

Minutes of the

SPECIAL MEETING OF THE TRANSPORTATION COMMITTEE

July 9, 2018

LOCATION: Metro Transit F.T. Heywood Chambers, Minneapolis, MN

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

Committee Members Absent: Lona Schreiber, Cara Letofsky

TAB Liaison Present:

CALL TO ORDER

A quorum was present when Chair Rodriguez called the Special meeting of the Council's Transportation Committee to order at 4:01pm on Monday, July 9, 2018 in the Metro Transit F.T. Heywood Chambers, Minneapolis, MN.

APPROVAL OF AGENDA AND MINUTES

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

Motion by Munt, seconded by Elkins to approve the minutes of the June 25, 2018 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:

Regional Solicitation

Reminder that this is the last week for submitting applications – the deadline is close of business Friday. Staff is seeing a flurry of activity with questions about how to apply and element requirements.

TPP Public Comment Period

Comment period for TPP is underway. The public comment portion of the website has been live since the end of June. This allows anyone to see comments being made/questions being asked and anyone can also comment on the TPP.

Metro Transit General Manager Brian Lamb reported:

Million-mile train

The last time we met, the Blue Line had just entered its 14th year of operation. Well, our trains have put on a lot of miles over these last 14 years. In fact, the odometer on one of our Bombardier light rail vehicles this week will surpass the 1 million-mile mark – about 83,300 trips from the Mall of America to Target Field. Putting on all these miles certainly has an impact on the condition of our vehicles. But they remain in incredibly good shape thanks to preventative maintenance and planned fleet overhauls. To many casual observers, it can be hard to distinguish between our original fleet and newer Siemens trains. We expect all our light rail vehicles to be in use for at least 30 years so, even more incredibly, this million-mile milestone is really just the beginning for these vehicles.

Applicant training program

We had some great success hosting our first-ever bus operator applicant training programs last month. Nearly 60 individuals attended classes held at community organizations in Minneapolis and St. Paul. Job seekers who attend these classes can learn more about our benefits and what it's like to work at Metro Transit and

ask questions of a current bus operator. Participants who meet minimum qualifications can also receive support submitting their applications. Several other classes will be held over the next month. For dates, times and locations, visit our website.

Rondo parade

Council members are invited to join Metro Transit in the Rondo Days parade later this month. The parade will begin at 10 a.m. on Saturday, July 21, at the St. Peter Claver Catholic Church, a few blocks south of University Avenue and Lexington Parkway. Council members who would like to march with Metro Transit are invited to meet at the church shortly before the parade starts or come to Heywood Garage and travel to St. Paul by bus. The bus will depart Heywood at 8:30 a.m.

BUSINESS

Consent Items:

1. There were no consent items on the agenda.

Non-Consent Items:

1. **2018-153 JT:** 2nd Quarter Budget Amendment

Metro Transit Finance Director Ed Petrie & Metropolitan Transportation Services Finance & Administration Director Heather Aagesen-Huebner presented this item. There were no questions or comments from Council members.

Motion by Barber, seconded by Elkins:

That the Metropolitan Council authorizes the 2018 Unified Budget as indicated and in accordance with the attached tables.

Motion carried.

2. **2018-147:** Twenty 40-Foot Replacement Buses for 2019

Chair Rodriguez made a statement that Council members received a couple letters in opposition of this item but wanted to clarify misinformation in one of the letters – the MOU with Xcel does not state the goal is that Metro Transit's fleet will be 100% electric by 2040; the MOU states that the goal is to have all energy purchases by 2040 be from renewable sources.

Metro Transit Deputy Chief Operating Officer-Bus Brian Funk introduced Metro Transit Bus Maintenance Director Matt Dake (who joined Metro Transit this spring) and presented this item. Metro Transit General Manager Brian Lamb added that Metro Transit was previously the first large bus system in the country to expand into Hybrid technology and do so successfully. Lamb continued that the model in which Hybrids were rolled out, is similar to what is being proposed for electric buses – a pilot allowing staff to become knowledgeable on maintenance, providing feedback to the vendor to improve their model. Lamb stated that we must move forward in a thoughtful way and ensure the investments we make are ones we can count on. Dorfman asked that with the Electric Bus pilot beginning on the C Line, how long until staff reviews the fleet replacement? Lamb responded that it takes about 3 or 4 years to vet out initial problems and see actual production from an operational standpoint. Dorfman asked staff to address the other issues that were pointed out in the opposition letters. Lamb indicated that most items would have trade-offs and Funk responded in more detail: driver protection shields (currently evaluating and surveying operators to understand what features they want; would be premature select a vendor and outfit all buses), wider rear doors (would come at expense of interior seats), interior bike racks (would come at expense of interior seats; Red Line buses had this feature and it didn't go well but staff can look at the new designs and see if they would fit better functionally), windows that only top 1' slides open (industry is moving towards fewer windows that

open- providing stable climate), stop request cords over strips (cost trade off; strips easier to maintain), and ABRT Branding (when A-Line buses were acquired the flat facing front of bus was not available but now that it is, staff can evaluate for future purchases). Munt stated she has had much correspondence with the groups and the mutual feeling is that we need to speed up clean energy. Lamb explained that staff is searching for every available competitive grant (recent award of LoNo grant and partnership with Xcel are examples). Funk added that staff is working with MPCA on the VW Settlement – which has yet to release the RFP for transit buses. Reynoso was curious if Gillig will start making electric buses, to which Funk answered that yes – currently they have 30ft buses but Gillig hopes to produce 40ft buses soon. Chair Rodriguez added that Metro Transit has an application in the Regional Solicitation for electric buses and Metropolitan Transportation Services Director Nick Thompson added that suburban providers have applied for funding of electric buses in the past also.

Motion by Reynoso, seconded by Commers:

That the Metropolitan Council authorizes the Regional Administrator to exercise existing contract options in Contract 12P227 with Gillig Corporation to purchase seventeen (17) forty-foot standard biodiesel replacement buses and three (3) forty-foot buses with BRT styling in an amount not to exceed \$10,171,673.00, contingent on satisfactory results of the Pre-Award Buy America audit.

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

3. **2018-179:** Contract Extension with the University of Minnesota for U-Pass, Metropass and Campus Zone Pass

Metro Transit Revenue Collection Senior Manager Nick Eull introduced Metro Transit Revenue Operations Supervisor Lisa Anderson who presented this item. Reynoso asked if any studies have been done in regard to the impacts of the low costs for University of Minnesota passes compared to ridership and if we are losing money on the programs. Eull answered that to date there have been no studies on revenue loss; this is the most deeply discounted product, but Metro Transit has a strong partnership with the U of M and are frequently partnering on campus to increase awareness and knowledge of the transit system. Dorfman asked how much a parking permit on campus costs. Anderson was not aware, but Dorman added that it was likely to be much higher than the discounted pass programs Metro Transit offers.

Motion by Commers, seconded by Munt:

That the Metropolitan Council authorize the Regional Administrator to:

1. Execute a one-year extension of the Upass agreement with the University of Minnesota for student participants for the period of August 29th, 2018 – August 28th, 2019, with the option to extend up to one additional year through August 28th, 2020, and;
2. Execute a one-year extension of the Metropass agreement with the University of Minnesota for staff and faculty participants for the period of October 1st, 2018 to September 30th, 2019, with the option to extend up to one additional year through September 30th, 2020, and;
3. Execute a one-year extension of the Campus Zone Pass agreement with the University of Minnesota for staff and faculty participants for the period of August 27th, 2018 to August 26th, 2019, with the option to extend up to one additional year through August 25th, 2020.

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

4. **2018-180 JT:** Southwest Light Rail Transit (Green Line Extension) Amendment #2 to the GKG Contract

Metro Transit Transit System Development SWLRT Assistant General Manager Jim Alexander presented this item. Metropolitan Council General Counsel Ann Bloodhart added that these contract extensions are not something that is taken lightly but there is just not the expertise internally for this work. Bloodhart added that these outside law firms are well respected and doing great work. Rodriguez added that these firms are saving the project money in the long run and Dorfman stated that it's unfortunate we have to go this route when there was a great partnership opportunity offered to TC&W.

Motion by Munt, seconded by Barber:

That the Metropolitan Council approve and authorize the Regional Administrator to execute a sole source contract amendment to the legal services contract (16P243) with GKG related to freight rail for the Southwest Light Rail Transit (Green Line Extension), to add \$300,000 to the existing Contract amount of \$450,000 for a total of \$750,000 and to extend the contract term through December 2019.

Motion carried.

5. **2018-181 JT:** Southwest Light Rail Transit (Green Line Extension) Amendment #6 to the Nossaman, LLP Contract

Metro Transit Transit System Development SWLRT Assistant General Manager Jim Alexander presented this item. There were no questions or comments from Council members.

Motion by Munt, seconded by Dorfman:

That the Metropolitan Council approve and authorize the Regional Administrator to execute a sole source contract amendment to the legal services contract (14P026) with Nossaman LLP related to freight rail for the Southwest Light Rail Transit (Green Line Extension), to add \$325,000 for a total authorized contract value of \$1,625,000.

Motion carried.

INFORMATION

1. 35W @ 94 Operations Plan Update

Metro Transit Field Operations Manager Dave Hanson and Metro Transit Sr Market Development Specialist Kelci Stones presented this item. Several Council members complimented and thanked staff for their work on the stress reliever campaign and the efforts to review and try to make changes in real time.

ADJOURNMENT

Business completed, the meeting adjourned at 5:07pm.

Becky Davidson
Recording Secretary