

Minutes of the JOINT MEETING OF THE TRANSPORTATION AND COMMUNITY DEVELOPMENT COMMITTEES

Monday, July 14, 2014

Committee Members Present: Chair Adam Duininck, Chair Gary Cunningham, James Brimeyer, Steve Elkins, Marie McCarthy, Edward Reynoso, Katie Rodriguez.

Committee Members Absent: Vice Chair Lona Schreiber, Vice Chair Jon Commers, Jennifer Munt, Steven Chávez, Richard Kramer, Sandy Rummel, Wendy Wulff.

CALL TO ORDER

A quorum being present, Committee Chair Duininck called the Joint Meeting of the Council's Transportation and Community Development Committees to order at 4:03 p.m. on Monday, July 14, 2014.

APPROVAL OF AGENDA AND MINUTES

It was moved by Rodriguez, seconded by Elkins to approve the agenda. Motion carried.

It was moved by Councilmember Elkins, seconded by Councilmember Rodriguez to approve the minutes of the June 23, 2014 regular meeting of the Transportation Committee. Motion carried.

TAB LIAISON REPORT

Report was presented by Robert Lilligren. The TAB Committee meets next on July 16th, and what will be of key interest is information about the Regional Solicitation Evaluations. The decisions that are being debated at the TAB right now relate to the funding options and the direction of soliciting funds by modal category vs. funding category, which allows for greater flexibility within the region. TAB is establishing performance measures in each category and type with a range of funding for each. As to timelines, this will be before the Transportation Committee on 9-17 and the full Council on 9-24.

MTS DIRECTOR AND METRO TRANSIT GENERAL MANAGER REPORTS

Metropolitan Transportation Services Director Arlene McCarthy reported the following:

Last year we briefed you several times on the Metro Mobility use of the Regional Radio System, and had shared concerns that we had received from the MESB (Minnesota Emergency Services Regulatory Board), who wanted us to reduce our Metro Mobility radio time. The Council has now authorized spending \$4-5 million on upgrading our radio system to an on-board texting system, which will involve 402 buses. We will give a more detailed report about the technology implementation at another meeting.

Transit General Manager Brian Lamb reported the following:

1. All Star festivities are in full swing, Metro Transit is providing extra rail and bus service throughout All-Star Week to give fans an easy and convenient way to get to the game.
2. Metro Transit has a strong presence at the Minneapolis Convention Center for FanFest, and is selling \$20 commemorative Go-To Cards at that location.



3. Saturday's All-Star concert at TCF Bank Stadium went extremely well. Around 4,500 people were counted getting off light-rail trains at Stadium Village Station between 4:30 and 7:30 p.m. There were no notable public safety or service issues. This event allowed us to see what it will be like when the Vikings begin playing at the stadium this fall.
4. There were 530,590 Green Line rides in June, averaging 30,206 rides per weekday and exceeding budget by 12 percent. The Blue Line also saw improvements in June, with 850,879 rides. Total June ridership was 6.9 million, 6.5 percent higher than last June.
5. The newly designed metrotransit.org received a record 1,072,385 visits last month. Trip planning typically peaks around back-to-school, so higher numbers may be expected this fall.
6. Metro Transit bus operators Jeanne O'Neill and Jack Berner competed at the 27th Annual Minnesota State Bus Rodeo in Duluth over the weekend. Berner placed second in the large bus category.

BUSINESS

Transit Oriented Development Presentation

TOD Director Lucy Galbraith and TOD Project Manager Allison Bell explained the Transit Oriented Development policy outline, history, office work plan, strategic action plan and detailed the steps needed to implement the policy.

Several council members asked questions concerning representation in the external and internal groups, setting criteria, and FTA joint development funding. After lengthy discussion it was agreed that the Council wants clarity on the procedures, guidelines and criteria for Joint Development projects. Mr. Lamb added that staff will be developing these and that there are a lot of options available to projects, not all involving federal money and requirements.

Duinick adding in closing that another piece to keep in mind in building out our Transit system is to think of TOD in the present and past as well as in the future; there are great development opportunities from the rear-view mirror perspective as well as the windshield.

Consent Items

2014-176: 2014-2017 TIP Amendment for Metro Transit: Fixed Guideway – LRT Associated Capital Maintenance and Track Modifications. It was moved by Elkins, seconded by Reynoso, that the item be adopted. Motion carried.

Non-Consent Items

2014-175: Metropolitan Council Disadvantaged Business Enterprise (DBE) Program Triennial 2014-2017. Presented by Supervisor EO Consultant Pat Calder of Diversity. Met Council's DBE program involves 700 certified businesses. According to the EEO, we should be able to maintain our DBE base goal of 15% contracting goal throughout the 3 year period. Our intent with federally funded projects is to go to a contract specific goal methodology, which has been used successfully with ES projects. Next steps: it has been approved by the Management Committee, and after this committee will go to full Council. We will advertise our goal for 45 days in public newspapers and minority publications, and meetings will be held with many of the associations that assist us in our DBE community. It will then be submitted to the federal government for their final approval.

It was moved by Elkins, seconded by Reynoso, that item be adopted. Motion carried.

2014-163: Authorize Contract with Gillig Corporation for 30-ft. Buses. Presented by Paul Colton, Manager, MTS Fleet Services. Contract No. 13P280 for the purchase of seven 30-ft. buses with provisions for six option buses. Gillig offered a multi-agency contract with City of Akron, Ohio for a 100 bus base order with an option for another 100 buses, which is much more advantageous than what we would have come up within a competitive bidding situation.

It was moved by Reynoso, seconded by Elkins, that the item be adopted. Motion carried.

2014-177: 2014-2017 TIP Amendment for Metro Transit. Design of West 7th Street BRT Corridor Improvements. Presented by Charles Carlson, Senior Manager, Transitway Development and MTS Senior Planner Joe Barbeau. This amendment has been approved by TAB. Ramsey Co. is leading the Riverview Corridor study, slated to wrap up late in 2015. There has been concern that advancing this subject amendment may impact the new starts competitiveness for the Riverview Corridor. This action is really a procedural amendment to access some of our own formula funds; we'll have lots of opportunity prior to committing or making a go-no or go decision on the B Line Corridor following this amendment, but before those next steps, we recommend that this amendment moves ahead. The national grant system will shut down for a number of months as they go through a massive upgrade, which would result in a 6-month delay if we don't pass this item in July.

It was moved by Elkins, seconded by Reynoso, that the item be adopted. Motion carried.

2014-149: Authorization to Award and Execute a Contract for Construction of the OHB Facility Renovations and Addition Project. Presented by Pat Jones, Assistant Director, Transit Facilities Engineering. Award and execute a contract with Donler Construction, lowest bidder at a cost of \$6,467,000. This project started as a paint booth upgrade; it has resulted in a larger project to upgrade the efficiency of our facility. Bid came within 2% of our estimate and has passed DBE review; there is no known opposition.

It was moved by Reynoso, seconded by Elkins, that the item be adopted. Motion carried.

2014-160: Authorization to Execute a Campus Zone Pass Agreement with the University of Minnesota. Presented by Transit Director of Finance Ed Petrie. We have been working on a campus pass program with the University for over a year; this is a one-year demonstration program, good for unlimited rides on Green Line between the East Bank, West Bank and Stadium Village stations. Projected annual sales are now approximately 112,000 semester passes at \$8.00 per pass. Funding will be paid by the U of M to Metro Transit on a semester basis and will begin during Welcome Week in August 2014.

It was moved by McCarthy, seconded by Rodriguez, that the item be adopted. Motion carried.

2014-164: Authorize Northstar Corridor Funding Agreement with the State of Minnesota Department of Transportation (MnDOT). Presented by Transit Director of Finance Ed Petrie. 2 actions here: entering into an agreement with the State of Minnesota for 2015 for the Northstar Line for up to \$1.3 million; and executing the attached Resolution of the governing body, the Metropolitan Council, to enter into an agreement with MnDOT for calendar year 2015. The full blend of Northstar funding is 41.95% from CTIB; 41.95% from the Met Council; 8.05% from Sherburne Co.; and 8.05% from MnDOT.

It was moved by Reynoso, seconded by Elkins, that the item be adopted. Motion carried.

Hearing no objection, Chair Duininck stated that all non-consent items could proceed to full Council as consent items.

INFORMATION

1. Update on Key Changes to the Draft 2040 TPP for Public Comment. Presented by MTS Deputy Director of Planning/Financing Amy Vennewitz. TAB, CTIB and Washington County requested delaying approval of the TPP for public comment; as a result, the draft has been moved to the 7/28 meeting and full Council on 8/13. We are also adding Gateway as a contingent LPA into the draft TPP; these and other changes help the current revenue scenario map look more regionally balanced.

CTIB and Washington Co. asked that prioritization be removed from the TPP, as it should be driven by the major funders of projects; we agreed to add language that the CTIB corridors are consistent with the TPP and under state statute, the Council can declare CTIB investments not allowed because they are inconsistent with the TPP. CTIB would be able to fund that corridor even though it had low ranking criteria. Ms. Vennewitz stated that CTIB will be reassured that we're not shutting the door to projects that they want to fund at a higher level, but there will still be discussion about both the technical and policy criteria.

Another change requested was removing the 1-94 as a Tier III MnPASS corridor. Our revised response is that a contingent Gateway corridor LPA will be included pending, a vote by the Gateway Corridor Commission in July identifying the LPA. Public review and comment process continues.

CTIB also requested that their Phase I Program of Projects be recognized in our current revenue scenario. We did send a letter stating that we do intend to include the Gateway LPA and recognize the funding sources.

2. MLB 2014 All-Star Game Transit Service and Promotions. Presented by Maria Cone, Manager, Transit Marketing Development. Overview of Metro Transit's All-Star marketing partnership, the Minneapolis Convention Center FanFest booth, commemorative All-Star Go-To card.
3. 2015 Operating Budget, Strategic Discussion. Presented by Brian Lamb and Arlene McCarthy.

Forecasting an operations balanced Metro Transit budget of nearly \$496 million. All fund balances are within the Council's target; fund balance projection is at 5.6%. Increase from overall 2014-2015 costs are related to the annualization of the Green Line and ramping up for SouthWest preliminary engineering. Discussion followed regarding Strategic Initiatives Department, Leadership Academy initiative, police operations support, and ridership/fare adjustments impact. No significant changes to the Blue Line budget, which is balanced, as is Northstar. Green Line budget is consistent with projection of taking a few years to reach optimum ridership. The Central Corridor Office will close this year, which also impacts the budget.

MTS key drivers are ridership assumptions, new service contracts and technology projects that impact the budget. Ridership forecast shows an 8% increase for Metro Mobility. Total budget is \$94.5 million. Revenue and expenditures shows an increase of just under 2%, and MTS will be drawing on reserves in the ballpark of \$5.9 million to balance the budget. Discussion followed regarding the MTS pass-through program involving suburban transit providers, Metro Mobility service structure efficiencies and TransitLink contracted services. Overall the 2014 budget for Capital Improvements is \$4.5 billion, with 62% already spent on ongoing projects. Fleet continues to be the primary use of the CIP funds. In September, MTS will provide council members with a detailed preliminary capital program.

ADJOURNMENT

Business completed, the meeting adjourned at 6:43 p.m.

Linda Thayer
Recording Secretary