

T Transportation Committee

Meeting date: July 9, 2012

Council Meeting: July 25, 2012

ADVISORY INFORMATION

Date:	July 3, 2012
Subject:	147 th Street Station Phase 2 Joint Powers Agreement with DCRRA and City of Apple Valley
District(s), Member(s):	16-Wendy Wulff
Policy/Legal Reference:	Regional Transitway Guidelines
Staff Prepared/Presented:	Arlene McCarthy, MTS Director (651-602-1754) Lindsay Sheppard, Metro Transit Senior Engineer (612-349-7679)
Division/Department:	Metropolitan Transportation Services and Metro Transit

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute a Joint Powers Agreement (JPA) with the Dakota County Regional Railroad Authority (DCRRA) and the City of Apple Valley to provide the City with the option to fund the METRO Red Line 147th Street Station Phase 2 so that it is constructed concurrent with Phase 1.

Background

The METRO Red Line will be the first BRT transitway in the Twin Cities region with station-to-station service anticipated to start in spring 2013. The DCRRA is the lead agency responsible for Cedar Avenue BRT Stage 1 implementation. In December 2010, the DCRRA adopted the Cedar Avenue Transitway Implementation Plan Update (IPU). Stage 1 included two walk-up stations at 140th and 147 Streets in Apple Valley for the proposed Red Line station-to-station service. The Council will own these two stations with Metro Transit staff leading their design and construction.

In July 2011, the DCRRA approved station concepts for the 140th and 147th Street stations providing for enclosed shelters on both the northbound and southbound sides at each station location.

Since early this year, the City of Apple Valley has advocated for the 147th Street station to include a skyway over Cedar Avenue and a larger enclosed passenger waiting area. The IPU and substantial technical analysis of the transitway/roadway design and operation, ridership projections, station sizing and operations as well as a Regional Transitway Guidelines consistency review conducted by DCRRA and Council staff do not indicate the need for a skyway until Transitway Stage 3 between 2020 and 2030.

On March 27, 2012, the DCRRA adopted a revised design for the 147th Street Station that includes provisions for the Phase 2 expansion of the station to readily add a skyway and larger passenger waiting area at a future date as determined necessary based on actual ridership and operations. The Council submitted plans for the 147th Street Station that reflect the revised design to the City of Apple Valley for site plan review and building permit authorization .

Staffs from Council, DCRRA and the City met on numerous occasions to discuss scenarios for moving this project forward. DCRRA and Council staffs have maintained that the

skyway and expanded facility are premature and that inclusion of Phase 2 as part of the initial construction would require the City to fund Phase 2 construction and incremental operating costs. However, recognizing the potential benefit of the skyway at higher ridership levels, County staff developed a payback approach for some or all of the City-incurred Phase 2 costs based on actual ridership at the 147th Street Station exceeding the 2030 forecast of 600 average annual weekday boardings.

The City has indicated some interest in this approach, but advised it would like to know actual capital costs before making a decision. County staff proposed (see Attachment A) that the Phase 2 work be developed as a bid alternate so the City will know the actual cost of the Phase 2 work prior to making a decision. On June 28, 2012, the City took official action to approve the 147th Street Station site plan and provide building permit authorization, contingent upon the bidding documents being prepared to include a bid alternate for consideration by the City to advance the Phase 2 work at its cost based on actual bid prices.

Rationale

Authorizing the JPA will allow the Council, DCRRA and City of Apple Valley to move the METRO Red Line project forward by providing the City with the option to fund the 147th Street Station Phase 2 component of the project, informed by the actual bid price.

Funding

The estimated costs for the 147th Street Station are:

Capital/Construction:	Phase 1	\$1,660,600
	<u>Phase 2</u>	<u>\$2,370,000</u>
	Total	\$4,030,600
Annual Operating:	Phase 1	\$20,000 - \$35,000 incl. all snow removal
	<u>Phase 2</u>	<u>\$45,000 - \$55,000</u>
	Total	\$65,000 - \$90,000

The City of Apple Valley would be responsible for the Phase 2 capital and annual operating costs with potential reimbursement per the proposal contingent on actual ridership.

Known Support / Opposition

DCRRA is expected to take action at its July 10 meeting to authorize the bid documents to include a Phase 2 bid alternate. The Apple Valley City Council and DCRRA are expected to approve the JPA at their July 26, 2012 and July 31, 2012 meetings, respectively. It is anticipated that the City Council may not unanimously support the JPA.