



Application

10359 - 2018 Transit System Modernization

10999 - Solar Array at East Creek

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 07/13/2018 10:15 AM

Primary Contact

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

Title: COO

Department: Operations

Email: djacobson@swtransit.org

Address: 14405 West 62nd Street

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

Phone:* 952-974-3110
Phone Ext.

Fax: 952-974-7997

What Grant Programs are you most interested in? Regional Solicitation - Transit and TDM Projects

Organization Information

Name: SouthWest Transit

Jurisdictional Agency (if different):

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

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

County: Multiple

Phone:* 952-974-3110 **Ext.:**

Fax: 952-974-7997

PeopleSoft Vendor Number

Project Information

Project Name Solar Array at East Creek
Primary County where the Project is Located Carver
Cities or Townships where the Project is Located: Chaska
Jurisdictional Agency (If Different than the Applicant): SouthWest Transit (SWT)

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

(Limit 2,800 characters; approximately 400 words)

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

Project Length (Miles)

to the nearest one-tenth of a mile

This application is for the purchase and installation (turnkey operation) of a solar array over the second level parking deck at East Creek Station in Chaska.

The primary goals of the project are to:

- 1) Eliminate electric costs at East Creek Station;

- 2) Position East Creek to be self sufficient in generating its own electricity;

- 3) Selling excess electricity back to "the grid" (the Minnesota Municipal Power Agency);

- 4) Provide multiple electric outlets/charging stations for automobiles; and

- 5) Charging station for electric buses.

All of this effort provides an alternative power source other than oil or coal is unable to do, reducing the carbon foot print of SWT for a cleaner environment and self sufficiency.

East Creek Station Solar Array

0.1

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 \$2,960,000.00

Match Amount \$740,000.00

Minimum of 20% of project total

Project Total \$3,700,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Metropolitan Council

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2022

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years: 2020, 2021

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

Project Information-Transit and TDM

County, City, or Lead Agency Lead Agency - SouthWest Transit

Zip Code where Majority of Work is Being Performed 55318

Total Transit Stops 1

TERMINI:(Termini listed must be within 0.3 miles of any work)

From:
(Intersection or Address)

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:
(Intersection or Address) 2120 Chestnut Street North, Chaska, MN 55318

Name of Park and Ride or Transit Station: East Creek Station

e.g., MAPLE GROVE TRANSIT STATION

(Approximate) Begin Construction Date 01/04/2021

(Approximate) End Construction Date 07/01/2022

Primary Types of Work Construct a solar array of approximately 4,760 solar panels

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 (2015), 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 goals, objectives, and strategies that relate to the project.

This project fits many principles of regional plans including the TPP specifically:

1) Page 11.13, Section titled Strategies for Reducing Greenhouse Gas Emissions. The first sentence states "A central issue of Thrive MSP 2040 and the 2040 Transportation Policy Plan is the reduction of greenhouse gases in line with state goals from the Next Generation Energy Act".

2) Page 12.49, Strategy C11 that states "The Council and regional providers will expand and modernize transit service, facilities, systems, and technology, to meet growing demand, improve the customer experience, improve access to destinations, and maximize the efficiency of investments."

3) Pages 12.54 to 12.56 that has an entire section on Air Quality.

4) Page E.6 of Appendix E. The location of the project is within the CO maintenance area, Map E-1.

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

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:

SouthWest Transit (SWT) Long Range Plan. Page 6, the Technology Innovation Section.

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

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

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

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

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

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

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

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

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

Travel Demand Management (TDM): \$75,000 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, or be substantially working towards, completing 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 applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Yes

02/22/2018

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Requirements - Transit and TDM Projects

For Transit Expansion Projects Only

1. The project must provide a new or expanded transit facility or service (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.

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.

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
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Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$3,332,000.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$368,000.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$3,700,000.00

Transit Operating Costs

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

Totals

Total Cost	\$3,700,000.00
Construction Cost Total	\$3,700,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 11864

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 0

Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required) 4581

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) 0

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

Explanation of last-mile service, if necessary:

SWT will continue to provide Prime service serving the East Creek facility. Prime, a demand service, has been in operation since July 2016 provides service to the East Creek facility as well as to the cities that make up the SWT Joint Powers Agency (JPA) plus under contract to provide service to the cities of Victoria and Carver.

(Limit 1,400 characters; approximately 200 words)

Upload Map

1530896282686_Population & Employment.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project

602, 690, 691, 695, 697, 698, 699

Planned Transitways directly connected to the project (mode and alignment determined and identified in the 2040 TPP)

N/A

Upload Map

1530896436233_Transit Connections.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips

112.0

Measure: Usage

Existing Transit Routes on the Project

602, 690, 691, 695, 697, 698, 699

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

Select one:

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

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

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

(up to 60% of maximum score)

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

Yes

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

The solar array project potentially impacts all residents of Chaska by:

1. Providing an endless supply of electricity;

2. Making the East Creek park and ride self-sustaining;

3. Selling the unused portion back to the City of Chaska's own power company generating additional revenue for SouthWest Transit (SWT).

Response:

Once the project gets "approval" there will be elements of public engagement such as:

1. Outreach for all citizens of Chaska and Carver County through mailings and holding open house(s);

2) The project's virtues will be shared; and

3) SWT will follow its SWT Commission and Metropolitan Council approved Title VI outreach plan/engagements to ensure all understand and show how they all will benefit.

(Limit 1,400 characters; approximately 200 words)

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

Response:

The advantages to the identified populations include:

1. Cheaper electricity to the area;
2. Cleaner air in the area due to the new emphasis on electric vehicles where this park and ride will become a center for car and future electric bus charging;
3. Helping SWT to become a self sufficient organization by having the ability to sell excess electricity back to the City of Chaska and the Minnesota Municipal Power Agency;
4. The electricity will be used for better lighting for seniors and providing wheel chair charging stations; and
5. Because East Creek Station is already a trail head for both walkers and bikers, additional lights can be placed through out the property providing a safer more person friendly environment.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Response:

Because this project is located on an existing structure, East Creek park and ride, it does not impact any of the points above as well as causing any disruption in the process. This project makes the environment cleaner and brighter.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530896365061_Socio Economic.pdf

Measure B: Affordable Housing

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	Housing Score Multiplied by Segment percent
Chaska	1.0	1.0	94.0	94.0
				94

Total Transit Stops

Total Transit Stops 1.0

Affordable Housing Scoring

Total Housing Score 94.0

Affordable Housing Scoring

Measure A: Description of emissions reduced

Response:

By placing the Solar Array above the second deck of the East Creek park and ride facility it will provide:

1. Some coverage for the vehicles that park there from the elements and mother nature;
2. It will become a sustainable facility generating enough electricity for the East Creek facility making it a self sufficient facility;
3. With this electricity, SWT plans to have East Creek become a true green facility with the ability to not only provide power to the facility but to make it a charging station for electric cars and hopefully soon, buses to operate on SWT routes; and
- 4) As SWT and the surrounding communities plus park and riders accumulates more electric vehicles, idling time is reduced. SWT's long range vision is to create an entire fleet of electric vehicles.

(Limit 2,800 characters; approximately 400 words)

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

Upload any data

Please upload attachment in PDF form.

Measure C: Improvements and Amenities

Customer amenities will continue to be SWT's primary objective. Currently SWT has at each of its stations, including East Creek:

- Monitors showing real time on bus route arrivals and departures.

- Kiosks to book Prime rides.

- Climate controlled waiting area.

- Embedding the "Acquire" software in the SWT website and kiosks, it allows face to face text chat with SWT Customer Services. With the customer's permission, it also allows the customer services agent to navigate while discussing the screen, like a schedule, with the customer.

Response

In addition to the current customer amenities, improvements planned include:

- With the addition of the array over the second deck parking area, it provides some protection from the elements for those who park under the array.

- Better/brighter lighting which provides a higher level of security.

- Addition of high definition cameras at East Creek to also add a higher level of security powered by the electricity generated by the array.

(Limit 5,600 characters; approximately 800 words)

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

East Creek park and ride facility is one of the trail heads for the Carver County trail system (bike and walk). The generation of the electricity from the array allows for a brighter and safer location. It also allows for the addition of high definition cameras watching each and every move those visiting the East Creek park and ride site and minimizing any potential violence or vandalism to the SWT customers, visitors, and staff. With the generation of additional electricity that can be sold, additional customer service items such as benches, way-finding signs and public art could be purchased to make East Creek an even better customer experience.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

Attach Layout

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 Percent of Points)

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

Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

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

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure: Cost Effectiveness

Total Annual Operating Cost:	\$0.00
Total Annual Capital Cost of Project	\$185,000.00
Total Annual Project Cost	\$185,000.00

Annual Operating Costs

- one PV module = 15 sf
- one panel generates 280 watts per panel
- 102,000 sq ft of ramp which 70% will be covered or 4,760 panels
- 4,760 panels x 280 watts = 1,332,800 watts generated annually.
- $1,332,800 \text{ watts} / 1,000 = 1,332.8 \times 1,100 = 1,466,080 \text{ kWh}$
- East Creek uses 165,120 kWh annually.
- that leaves a surplus of over 1.3 million kWh for sale back to the "grid".

Assumption Used:

Annual Capital Cost

- Project cost = \$3.7 million
- Useful life of solar panels are 20 years
- = \$185,000 annually.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness

\$0.00

Other Attachments

File Name	Description	File Size
3D Rendering.pdf	3 Dimension Rendering of project.	402 KB
Aerial Photo EC.pdf	Aerial Photo of East Creek Station	566 KB
EC Solar drawing_panels.pdf	<p>SouthWest Transit (SWT) is requesting this funding to construct a solar array at out East Creek Station located in Chaska. Attached is a two dimension and a three dimension rendering of what the finished project would look like. The budget detail that we currently have is:</p> <ul style="list-style-type: none"> ?One PV module equals 15 square feet. ?The estimated turnkey installation that includes all costs of labor, materials, racking, etc. is \$700 per panel installed. ?The turnkey installation costs, based on the following oSquare footage of the top deck is 102,000 square feet o70 percent of the 102,000 sf is useable conversely 30 percent is air between panels and unusable. o70 percent times 102,000 sf divided by 15 sf per panel equals 4,760 panels. o4,760 panels divided by turnkey cost is \$700 per panel installed or a total of \$3,332,000 ?SWT has incorporated a contingency fund of \$368,000 in case of any construction, installation, fees, licenses, etc., issues. The array on the ramp will generate approximately 1,332,800 watts annually to: <ol style="list-style-type: none"> 1.Power the East Creek park and ride for years to come; 2.Electrify for charging stations for personal automobiles 3.Electrify for charging stations for SWT automobiles that perform Prime and last mile services 4.Electrify for charging stations for buses 5.Sell electricity to the City of Chaska and the Minnesota Municipal Power Agency and be a revenue generator to SWT. In addition to what it will potentially power, it is the right thing to do providing an alternative power source other than oil or coal reducing the carbon foot print of SouthWest Transit for a cleaner environment. 	501 KB
MC support Let_v1.pdf	Met Council Letter for local match.	450 KB
Regional Economy.pdf	Regional Economy Map	1.1 MB

Population/Employment Summary

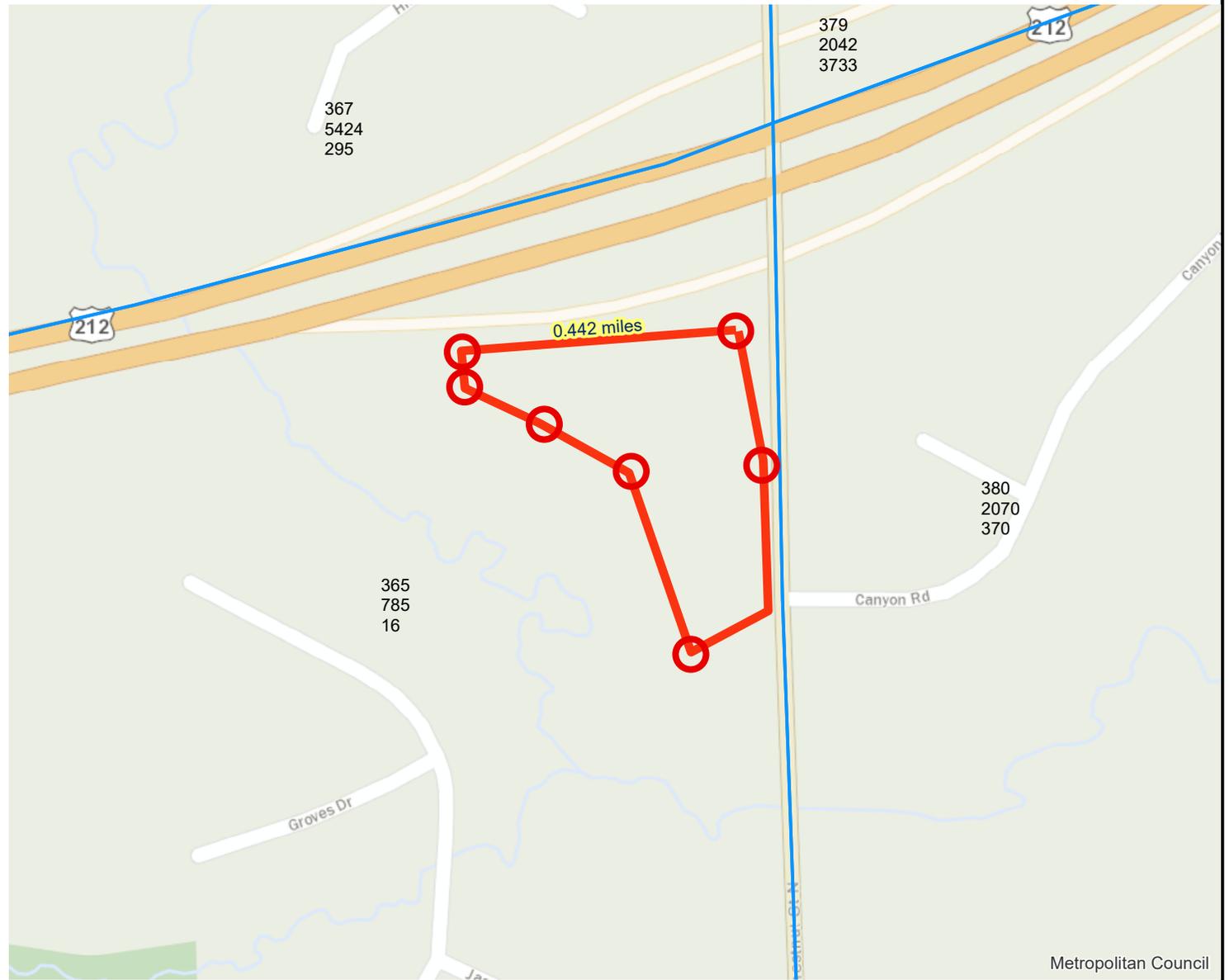
Transit System Modernization Project: East Creek Station Solar Array | Map ID: 1529934721251

Results

Within QTR Mile of project:
 Total Population: 10321
 Total Employment: 4414
 Postsecondary Students: 0

Within HALF Mile of project:
 Total Population: 11864
 Total Employment: 4581
 Postsecondary Students: 0

Within ONE Mile of project:
 Total Population: 17044
 Total Employment: 5412



Metropolitan Council

○ Project Points □ 2010 TAZ

— Project



Created: 6/25/2018
 LandscapeRSA4



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



Transit Connections

Transit System Modernization Project: East Creek Station Solar Array | Map ID: 1529934721251



Results

Transit with a Direct Connection to project:
602 690 691 695 697 698 699

**indicates Planned Alignments*

- Project Points
- Active Stop
- Project
- Transit Routes



Created: 6/25/2018
LandscapeRSA3



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

NCompass Technologies



Socio-Economic Conditions

Transit System Modernization Project: East Creek Station Solar Array | Map ID: 1529934721251

Results

Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:
(0 to 12 Points)



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



Created: 6/25/2018
LandscapeRSA2

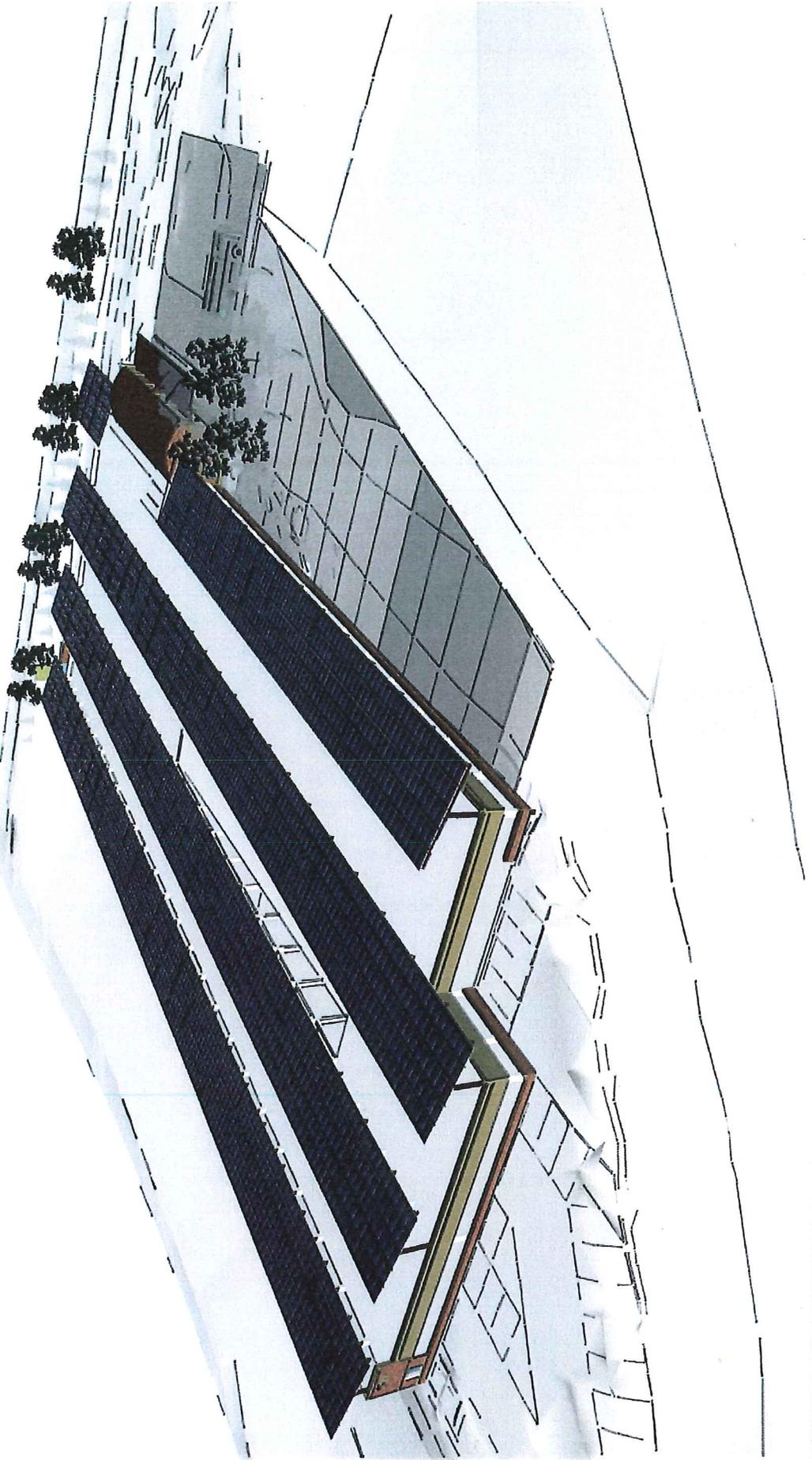


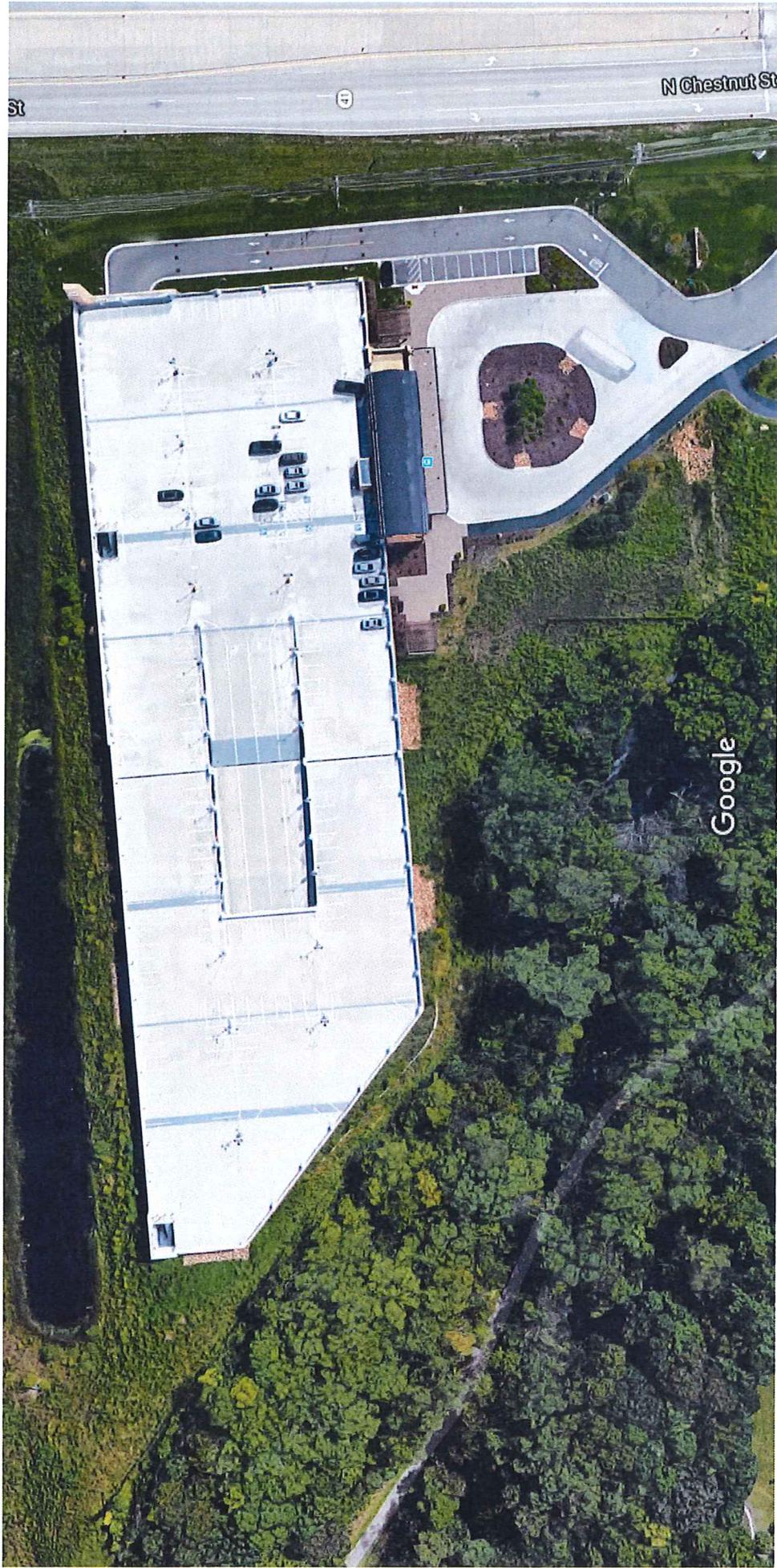
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NCompass Technologies

3D Renderings





Imagery ©2018 Google, Map data ©2018 Google 50 ft

July 11, 2018

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 East Creek Station modernization project if it is selected for the 2022-2023 Regional Solicitation Transit funds.

Our understanding of the project scope is that the project will add a solar array above the parking deck and establishing infrastructure for future bus and charging stations for electric vehicles.

The project total cost is estimated at \$3.7M with \$2,960,00 in Regional Solicitation transit funds requested and a \$740,000 local capital match.

The Council has a limited amount of regional transit capital (RTC) budgeted in its 2018-2023 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 \$740,000 in RTC funds as local capital match for the East Creek Transit Station modernization expansion 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.
- SWT will be responsible for committing funds required to operate and maintain the updated facility.

Sincerely,



Nick Thompson
Director, Metropolitan Transportation Services
Metropolitan Transportation Services

Cc:

Heather Agesen-Huebner
Matt Fyten

Regional Economy

Transit System Modernization Project: East Creek Station Solar Array | Map ID: 1529934721251

Results

WITHIN ONE MI of project:

Postsecondary Students: 0

Total Population: 17044

Total Employment: 5063

Mfg and Dist Employment: 2179



-  Project Points
-  Project
-  Manufacturing/Distribution Centers
-  Job Concentration Centers

0 0.0275 0.055 0.11 0.165 0.22 Miles

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