

Minutes of the REGULAR MEETING OF THE TAAC COMMITTEE

Wednesday, June 3, 2015

Committee Members Present: Chair Kjensmo Walker, Julianne Bina, Christopher Bates, Adora Sage, Ken Rodgers, Douglas Moody, Kim Trenary, Heidi Myhre, Nichole Villavicencio, Margot Imdieke Cross and Patty Thorsen.

Committee Members Absent: Jeffery Smith

Committee Members Excused: Robert Platz, Bob Anderson and David Fenley

Council Staff Present: Clarissa Schleichert, Pam Steffen, Carol Lafleur, Jim Harwood, George Serumgard and Claudius Toussaint from Metro Transit, Noel Nix, Andrew Krueger, Elaine Koutsoukos, Brooke Bordson, Andy Streasick, Judd Schetnan and Alison Coleman.

Public Present: Kari Sheldon

CALL TO ORDER

A quorum being present, Committee Chair Walker called the regular meeting of the Council's TAAC Committee to order at 12:32 p.m. on Wednesday, June 03, 2015.

APPROVAL OF AGENDA AND MINUTES

It was moved by Bates, seconded by Trenary to approve the agenda. **Motion carried.**

It was moved by Trenary, seconded by Bates to approve the minutes of the (date), 2015 regular meeting of the TAAC Committee. **Motion carried.**

INFORMATION & BUSINESS

This meeting was not recorded.

1. Phase 2 Transit Hub – Minnesota and 6th

George Serumgard spoke to the TAAC committee. He is a Senior Project Coordinator at Metro Transit. He gave a powerpoint presentation on the 1992 construction design and then the 2015 concept. There is a curved exterior waiting shelter canopy. He showed the curved benches. There is an integrated curved wall. The pavement would have scoring. Imdieke Cross suggested that there not be scoring. It is difficult for wheelchairs to move on scored pavement.

2. Downtown Minneapolis Pedestrian Bridge

Jim Harwood spoke to the TAAC committee. He is the Project Manager of Engineering and Construction at Metro Transit. He showed a powerpoint presentation. At the pedestrian LRT crossing there would be 12 trains per hour, per direction. There would be five special event trains. There is an average of 120 seconds headway. There is 65 seconds for 2,100 pedestrians to cross the bridge. There is an accessible travel path. He showed the pedestrian movement without the bridge and then the pedestrian movement with a 30 foot bridge. He showed the aerial vision of the proposed pedestrian bridge. There was a view of the East Stairs and Tower and a view of the East Elevator Tower. There was a view from 4th Avenue toward the stadium.

The pedestrian bridge comparison:

Downtown East Station Bridge

- Span 240 feet
- Width 25 feet to 30 feet
- Cost \$6 million
- Elevators
- Snow Melt – Integrated in Bridge

Martin Sabo Pedestrian Bridge

- Span 220 feet
- Width – 15 feet to 20 feet
- Cost \$5.1 million
- No Elevators
- Snow Melt – 0

Current Considerations

- Safety
- Accessibility
 - Additional Elevators
 - Potential for limited and controlled platform to platform crossing
- Budget Concerns
 - Currently in value engineering

Indieke Cross motioned that TAAC support the installation of a second elevator on both ends of the bridge to provide greater access for people with disabilities and to provide a level of redundancy should one of the elevators malfunction. Bates seconded the motion. There was one opposed. The motion carried.

3. What is TAAC? / Robert's Rules of Order Review

Andy Streasick spoke to the TAAC committee.

The TAAC Purpose and Mandate

- Advise on the development and management of policies regarding accessibility of all aspects of fixed regular route and special transportation services for persons with disabilities.
- Advise the Council on long-range plans to meet the accessible transportation needs of the disability community. (MN Statute 473.375)
- Assist in communicating with riders, advocacy groups, and legislators to enhance the efficiency and effectiveness of the region's special transportation services. (TAAC Bylaws)

TAAC Membership Requirements

Legislative

- Sixteen members including a Chair
- Elderly persons
- Persons with disabilities
- Users of special transportation services (Metro Mobility)
- At least ½ must be both ADA-certified and users of public transit
- Two must be from the Council on Disability

By-Laws

- One member from each precinct (A – H) 8
(There is a preference given to applicants living in the precinct they represent.)
- Two members from MSCD 2
- Two members from MCCD 2
- Two members from MAAA 2
- One member from AARP 1

Other helpful information:

- TAAC members serve at the “pleasure of the Council” for a two year term
- Regular attendance is expected and required
- They serve without compensation but reasonable expenses can be reimbursed
- Meetings are held monthly
- Operate in accordance with Robert’s Rules of Order, by-laws and Council policies
- Voting is done in person by voice vote – a roll call can be called if requested
- Vice Chair is a member of the Committee appointed by the Chair

Andrew Krueger spoke to the TAAC committee about the Robert’s Rules of Order.

Purpose and Background:

Purpose: Orderly, Productive and focused meetings

Background: “Codification of parliamentary law” by Henry Martyn Robert, in 1875 after presiding over a disastrous public meeting.

Helpful Vocabulary

Quorum: Minimum number of members needed for business to be validly transacted. (Simple Majority)

Chair: The title for the presiding officer who is responsible for conducting the meeting and ensuring that the rules are observed.

Have the floor: A person recognized by the Chair and allowed to speak.

Out of Order: A member or motion that did not follow Robert’s Rules.

Motion: The way business is brought to the committee.

A Motion...

- Requires Action: It is the formal proposal by a member that the group takes action
- Should be clear; If passed it becomes the official stance of the group
- Must be seconded: Another member must agree the group should consider the action
- Is restated by the Chair: The Chair restates the motion to ensure it is clear
- Is opened for discussion: The Chair opens discussion on the merits of the motion
- May be amended, referred or postponed

Amending a Motion

An Amendment...

- Modifies a motion: The amendment adds, subtracts or clarifies the original motion
- Focuses the group: When an amendment is made, discussion is concentrated on the smaller issue
- May be amended: Yes an amendment to a motion can be amended again
- Must be resolved: Before considering the motion the amendment must be resolved

Example of a Motion

Motion: “I move that Metro Mobility provide a free ride to every new rider.”

Amendment 1: “I move that it is two free rides”

Amendment 2: “I move that the free rides be provided on a Go-To Card”

Final Motion: “I move that Metro Mobility provide two free rides on a Go-To Card to every new rider”

Resolution of a Motion

- Refer: Refer the question to a committee or other body. *“I make a motion that we refer this question to the Transportation Committee.”*
- Postpone: A motion can be made to postpone for a set amount of time or indefinitely *“I move that we postpone a vote on this until the August meeting.”*
- Table: Motion to lay aside, usually for a specific purpose. *“I move we table this motion until we get financial information from MM Management on the cost.”*
- Vote: The Chair may call the motion to a vote.

4. Cedar Grove Transit Station

Claudius Toussaint spoke to the TAAC committee. He is a Principal Engineer at Metro Transit.

Background:

- Concept “G”: Center median station with an enclosed walkway connecting to the existing station.
- January 7, 2014: DCRRA (Dakota County Regional Rail Authority) resolution adopting Concept “G”.
- February 12, 2014: Council took action on Business Item 2014-31 to adopt Concept “G”.
- Red Line: Over 10 minute (20%) travel time savings.
- Operating Savings: Red Line - \$223,000, MVTA – 30,000

He discussed how the Red Line buses access the Cedar Grove Transit Station today.

He gave a project overview:

Proposed Improvements: New passenger station in the center of Hwy 77 and a new enclosed skyway connection to existing station.

Benefits: Improve travel times for Metro Red Line riders and some express routes on the Hwy 77/Cedar Avenue corridor.

Project Partners: Metro Transit, Metropolitan Council, City of Eagan, MVTA, DCRRA, Counties Transit Improvement Board and MnDOT.

How will you get to the Red Line?

Now: Existing station (Nicols Road) Future: New station (Hwy 77 median)

Where do local MVTA buses stop?

Now: Existing station (Nicols Road) Future: Existing station (Nicols Road)

Where do MVTA express buses stop?

Now: Existing station (Nicols Road) Future: Potential to use new station in median of Hwy 77.

Where do transfers between local and Red Line buses happen?

Now: Existing station (Nicols Road) Future: Cross skyway between new Hwy 77 station (Red Line) and existing Nicols Road station (local)

New Station Features:

- Glass enclosed skyway across Hwy 77
- Stairs and elevators at each end
- Glass enclosed indoor waiting area
- Canopied outdoor waiting area
- Red Line bus stops
- Potential for future use by express and other buses

Funding Sources: CTIB \$10,400,000; State Bonds \$1,300,000; DCRRA \$1,300,000; Chp 152 \$2,000,000
Proposed budget \$15,000,000.

Project Schedule: Concept Design – early to mid 2015; Open House #1 – May 2015; Detail Design – Mid to late 2015; Open House #2 – Fall 2015; Construction Begins – Early 2016, Station Opening Early 2017.

5. Legislative Update

Judd Schetnan spoke to the TAAC committee. He is the Director of Government Affairs at the Metropolitan Council. There is a divided legislature – the House is under Republican control; Senate under DFL control. The odd numbered years are when the legislature passes the two-year, biennial budget. There is a \$1.8+ billion surplus as Legislators prepared budgets. The House, Senate and Governor had different priorities. They agreed on the need for a transportation bill but disagreed on funding mechanism. The same goes for the E-12 education funding and the Tax Bill.

Transportation Proposals: The Governor, Senate and House each listed Transportation as a top priority, but had substantially different approaches.

The Governor's Proposal: The Governor proposed a comprehensive transportation package that included a new gas tax and increase of the metropolitan area sales tax to provide a permanent, dedicated revenue source for transportation and transit.

- \$2.8 billion over 10 years for expansion and improvement of our transit system.
- Expand regional bus system by almost 30% by 2025.
- More routes, more frequent service, more coverage.
- Modernized system using new technologies and real-time updates.
- +1,000 shelters and amenities.

Legislature's Proposals:

- The Senate passed a transportation bill similar in many ways to the Governor's proposal- creating new, dedicated funding sources for roads and bridges and transit.
- The House bill did not include new revenue, but instead reallocated money currently going to the General Fund for roads and bridges.
- End result of negotiation attempts was a "lights on" transportation bill.

"Lights On" Transportation Bill

- \$76.6 million per year in 2016-2017 for transit operations.
- \$89.82 million per year base for 2018-2019.
- \$29.7 million re-appropriated from the remaining 2013 SWLRT appropriation of \$37 million.
 - \$2 million to Suburban Transit Providers for suburb-to-suburb demonstration project.
 - \$200,000 to Transportation Management Organizations
 - Remaining funds go to transit operations, including light rail operations, A-Line operations, and Metro Mobility.

Transportation Policy

New member added to the Transportation Advisory Board (TAB)

- Added 34th member
- Appointed by the Suburban Transit Association
- Must be elected official from a city receiving Suburban Transit Provider Service
- Membership change effective the day after enactment

End of 2015 Regular Session

- Governor will call a Special Session to handle remaining business – could be very soon
 - Legacy fund – passed by the House; Senate ran out of time to pass.
 - Environmental Finance – vetoed by the Governor
 - E-12 Education Finance – vetoed by the Governor
 - Tax Bill & Bonding Bill – no bill passed during session, may be part of special session negotiations
 - Specific provisions in other bills that the Governor wants revised
- Budget bills must be enacted by June 30 to avoid any agency shutdowns

Additional Items with Council Impact

- \$1 million in Legislative-Citizens Commission on Minnesota Resources Bill for park land acquisition
- \$35,403 million for Parks and Trails in Legacy Bill
- \$975,000 for Water Supply Planning and \$250,000 for water demand reduction grants each year in Legacy Bill
- Changed from voting member to ex-officio member of Clean Water Council in Legacy Bill
- \$8.54 million for Metropolitan Regional Parks in Environmental Bill
- Park Interest Earnings – Environmental Bill ends current dedication of interest to North Mississippi Regional Park effective 2018
- Metropolitan Area Water Supply Advisory Committee changes made and \$200,000 appropriated for water supply technical and planning support in Environmental Bill.

Confirmations: Chair and Council Members were confirmed by the Senate after a confirmation hearing in the State & Local Government Committee.

What did not happen:

- Housing plans and affordable housing allocations require approval by the legislature.
- Legislative approval of development guide required
- Metropolitan Council governance changes
 - Staggered terms
 - Only local elected officials eligible to serve as Members
 - Local government approval of Members
 - Chair elected by Council
 - “Blue Ribbon Commission” to recommend changes

MEMBER COMMENT

Bates made a motion to that TAAC go on record in favor of the use of ramps in lieu of stairs where it is practical in future Metro Transit construction projects. Sage seconded the motion. Bates said to table this motion until a future meeting.

Various members spoke about issues they had.

PUBLIC COMMENT

Kari Sheldon spoke about a situation she had.

ADJOURNMENT

Business completed, the meeting adjourned at 2:52 p.m.

Alison Coleman
Recording Secretary