182

## Results

- Project **IN** area of Job Concentration.
- Project **WITHIN QTR MI** of area of Manufacturing and Distribution.
- Project **CONNECTED** to area of Education Institutions.



 Project Points

 Project



Created: 11/21/2014  
LandscapeRSA5



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



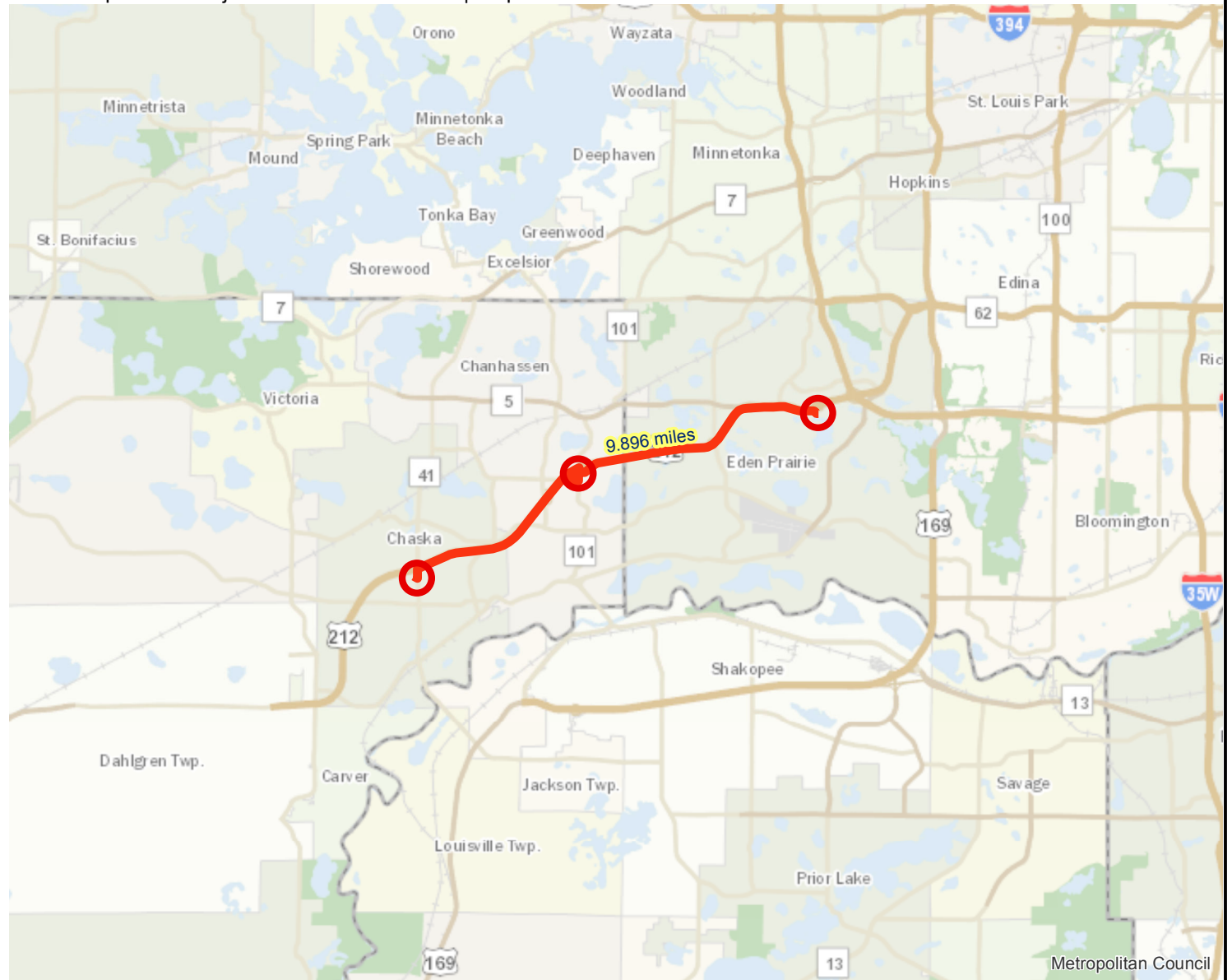
# Population Summary

Transit Expansion Project: Two Electric Buses | Map ID: 1416582444182

## Results

Within QTR Mile of project:  
Total Population: 19554  
Total Employment: 15023

Within HALF Mile of project:  
Total Population: 22621  
Total Employment: 15569



○ Project Points

— Project

0 1.75 3.5 7 10.5 14 Miles

Created: 11/21/2014  
LandscapeRSA4



For complete disclaimer of accuracy, please visit  
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Results

Transit with a Direct Connection to project:  
 635 636 684 687 690 691 692 694 695 697 698 699  
 \*American  
 \*Green Line Extension

Transit within QTR mile of project:  
 635 636 684 687 690 691 692 694 695 697 698 699  
 \*American  
 \*Green Line Extension

\*indicates Planned Alignments

○ Project Points   
 **Planned Alignments**   
 — BRT, Orange Line   
 — Light Rail, Green Line Extension  
— Project   
 — Arterial BRT



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 LandscapeRSA3



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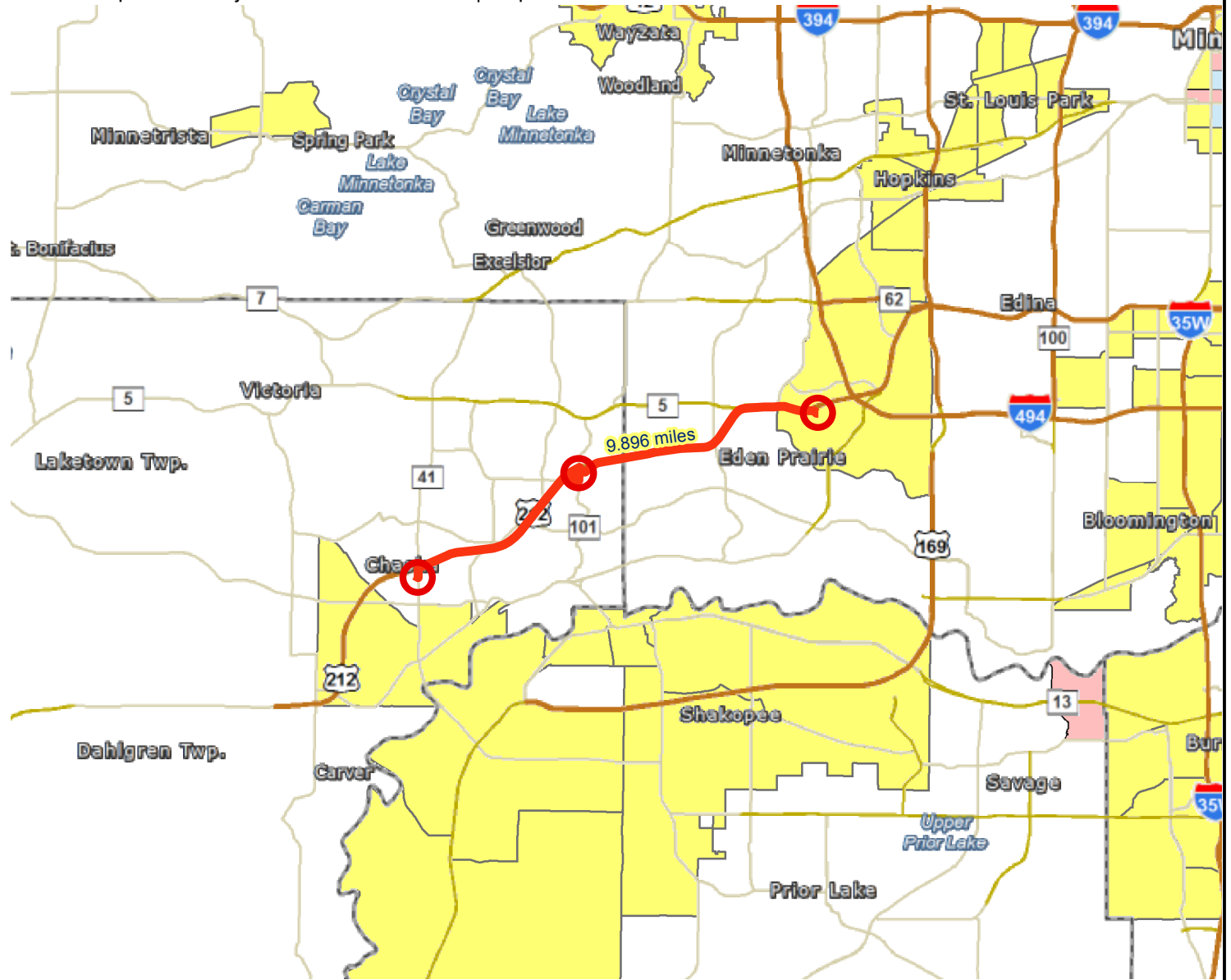


# Socio-Economic Conditions

Transit Expansion Project: Two Electric Buses | Map ID: 1416582444182

## Results

Project IN area of above average concentration of race or poverty.



- Project Points
- Project
- Racially concentrated area of poverty
- Above reg'l avg conc of race/poverty
- Concentrated area of poverty



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LandscapeRSA2



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