

**T** Transportation Committee  
Meeting date: July 13, 2009  
Council meeting July 22, 2009

**ADVISORY INFORMATION**

**Date:** July 7, 2009  
**Subject:** Scope Change and 2009-2012 TIP Amendment for SP#91-080-06, Market Street Transit Station to Relocate 120 Parking Spaces (TAB Action 2009-42)  
**District(s), Member(s):** District 4, Peterson  
**Policy/Legal Reference:** TAB Action  
**Staff Prepared/Presented:** Arlene McCarthy, Director MTS (651-602-1754)  
Amy Vennewitz, Dep. Dir. Planning & Finance MTS (651-602-1058)  
Carl Ohrn, Planning Analyst MTS (651-602-1719)  
**Division/Department:** Metropolitan Transportation Services

**Proposed Action**

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to change the project scope of SP#90-080-06, Market Street Transit Station, to relocate 120 parking spaces and reduce the funds by \$250,000, and to amend the 2009-2012 Transportation Improvement Program (TIP).

**Background**

The change in scope is required to correctly portray the project in the TIP.

**Rationale**

The project must be correctly described in the current TIP to use federal transportation funds, therefore, the need for a TIP Amendment.

**Funding**

The project funding will be reduced by \$250,000.

**Known Support / Opposition**

There was no opposition presented at the TAC or the TAB.

# Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

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Donn R. Wiski  
Chair

July 8, 2009

County Commissioners

Dennis Berg  
Anoka County

Tom Workman  
Carver County

Paul Krause  
Dakota County

Mark Stenglein  
Hennepin County

Tony Bennett  
Ramsey County

Jon Ulrich  
Scott County

Myra Peterson  
Washington County

Municipal Officials

Dick Swanson  
Blaine City Council

Bethany Tjornhom  
Chanhassen City Council

Dan Gustafson  
Burnsville City Council

Julia Whalen  
Champlin City Council

James Hovland  
Mayor of Edina

Becky Petryk  
Hugo City Council

Robert Lillgren  
Minneapolis City Council

Judy Johnson  
Plymouth City Council

Russ Stark  
St. Paul City Council

William Hargis  
Mayor of Woodbury

Peter Bell, Chair  
Metropolitan Council  
390 Robert Street No.  
St. Paul, MN 55101

Mr. Bell,

On June 17, 2009, the Transportation Advisory Board voted to approve a change in project scope for SP# 91-080-06, the Market Street Transit Station in Chanhassen. The scope change allows SouthWest Transit to relocate 120 parking spaces from the Market Street Station to the Lake Ann Park Reserve.

Because the federal funds for this project were acquired through the regional solicitation process, the TAB must approve any proposed change in project scope.

The TAB requests that the Met Council concur with the TAB's approval of the scope change and vote to amend the TIP to reflect the revised project scope.

The TAB forwards this action to the Metropolitan Council for concurrence along with additional information described in TAB action transmittal 2009-42.

Sincerely,

Citizen Members - Precinct

Steven Schulte - A

Bill Guidera - B

James Meyers - C


Chuck Haik - D

Bart Ward - E

Donn Wiski - F

Jill Smith - G

Ken Johnson - H

*for*   
Bill Hargis, Acting Chair  
Transportation Advisory Board

Agency Representatives

Peggy Leppik  
Metropolitan Council

Scott McBride  
Minnesota DOT

Sherry Stenerson  
M.A.C.

David Thornton  
M.P.C.A.

Modal Representatives

Richard Mussell  
Transit

Glenn Olson  
Transit

Ron Have  
Freight

David Gepner  
Non-motorized

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**ACTION TRANSMITTAL**

No. 2009-42

**DATE:** July 6, 2009  
**TO:** Metropolitan Council  
**FROM:** Transportation Advisory Board  
**SUBJECT:** Scope Change, Southwest Metro Transit, Market Street Station (SP#91-080-06).

**MOTION:** The TAB approved a change in project scope for the Market Street Transit Station in Chanhassen by allowing Southwest Transit to reduce the number of on-site parking stalls from 520 to 420 and reduce the total project cost by \$250,000 (\$200,000 of CMAQ funds and \$50,000 of local matching funds) with the following conditions:

- SouthWest Transit enters into a joint use agreement with the city of Chanhassen for 120 parking spaces at the Lake Ann Park Reserve location; and
- Southwest Transit investigates the possibility of designing the parking structure to accommodate another level in the future.

**BACKGROUND AND PURPOSE OF ACTION:** Because of recent developments outside the control of SouthWest Transit, it cannot acquire the land necessary to accommodate all 520 stalls at the market Street Station location. Since 2005, the average per stall price has increased from \$10,000 to between \$12,000 and \$16,000. Therefore, when the necessity to construct more structure stalls at \$2,000 to \$6,0000 more per stall than was anticipated, it is virtually impossible to deliver the total number of stalls (520) within the given budget. SouthWest is asking for a \$250,000 reduction from the original request due to the decrease in the number of stalls—a reduction of \$200,000 of CMAQ funds and \$50,000 of the local match, and, proposes to locate an additional 120 parking spots approximately 1.2 miles to the west at the Lake Ann Park Reserve.

Additional background material is attached.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	May 21, 2009
Technical Advisory Committee	Review & Recommend	June 3, 2009
TAB Programming Committee	Review & Recommend	June 17, 2009
Transportation Advisory Board	Review & Approve	June 17, 2009
Metropolitan Council	Concurrence	

# SOUTHWEST TRANSIT

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



May 15, 2009

Mr. Karl Keel  
Chair, TAC Funding and Program Committee  
Metropolitan Council  
390 Robert Street N  
Saint Paul, MN 55101

Dear Chair Keel,

The SouthWest Transit Commission would like to request a design change to the Market Street Station project (project no. CM-05-16).

The project currently includes a 520 car park and ride facility; transit station and canopy; busway, site, road, and utility upgrades/improvements. Both CMAQ (80%) and Metropolitan Council matching funds (RTC – 20%) will be used in the construction of this project.

As discussed at the March 19<sup>th</sup> meeting of the TAC Funding and Program Committee, because of recent developments outside of the control of SouthWest Transit, SouthWest must now accommodate all 520 stalls on approximately 1 acre of land SouthWest currently has under its control.

Initially SouthWest had planned to have 240 surface stalls (100+ on the 1<sup>st</sup> level of the ramp and the remaining 140 adjacent to the ramp structure) with the remaining 280 (+/-) stalls coming in the form of structured parking (i.e. levels 2-4 of the parking deck).

The change in the number of structured versus surface stalls is not the only factor which has made it difficult to deliver the project within the available budget. When this project was requested (early 2005), we estimated the costs related to constructing structured parking stalls at approximately \$10,000 per stall. Today even while the bidding environment has become more favorable to project initiators/owners, the average cost per stall is coming in between \$12,000 - \$16,000.

Therefore when you couple the necessity to construct more structure stalls at \$2,000-\$6,000 more per stall than was anticipated, it is virtually impossible to deliver the total number of stalls (520) within the given budget.

At the March 19<sup>th</sup> meeting SouthWest had proposed transferring/relocating 120 stalls to a satellite location approximately 1.2 miles west of where the parking facility is to be constructed (Lake Ann Park Reserve). This is a site that SouthWest Transit has used in

the past for overload parking. While we still believe this option is workable and makes sense for a number of reasons, we accept the Committee's position that they do not think this is a viable alternative.

As an alternative to the Lake Ann site, SouthWest would like to propose a reduction of 100 stalls bringing the total number down from 520 to 420 stalls. We understand that a budget reduction would also need to occur, but we would ask, given the circumstances outlined in this memo, that the Committee would reduce the budget by the number of surface stalls being eliminated versus just taking an average cost per stall. SouthWest has recently constructed a number of surface stalls at both its East Creek Station and garage site, and the average cost per stall was in the \$2,500 range.

If the total budget reduction was capped somewhere in the quarter of a million dollar range, SouthWest believes it would be able to deliver the project as described in the original application.

I feel I must also address the discussion of the road that seemed to cloud or confuse the situation more than it needed to at the last meeting.

As the case with the similar projects of this type constructed by SouthWest Transit using CMAQ and RTC funds, we always expected to have some road (busway), utility and other site improvement costs related to this project. The change which should have been described more clearly was that SouthWest Transit would like to use the same budget amount for road improvements/additions as outlined in the original application, but rather than simply do these on our own, we would like to tie into a much broader/larger construction of an entire roadway which would be constructed in a way to handle our bus and customer access needs.

This project would be coordinated by the City of Chanhassen, and would follow all federal regulations needed relating to the use of the funds. The current property owner would also participate equally in the funding of the roadway.

SouthWest Transit currently has an RFP out for Architectural and Engineering services related to this project. We plan to award the A&E contract on June 4, 2009. We would like to be in a position to direct the selected applicant as to the number of stalls needed to be designed by then.

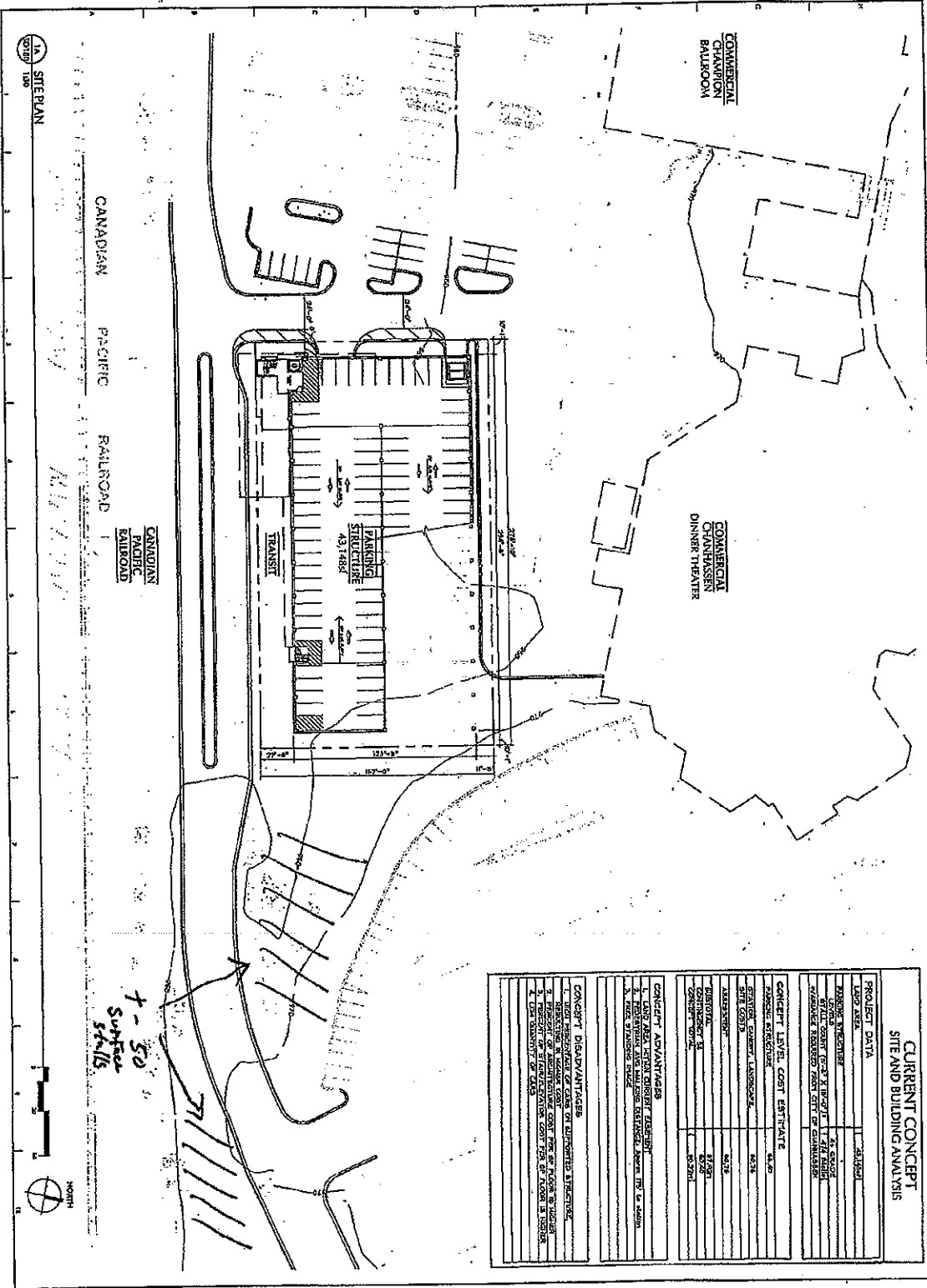
Thank you, and I look forward to being able discuss this further on May 21.

Sincerely,



Len Simich, AICP  
CEO  
SouthWest Transit

*Option C - Current Concept*



*4 levels  
with 1 car per 1.5 spaces*

*4-50  
Support  
stairs*

CURRENT CONCEPT SITE AND BUILDING ANALYSIS	
<b>PROJECT DATA</b>	
LAND AREA	2,500 SQ FT
BUILDING TYPE/USE	42,000 SQ FT
ESTIMATED COST	\$10,000,000
ESTIMATED COST PER SQ FT	\$238
ESTIMATED COST PER SQ FT	\$238
ESTIMATED COST PER SQ FT	\$238
<b>CONCEPT LEVEL COST ESTIMATE</b>	
LAND ACQUISITION	\$1,000,000
CONCEPT DESIGN	\$500,000
PERMITS	\$250,000
CONSTRUCTION	\$8,250,000
<b>TOTAL</b>	<b>\$10,000,000</b>
<b>CONCEPT ADVANTAGES</b>	
1. LAND AREA WITH EXISTING INFRASTRUCTURE	
2. EXISTING INFRASTRUCTURE WITH EXISTING UTILITIES	
3. EXISTING INFRASTRUCTURE WITH EXISTING UTILITIES	
4. EXISTING INFRASTRUCTURE WITH EXISTING UTILITIES	
5. EXISTING INFRASTRUCTURE WITH EXISTING UTILITIES	
<b>CONCEPT DISADVANTAGES</b>	
1. HIGH DENSITY OF USE ON EXISTING STRUCTURE	
2. EXISTING INFRASTRUCTURE WITH EXISTING UTILITIES	
3. EXISTING INFRASTRUCTURE WITH EXISTING UTILITIES	
4. EXISTING INFRASTRUCTURE WITH EXISTING UTILITIES	
5. EXISTING INFRASTRUCTURE WITH EXISTING UTILITIES	

**LS** Planning Architecture Urban Design  
 120 South Sixth Street, Suite 1100, Minneapolis, MN 55402  
 Tel: 612-339-8723, Fax: 612-339-2483, www.lsd.com

07-23  
 SD100  
 SITE PLAN,  
 SITE & BUILDING DATA

Rev / Location	Date
1.0 / Initial	10/20/08
2.0 / Revised	10/20/08
3.0 / Revised	10/20/08
4.0 / Revised	10/20/08
5.0 / Revised	10/20/08
6.0 / Revised	10/20/08
7.0 / Revised	10/20/08
8.0 / Revised	10/20/08
9.0 / Revised	10/20/08
10.0 / Revised	10/20/08

**Southwest Transit  
 Chanhassen P&R  
 Chanhassen, Minnesota**

