



Application

04777 - 2016 Transit Expansion

05338 - Electric Buses

Regional Solicitation - Transit and TDM Projects

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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

*

Eden Prairie

Minnesota

55346

City

State/Province

Postal Code/Zip

County:

Multiple

Phone:*

952-974-3110

Ext.

Fax:

952-974-7997

PeopleSoft Vendor Number

Project Information

Project Name

Electric Buses/Service

Primary County where the Project is Located

Multiple

Jurisdictional Agency (If Different than the Applicant):

SouthWest Transit

The SouthWest Transit (SWT) Expansion Electric Bus project enables SWT to better serve its customers through a low or no emission vehicle that provides tighter clocked headways through additional buses serving growing ridership needs not only during peak periods but expands service to times of the day that could use additional resources on the edges of the peaks, midday and evening. Higher frequency serving different areas of the SWT core service area of its Joint Powers Organization (JPO) Cities of Eden Prairie, Chanhassen and Chaska. Carver will also be served with these new electric buses at its new park and ride facility. SWT serves Carver under contract to provide bus service.

The proposed use of these buses will serve as a "connector" traveling end to end along highway 212 between Carver and Eden Prairie, including the Golden Triangle. This service will be connecting reverse commuters to their job sites and also will be used during the off-peak hours to connect express and LRT riders west of Eden Prairie to their final destination. Additionally, this service will force a transfer onto the electric buses during the midday and evening after peak. Providing service in this fashion will reduce cost and improve air quality by reducing the number of buses operating on 212. The connector service using the electric buses will collect and distribute customers at the SWT park and ride facilities on 212. In the cities of this application there is 89,060 total employment of which there are 25,211 manufacturing and distribution employees where this service would assist in delivering a strong work force. SWT is able to deliver because of the support systems that already exist in the JPO cities along the route collecting and feeding the large SWT park and ride facilities that include Prime (dial-a-ride) and its bike rental program, allowing commuters an opportunity

Brief Project Description (Limit 2,800 characters; approximately 400 words)

to go the last mile seamlessly.

As the southwestern communities grow by filling the open spaces with housing as well as businesses creating jobs making the area more-dense, there is and will be a need to provide local transit resources to stay in step with that growth connecting the cities together making movement between the cities easy and environmentally friendly.

Between the park and rides and the Golden Triangle, located in Eden Prairie, the buses will operate primarily on bus only shoulder lanes on 212. Charging stations will be place strategically for easy access and minimal charging time.

The total project cost including three years of service is estimated to be \$8,500,521 dollars including charging stations and other support items.

There will be no funding requests for station construction and signal improvements.

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Electric Buses/Service

Project Length (Miles)

20.7

Project Funding

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

Yes

If yes, please identify the source(s)

RTC for Capital purchase. None for Service Operation.

Federal Amount

\$5,280,000.00

Match Amount

\$1,320,000.00

Minimum of 20% of project total

Project Total

\$6,600,000.00

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)

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: 2018

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years: 2017, 2018, 2019

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

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 (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00

Totals **\$0.00**

Specific Bicycle and Pedestrian Elements

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

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$500,000.00
Vehicles	\$5,000,000.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$5,500,000.00

Transit Operating Costs

Number of Platform hours

22185.0

Cost Per Platform hour (full loaded Cost)	\$135.25
Subtotal	\$3,000,521.25
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$8,500,521.20
Construction Cost Total	\$5,500,000.00
Transit Operating Cost Total	\$3,000,521.20

Project Information-Transit and TDM

County, City, or Lead Agency	SouthWest Transit
Zip Code where Majority of Work is Being Performed	55344
(Approximate) Begin Construction Date	
(Approximate) End Construction Date	
Name of Park and Ride or Transit Station:	SouthWest Station, Eden Prairie, SouthWest Village, Chanhassen, East Creek Station, Chaska, Carver Transit Station, Carver.

i.e., 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:

Primary Types of Work

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

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), 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 objectives and strategies that relate to the project.

TPP Goals and Obj. (Chapter 2):

A. Trans. System Stewardship: Operate the regional trans system to efficiently and cost-effectively connect people to destinations.

C. Access to Destinations: a) increase the availability of multimodal travel options, especially in congested highway corridors; b) increase travel time and reliability for travel on highway and transit systems; c) increase transit ridership and the share of trips taken using transit, biking and walking; and d) improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

D. Competitive Economy: a) improve multimodal access to regional job concentrations identified in Thrive MSP 2040; b) invest in a multimodal trans system to attract and retain businesses and residents.

E. Healthy Environment: a) Reduce trans related air emissions; b) provide a trans system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations.

F. Leveraging Trans Investments to Guide Land Use: a) Focus regional growth in areas that support the full range of multimodal travel; and b) Encourage local land use design that integrates highways, streets, transit, walking and biking.

TPP Goals and Objectives Guiding Investments (Chapter 6):

1. Trans System Stewardship: A. Efficiently preserve and maintain the regional trans system in

List the goals, objectives, strategies, and associated pages:

a state of good repair; B. Operate the regional trans system efficiently and cost - effectively to move people and freight.

3. Access to Destinations: A. Increase the availability of Multi-modal travel options, especially in congested highway corridors; B. Increase travel time reliability and predictability for travel on highway and transit systems; D. Increase transit ridership and the share of trips taken using transit, biking and walking; E. Improve multi-modal travel options for people of all ages and abilities to connect jobs and other opportunities, particularly for historically under-represented populations.

5. Healthy Environment: A. Reduce transportation and related air emissions; C. Increase the availability and attractiveness of transit, biking and walking to encourage healthy communities and active car and free lifestyles.

6. Leveraging Trans Investments to Guide Land Use: C. Encourage local land use design that integrates highways, streets, transit, walking and biking.

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.

A. Carver County Transportation Plan, pages 4.4 to 4.12.

B. Hennepin County 2030 Comprehensive Plan Update, pages 5-1 to 5-3.

C. City of Chaska 2030 Comprehensive Plan, Chapter 5, pages 54 to 64.

D. City of Chanhassen 2030 Comprehensive Plan, pages 7-30 to 7-34.

E. City of Eden Prairie Comprehensive Plan Update, pages 5-13 to 5-15.

F. City of Carver Comprehensive Plan 2030, pages 38 to 40.

G. SouthWest Transit Long Range Plan.

List the applicable documents and pages:

4. *The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.*

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

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

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

6. *Applicants must not submit an application for the same project elements in more than one funding application category.*

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

7. *The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.*

Transit Expansion: \$500,000 to \$7,000,000

Travel Demand Management (TDM): \$75,000 to \$300,000

Transit System Modernization: \$100,000 to \$7,000,000

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

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

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

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

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

10. 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

11. 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

12. 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

13. 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 (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

2. 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 three-year funding period for transit operating funds.

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

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.

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

Transit Expansion and Transit System Modernization projects only:

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

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 44209

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 4253

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

Upload the "Letter of Commitment" on the 'Other Attachments' Form.

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

Upload the "Letter of Commitment" on the 'Other Attachments' Form.

Explanation of last-mile service, if necessary (Limit 1,400 characters; approximately 200 words):

SWT currently has last mile service with its Prime (dail-a-ride type service) and the SWT rent a bike program.

Upload Map

1468006513196_ElectricBuses Population Summary Map.pdf

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project

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 2040 TPP)

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

Upload Map

1468007340371_ElectricBuses Transit Connections Map.pdf

Response

Met Council Staff Data Entry Only

Average number of weekday trips

0

A Measure:

Service Type

Urban and Suburban Local Routes

New Annual Ridership (Integer Only)

312375

Assumptions Used
(Limit 2,800 characters;
approximately 400 words)

- planning on 49 trips daily (30 minute headways between the hours of 6:30 am and 7:00 pm.)

- anticipating 25 passengers per trip. These passengers come from the Met Council projected 16.4 percent population increase between 2020 and 2030. These electric buses, based on the useful life are 12 year buses and will still have some time to operate beyond 2030 depending on when the buses are manufactured and delivered.

- trips multiplied by passengers equals 1,225 passengers per day of operation.

- there are 255 days of operation in a year.

- daily passengers (1,225) times days (255) equals 312,375 annual passengers

Describe Methodology: How Park-and-Ride and Express Route Projections were calculated and which Urban and Suburban Local Route(s) were selected
(Limit 2,800 characters; approximately 400 words)

The methodology used begins with the Metropolitan Council's Census Forecasts and Estimates. Being the type of bus SWT will be pursuing to procure has a 12 year useful life. Assuming the award, the money becomes available in 2018. It takes at least one year to specify (spec) the vehicle and at least one year to have it manufactured. That brings the timeline to 2020 by the time the buses arrive. Using the growth in households between 2020 and 2030 the four communities of Eden Prairie, Chanhassen, Chaska and Carver will see a 16.5 percent growth in population or almost 25,000 person increase in population. In 2030, the electric bus is only ten years into its useful life. The electric bus has another two years of life, based on current Metropolitan Council Master Lease policy.

The plan is to have 49 weekday trips averaging 25 passengers per trip between 6:30 am and 7:00 pm. That amount is 1,225 passengers per day. Multiply the 1,225 daily passengers by the number of annual days of 255 projected ridership is 312,375. This ridership will come from the senior population, kids under 16 and the modified routing providing the work trip. Additionally SWT has a robust last mile component including Prime and SWT's bike rental program.

Measure A: Project Location and Impact to Disadvantaged Populations

Select One:

Projects service directly connects to Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50)

Projects service directly connects to Area of Concentrated Poverty

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

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

This project provides several positive benefits to SWT and regional constituents starting with connectivity to the region. The planned service allows the "Connector" service connecting its park and ride facilities from Carver to Eden Prairie. Being SWT provides a last mile service, Prime, as well as a bike program, this allows the Connector to be a strong service through the center of Carver, Chaska, Chanhassen and Eden Prairie including the Golden Triangle located in Eden Prairie.

No matter what the age or the ethnicity of an individual, this service provides access to other cities or locations throughout the metropolitan area. Frequency is targeted for 30 minute headways for those of all incomes, especially, low-income populations or people of color to have access. Based on the Socio-Economic Conditions map, the highest levels of race/poverty in the area will be connected with the Connector bringing people from their residents to jobs.

The service planned for these vehicles will be operating all day which means weekdays from 6:30 am to 7:00 pm. By operating all day, that allows workers to get to and from their jobs; children and seniors will have the ability, especially in the summer, to get to libraries and other services and functions for a much needed social component in their lives. Finally, all of these vehicles will be accessible for all, including those that use mobility devices.

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

Upload Map

1468007494793_ElectricBuses Socio Economic map.pdf

Measure B: Affordable Housing

City/Township

Number of Stops in City/Township

Eden Prairie, MN

2.0

Chanhassen, mn	2.0
Chaska, Mn	2.0
City of Carver	2.0
	8

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
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	8.0
Total Housing Score	0

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	312375
Distance from Terminal to Terminal (Miles)	21.2
VMT Reduction	6622350.0
CO Reduced	1.58274165E7
NOx Reduced	1059576.0
CO2e Reduced	2.42775351E9
PM2.5 Reduced	33111.75
VOCs Reduced	198670.5
Total Emissions Reduced	2.444872244E9

Measure A: Roadway, Bicycle, and Pedestrian Improvements

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

Each of the buses purchased with CMAQ grant dollars will have 3-slot bike racks versus 2-slot which is the regional norm. Each of the major SouthWest Transit (SWT) park and ride facilities have interconnectivity to the Minnesota River and the Minnesota River Bluffs Regional Trail system. This trail is also available for walkers. To facilitate bike use. SWT also has bike rental program for those who wish to use the bike(s) for recreation or when reverse commuters need to go the last mile from the park and rides to their place of employment. There are also bike racks at each station with added camera security to minimize any of the bikes being stolen.

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction Yes

Measure A: Risk Assessment

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 (5 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%

date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started

0%

Anticipated date or date of completion/approval

4)Review of Section 106 Historic Resources (10 Percent of Points)

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

100%

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

80%

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

40%

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

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 (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

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

100%

No impact to 4f property. The 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%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way, permanent or temporary easements not required

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

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

25%

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

0%

Right-of-way, permanent or temporary 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)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)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

10)Letting

Anticipated Letting Date

Measure: Cost Effectiveness of Emissions Reduction

Total Annual Operating Cost: \$1,000,173.75

Total Annual Capital Cost of Project \$91,667.00

Total Annual Project Cost

\$1,091,840.75

The total capital grant request is for \$5,500,000. SWT anticipates purchase of five electric buses with support batteries and equipment. Each bus has useful life of 12 years. So, the 5 electric buses multiplied by 12 years equals 60 years of project. That is 60 years of bus capital over the 12 year term. \$5,500,000 divided by 60 years equals \$91,667 per year of capital. However, not in the equation is diesel fuel cost savings over the 12 year period which would minimize the operating costs.

Assumption Used (Limit 1400 Characters; approximately 200 words):

The operation component includes three years of platform hours or 22,185 platform hours. SWT's hourly platform rate is \$135.25. Multiply the two together you get an operating cost of \$3,000,521.25 for the three year term of service.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness

\$0.00

Other Attachments

File Name	Description	File Size
SWT Connector Schedule.xlsx	Proposed Connector Schedule.	13 KB

Population Summary

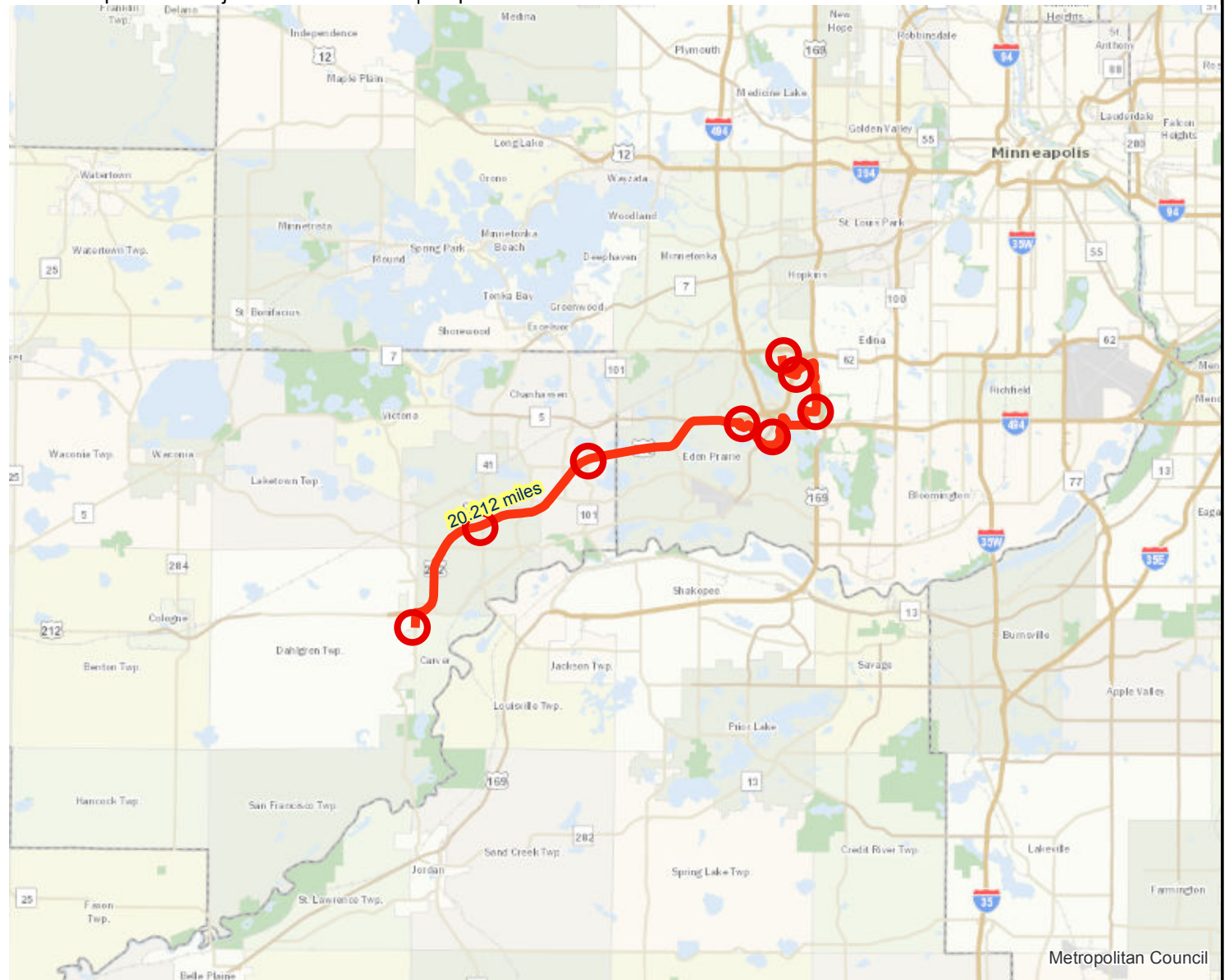
Transit Expansion Project: Electric Buses | Map ID: 1467999259824

Results

Within QTR Mile of project:
Total Population: 28460
Total Employment: 44209

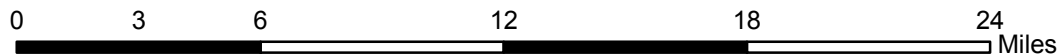
Within HALF Mile of project:
Total Population: 34422
Total Employment: 50246

Within ONE Mile of project:
Total Population: 64966
Total Employment: 84794



 Project Points

 Project

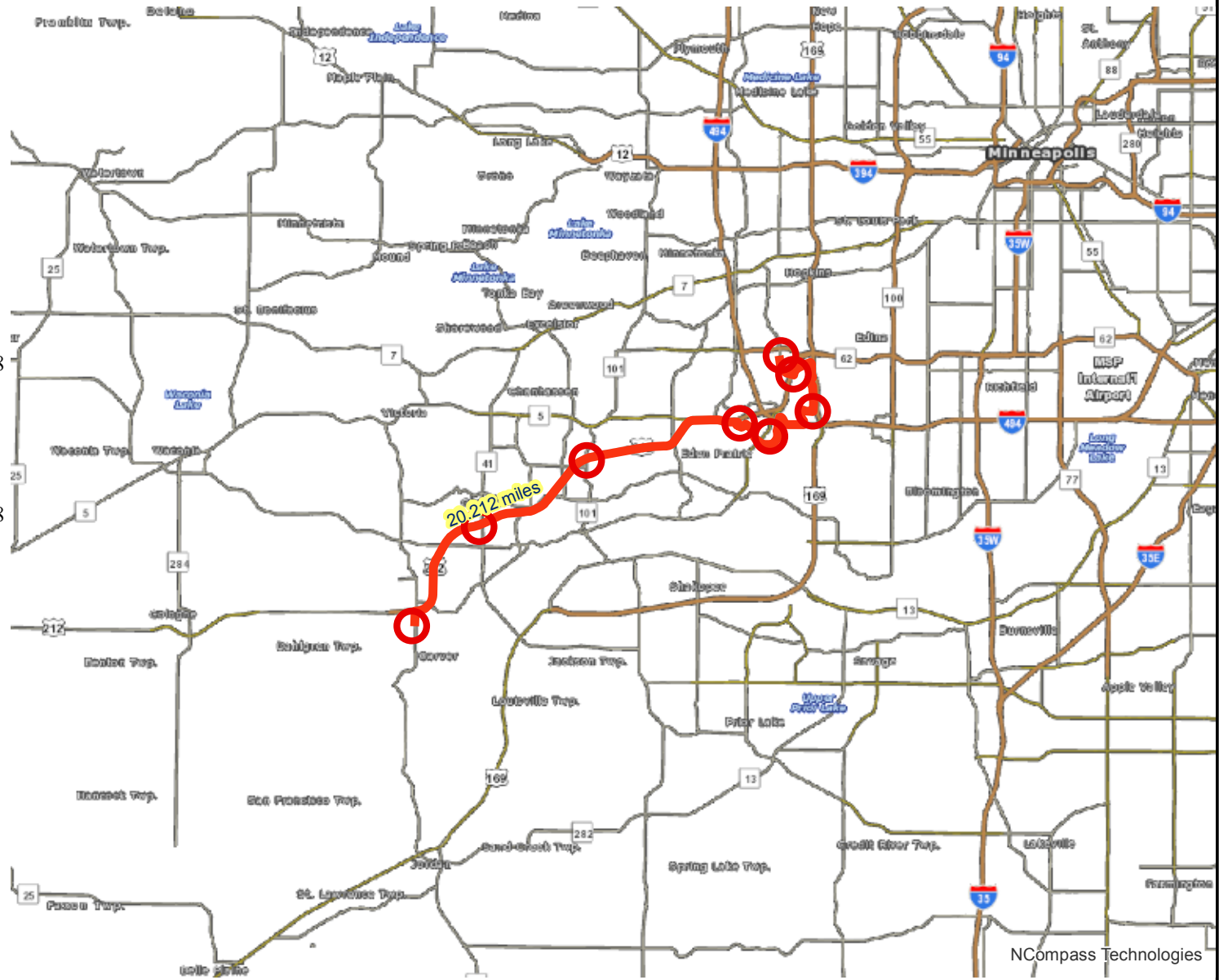


Created: 7/8/2016
LandscapeRSA4



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






Results


Transit with a Direct Connection to project:
 490 493 684 687 690 691 692 694 695 697 698 699
 *American
 *Green Line Extension

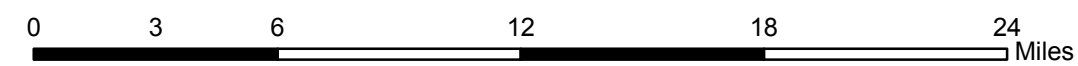
Transit within QTR mile of project:
 490 493 684 687 690 691 692 694 695 697 698 699
 *American
 *Green Line Extension

Transit within HALF mile of project:
 12 490 493 684 687 690 691 692 694 695 697 698 699
 *American
 *Green Line Extension

*indicates Planned Alignments

 Project Points

 Project



Created: 7/8/2016
 LandscapeRSA3



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



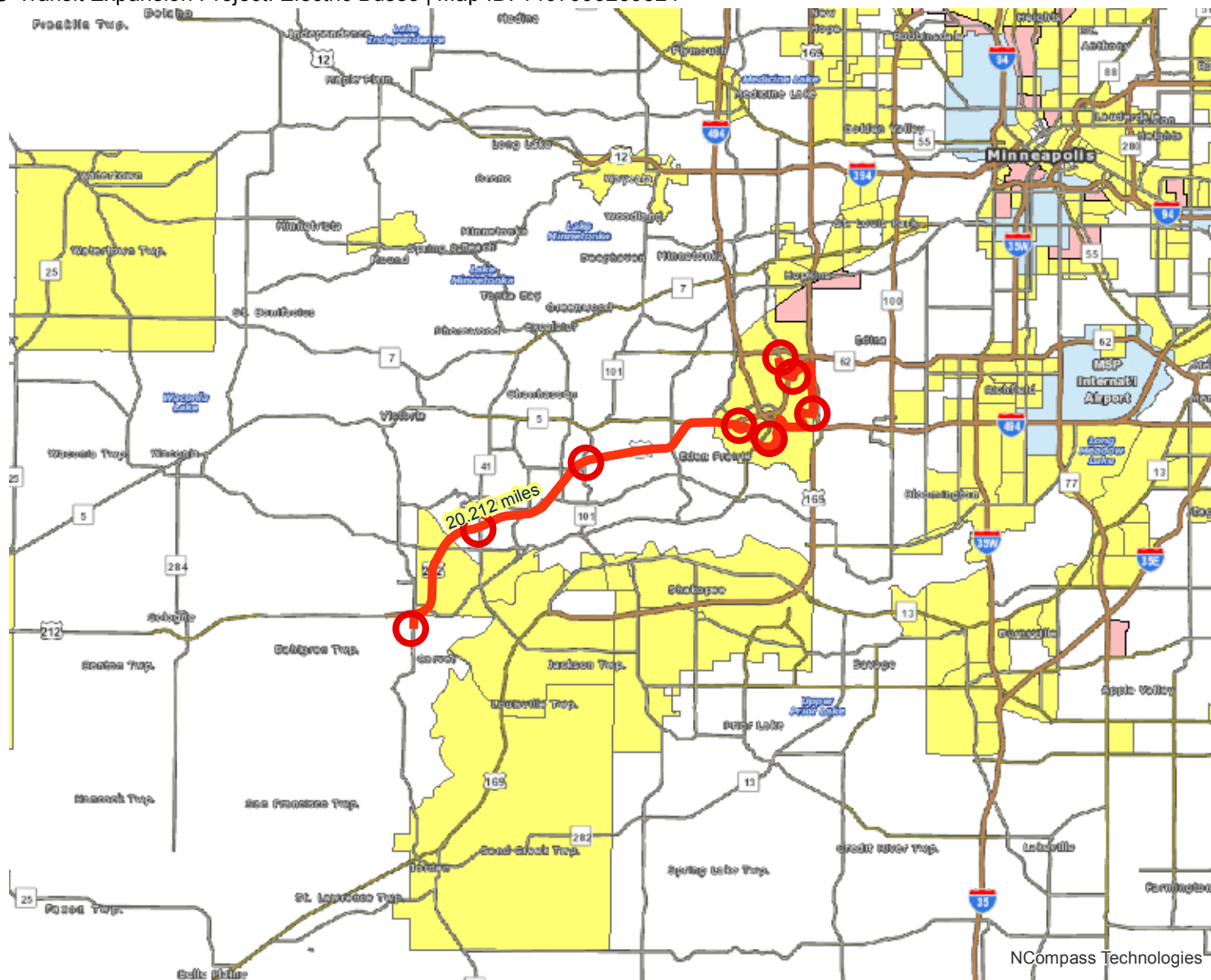
NCompass Technologies

Socio-Economic Conditions



Transit Expansion Project: Electric Buses | Map ID: 1467999259824



Results

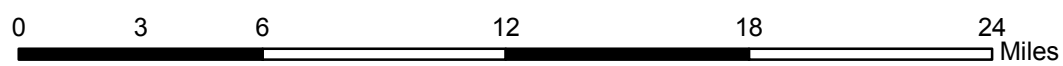
Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



NCompass Technologies

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

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



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LandscapeRSA2



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