

T Transportation Committee

Meeting date: June 11, 2012

Council Meeting: June 27, 2012

ADVISORY INFORMATION

Date:	May 25, 2012
Subject:	Cedar Avenue Transitway Stage 1 Memorandum of Understanding
District(s), Member(s):	5-Steve Elkins, 15-Steven T. Chávez, 16-Wendy Wulff
Policy/Legal Reference:	Laws of Minnesota, 1 st Special Session 2005, Chapter 6, Section 90
Staff Prepared/Presented:	Arlene McCarthy, MTS Director (651-602-1754)
Division/Department:	Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to execute a Memorandum of Understanding (MOU) with the Dakota County Regional Railroad Authority (DCRRA) and Minnesota Valley Transit Authority (MVTA) regarding the development and implementation of Cedar Avenue Transitway Stage 1.

Background

As allowed by the 2005 Minnesota Legislature, the DCRRA has acted as the lead agency for implementing the initial stage of the Cedar Avenue Transitway. The corridor extends from Lakeville to Bloomington with express service continuing to Minneapolis and the University of Minnesota. DCRRA has worked closely with the Council, Metro Transit (the service provider for Bloomington and Lakeville) and with MVTA (the service provider for Apple Valley and Eagan).

Stage 1 of the Transitway includes new park-and-rides at Lakeville Cedar, Cedar Grove (Eagan) and the Apple Valley Transit Station along with increased express service and facility improvements at the Mall of America (MOA) transit station and 28th Avenue park-and-ride. Stage 1 also includes construction of bus-only shoulders and walk-up station stops at 140th and 147th streets in Apple Valley as well as METRO Red Line station-to-station service between Apple Valley and the MOA/28th Avenue. A significant amount of technology, such as real time customer information signs, traffic signal priority, and fare collection equipment, along with bus procurement are also components of Stage 1.

Over the last two years, the agencies have worked to clarify roles and responsibilities. This has been complicated by the fact that the transitway runningway is on a county-owned road, transitway facilities ownership and service provider responsibilities are split between the Council/Metro Transit and MVTA. In addition, the project has a multitude of federal, state, and local funding sources.

Rationale

To facilitate delivery of Stage 1, staff from all the agencies have prepared the MOU to clarify the roles and responsibilities for each agency for a large variety of tasks.

Key responsibilities for the Council/Metro Transit include:

- Federal, state and regional funding oversight and compliance
- Regional Transitway Guidelines oversight for consistency
- Service plan and operating budget approval

- CTIB operating funding applications and management
- Transit service delivery including fare enforcement, fare collection system and reporting
- Lead assigned to deliver capital projects such as non-MVTA facilities, fare collection system, real time signage and customer information systems,
- Lead marketing and branding, including service start-up

Funding

There are no direct funding implications for the Council due to the MOU. The DCRRA has responsibility for allocating the project's capital funding. Per the MOU, the Council is responsible for transitway operations including applying for CTIB operational funding. These operational costs are addressed with each annual operating budget approved by the Council.

Known Support / Opposition

The DCRRA and MVTA support this MOU and are scheduled to approve it at their June 19th and June 27th Board meetings, respectively.