

Transit is hosting a customer appreciation event this Friday, May 17th, during the morning rush hour at the 46th Street Light Rail Station beginning at 8:00 a.m. I will be there with our Marketing staff, handing out commemorative items to customers. The agency is changing all references to the Hiawatha Line and Route 55 in customer communications and our website. Customers will begin to see permanent signage changed at the METRO Blue Line at rail stations over the summer.

Northstar has Record Ridership Increase in April

Customers boarded Northstar trains 71,000 times in April, an increase of more than 12,000 rides over last year. This 20.9 percent gain is the highest in the line's history. Year-to-date, Northstar ridership is up 33,000 rides or 16.3 percent – fueled by the fare reduction that was made permanent on May 1 and the opening of Ramsey Station. The overall April ridership increase is despite significantly lower attendance and ridership to Twins games during the month.

Partnering with Various Events

As part of Metro Transit partnerships, we receive advertising and marketing exposure in exchange for downloadable passes that attendees can show bus drivers or transit police for free rides to the events. Last week, Metro Transit partnered with Cinco de Mayo Fiesta on St. Paul's West Side neighborhood and Festival of Nations at St. Paul RiverCentre. We also partnered with Twin Cities Heart Walk at Target Field to get out our message about active travel options. And we were there as the Minnesota Wild made it to the playoffs at the Xcel Energy Center. This coming weekend will be busy also with: "Minnesota Goes Green" at Union Depot, AIDS Walk at Minnehaha Park, Art-A-Whirl in Northeast Minneapolis and a Minnesota United soccer match at the Metrodome. Metro Transit also hosts a booth at these events so participants can sign up for our Commuter Challenge and learn how to take transit for their every-day commutes.

Metropolitan Transportation Services Director Arlene McCarthy reported the following:

MVST Receipts

April MVST receipts were 98.99%; State Fiscal Year receipts were 96.81%. 95% is budgeted, so revenues are slightly higher than budgeted revenue collections.

MnDOT Corridor Investment Management Strategy (CIMS) Applications

The deadline for applications has closed, and Metro Council has prepared letters of support to MnDOT for various projects in the CIMS process, at the request of local entities. MnDOT has \$30M available and has received 45 applications totaling \$115M.

Minnesota State Highway Investment Plan (MnSHIP)

MnDOT will be conducting MnSHIP workshops around June 1st, and will be presenting at a June Transportation Committee meeting. MnSHIP lays the groundwork for future MnDOT needs and what may be accomplished.

BUSINESS

Consent Items

It was moved by Commers, seconded by Schreiber to approve the following consent items. Motion passed.

2013-130: Central Corridor Light Rail Transit (Green Line): Contract Amendment for Element Materials Technology

Motion:

That the Metropolitan Council authorize the Regional Administrator to:

- Exceed the 10% amendment authority for professional and technical services contracts, and
- Amend the Element Materials Technology Contract to a total amended contract value in an amount not to exceed \$613,430 for work related to the Central Corridor Light Rail Transit (CCLRT).

2013-145: 2013-2016 TIP Amendment for 2013 FTA Section 5310 Projects

Motion:

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2013-2016 Transportation Improvement Program (TIP) to add 18 projects on the attached list using a total of \$979,000 in federal Section 5310 funding in 2013.

2013-146: Recission of BI SW 2013-110 and Authorization to Execute a Grant Agreement with Scott County for Marschall Road Transit Station.

Motion:

That the Metropolitan Council

1. Rescind Business Item SW 2013-110 authorizing the Council to enter into a grant agreement with the Cities of Prior Lake and Shakopee for \$775,000 for the Marschall Road Transit Station (see attached); and
2. Authorize the Council to enter into a grant agreement with Scott County for \$775,000 for the Marschall Road Transit Station.

Non-Consent Items

2013-144: Procurement of Low Floor Metro Mobility Buses - 2013

Metro Mobility Senior Manager Paul Colton presented this item and answered a question from Schreiber about the bus capacity. These buses will have the same number of seats as the buses that were approved in April, with one additional wheelchair space.

It was moved by Commers, seconded by Elkins that the Metropolitan Council (Council) authorizes the Regional Administrator to execute a purchase agreement with Hogle Bus (MnDOT Contract 56910) for up to seven low floor expansion buses in an amount not to exceed \$833,000.

Motion passed. Hearing no objection, Chair Duininck stated that this item could proceed to the full Council as a consent item.

2013-140: Approval of the 2013 Jobs Access Reverse Commute (JARC) and New Freedom Solicitation Project Recommendation

Metropolitan Transportation Services Senior Planner Elaine Koutsoukos presented this item. Commers asked a question regarding future funding of the JARC and New Freedom programs. Koutsoukos responded that the JARC and New Freedom programs are funded under the federal SAFETEA-LU authorization. JARC and New Freedom programs were removed from the new federal authorization, MAP-21. The New Freedom program was merged into the 5310 program, which is administered by MnDOT. This is the last solicitation for JARC and New Freedom funds by the Council.

It was moved by Commers, seconded by Reynoso that the Metropolitan Council:

- Approve the list of projects recommended for federal funding for up to \$922,151 under the Jobs Access and Reverse Commute (JARC) program and for up to \$1,200,338 under the New Freedom program as listed in Attachment A.
- Authorize the Regional Administrator to apply for and accept grants from the Federal Transit Administration (FTA) for the JARC program and the New Freedom program to fund the recommended projects and the contingency list of JARC projects.

Motion passed. Hearing no objection, Chair Duininck stated that this item could proceed to the full Council as a consent item.

2013-133: Adopt the West Suburban Service Changes Recommended Plan

Metro Transit Senior Transit Planner Steve Mahowald presented this item. Doan asked questions about whether there is any analysis showing routes that have changed over the years and measure how often routes are moved from the existing route. Lamb said it may be possible to recreate what has been changed and may be able to show before/after impacts on service. Doan also asked if there is analysis on BRT corridors as to how long the bus routes have been in place, and Lamb answered that 10 of the 12 BRT corridors are high service generators. Doan said we need to educate the public on our commitment to TOD on these high generating corridors. Lamb said Metro Transit is working on developing recommendations to the Council on TOD on the corridors.

It was moved by Commers, seconded by Smith, that the Metropolitan Council adopt the West Suburban Service Changes Recommended Plan and approve the Title VI Service Equity Analysis of the Recommended Plan.

Motion passed.

2013-131: Central Corridor Light Rail Transit (Green Line)

Metro Transit Deputy General Manager Mark Fuhrmann presented this item. Elkins asked about the status of the overall project budget through the end of the project. Fuhrmann stated that the project is tracking positively and that the project office currently projects a \$4 million positive balance at the end of 2014. Schreiber asked if the substations on the Blue Line at the Mall of America and Target Field that are being paid by Metro Transit would eventually be reimbursed by Central Corridor contingency funding. Fuhrmann responded that the Blue Line substations are not part of the Green Line and are not eligible for Central Corridor contingency funding. There are other Capital funds being used by Metro Transit to pay for these substations.

It was moved by Smith, seconded by Commers, that the Metropolitan Council authorize an additional 2% (\$1,757,007) above the currently authorized construction contract change order authority of \$4,392,518 to a revised change order authority of \$6,149,525 for the Central Corridor (Green Line) Systems Contract.

Motion passed.

2013-132: Construction of Highway 610 & Noble Parkway Park-and-Ride Project 62115

Metro Transit Principal Engineer, Engineering & Facilities Jim Harwood presented this item. Schreiber noted this is a long-awaited/much-needed project and is pleased with the energy efficiency elements of the structure. Schreiber and Reynoso questioned if electric vehicle charging stations would charge fees. Lamb responded that will be a Council policy decision, and is pending. Reynoso noted that electric cars do not pay gas taxes. Smith asked what the timeline for project completion would be. Jim Harwood responded that the schedule is to start construction in July 2013 and complete construction in May or June of 2014.

Elkins asked what is being done with the site of the existing park and ride. Jim Harwood responded that this land is being deeded back to MnDOT.

It was moved by Schreiber, seconded by Smith, that the Metropolitan Council (Council) authorize the Regional Administrator to award and execute a contract with the lowest responsive and responsible bidder, Knutson Construction, for the construction of the Highway 610 & Noble Parkway Park and Ride in Brooklyn Park at a cost of \$8,363,040.

Motion passed. Hearing no objection, Chair Duinck stated that this item could proceed to the full Council as a consent item.

2013-134: Interagency Agreement with City of Saint Paul to Facilitate Redevelopment Adjacent to the Green Line Central Station

Metro Transit Manager Facilities Planning Maurice Roers presented this item. Councilmember Brimeyer asked if there are development opportunities on the remaining lot, particularly with regards to the feasibility of building over LRT track. Staff responded that the construction over LRT tracks is permitted and that there is precedent in other locations with LRT for this type of development.

It was moved by Commers, seconded by Elkins, that the Metropolitan Council authorizes the Regional Administrator to negotiate and execute 1.) a non-binding Memorandum of Understanding with the City of Saint Paul and the Saint Paul Housing and Redevelopment Authority for the purpose of facilitating redevelopment of the Central Station Block in downtown Saint Paul, 2.) an easement agreement with the Saint Paul Housing and Redevelopment Authority for bus waiting area improvements, and 3.) an operations and maintenance agreement with the City of Saint Paul for a stair and elevator tower.

Motion passed.

2013-135: Lease Agreement with Wellington Management Inc. for Use of a Transit Easement at Hiawatha Avenue and Lake Street, Minneapolis

Metro Transit Manager Facilities Planning Maurice Roers presented this item. Brimeyer asked how parking for the development would be accommodated if Metro Transit cancels the lease to enable use of the easement for a transitway project in the future. Roers explained that Metro Transit has worked with the developer who is the owner of immediately adjacent property and that the long-term plan is to create additional structured parking on that adjacent property. Brian Lamb, Metro Transit's General Manager, noted that this project is a good example of Metro Transit facilitating transit oriented development while also caring for the Council's transit interests.

It was moved by Schreiber, seconded by Elkins, that the Metropolitan Council authorizes the Regional Administrator to negotiate and execute a lease agreement with Wellington Management Inc. for Wellington's partial use of a Metropolitan Council transit easement at Hiawatha Avenue and Lake Street in Minneapolis. Motion passed with Commers abstaining from the vote.

Information: Interchange Quarterly Update, Project 62001

Metro Transit Principal Engineer Robert Rimstad presented this item as a background for BI 2013-136 below.

2013-136: The Interchange – Subrecipient Grant Agreement, Project 62001

Metro Transit Principal Engineer Robert Rimstad presented this item. After the presentation, Commers asked about the naming of the Interchange. Rimstad responded that it is still an open item being discussed between the Metropolitan Council and Hennepin County. Lamb also responded stating that it is recognized that there is value to the naming rights and that is part of the ongoing negotiations involving maintenance, security, and other items between Hennepin County, Metro Transit, and a private party interested in the Interchange.

It was moved by Schreiber, seconded by Elkins, that the Metropolitan Council (Council) authorize the Regional Administrator to negotiate and execute a Subrecipient Grant Agreement (SGA) with Hennepin County Regional Rail Authority (HCRRA) in the amount of ~~(\$1,956,484.00)~~ \$1,964,484 for the development of The Interchange project.

Motion passed.

After the Transportation Committee Meeting, Robert Rimstad was reviewing the funding described in the business item and realized the incorrect amount was listed in the business item. The FTA funding available for the grant agreement is \$1,964,484.00, not the amount listed of \$1,956,484.00 in the business item. The business item moving forward for Council approval has been adjusted and the correct dollar value listed.

INFORMATION

1. Streetcar Context in the Twin Cities (Cole Hiniker 651-602-1748)

- Nicollet-Central AA Update (Anna Flintoft)
- Midtown Alternatives Analysis: Concepts Advancing to Detailed Evaluation (Michael Mechtenberg 612-349-7793, Charles Carlson 612-349-7639)

Cole Hiniker gave a background about the streetcar study and introduced Anna Flintoft-City of Minneapolis, and Michael Mechtenberg-Metro Transit, who presented on Nicollet-Central and Midtown, respectively.

Peter Wagenius from City of Minneapolis was also present and spoke about various funding options being explored by the City of Minneapolis.

2. Emergency Preparation and System Security

Metro Transit Chief Operations Officer Vince Pellegrin and James Franklin, Captain Transit Police presented this item. Pellegrin and Franklin are certified in Emergency Management. Pellegrin and Franklin cited examples of emergency situations where Metro Transit has been called on to help (tornadoes, evacuations), and showed a video of a buses and rail train crash simulation drill conducted involving many entities and volunteers.

ADJOURNMENT

Business completed, the meeting adjourned at 6:45 p.m.