

## Minutes of the REGULAR MEETING OF THE TRANSPORTATION COMMITTEE

Monday, December 22, 2014

**Committee Members Present:** Chair Adam Duinick, Vice-Chair Lona Schreiber, Steve Elkins, James Brimeyer, Marie McCarthy, Jennifer Munt and Edward Reynoso

**Committee Members Absent:** Katie Rodriguez

### CALL TO ORDER

A quorum being present, Committee Chair Duinick called the Regular Meeting of the Transportation Committee to order at 4:03 p.m.

### APPROVAL OF AGENDA AND MINUTES

It was moved by Schreiber, seconded by McCarthy, to approve the agenda. Motion carried.

It was moved by Elkins, seconded by McCarthy, to approve the minutes of the December 8, 2014 Joint Meeting of the Transportation and Community Development Committees. Motion carried.

**TAB LIAISON REPORT:** No TAB Liaison present at meeting. Chair Duinick mentioned that TAB is considering candidates for the position Chair Hargis will vacate at the end of the month. While the Met Council Chair makes the actual appointment, Met Council recommends both Robert Lilligren and Randy Maluchnik for TAB's consideration.

**METRO TRANSIT GENERAL MANAGER AND MTS DIRECTOR REPORTS** – Brian Lamb and Arlene McCarthy

Ms. McCarthy: The Motor Vehicle Sales Tax Revenue (MVST) report for November 2014 came in at 92.58% of forecast, the YTD at 99.74% (budget set at 95%). She also added that November is typically the second lowest revenue month, with February being the lowest (and shortest) month.

She also reminded Councilmembers that the Transportation Committee venue changes with the new year. St. Paul will host meetings January through June of 2015, and due to remodeling of the Robert Street Chambers during January, both meetings (January 12<sup>th</sup> and 26<sup>th</sup>) will be held in the LLA conference room.

Mr. Lamb: Last week we announced the Service Guarantee Program for our Northstar Commuter Line riders. The program is a promise that we will arrive reliably to the Big Lake or Target stations. In the month of January. If a train is more than 11 minutes late to either of those stops, the rides for passengers on those trips that are registered for the program will be free. Transit staff gathered at Target Field Station to tell riders about the program, and we believe that more than 200 people have now signed up. Just as importantly, people everywhere heard our message, "That when it comes to reliability," as WCCO Radio put it, "Metro Transit means business."

We've been using our social media sites to run a promotion this month where riders submit selfies alongside the lights and decorations. It's proven to be a fun way for our riders to promote our service and discuss it in fun and positive ways. The contest runs through the end of this week. (Mr. Lamb proceeded to show slides of selfies taken and submitted by Transit riders.)

Councilmember Brimeyer asked about the eleven minute criteria for fare reimbursement to Northstar riders. Mr. Lamb explained that Northstar trains will arrive at Target Station and Big Lake within a ten minute window of the schedule; if the commuter rail arrives 11 minutes late, however, there will be ticket reimbursement to those riders who have registered with Metro Transit's program.

Councilmember Schreiber mentioned that there was a meeting held in Coon Rapids with Governor Dayton and related cities about BNSF intersection crossing delay issues. Brian Lamb attended this meeting, and commented that he explained the 5-year history through the service guarantee program to the Governor and attendees. It's very encouraging how engaged the Governor is on both freight rail and commuter rail issues, which lines up nicely with the Transportation initiatives within the Administration.

## **BUSINESS**

### **CONSENT ITEMS:**

**2014-322:** Authorize Execution of Contract Options with Motor Coach Industries (MCI) on Behalf of MVTA. Proposed action: That the Metropolitan Council authorize the Regional Administrator to exercise contract options on contract #14P053 with MCI to purchase five coach buses in an amount not to exceed \$2,898,000 on behalf of the Minnesota Valley Transit Authority (MVTA).

**2014-324:** 2015-2018 TIP Amendment for Metro Transit: C Line Design and Engineering. Proposed action: That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2015-2018 Transportation Improvement Program (TIP) to include project design and engineering for future C Line (Penn Avenue) arterial bus rapid transit (ABRT) corridor in Minneapolis and Brooklyn Center.

It was moved by Schreiber, seconded by Munt, that the two consent items be approved and proceed as consent items to Council. **Motion carried and items adopted.**

### **NON-CONSENT ITEMS:**

**2014-295:** Red Line Cedar Grove Station Design Contract. This item was presented by Metro Transit's Principal Engineer Claudius Toussaint. Proposed action: That the Metropolitan Council (Council) authorize the Regional Administrator to execute a professional services contract with Short Elliott Hendrickson (SEH) Inc. for design and construction support services for a median transit station and skyway at a contract amount of \$885,553.16.

It was moved by Elkins, seconded by Brimeyer, that the item be approved. Motion carried. **Item sent consent to Council.**

**2014-325:** Authorization to Award Contracts for Dakota and Washington/SE Ramsey County Transit Link Service. Item was presented by MTS Project Manager Sheila Williams. Proposed action: That the Metropolitan Council authorizes the Regional Administrator to negotiate and execute:

A contract with Midwest Paratransit Services Inc. to provide Transit Link dial-a-ride service in Dakota County from June 1, 2015 through May 31, 2020 in an amount not to exceed \$4,259,396; and a contract with MV Transportation to provide Transit Link service in Washington County and SE Ramsey County from no earlier than March 2, 2015 for a 5-year term in an amount not to exceed \$8,223,214.

Bill Patten from Midwest Paratransit Services presented to the committee a response to the recommendation to award the Washington/SE Re contract award. Committee member Brimeyer suggested staff respond to Bill Patten's comments. MTS Director Arlene McCarthy briefly explained the delay of the business item, the procurement process and the realities of transitioning from one contractor to the next. Committee member Elkins asked if there was a desire to not award both contracts to one contractor. Ms. Williams described the structuring of contracts and the next procurement for Transit Link services in Anoka and Hennepin counties.

It was moved by Elkins, seconded by Schreiber, that that the item be approved. Motion carried. **Item sent non-consent to Council.**

**2014-323:** Approve Final Adoption of the 2040 Transportation Policy Plan and Accept Public Comment Report. Proposed action: That the Metropolitan Council accept the attached Public Comment Report on the Draft 2040 *Transportation Policy Plan* and adopt the revised final version of the 2040 *Transportation Policy Plan*.

MTS Deputy Director Planning & Finance Amy Vennewitz presented the item and handed out a funding graphic that has been added to the Introduction chapter and Finance chapters. The graphic demonstrates that much of the funding available over the 26-year time period of the Plan is dedicated to specific modes or purposes. Of the \$84 billion available, only 3%, or about \$2.2 billion is flexible funding to be allocated by the TAB through the Regional Solicitation for any of the modes.

Vennewitz also indicated that the TAB had provided a review and comment on the final Plan. The comments from the individual TAB members were provided as an attachment to the Business Item, but were not voted on by the TAB as a whole.

Chair Duininck thanked the Councilmembers and staff for their work on the Plan and indicated that while there are still some concerns from representatives of the five counties, the Plan as a whole was supported by a majority of the TAB members. Councilmember Brimeyer questioned whether the issue was a lack of transportation funding, and Chair Duininck agreed that this was really at the heart of many of the concerns. Vennewitz said that the federal requirement of fiscal constraint really highlights the lack of funding and does not allow the Plan to contain a list of projects that would satisfy all constituents. Even the Increased Revenue Scenario is meant to be a realistic view of a level of increased funding that could be achieved, but that will not accomplish, all desired projects. Individual members of the Transportation Committee expressed their support for the revised Plan.

It was moved by Elkins, seconded by Reynoso, that that the item be approved. Motion carried. **Item sent non-consent to Council.**

## **INFORMATION**

No information items were presented.

## **ADJOURNMENT**

Business completed, the meeting adjourned at 5:05 p.m.

Linda Thayer  
Recording Secretary