

Minutes of the

REGULAR MEETING OF THE TRANSPORTATION COMMITTEE

November 13, 2017

Committee Members Present: Chair Katie Rodriguez, Cara Letofsky, Steve Elkins, Lona Schreiber, Jon Commers, Gail Dorfman, Jennifer Munt, Marie McCarthy, Edward Reynoso, Deb Barber

Committee Members Absent:

TAB Liaison Present: None

CALL TO ORDER

A quorum was present when Committee Chair Rodriguez called the regular meeting of the Council's Transportation Committee to order at 4:07p.m. on Monday, November 13, 2017 in the Metro Transit F.T. Heywood Chambers, Minneapolis, MN.

APPROVAL OF AMENDED AGENDA AND MINUTES

Chair Rodriguez suggested moving up the first Information Item, *Review Corridor Draft Locally Preferred Alternative*, to right after the Consent items. It was moved by Reynoso, seconded by McCarthy to approve the amended agenda. Motion carried.

It was moved by Reynoso, seconded by Letofsky to approve the minutes of the October 23, 2017 regular meeting of the Transportation Committee. Motion carried.

METROPOLITAN TRANSPORTATION SERVICES DIRECTOR AND METRO TRANSIT GENERAL MANAGER REPORTS:

Metropolitan Transportation Services Director Nick Thompson reported:

TPP 2018-2021

Received information that the Federal Highway has approved our TPP 2018-2021. This is a formality but allows us to move forward with projects in the TPP.

New Regional Allocation Policy

Have received final comments on proposal through today. Will bring this information forward to next Transportation Committee as an Information Item and then to full Council, requesting approval for new policy as required by law.

Wage Increase for Metro Mobility

After approval earlier this fall, wage increases for Metro Mobility drivers began on October 1st. We have heard from providers that it's had a real impact and have been receiving more quality applications. Hoping the result is better driver retention and attracting more quality applicants.

Metro Transit General Manager Brian Lamb reported:

Express Fares Added to App

Express rush hour fares were made available through Metro Transit's app last week. Express fares weren't included when the app was introduced because most express customers pay their fares with a Go To Card. The option was added in response to customers who said they wanted to be able to buy express fares. The fares are

accepted by Metro Transit and all regional providers. The app has been downloaded more than 100,000 times since it was introduced a year ago, generating more than \$500,000 in fare sales.

Green Line Ridership Sets Monthly Record (Again)

We recently reported that the Green Line saw its highest monthly average weekday ridership ever in September. The record didn't stand for very long. In October, the Green Line saw 43,841 average weekday rides, about 500 more rides than September's average. October's strong performance pushed total Green Line ridership to nearly 1.3 million rides, up 4 percent compared to the same time last year. Blue Line ridership is up almost 6 percent and Northstar ridership is up 12 percent through the end of October. Combined, we've provided 69.4 million riders, slightly ahead of where we were last year.

BUSINESS

Consent Items

Motion was made by Commers, seconded by Elkins and passed, to approve the following consent items:

1. **2017-228:** METRO Green Line Subordinate Funding Agreement (SFA) No. 14 with Minnesota Department of Transportation (MnDOT)

Motion: That the Metropolitan Council authorize the Regional Administrator to negotiate and execute a METRO Green Line Subordinate Funding Agreement (SFA) No. 14 to the Master Funding Agreement (MFA) with the Minnesota Department of Transportation (MnDOT) in the total amount not to exceed \$54,000 for calendar year 2018.

2. **2017-229:** METRO Blue Line Extension – Subordinate Funding Agreement (SFA) No. 05 with Minnesota Department of Transportation (MnDOT)

Motion: That the Metropolitan Council authorize the Regional Administrator to negotiate and execute a METRO Blue Line Extension Subordinate Funding Agreement (SFA) No. 05 to the Master Funding Agreement (MFA) with the Minnesota Department of Transportation (MnDOT) in the total amount not to exceed \$2,066,773 for calendar year 2018.

3. **2017-230:** METRO Green Line Extension – Subordinate Funding Agreement (SFA) No. 09 with Minnesota Department of Transportation (MnDOT)

Motion: That the Metropolitan Council authorize the Regional Administrator to negotiate and execute a METRO Green Line Extension Subordinate Funding Agreement (SFA) No. 09 to the Master Funding Agreement (MFA) with the Minnesota Department of Transportation (MnDOT) in the total amount not to exceed \$3,401,890 for calendar year 2018.

4. **2017-259:** Small Bus Procurement

Motion: That the Metropolitan Council authorize the Regional Administrator to execute purchase agreements with:

1. Hogle Bus (MnDOT Contract 88294) for up to 6 replacement buses and 2 expansion buses in an amount not to exceed \$778,050; and
2. North Central Bus Sales (MnDOT Contract 88331) for up to 5 replacement buses in an amount not to exceed \$350,000.

Non-Consent Items:

1. **2017-231:** Gold Line BRT– Subordinate Funding Agreement (SFA) for 2018 MnDOT Staffing
Metro Transit Senior Manager BRT/Small Starts Charles Carlson provided background and introduced Metro Transit Senior Project Manager Gold Line Project Chris Beckwith who presented this item. There were no questions or comments from Council members.

Motion by Schreiber, seconded by Reynoso:

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute a METRO Gold Line BRT Subordinate Funding Agreement (SFA) No. 01 to the Master Funding Agreement (MFA) with the Minnesota Department of Transportation (MnDOT) in the total amount not to exceed \$909,461 for calendar year 2018.

Motion passed. Hearing no objection, Chair Rodriguez stated this item could proceed as Consent to Council.

2. **2017-241:** Gold Line BRT Project Management/Environmental Contract

Metro Transit Senior Project Manager Gold Line Project Chris Beckwith presented this item. There were no questions or comments from Council members.

Motion by Barber, seconded by Munt:

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute the Project Management and Environmental Services Consultant (PMC) consultant contract with HNTB Corporation for consultant services for the METRO Gold Line Bus Rapid Transit Project (Gold Line) in an amount not to exceed \$19,490,885.

Motion passed.

3. **2017-258:** Gold Line BRT Office Lease Agreement

Metro Transit Senior Project Manager Gold Line Project Chris Beckwith presented this item. There were no questions or comments from Council members.

Motion by Letofsky, seconded by Elkins:

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute a Gold Line Bus Rapid Transit (GBRT) Project Office lease agreement between the Metropolitan Council and Ramsey County Department of Property Management for a 9,578 square foot space in the Metro Square Building in St. Paul, Minnesota for the seven-year (84-month) period from February 1, 2018 through January 31, 2025 in an amount not to exceed \$1,320,864.

Motion passed. Hearing no objection, Chair Rodriguez stated this item could proceed as Consent to Council.

4. **2017-248:** Contract for Transit Vehicle Tire Lease and Service

Metro Transit Acting Director, Bus Maintenance Joe Reichstadt introduced Metro Transit Acting Manager - Warranty, Contracts & Analysis Abel Mumbi who presented this item. Mumbi answered a couple questions from Council members: how many companies make tires for buses (3); why was there only 1 proposal (couldn't determine because there was adequate competition); is it cheaper to lease then purchased (yes).

Motion by Reynoso, seconded by Commers:

For the Metropolitan Council to authorize the Regional Administrator to execute a five-year tire lease and service contract with Michelin North America, Inc. in accordance with the Council's specifications and Michelin's proposal dated August 23, 2017 for an amount not to exceed \$14,463,419.33.

Motion passed. Hearing no objection, Chair Rodriguez stated this item could proceed as Consent to Council.

5. **2017-250:** Contract for Fuel Supply for the Northstar Commuter Rail Service

Metro Transit Manager, Commuter Rail Maintenance Jeremy Spilde presented this item. Reynoso asked if we are purchasing fuel at a fixed price or does it fluctuate. Spilde responded that it's based off the Opus price and the company bids on top of that; same structure as the bus fuel contract.

Motion by Letofsky, seconded by Reynoso:

That the Metropolitan Council authorize the Regional Administrator to execute contract 17P182 with Beaudry Oil & Propane to supply diesel fuel for the Northstar Commuter Rail Service in an amount not to exceed \$4,594,675.

Motion passed. Hearing no objection, Chair Rodriguez stated this item could proceed as Consent to Council.

6. **2017-252:** Northstar Vehicle Maintenance Facility Drop Table and Extra Track Contract Amendment, Contract No. 16P071

Metro Transit Principal Engineer – Engineering & Facilities Kim Zlimen presented this item. Dorfman asked why the drop table was removed from the original Northstar project. Zlimen answered that is was due to value engineering during the original Northstar project, with Jones confirming this information.

Motion by Reynoso, seconded by Schreiber:

That the Metropolitan Council authorize the Regional Administrator to execute an amendment to professional services Contract No. 16P071 with HNTB Corporation in the amount of \$108,985, and extend the contract termination date to December 31, 2019.

Motion passed. Hearing no objection, Chair Rodriguez stated this item could proceed as Consent to Council.

INFORMATION

1. Riverview Corridor Draft Locally Preferred Alternative

Metropolitan Transportation Services Manager, Transportation Planning Cole Hiniker introduced Mike Rogers and Commissioner Ortega from Ramsey County who presented this item. Rogers, Ortega, Hiniker answered a couple of questions from Letofsky: has part of the conversation been to build the line in sections, not all at once (no; there had been preliminary discussions about stopping the line when it intersects with Blue/Green light rail but decided we didn't want to force customers to transfer and to build the corridor at the same time); big barriers will be crossing the Mississippi and the tunnel under Fort Snelling (yes, these are big matters but we have started a list of other partners that need to be involved and already started planning for that); what needs to be in the TPP to allow for modern street car (there is no real requirement as long as there is a locally supported project and the support of an agency that is willing to operate and build it). Hiniker added that staff has already proposed language for a draft that would propose putting modern street car as a mode that is recognized but one thing that will need to be discuss is the line between modern street car and light rail. Dorfman asked how the process could be sped up and if the project has to go through the federal process. Ortega responded that the biggest issue is community engagement and that they intend to have community support moving forward. Ortega also expressed that we would want to go after federal dollars as we pay into that.

Munt and Commers provided their support.

2. Ridership Report

Metropolitan Transportation Services Manager, Contracted Transit Services John Harper presented this item. Letofsky was curious why we saw an increase in Northstar but not express service during I94 construction. Harper answered this is probably because the express bus would still have had impacts since it's traveling through the construction zone. Munt asked if the downward trend in Metro Mobility is because of the fare increase. Harper responded that this is guessed to be a result of service delivery issues related to driver shortages. Metropolitan Transportation Services Director Nick Thompson added that since the fare increase we've seen similar numbers of ridership and generally hasn't been a negative impact. Reynoso requested to see the comparison of quarters, instead of year to date and ridership numbers since the fare increase that doesn't include events. Harper responded he'd take that request back to staff for next update.

3. Nicollet Mall Update

Metro Transit Assistant Manager Street Operations Demetairs Bell presented this item. Dorfman asked how many of the shelters will be installed and Metro Transit General Manager Brian Lamb responded that the number is 12, essentially every other block in both directions. Letofsky asked if there is plans for any conventional media regarding the reopening. Bell responded that yes, there will be an event for local media, in which he believes Metro Transit will have a wrapped bus at. Elkins wondered if there were any bus routes operating on the mall before the shutdown that will be staying on Hennepin or Marq 2. Bell answered that there are some express routes that moved to Marq 2 and will stay there, essentially only have local routes remaining on Nicollet Mall.

4. Fare Policy Update

Metro Transit Senior Manager Revenue Collection Nick Eull presented this item. Dorfman asked if we see a huge need for group rides on Metro Mobility to which Metropolitan Transportation Services Director Nick Thompson responded that the pilot will be small, it won't be heavily used, and it is restricted to off-peak times when we have capacity. Elkins questioned whether we have retained a consultant yet, with Eull confirming we do not but are currently defining scope and there would be an RFP issued. In response to a question from Letofsky regarding what goes into designing lines and when does a size of development/new jobs spur services change, Metro Transit Brian Lamb explained with a TOD focus, we try to encourage development to occur along intended investment corridors and at a future meeting we'll have Service Development present regarding service design. Chair Rodriguez suggested limiting the scope of work the consultant will undertake, to help ensure work is completed in 2nd quarter and that having a quick reminder about the fare policy and then a report as part of the annual budget process is important. Reynoso invited Eull to attend the next EAC meeting.

ADJOURNMENT

Business completed, the meeting adjourned at 6:07p.m.

Becky Davidson
Recording Secretary