

Committee Report

Item: 2011-177

Consent

T Transportation Committee
For the Metropolitan Council meeting of July 13, 2011

ADVISORY INFORMATION

Date June 28, 2011
Prepared:
Subject: Scope Change Request and 2011-2014 TIP Amendment for SouthWest
Transit CR 10/TH 212 Park and Ride in Chaska (TAB Action 2011-51)

Proposed Action:

That the Metropolitan Council concurs with the Transportation Advisory Board (TAB) action to approve the scope change request and adopt the Transportation Improvement Program (TIP) amendment for SP# 090-610-001: SouthWest Transit CR 10/TH 212 Park and Ride in Chaska.

Summary of Committee Discussion / Questions:

Motion by Duininck, seconded by Smith and passed.

T Transportation Committee

Meeting date: June 27, 2011

Council meeting date: July 13, 2011

ADVISORY INFORMATION

Date:	June 16, 2011
Subject:	Scope Change Request and 2011-2014 TIP Amendment for SouthWest Transit CR 10/TH 212 Park and Ride in Chaska (TAB Action 2011-51)
District(s), Member(s):	District 4 – Van Eyll
Policy/Legal Reference:	TAB Action
Staff Prepared/Presented:	Arlene McCarthy, Director (651-602-1754) Amy Vennewitz, Dep. Dir. Finance & Planning ((651-602-1058) Carl Ohrn, Planning Analyst (651-602-1719)
Division/Department:	Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to approve the scope change request and adopt the Transportation Improvement Program (TIP) amendment for SP#090-610-001: SouthWest Transit CR 10/TH 212 Park and Ride in Chaska.

Background

This park and ride facility was awarded Regional Solicitation funds for a facility at CR 10/TH 212 related to a proposed Bioscience Corporate Campus. Because that development has not materialized, SouthWest Transit requested the project be moved to TH 41/TH 212 to expand the existing surface lot to a 675-space structure facility. Due to the changed location, project and cost, the TAB had to approve the changes and the TIP needs to be amended to correctly identify the project and funding.

Rationale

In order to utilize Federal Transportation Funds, the project must be accurately described in the current TIP.

Funding

The new project will utilize the same amount of funds as the original project with \$7.8M in federal CMAQ funds and \$1.96M in local matching funds.

Known Support / Opposition

No opposition was noted at either the TAC or the TAB meetings.

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

Bill Hargis
Chair

June 16, 2011

County Commissioners

Andy Westerberg
Anoka County

Randy Maluchnik
Carver County

Paul Krause
Dakota County

Jan Callison
Hennepin County

Tony Bennett
Ramsey County

Jon Ulrich
Scott County

Dennis Hegberg
Washington County

Municipal Officials

Dick Swanson
Blaine City Council

Bethany Tjornhom
Chanhassen City Council

Julia Whalen
Champlin City Council

James Hovland
Mayor of Edina

Becky Petryk
Hugo City Council

Will Rossbach
Mayor of Maplewood

Robert Lilligren
Minneapolis City Council

Steven Gallagher
Newport City Council

Russ Stark
St. Paul City Council

Citizen Members - Precinct

Andrew Reinhardt - A
Thomas Heffelfinger - B

James Meyers - C
vacant - D

Bart Ward - E
Bill Hargis - F

Jill Smith - G
Ken Johnson - H

Agency Representatives

Adam Duinick
Metropolitan Council

Scott McBride
Minnesota DOT

Lisa Peilen
M.A.C.

David Thornton
M.P.C.A.

Modal Representatives

Richard Mussell
Transit

vacant
Transit

Ron Have
Freight

David Gepner
Non-motorized

Susan Haigh, Chair
Metropolitan Council
390 Robert Street No.
St. Paul, MN 55101

Ms. Haigh,

On June 15, 2011 the Transportation Advisory Board voted to approve the scope change request and adopt a TIP amendment for SP# 090-610-001; Southwest Transit CR 10/TH 212 Park and Ride in Chaska.

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. The TIP amendment is necessary to reflect the project's new location and project description.

The TAB requests the Metropolitan Council's concurrence with the TIP amendment to reflect the revised project scope and forwards additional information in TAB action transmittal 2011-51.

Sincerely,



Bill Hargis,
Chair

kjr/kjr

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2011-51

DATE: June 16, 2011
TO: Metropolitan Council
FROM: Transportation Advisory Board
SUBJECT: Scope Change Request and 2011-2014 TIP Amendment from Southwest Transit for CR 10/TH 212 Park and Ride in Chaska.
MOTION: The TAB approved the scope change request and adopted 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 technical committees followed the scope change request procedures and determined that the project with a revised scope would have similar benefits as the original project because it is in the same general location, serves the same transit routes 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	June 15, 2011
Transportation Advisory Board	Review, Approve & Adopt	June 15, 2011
Metropolitan Council	Concurrence with TIP Amendment	

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

