

Minutes of the

REGULAR MEETING OF THE TRANSPORTATION COMMITTEE

January 14, 2019

LOCATION: Metropolitan Council Chambers, Saint Paul, MN

Committee Members Present: Chair Deb Barber, Jon Commers, Gail Dorfman, Cara Letofsky, Marie McCarthy, Jennifer Munt, Lona Schreiber

Committee Members Absent: Edward Reynoso

TAB Liaison Present: Peter Dugan

CALL TO ORDER

A quorum was present when Chair Barber called the regular meeting of the Council's Transportation Committee to order at 4:02 p.m. on Monday, January 14, 2019 in the Metropolitan Council Chambers, Saint Paul, MN.

APPROVAL OF AGENDA AND MINUTES

Motion by Letofsky, seconded by Munt to approve the agenda. Motion carried.

Motion by Letofsky, seconded by Schreiber to approve the minutes of the December 10, 2018 regular meeting of the Transportation Committee. Motion carried.

TAB LIAISON REPORT

Peter Dugan reported the following information from the last TAB meeting:

West Lakeland Township had a concern about a road the MAC was proposing in Melander's district and MAC assured the TAB they would work with the Township even though the road is on MAC property. Dugan summarized the discussion around a revised Base Plus scenario and said that the TAB forwarded the Expansion-Heavy scenario and the revised Base Plus scenario for the TAC Funding & Programming Committee to review. Metropolitan Transportation Services Director Nick Thompson shared that there is no recommendation from staff between the two scenarios so the TAB on Wednesday will discuss the two scenarios and make a determination. Thompson added that the Base Plus scenario received a lot of support at the last TAB meeting. Thompson said that some level of overprogramming is an effective tool since a number of projects drop off, but it is a matter of finding the right balance of overprogramming. Thompson stressed that it is important to fund projects in the order that they were scored and not skip over projects. Munt expressed her appreciation for the dialogue and give-and-take that happened at the last TAB meeting with general consensus around the Base Plus scenario.

METROPOLITAN TRANSPORTATION SERVICES DIRECTOR AND METRO TRANSIT CHIEF OPERATIONS OFFICER REPORTS

Metropolitan Transportation Services Director Nick Thompson reported:

Metro Mobility Outage Impacts

On Friday January 4 at about 10:30 a.m., as part of the Council-wide outages, Metro Mobility contractors lost connectivity to systems that manage customer information, allow for ride scheduling, relay ride information to buses, and allow dispatch to manage service on the street. Until approximately noon, Metro Mobility contractors were able to receive customer calls and record ride request on paper. Shortly after noon, the Council's phone and web services also went down and Metro Mobility customers had no way of communicating with the Council or contract providers. There has not been an impact this severe before. The

contract drivers began using paper manifests, printed the night before, to deliver rides. The inability for drivers to get driving directions from the onboard computer terminals and effectively communicate about service changes resulted in a number of missed trips and delayed pick-ups. At about 4:00 p.m. the software connection was restored, and customers were able to reach the contractor reservations and dispatch staff. Reservation lines normally close at 5:00 p.m. but they were held open and calls taken by contractor staff until 7:00 p.m. The Council issued a statement to primary media outlets at about 4:00 p.m. saying that customers with scheduled rides more than 30 minutes late would be reimbursed by the Council if they wanted to take a taxi, Uber or Lyft. Arrangements were also made with Taxi, Inc. to provide rides free of charge for those customers unable to pay for the ride upfront. Full system functionality was restored at approximately 6:00 p.m. Friday evening. The following Monday morning calls to the Metro Mobility Service Center were up with some calls pertaining to the Friday outage. Since then our investigations have found weaknesses even though previously we thought we had fully redundant systems, so we have already implemented changes. We have gone to an analog backup phone system so that there is a phone line working, we are investing in additional infrastructure and working with MNIT to understand if the system should be replaced – the system and the redundant path failed also so there is always a chance of an outage. We sent letters to customers apologizing for the outage and advising them to have emergency backup as well.

Transportation Policy Plan

Last Wednesday, January 9, 2019 was the Public Hearing for the Riverview Amendment, which was well attended. Comments are still being accepted until 5:00 p.m. January 21, 2019. Once all comments and responses have been compiled it will then come before the Council Members.

Federal Government Shutdown

It is now the fourth week of the federal government shutdown. Because of our reserves we are well positioned to manage our cash flow and programs in the near and mid-term. Our transportation capital program is one of the areas impacted by federal funding. We have reserves to continue operations without impact to customers for awhile but this has impact to both Metro Transit and MTS services and planning. If the shutdown continues on longer we will start to need approvals for TIP amendments and other TPP amendments but there is nothing pending. SWLRT has not even applied for its FFGA and wouldn't need to do so until later this year. Again, there's no immediate concern about delay, but that could change if the shutdown stretched out for several months.

Munt mentioned the ADA article in the Star Tribune that Director Thompson was quoted in saying that cities are not eligible for funds from the Met Council unless they have a plan in place to be ADA accessible. Munt asked if it is possible for the Council to maintain a list of which cities have a plan and which don't, if the cities aren't eligible for TAB dollars do they have resources to create a plan? Thompson said for this year's Regional Solicitation, applicants had to have a plan or be in progress in order to apply. In two years from now applicants will have to have a plan in order to apply. Thompson said it applies to cities, counties, and the Met Council. The Metropolitan Council sent a survey but the Council is not the enforcer or regulator, but we can look into providing an update. Thompson said we can follow up with this, we recently hired staff who will make this a priority for the Council for our own ADA transition plan.

Metro Transit Chief Operations Officer Vince Pellegrin reported:

Record Vikings Ridership

More Minnesota Vikings fans are taking transit to and from games at U.S. Bank Stadium than ever before. Around 26,000 light rail and Northstar rides have been provided to each home game this season, representing about 20 percent of total attendance. In 2017, 16 percent of fans took transit. Combined, fans took nearly 263,000 rides to and from 10 Vikings home games this season. The uptick in ridership hasn't significantly impacted operations. While supplemental bus service has not been provided this season, post-game operations typically wind down less than an hour after the game's

end. U.S. Bank Stadium will be relatively quiet until it's used as the site of the NCAA Men's Final Four. Service planning for that event is ongoing. For those already thinking about spring, we'll also be providing free rides to each day of the upcoming TwinsFest at Target Field. Information can be found on our website.

C Line Testing and Construction

We're seeing more signs that the C Line's opening is drawing closer. Last week, construction crews began burying wires and making other preparations for an on-route bus charger at the Brooklyn Center Transit Center. A temporary charger was recently brought to our Heywood Garage, where six permanent chargers will be installed. Over the weekend, C Line buses were out simulating service on the corridor to provide the information we need to create accurate schedules. To date, we've received five of the 14 buses that will be used on the C Line (electric buses remain in production). Pylons that will display real-time information at C Line stations are being tested as well. In December, we opened C Line shelters to customers boarding local buses.

Move Minneapolis/Chamber Merger

Two of our most important partners are joining forces. Move Minneapolis and the Minneapolis Regional Chamber of Commerce are merging, a move that will be celebrated at the chamber's annual meeting on Thursday. As a Transportation Management Organization, Move Minneapolis works with Metro Transit and other local partners to promote sustainable transportation among downtown Minneapolis workers, residents and visitors. We believe this merger will help stabilize Move Minneapolis' local funding requirements needed to match federal CMAQ money passed on to it from the Council and provide for more direct opportunities for TDM outreach and education to downtown businesses.

BUSINESS

Consent Items:

Motion was made by Commers, seconded by McCarthy and carried, to approve the following consent items:

1. **2019-9:** 2019-2022 TIP Amendment: MnDOT I-94 Ramp Bridge Rehabilitation

Motion: That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2019-2022 Transportation Improvement Program (TIP) to increase the cost of MnDOT's I-94 Ramp Bridge Rehabilitation project.

2. **2019-10:** 2019-2022 TIP Amendment: Heywood II Bus Garage

Motion: That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2019-2022 Transportation Improvement Program (TIP) to add FTA Section 5339 discretionary funds for Metro Transit's Heywood II Bus Garage (Minneapolis Bus Garage).

3. **2019-11:** 2019-2022 TIP Amendment: TH 212 and CSAH 44 Interchange in Chaska

Motion: That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2019-2022 Transportation Improvement Program (TIP) to construct an interchange at TH 212 and CSAH 44.

4. **2019-12:** 2019-2022 TIP Amendment: Anoka County CSAH 14 Reconstruction

Motion: That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2019-2022 Transportation Improvement Program (TIP) to change the cost, year, and description of Anoka County's CSAH 14 reconstruction project.

5. **2019-13:** 2019-2022 TIP Amendment: Hennepin County CSAH 46 Pedestrian Safety Project

Motion: That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2019-2022 Transportation Improvement Program (TIP) to change the cost and program year of Hennepin County's CSAH 47 (46th St.) Pedestrian Safety Project.

6. **2019-15:** Federal Performance 2019 Metro Area Safety Targets, Resolution 2019-1

Motion: That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2018-2021 Transportation Improvement Program (TIP) to reduce the cost and change the pavement type from concrete to bituminous on Anoka County's CSAH 14 overlay project (SP # 002-614-042).

Non-Consent Items:

1. **2019-14:** Small Bus Regular Route Transit Service Contract

Metropolitan Transportation Services Contracted Services Manager John Harper presented this item.

Munt asked who currently executes the contract. Harper said First Transit does and would continue to.

Motion by Schreiber, seconded by Munt:

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute a contract with First Transit, Inc. to provide regular route transit service from June 1, 2019 through May 31, 2023 in an amount not to exceed \$11,622,310.

Motion carried. Hearing no objection, Chair Barber stated this item could proceed as consent to Council.

2. **2019-2:** Addendum to the D Line Station Plan for Chicago & 48th Street Station

Metro Transit Arterial BRT Manager Katie Roth presented this item.

Letofsky thanked staff for their work to engage the community about this stop being added in after staff heard from individuals that the stop should be added.

Motion by Letofsky seconded by Schreiber:

That the Metropolitan Council approve an addendum to the D Line station plan confirming the planned location of the Chicago & 48th Street station.

Motion carried. Hearing no objection, Chair Barber stated this item could proceed as consent to Council.

3. **2019-6:** Operating Grant Agreements with the Funding Transitway

Metro Transit Finance Director Ed Petrie presented this item.

There were no questions or comments from Council members.

Motion by Schreiber, seconded by McCarthy:

That the Metropolitan Council authorize the Regional Administrator to execute operating grant agreements for the calendar year 2019 with the Funding Transitway Counties of Anoka, Hennepin and Ramsey to receive funds in 2019.

- METRO Blue Line LRT \$13,493,437
 - Hennepin County - \$13,493,437
- METRO Green Line LRT \$13,094,737
 - Hennepin County – \$7,856,842
 - Ramsey County – \$5,237,895
- Northstar Commuter Rail \$7,506,412
 - Anoka County – \$6,110,219
 - Hennepin County – \$1,396,193

Motion carried. Hearing no objection, Chair Barber stated this item could proceed as consent to Council.

4. **2019-8:** Ratification of Emergency Declaration to Increase Txbase Purchase Order 242447 Metro Transit Finance Director Ed Petrie and Metro Transit Material Management Manager Chris Haefner presented this item.

Letofsky asked why more tires are being used than expected. Haefner said the tires have a lifespan and the majority of the vehicles came into service in 2013, so every vehicle is getting to the 5 year point and the tires are starting to wear out at the same time. Munt said the Metropolitan Council promised the community that the tires would be ground to a perfect circle so that there would be less noise and vibration so this fulfills the commitment made to the community.

Motion by Munt, seconded by Letofsky:

That the Metropolitan Council ratify the Justification for and Declaration of Emergency to increase purchase order 242447 from Siemens so that Metro Transit can purchase 128 Light Rail Vehicle (LRV) tires instead of 64.

Motion carried. Hearing no objection, Chair Barber stated this item could proceed as consent to Council.

5. **2019-7:** Type II Light Rail Vehicle (LRV) 296 Tires
Metro Transit Material Management Manager Chris Haefner presented this item.

A Metro Transit employee, Ron Kammuehler, signed up to provide public comment: Kammuehler spoke in support of obtaining tires but said that this should never have become an emergency. Kammuehler said there is a tracking system so that it is known when tire quantities are low. Kammuehler said tires had to be borrowed so they were not the same tires, resulting in some of the tire needing to be cut away, wasting tire and staff time. Kammuehler also mentioned work being sent out to external sources.

Motion by Dorfman, seconded by Munt:

That the Metropolitan Council authorize the purchase of 296 Type II LRV tires from Siemens at a cost of \$699,000.

Motion carried. Hearing no objection, Chair Barber stated this item could proceed as consent to Council.

INFORMATION

1. Development Trends Along Transit

Metro Transit TOD Associate Planner Michael Greif presented this item.

Dorfman asked what the percent of affordable units were, Grief said this was not looked at in the report. Munt said there is a debate over whether BRT can generate the same kind of TOD as Light Rail can so it will be interesting to see the data as it continues to come in. Munt said her observation is that the public policy has changed over time as well, initially with Hiawatha the line was built and development was discussed after the fact, then with Central Corridor it was built in partnership with the Cities, and now with Southwest, housing and commercial investments are being made before tracks are even laid.

2. Speed & Reliability Improvements

Metro Transit Service Development Director Adam Harrington and Metro Transit Route & System Planning Senior Planner Michael Mechtenberg presented this item.

McCarthy asked for clarification about the 1,200 more boardings at sheltered stops. Mechtenberg said there is a net change of 1,200 riders who are now boarding at sheltered stops. Mechtenberg added that more riders are being directed to stops with shelters and 2 stops alone make up about 700 of the 1,200. Dorfman encouraged work with the Downtown Business Council as working groups are developed. Munt asked if stop consolidation increases speed. Mechtenberg said fewer stops happen but more people board at each location. Munt said this seems to focus on the individual ridership experience like Metro Transit General Manager Brian Lamb has always encouraged so this is a positive step.

2. Public Art Update

Metro Transit Public Arts Administrator Mark Granlund presented this item.

Dorfman asked about the pieces along Hiawatha and asked if artists provided direction for how pieces should be maintained. Granlund said soon after the pieces were installed, Professional Conservator Kristin Cheronis created maintenance plans for each of the pieces. McCarthy asked about the temporary public use, who is responsible for installing, the expense, etc. Granlund said it is at the expense of the community and Metro Transit may offer help installing since Metro Transit has tools and know-how but the community is to provide the resources and maintenance. Munt expressed her appreciation for Granlund cataloging and maintain the public art. Schreiber asked if vandalism is escalating and if we are documenting it. Granlund said in his two years of experience it has seemed seasonal and cyclical. Dorfman asked for an update with the Places Committee for Southwest. Granlund said they are ahead of the funding, the next meeting is in March, there are two stations where artwork will be put on property that won't be affected by the construction of the light rail line.

Chair Barber welcomed Wes Kooistra to the role of Metro Transit General Manager and voiced appreciation for Brian Lamb's dedication to the role. Munt, Dorfman, and Schreiber expressed their appreciation and respect for Brian Lamb and their enjoyment working with him.

ADJOURNMENT

Business completed, the meeting adjourned at 5:43 p.m.

Jenna Ernst
Recording Secretary