

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2011-51

DATE: June 9, 2011
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
SUBJECT: Scope Change Request and 2011-2014 TIP Amendment from Southwest Transit for CR 10/TH 212 Park and Ride in Chaska.

MOTION: That the TAB approves the scope change request and adopts the TIP amendment for SP# 090-610-001; Southwest Transit CR 10/TH 212 Park and Ride in Chaska.

BACKGROUND AND PURPOSE OF ACTION: This project received CMAQ funding from the 2007 Regional Solicitation. The original project was to purchase land and construct a 450 stall two-story park and ride facility located at the corner of CR 10 and TH 212 in Chaska related to the construction of a proposed Bioscience Corporate Campus at the same site. That development project is no longer proceeding. The scope change request is to instead construct 450 additional stalls at an existing park and ride facility at the corner of TH 41 and TH 212 in Chaska. This park and ride is a surface lot located on MN//DOT land that has been granted to SW Transit for the purpose of building a park and ride facility. The right-of-way funds that would have been used on the original project are instead used to build an additional level on the parking ramp. The Funding & Programming Committee followed the scope change request procedures and determined that the project with a revised scope would have a similar impact as the original project because it is in the same general location and provides the same number of parking spaces as the original proposal. Additional background information is attached.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	May 19, 2011
Technical Advisory Committee	Review & Recommend	June 1, 2011
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review, Approve & Adopt	
Metropolitan Council	Concurrence	

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

TO: Transportation Advisory Board
FROM: Technical Advisory Committee
DATE: June 9, 2011
RE: Scope Change Request by Southwest Transit; CR 10/TH 212 park and ride facility.

Metropolitan Council/TAB staff has reviewed the scope change request submitted by Southwest Transit according to the policy adopted by the TAB for presenting requests for scope changes. The TAC Funding & Programming Committee discussed the scope change and staff evaluation on May 19 and recommended approval along with the appropriate TIP amendment. The full TAC also recommended approval of the scope change and TIP amendment at their June 1 meeting.

Southwest Transit: CR10/TH212 Park & Ride

- 1) 100% of the project scope change must be eligible according to the solicitation criteria used at the time.

The construction elements are eligible. Southwest Transit provided proof of an agreement to use the land for this purpose from MN/DOT.

- 2) Additional federal funds will not be provided and federal funds cannot be swapped between projects of the same or different sponsor.

This scope change uses the same funding.

- 3) Met Council and TAB staff will provide data on the original project to the TAC F&PC, including cover page, project description, location map, layouts, sketches or schematics, and the original project cost estimate.

These have been provided by the applicants and verified by staff.

- 4) The project sponsor must provide data on the revised project scope to the TAC F&PC, including a complete project description, location map, project layout or sketches or schematics, checklist of work that still needs to be done and a revised project cost estimate.

See the letter from SW Transit.

- 5) The project sponsor must also recalculate the responses to certain key criteria based on the revised project scope and provide them to the TAC F&PC. Met Council and TAB staff may consult with the scoring group chair and individual project scorers if necessary to evaluate the recalculated responses and estimate the change in the original project score.

All relevant criteria have been recalculated. For the most part, the new scope would result in a very slight change in points on most criteria because the number of spaces being constructed is the same and the location is near the original location. The Development Framework criteria would likely have been affected more than others because responses to

those criteria discussed the original project's relationship with a major development project, which does not exist in the area of the new location. Overall, however, the project likely would have scored a slightly lower score as currently proposed but not a significantly lower score.

- 6) The TAC F&PC will base their recommendation on whether the estimated score of the revised project scope would have been high enough to have been awarded funds through the regional solicitation. A recommendation to approve the scope change and adopt a TIP amendment goes before the TAC, TAB Programming Committee and full TAB for adoption, then to the Metropolitan Council for concurrence.



May 11, 2011

Mr. James Andrew, AICP
Senior Transportation Planner
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Reference: CR10/TH212 CMAQ Change of Scope (revised May 11, 2011)

Dear Mr. Andrew:

Please find below responses to the Metropolitan Council questions.

1. **MC data request:** *A new project description that includes the number of spaces being proposed.*

SouthWest Transit Response:

The 2007 CR 10/ TH 212 Park and Ride CMAQ submittal was approved for the construction of 450 park and ride stalls, acquisition of land, transit station and busway for the FFY 2011. The CR 10/TH 212 site was located at the northeast corner of CR 10 and Highway 212 in the City of Chaska. SouthWest Transit is requesting approval of a scope change for this CMAQ grant to apply the funds towards the construction of the ramp and station at SouthWest Transit's current East Creek Station site. East Creek Station is located at the southwest corner of Highway 41 and TH 212 in Chaska and the property is owned by SouthWest Transit. East Creek Station is located 1.7 miles east of the CR 10/TH212 site and along the same transit corridor and travel-shed. East Creek Station is near capacity and needs to be expanded. The Bio-Science Corporate Campus development that was planned near the CR 10/TH 212 site is not moving forward at this time and the CMAQ funds will be better applied towards a park and ride facility where demand is requiring expansion of capacity.

There are currently 225 surface park and ride stalls at the East Creek Park and Ride. The proposed change of scope will construct 450 structured park and ride stalls for a total of 675 park and ride stalls. All of the additional 450 park and ride stalls will be structured parking.

The expansion to East Creek Station will maintain the existing improvements and add the following:

- Structured parking
- Transit Station
- Busway

The requested change of scope is only changing the location of the park and ride ramp and station; CR 10/TH 212 park and ride is 1.2 miles west on TH 212 from East Creek Station. The transit service will maintain the same service as proposed with the original CR 10 CMAQ grant with the service originating at Clover Field park and ride (Chaska) and ending at Washington and Oak (Minneapolis). The improvements will provide the same number of new park and ride stalls located

along the same travel corridor, and will take advantage of existing improvements. Any cost savings (i.e. land costs) will be applied towards the cost of constructing 450 structured stalls versus the 225 structured stalls proposed at the CR 10/TH 212 facility. The original grant was funding 225 surface stalls and 225 structured stalls at \$13,000 per stall. The proposed change of scope will have 450 structured stalls plus the existing 225 surface stalls all ready in place, bringing the total number of stalls on site up to 675. We estimate the higher cost per stall (\$16,000 per stall versus the \$13,000 quoted in the original application) due to the fact that all of the new stalls (450) will be structured.

The proposed scope change was presented to Mn/DOT staff on April 27, 2011. The meeting was attended by MnDOT staff: Dan Erickson, Scott Eue, Lynn Clarkowski, Carl Jensen, and Colleen VanWagner. Mn/DOT provided a written response to the request for support of the project. The email is included as an attachment. The email from Dan Erickson, dated April 27, 2011, stated that Mn/DOT supports SouthWest Transit's concept for the East Creek Station.

An email dated May 2, 2011 from the City of Chaska provides supports the proposed change.

Attachments 1-3: Location Maps.
Attachment 4: Mn/DOT email.
Attachment 5: City of Chaska email.

Land Acquisition

2. **MC data request:**

- a. *A checklist of project development work that must be done to initiate and complete the project.*
- b. *IIA: Service Efficiency*
- c. *IVA and IVB: Emissions Reduction and Emissions Reduction Cost Effectiveness*
- d. *VIA and VIB: Development Framework, Employment, Housing and Transportation Integration Intensity and Linkages*

SouthWest Transit Response:

- a. See Attachment 6 for the checklist of project development.
- b. The service efficiency has changed from:
 - a. $\$1,144,794/204,120 = \5.60 /passenger to
 - b. $\$1,078,550/204,120 = \5.30 /passenger.
Attachments 7 Original Appendix P and 8 Revised Appendix P)
- c. The Emissions Reduction has changed from:
 - a. 381.5 Net Emission Reductions (kg/day) to
 - b. 367.6 Net Emission Reductions (kg/day).
(Attachments 9 Original Appendix G and 10 Revised Appendix G)
- d. The Measure of Project Effectiveness has changed from:
 - a. $\$8,737,480/381.5 = \$22,902$ /kg/day reduction in CO, NOx and VOC emissions to
 - b. $\$8,737,480/367.6 = \$23,769$ /kg/day reduction in CO, NOx and VOC emissions.
- e. VIA and VIB: The CR 10 park and ride was located where it would support proposed high intensive developments. This development has been delayed. The proposed expansion of the East Creek park and ride is in a more developed area to support the employment and housing within ½ mile of the site (see Attachment 11). East Creek Station is also used as a trailhead for an extensive city pathway that provides connection to regional trail systems (see Attachment 14). The site is located near assisted housing, medium and low density housing, commercial and open space. (See Attachment 12)

3. **MC data request:** A site plan or project sketch that shows the detail of the project and its connection to the adjacent roadways.

SouthWest Transit Response:

See Attachments 13-14.

4. **MC data request:** A new cost estimate broken down by:
- o Land acquisition cost
 - o Cost of structure construction
 - o Cost of transit station
 - o Cost of busways

SouthWest Transit Response:

Below is a comparison of the approved project costs and the proposed project costs.

APPROVED PROJECT COSTS: 2007 CMAQ GRANT		PROPOSED PROJECT COSTS: SCOPE CHANGE		Comments
Original		Revised		
Land Acquisition	\$ 1,437,480	Land Acquisition	\$ -	(Land under SW Transit control)
Park & Ride @\$13,000 per stall (225 surface/225 structured)	\$ 5,850,000	Park & Ride @\$16,000 per stall (450 structured)	\$ 7,287,480	(All structured stalls)
Transit Station	\$ 1,000,000	Transit Station	\$ 1,000,000	
Busway	\$ 450,000	Busway	\$ 450,000	
Total	\$ 8,737,480	Total	\$ 8,737,480	

5. **MC data request:** Documentation on land acquisition/ownership.

SouthWest Transit Response:

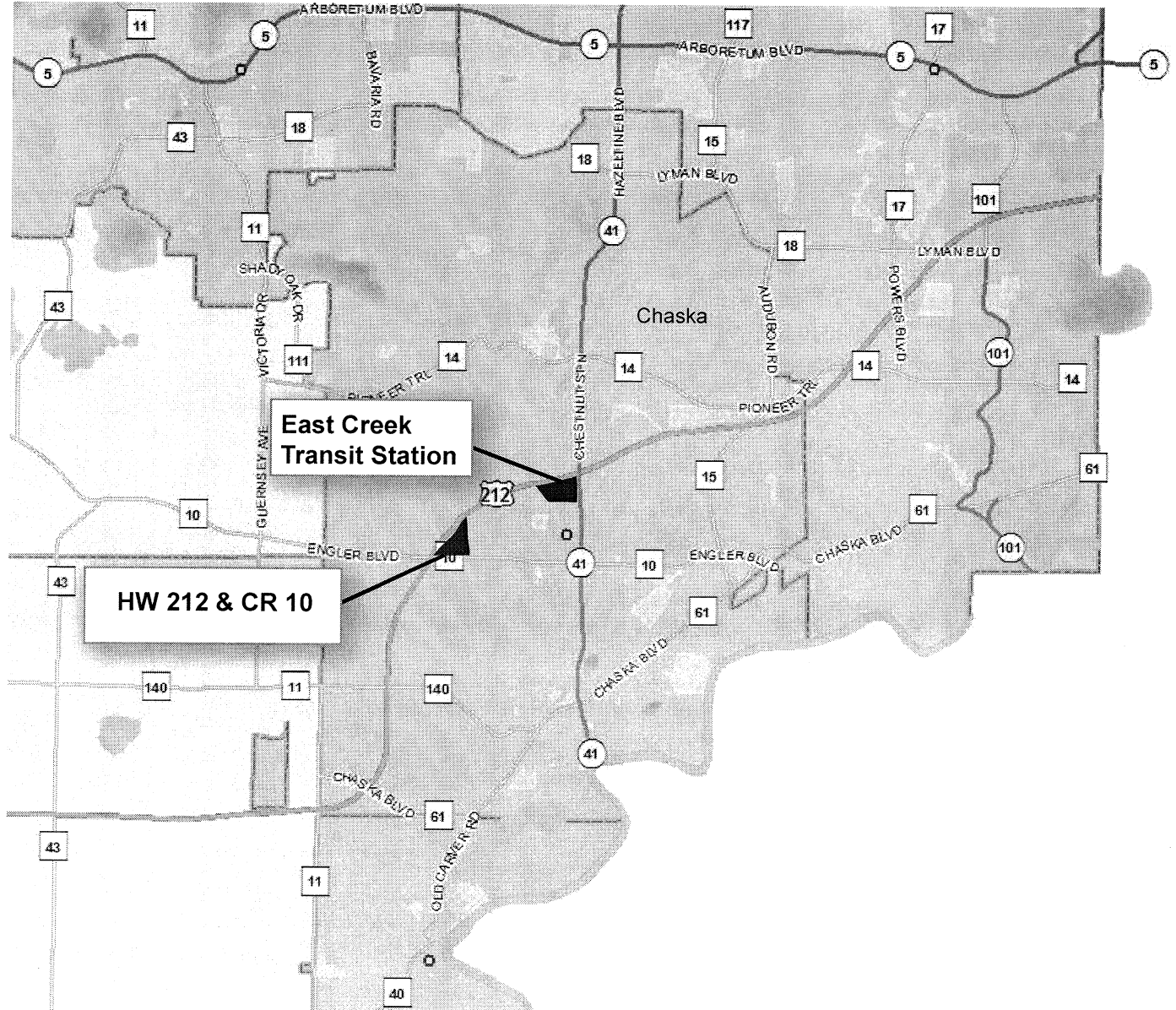
Attachment 15 is a copy of the Deed for the transfer of East Creek Station property from Mn/DOT to SouthWest Transit.

Please call me with any questions at 952-974-3101. Thank you for your consideration of this request.

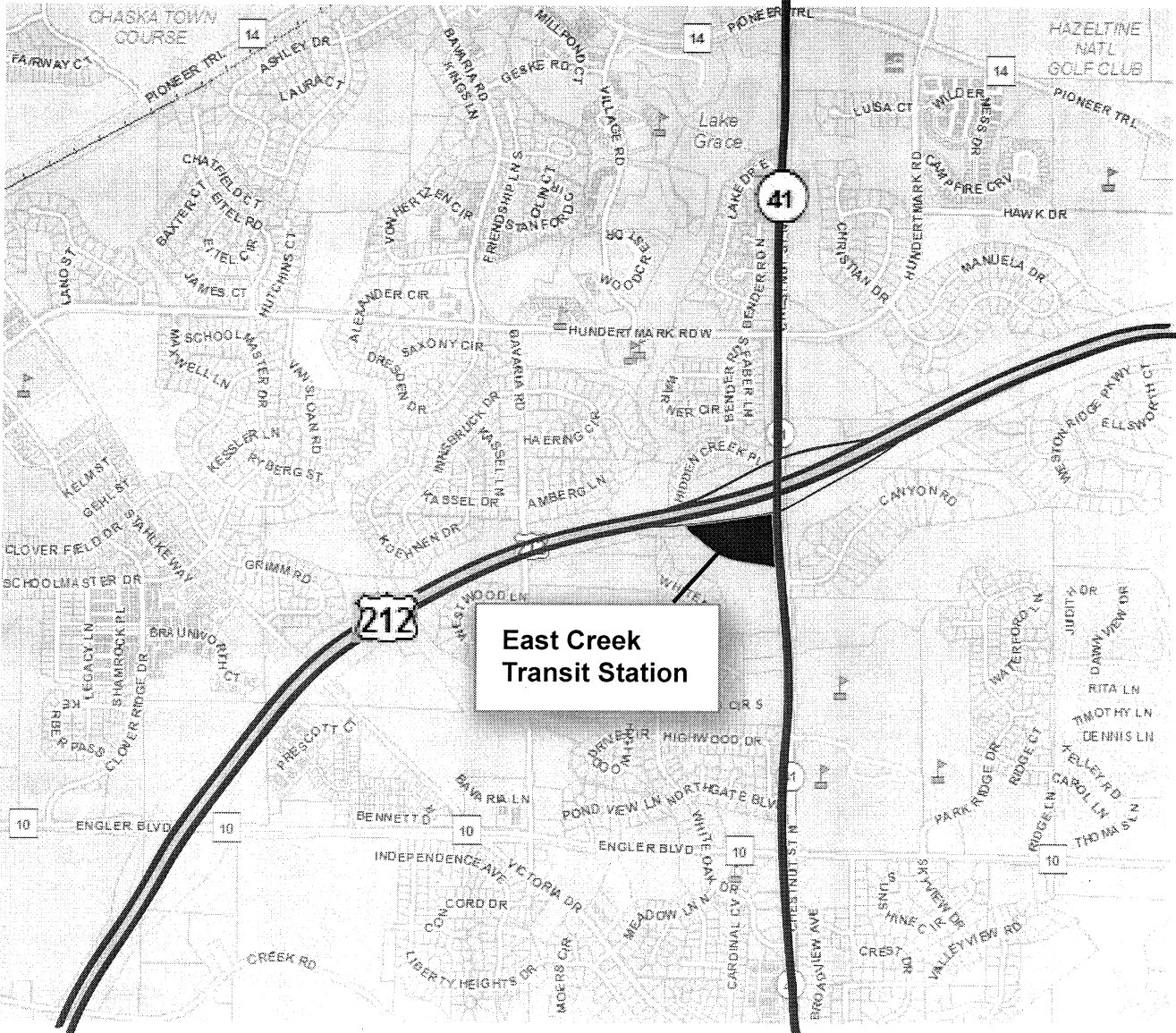
Len Simich
 SouthWest Transit
 Executive Director

Site Location within City/County

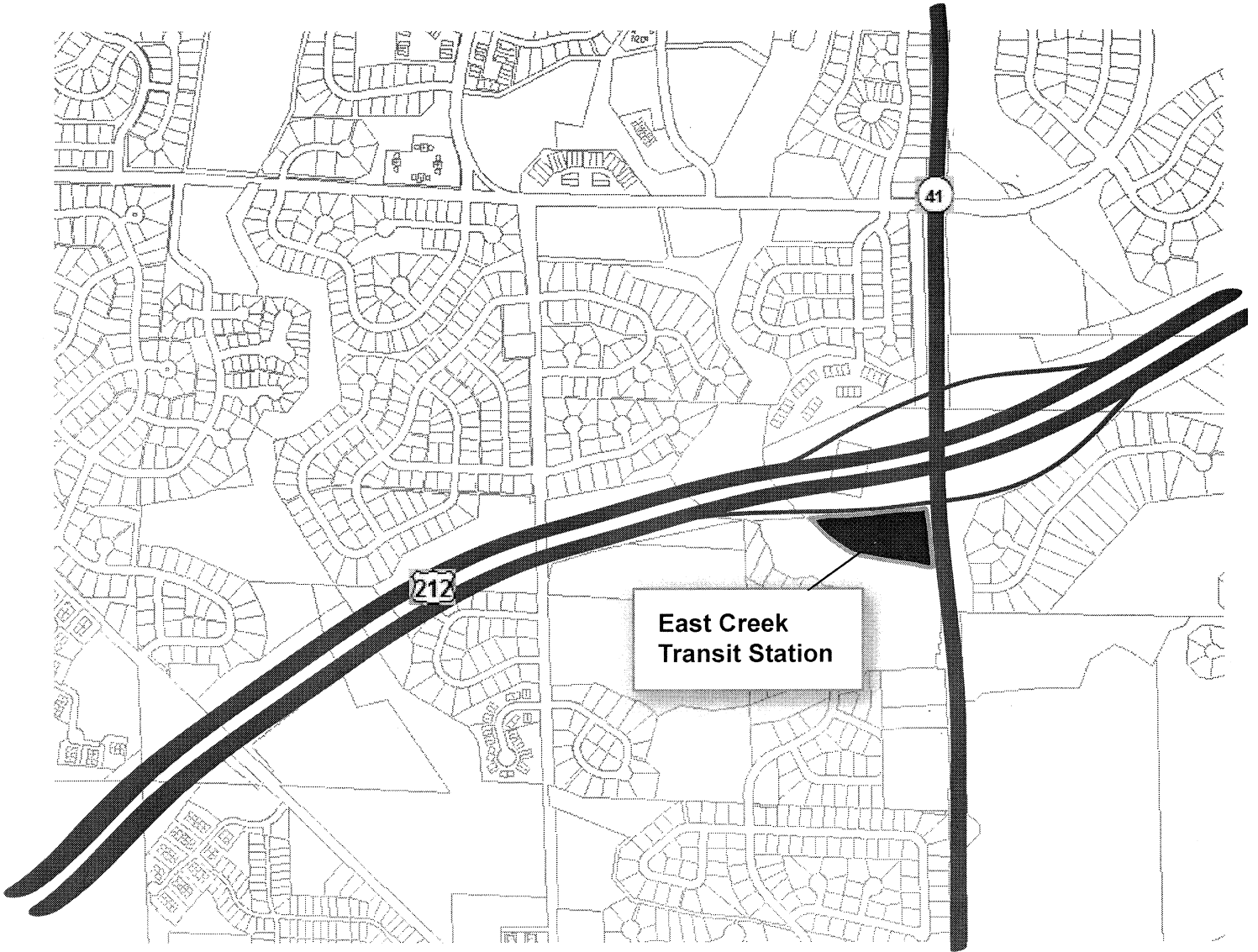
City of Chaska



Site Location Along HW 212 at HW 41



East Creek Transit Station Location Plan



Attachment 4

From: Erickson, Dan (DOT) [mailto:dan.erickson@state.mn.us]
Sent: Wednesday, April 27, 2011 2:37 PM
To: Len Simich
Cc: Eue, Scott (DOT); Clarkowski, Lynn (DOT); VanWagner, Colleen (DOT)
Subject: East Creek Station

Len – Thank you for attending today’s meeting regarding your proposal for the East Creek Station. As discussed at the meeting, Mn/DOT supports SouthWest Transit’s concept for the East Creek Station. This support is both for the bus pull over on the EB TH 212 to TH 41 exit ramp and for the proposed expansion of the Park and Ride. As design progresses, please work with the various Mn/Dot Offices on design details so that any comments/requirements can be incorporated into SWT’s plans.

dan.erickson@state.mn.us
Mn/DOT - Metro District State Aid
Federal Aid Engineer
Phone: 651-234-7763
fax: 651-234-7765

Attachment 5

From: Kevin Ringwald [mailto:KRingwald@chaskamn.com]
Sent: Monday, May 02, 2011 8:46 AM
To: Len Simich
Cc: Matt Podhradsky
Subject: East Creek Station

Len,

The City of Chaska supports moving the proposed Park-n-Ride ramp from TH212/CR 10 (Engler Boulevard) to the existing East Creek Park-n-Ride site at TH 212/STH 41 (Chestnut Street). The East Creek site could accommodate a three story ramp (surface level plus two elevated sections).

If you require additional letters of support please advise,

Kevin Ringwald, AICP
Community Development Director
City of Chaska

Appendix K: Project Readiness Worksheet
New or Expanded Transit Facility Construction
Name of Project: East Creek Station, Chaska MN

Please check those that apply and fill in anticipated completion dates.

1) Demand Estimation/Market Analysis

- Market Area Definition
- Existing Adjacent Facilities Identification
- Ridership Potential/Estimate

2) Site Identification & Selection

- Potential Site Identification
- Preferred & Alternate Site Selection

3) Stakeholder Communication

- Federal Notification & Discussion
- State Notification & Discussion
- Regional Notification & Discussion
- County Notification & Discussion
- City Notification & Discussion
- Included in local comprehensive plan

4) Layout or Preliminary Design

- Identified Alternates
 - Selected Alternates
 - Layout or Preliminary Plan started
 - Layout or Preliminary Plan completed
- Anticipated date or date of completion August 2011 - City approval

5) Site Acquisition

- Public Right-of-Way Acquired
 - Public Property Acquired
 - Private Property
 - In Discussions with Owner(s)
 - Option to Buy/Purchase Agreement Signed
 - Land Secured
- Anticipated date or date of acquisition: Property owned by SW Transit

6) Environmental Documentation

- EIS EA PM None Required
- Document Status
- Document not started
 - Document in progress; environmental impacts identified
 - Document submitted to State Aid for review (date submitted _____)
 - Document approved (need copy of signed cover sheet)
- Anticipated date or date of completion/approval _____

7) Construction Documents/Plan

- Construction plans have not been started
 - Construction plans in progress
- Anticipated date or date of completion _____
- Construction plans completed/approved

8) Letting

- a) SWT Commission Authorizes Scope Change Submittal to MC Apr-11
- b) TAB/MC Approves Scope Change Jun-11
- c) Complete City Approvals & Project Memorandum Sep-11
- d) Complete Preliminary Design & MnDOT Approvals of PM Nov-11
- e) Complete Final PS&E Apr-12
- f) MnDOT DCP Approval for Letting Jun-12
- g) Bid Opening Aug-12
- h) Construction Complete Jul-13

Appendix P: Net Operating Cost Worksheet New or Expanded Transit Service

For applicants who use a contracted service provider

1a)	Cost per Platform Hour <i>All operational and contract costs including driver labor, fuel, administration and other related costs divided by the number of platform hours operated.</i>	
1b)	Name of Provider:	
2)	Proposed Platform Hours (<i>From "Service Description Summary" section</i>)	
3)	Gross Operating Cost (<i>Line 1 times Line 2</i>)	\$0
4)	Estimated Fare Box Revenue (<i>Based on Projected Ridership</i>)	
5)	Net Operating Cost (<i>Line 3 minus Line 4</i>)	\$0

For applicants who provide service directly

1)	Total Agency 2007 Transit Operating Budget, less any non-transportation costs, allocations, or accruals <i>(Costs must be comparable whether contracted or direct service provider)</i>	\$7,648,505
2)	Agency Budget minus Maintenance, Fuel, and Parts Costs <i>(Maintenance includes mechanics, tools, and other mechanics-related costs)</i>	\$5,712,055
3)	Agency Budget for Maintenance, Fuel, and Parts: <i>(Line Two plus Line 3 should equal Line One)</i>	\$13,360,560
4)	2007 Annual Projected Vehicle Platform Hours:	78,900
5)	2007 Annual Projected Vehicle Platform Miles:	1,707,000
6)	Fixed Cost per Platform Hour <i>(Line 2 divided by Line 4)</i>	\$72.39
7)	Variable Cost per Platform Mile <i>(Line 3 divided by Line 5)</i>	\$7.82
8)	Proposed Platform Hours (<i>From "Service Description Summary" section</i>)	18,446
9)	Total Cost for Proposed Platform Hours (<i>Line 6 multiplied by Line 8</i>)	\$1,335,306
10)	Multiply Line 7 by the Number of Service Miles Proposed	\$299,376
11)	Gross Operating Cost (<i>Line 9 plus Line 10</i>)	\$1,634,682
12)	Estimated Fare Box Revenue (<i>Based on Projected Ridership</i>)	\$489,888
13)	Net Operating Cost (<i>Line 11 minus Line 12</i>)	\$1,144,794

For agencies with a mix of directly provided and contracted services

If the vehicles in this proposal will be assigned to a contractor, use the contracted service section of this form. If the vehicles will be used in direct service, complete that section of the form, using only the portion of your budget and service hours that are used in direct service.

Appendix P: Net Operating Cost Worksheet New or Expanded Transit Service

For applicants who use a contracted service provider

1a)	Cost per Platform Hour <i>All operational and contract costs including driver labor, fuel, administration and other related costs divided by the number of platform hours operated.</i>	
1b)	Name of Provider:	
2)	Proposed Platform Hours <i>(From "Service Description Summary" section)</i>	
3)	Gross Operating Cost <i>(Line 1 times Line 2)</i>	\$0
4)	Estimated Fare Box Revenue <i>(Based on Projected Ridership)</i>	
5)	Net Operating Cost <i>(Line 3 minus Line 4)</i>	\$0

For applicants who provide service directly

1)	Total Agency 2007 Transit Operating Budget, less any non-transportation costs, allocations, or accruals <i>(Costs must be comparable whether contracted or direct service provider)</i>	\$7,648,505
2)	Agency Budget minus Maintenance, Fuel, and Parts Costs: <i>(Maintenance includes mechanics, tools, and other mechanics-related costs)</i>	\$5,712,055
3)	Agency Budget for Maintenance, Fuel, and Parts: <i>(Line Two plus Line 3 should equal Line One)</i>	\$1,936,450
4)	2007 Annual Projected Vehicle Platform Hours:	78,900
5)	2007 Annual Projected Vehicle Platform Miles:	1,707,000
6)	Fixed Cost per Platform Hour <i>(Line 2 divided by Line 4)</i>	\$72.39
7)	Variable Cost per Platform Mile <i>(Line 3 divided by Line 5)</i>	\$1.13
8)	Proposed Platform Hours <i>(From "Service Description Summary" section)</i>	18,171
9)	Total Cost for Proposed Platform Hours <i>(Line 6 multiplied by Line 8)</i>	\$1,315,399
10)	Multiply Line 7 by the Number of Service Miles Proposed	\$331,164
11)	Gross Operating Cost <i>(Line 9 plus Line 10)</i>	\$1,646,562
12)	Estimated Fare Box Revenue <i>(Based on Projected Ridership)</i>	\$568,013
13)	Net Operating Cost <i>(Line 11 minus Line 12)</i>	\$1,078,550

For agencies with a mix of directly provided and contracted services

If the vehicles in this proposal will be assigned to a contractor, use the contracted service section of this form. If the vehicles will be used in direct service, complete that section of the form, using only the portion of your budget and service hours that are used in direct service.

VEHICLE EMISSIONS REDUCTION WORKSHEET (APPENDIX G)

New or Expanded Transit Service, Vehicles or Capital

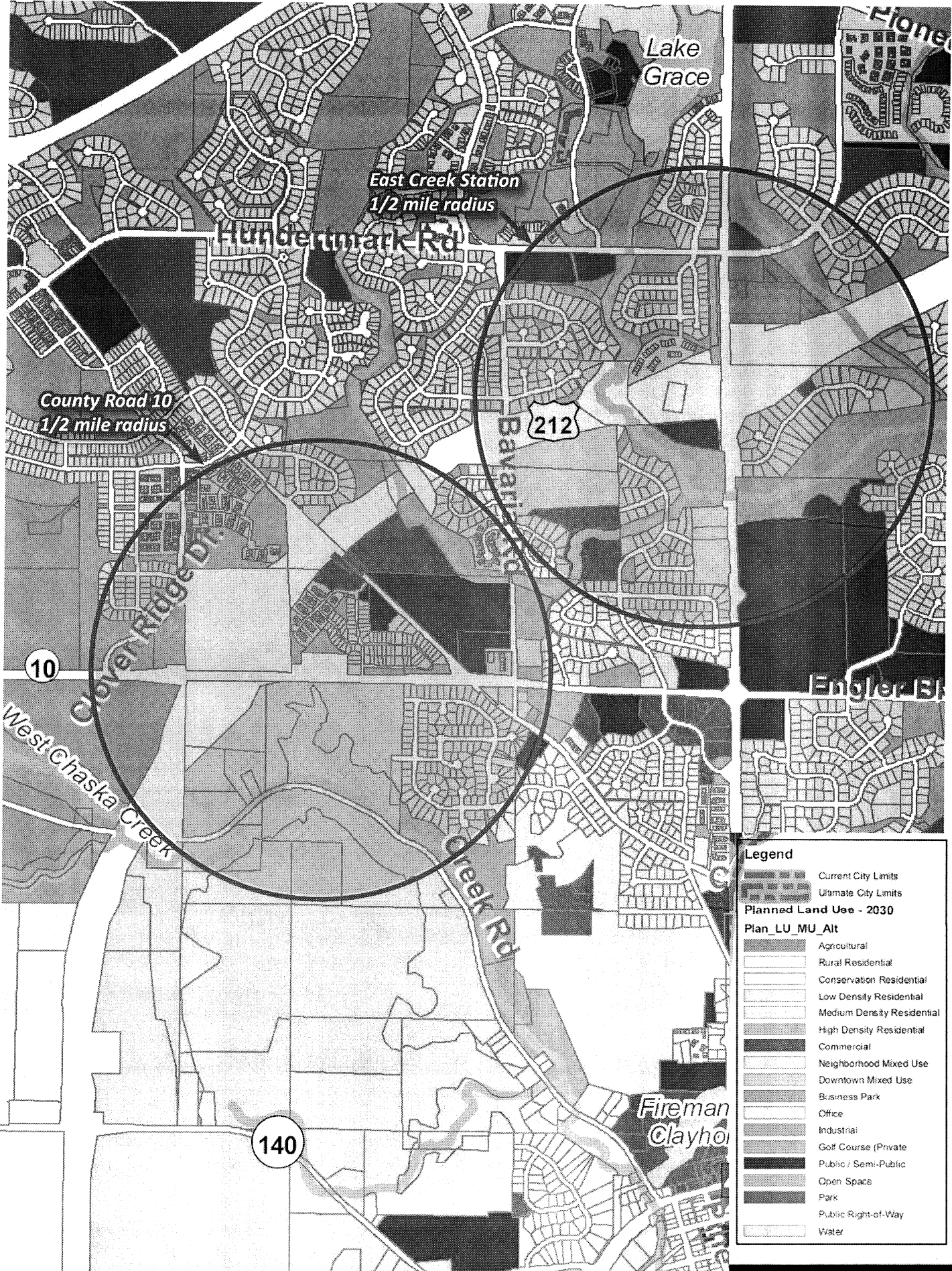
Year 3 (or final year if less than 3) Estimated Daily Ridership		810	passenger trips			
Distance from Terminal to Terminal		36	miles			
Year 3 (or final year if less than 3) Estimated Daily Transit Vehicle Trips		36	vehicle trips			
SOV (AUTO) EMISSIONS REDUCED						
Average Weekday AM Peak SOV Travel Speed:		35	mph			
		YEAR THREE (or final year if less than 3)				
	Emissions Factor (grams/mile)*	Daily SOV VMT (miles)	Emissions (kg/day)			
CO Emissions	12.08	26,730	322.9			
NO _x Emissions	1.70	26,730	45.4			
VOC Emissions	1.20	26,730	32.1			
Total Emissions		400.4				
BUS EMISSIONS GENERATED						
Average Weekday AM Peak Bus Travel Speed:		40	mph			
		YEAR THREE (or final year if less than 3)				
	Emissions Factor (grams/mile)*	Daily Bus VMT (miles)	Emissions (kg/day)			
CO Emissions	6.23	1,188	7.4			
NO _x Emissions	8.40	1,188	10.0			
VOC Emissions	1.30	1,188	1.5			
Total Emissions		18.9				
NET PROJECT EMISSION REDUCTIONS						
	Auto SOV Emission Reductions (kg/day)	Bus Emissions Generated (kg/day)	Net Emission Reductions (kg/day)			
YEAR THREE (or final year if less than 3)	400.4	18.9	381.5			

VEHICLE EMISSIONS REDUCTION WORKSHEET (APPENDIX G)

New or Expanded Transit Service, Vehicles or Capital

Year 3 (or final year if less than 3) Estimated Daily Ridership				810	passenger trips		
Distance from Terminal to Terminal				31.8	miles		
Year 3 (or final year if less than 3) Estimated Daily Transit Vehicle Trips				36	vehicle trips		
SOV (AUTO) EMISSIONS REDUCED							
Average Weekday AM Peak SOV Travel Speed:				35	mph		
		YEAR THREE (or final year if less than 3)					
	Emissions Factor (grams/mile)*	Daily SOV VMT (miles)	Emissions (kg/day)				
CO Emissions	12.08	25,758	311.2				
NO _x Emissions	1.70	25,758	43.8				
VOC Emissions	1.20	25,758	30.9				
Total Emissions			385.9				
BUS EMISSIONS GENERATED							
Average Weekday AM Peak Bus Travel Speed:				40	mph		
		YEAR THREE (or final year if less than 3)					
	Emissions Factor (grams/mile)*	Daily Bus VMT (miles)	Emissions (kg/day)				
CO Emissions	6.23	1,145	7.1				
NO _x Emissions	8.40	1,145	9.6				
VOC Emissions	1.30	1,145	1.5				
Total Emissions			18.2				
NET PROJECT EMISSION REDUCTIONS							
	Auto SOV Emission Reductions (kg/day)	Bus Emissions Generated (kg/day)	Net Emission Reductions (kg/day)				
YEAR THREE (or final year if less than 3)	385.9	18.2	367.6				

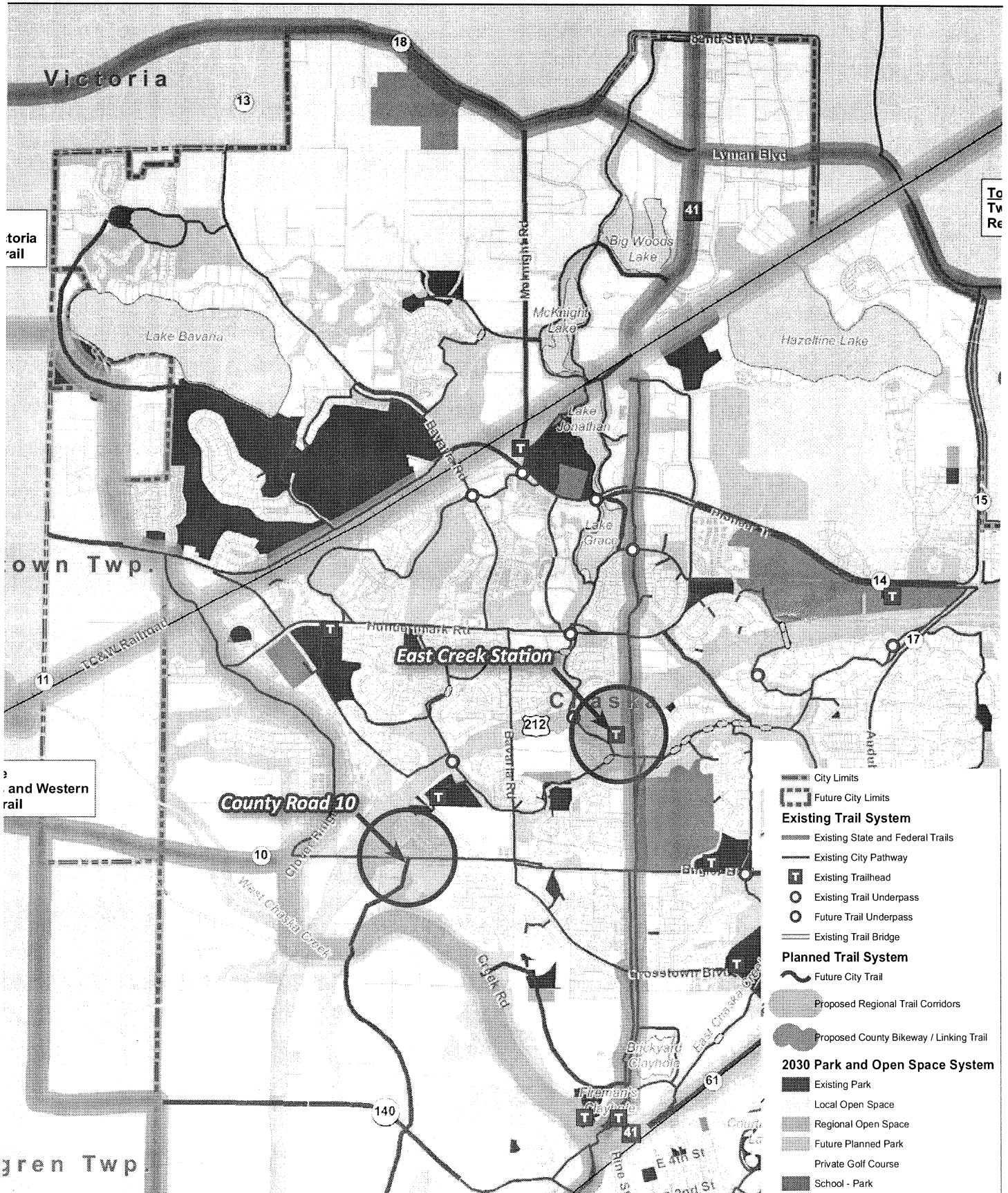
*Use appropriate emissions factors in Appendix



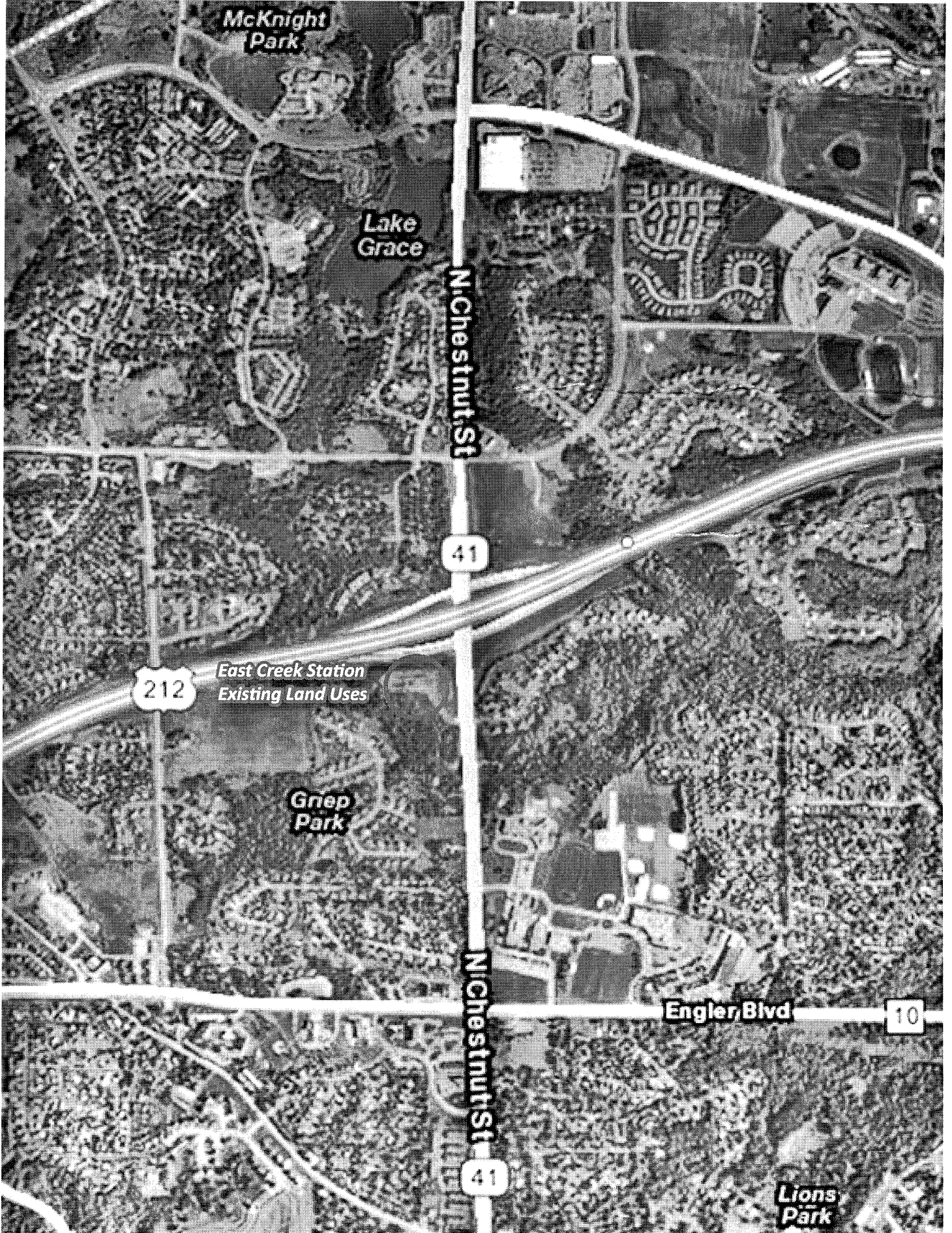
Legend

- Current City Limits
- Ultimate City Limits
- Planned Land Use - 2030**
- Plan_LU_MU_Alt**
- Agricultural
- Rural Residential
- Conservator Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Neighborhood Mixed Use
- Downtown Mixed Use
- Business Park
- Office
- Industrial
- Golf Course (Private)
- Public / Semi-Public
- Open Space
- Park
- Public Right-of-Way
- Water

2030 Trail System Plan



- City Limits
- Future City Limits
- Existing Trail System**
- Existing State and Federal Trails
- Existing City Pathway
- Existing Trailhead
- Existing Trail Underpass
- Future Trail Underpass
- Existing Trail Bridge
- Planned Trail System**
- Future City Trail
- Proposed Regional Trail Corridors
- Proposed County Bikeway / Linking Trail
- 2030 Park and Open Space System**
- Existing Park
- Local Open Space
- Regional Open Space
- Future Planned Park
- Private Golf Course
- School - Park



QUITCLAIM DEED

STATE DEED TAX DUE HEREON: \$ _____

C.S. 1017 (312=260) 902
Parcel 232
County of Carver
REALMS No. 2009-0016
Agreement No. 87733

The State of Minnesota having heretofore acquired in fee the real estate hereinafter described for trunk highway purposes, and the Commissioner of Transportation of said State having determined that the same is no longer needed;

Now, therefore, upon said determination and pursuant to Minnesota Statutes Section 161.44, Subdivision 1, the State of Minnesota, by Thomas K. Sorel, its Commissioner of Transportation, Grantor, for a valuable consideration, does hereby release, quitclaim and convey to the SouthWest Metro Transit Commission, a body politic and corporate under the laws of the state of Minnesota, Grantee, for public purposes, specifically for park and ride facility with no transit oriented development purposes only, all its interest in and to the real estate in Carver County, Minnesota, described as follows:

That part of Tract A described below:

Tract A. That part of the Southeast Quarter of the Northeast Quarter of Section 32, Township 116 North, Range 23 West, shown as Parcel 232 on Minnesota Department of Transportation Right of Way Plat No. 10-24 as the same is on file and of record in the office of the County Recorder in and for Carver County, Minnesota;

which lies southwesterly of Line 1 described below:

Line 1. Commencing at Right of Way Boundary Corner B13 as shown on said Plat No. 10-24; thence westerly on an azimuth of 280 degrees 00 minutes 12 seconds along the boundary of said plat for 28.32 feet to the point of beginning of Line 1 to be described; thence on an azimuth of 354 degrees 50 minutes 45 seconds for 357.11 feet; thence on an azimuth of 264 degrees 50 minutes 53 seconds for 721.23 feet, more or less, to the boundary of said Plat No. 10-24 and there terminating;

containing 3.86 acres, more or less;

Subject to the following restriction:

No access shall be permitted to Trunk Highway No. 312 from the lands herein conveyed.

THE ABOVE DESCRIBED REAL PROPERTY IS SUBJECT TO THE RIGHTS OF EXISTING UTILITIES, IF ANY, AS PROVIDED IN MINNESOTA STATUTES §161.45 SUBDIVISION 3.

THE ABOVE DESCRIBED TRACT OF LAND AND THE TITLE THERETO SHALL REVERT AND VEST IN THE STATE OF MINNESOTA WHENEVER SAID TRACT OF LAND CEASES TO BE USED FOR THE STATED PUBLIC PURPOSES.

The Seller certifies that the Seller does not know of any wells on the described real property.

Dated this 9th day of April, 2010.

STATE OF MINNESOTA

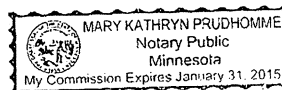
By M.J. Stensberg
~~(Commissioner of Transportation)~~
~~(Director of the Office of Land Management)~~
~~(Assistant Director of the Office of Land Management)~~
Seal of the Commissioner of Transportation

STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

On this 9th day of April, 2010, before me, a Notary Public within and for said County, personally appeared M.J. Stensberg, to me personally known to be the person who executed the foregoing instrument and who did say that he is the ~~(Commissioner of Transportation)~~ ~~(Director of the Office of Land Management and duly authorized agent of the Commissioner of Transportation)~~ ~~(Assistant Director of the Office of Land Management and duly authorized agent of the Commissioner of Transportation)~~ of the State of Minnesota and acknowledged that he executed the foregoing instrument and caused the seal of the Commissioner of Transportation to be affixed thereto, by authority of Minnesota Statutes, Section 161.44, and as the free act and deed of said State.

Mary Kathryn Prudhomme

This instrument was drafted by the State of Minnesota, Department of Transportation, Legal and Property Management Unit, St. Paul, Minnesota 55155 R80134G-04W.docx



SOUTHWEST TRANSIT

13500 Technology Drive, Eden Prairie, MN 55344
952-949-2BUS • www.swtransit.org



May 19, 2011

Karl Keel, Chair
TAC Funding and Programming Committee
Metropolitan Council
390 N. Robert St.
St. Paul, Minnesota 55101

RE: Scope change revisions to be included in 2012-2015 TIP
State Project Number: SP 090-610-001
Federal Project Number:

Dear Mr. Keel:

This TIP information is being submitted with the project scope change request for MN 41 090-610-001. The 2011-2014 TIP will not be amended due to the project not being authorized until after the draft 2012-2015 TIP is approved in September 2011. The scope change will be reflected correctly in this document. The project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
1608	2012	M	M	MN 41	090-610-001	Southwest Transit	SW quadrant of MN 41 and MN 212 in Chaska - Addition of 450 structured park and ride stalls to existing East Creek Park and Ride facility.	0.0

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
TR	Bus Grant Capital Improvement	CMAQ	9,785,978	7,828,782	0	0	0	1,957,196

PROJECT BACKGROUND:

This documentation is needed to facilitate a change in scope for Project 090-610-001 (Seq # 1608) currently in the 2011-2014 STIP in SFY 2012. The current 2011-2014 STIP will not be amended due to the project not being authorized until August 2012. The project revisions will be reflected in the 2012-2015 TIP that is expected to be approved in September 2011.

The 2007 CR 10/ TH 212 Park and Ride CMAQ submittal was approved for the construction of 450 park and ride stalls, acquisition of land, transit station and busway. The CR 10/TH 212 site was located at the northeast corner of CR 10 and Highway 212 in the City of Chaska. The Bio-Science Corporate Campus development that was planned near the CR 10/TH 212 site is not moving forward at this time and the CMAQ funds will be better applied towards a park and ride facility where demand is requiring expansion of capacity.

SouthWest Transit requested approval of a scope change for this CMAQ grant at the May 19, 2011 TAC Funding and Programming meeting. The scope change would apply the funds on project 090-610-001(Seq.#1608) towards the addition of 450 structured park and ride stalls to the existing East Creek Park and Ride transit facility and busway. The East Creek Park and Ride facility is located at the southwest corner of Highway 41 and TH 212 in Chaska, and is 1.7 miles east of the CR 10/TH212 site, along the same transit corridor and general travel-shed. The East Creek Park and Ride facility is near capacity and needs to be expanded.

The requested change of scope is only changing the location of the park and ride ramp and station to 1.2 miles east on MN 212 to the East Creek Station. The transit service will be maintained from the original project and the same number of parking stalls will be provided.

The funding for the revised scope project will remain the same as identified in the 2011-2014 TIP for project 090-610-001(Seq.#1608).

Total Cost: 9,785,978
Fed Funds: 7,828,782
Local Funds: 1,957,196

1. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money – (indicate type here) _____
(Discretionary, Special Allocations or Other New Funding Sources)
- Anticipated Advance Construction _____
- ATP or MPO or Mn/DOT Adjustment _____
of other projects X
- Earmark or HPP federal funds outside ATP _____
target _____
- Other _____

*The funding reflected in the scope change will be identified in the final 2012-2015 TIP expected to be approved in September 2011.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted on January 14, 2009, with FHWA/FTA conformity determination established on September 16, 2009. The amendment is also consistent with the 2030 Policy Plan update adopted by the Metropolitan Council on November 10, 2010 and transmitted to MnDOT on November 22, 2010 for transmittal to USDOT for a conformity determination.

AIR QUALITY CONFORMITY:

- Subject to conformity determination....._____
- Exempt from regional level analysis*..... X
- Exempt from project level analysis*..... X
- Exempt by virtue of interagency consultation*....._____
- N/A (not in a nonattainment or maintenance area)_____

*Exempt Project Category #_T-8Reconstruction or renovation of transit buildings and structures Per Section 93.126 of the Conformity Rules

Karl Keel
May 19, 2011
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We are requesting approval of this STIP amendment at this time. If you have any questions, please call Len Simich at (952) 974-3101.

Sincerely,

A handwritten signature in black ink, appearing to read "Len Simich". The signature is stylized with a large, sweeping initial "L" and a long, horizontal flourish extending to the right.

Len Simich
Southwest Transit
Executive Director