

## Metropolitan Council

Metro Transit Heywood Chambers, 560 Sixth Avenue North, Minneapolis MN 55411

### Meeting of the Transportation Committee Monday, November 28, 2011

Members Present	Steve Elkins, Chair Lona Schreiber, Vice Chair Roxanne Smith	Jon Commers John Đoàn	Jennifer Munt Edward Reynoso
Members Absent	Adam Duininck	James Brimeyer	Jon Commers
Staff Presiding	Mark Fuhrmann, Deputy General Manager, Metro Transit	Arlene McCarthy, Director Metropolitan Transportation Services	

#### **CALL TO ORDER**

A quorum was present when Committee Chair Elkins called the regular meeting of the Transportation Committee to order at 4:02 p.m. on November 28, 2011 at Metro Transit Heywood Chambers, Minneapolis.

#### **ADOPTION OF AGENDA**

Chair Elkins stated that business item #2011-343 would be removed from the consent agenda and would instead be the first item on the non-consent agenda. A motion was then made by Smith, seconded by Đoàn to adopt the amended agenda for the November 28, 2011 Transportation Committee meeting. Motion carried.

#### **APPROVAL OF MINUTES**

A motion was made by Schreiber, seconded by Đoàn to approve the minutes from the November 14, 2011 Transportation Committee meeting. Motion carried.

#### **EMPLOYEE RECOGNITION – Metro Transit**

Heywood garage manager Jeff Wostrel introduced bus operator Shawn Thompson. Mr. Thompson was recognized for his courageous and professional conduct when a passenger threatened him with a gun during what appeared to be a domestic dispute on his bus. He remained calm and in control of the situation and ultimately disarmed the passenger and restrained him until the police arrived and took him into custody.

Transitways Construction Manager Kevin Ryan introduced Mike Maddio, Central Corridor Construction Inspector. Mr. Maddio was recognized for his key role in the successful completion of a project in downtown St. Paul. He worked with contractors, engineers and city staff to coordinate the demolition of the Bremer Bank building and reconstruction and opening of a skyway under a very tight timeline.

Brian Funk, Assistant Director of Bus Transportation, introduced Transit Supervisor Dave Hanson. Mr. Hanson was recognized for his excellent work coordinating and monitoring bus service around detours on the University of Minnesota campus due to Central Corridor construction. He has worked with the project office, garages and operators to ensure that everyone was prepared before traffic switches took place.

Chair Elkins and General Manager Lamb offered their thanks and congratulations to all three employees and presented each with a plaque commemorating his achievement.

#### **METRO TRANSIT GENERAL MANAGER REPORT**

Mark Fuhrmann, Deputy General Manager, Metro Transit, reported the following:

Bus Maintenance reported 8,285 miles between maintenance road calls in the month of October. Monthly road-call reporting under the current definition began in 2003 and is the primary measure of vehicle reliability. Between 2003

and 2010, the average monthly mileage between maintenance road calls improved 52 percent, from 3,949 miles to 5,988 miles. October's 8,285 miles is a new Metro Transit record.

Departments throughout Metro Transit have prepared for coming winter weather. In support of bus operations, 23 transit supervisor vehicles are being outfitted with Blizzak snow tires. In addition, two new four-wheel drive Ford Escapes will be available for supervisors to help assist in deep snow. Metro Transit's 10 tow trucks have been equipped with new light bars for increased visibility as well as GPS equipment for real-time monitoring by Transit Control Center staff. Hiawatha light-rail staff have tested and prepared the ice mitigation system for the airport tunnel and switch heaters. Staff also added a custom-made rail guide system to a Bobcat, which is used to clear deep snows, particularly on ballasted track. Northstar locomotive horns have been outfitted with anti-icing sleeves, and the layover systems that heat and circulate oil and water through engines to prevent freezing have been evaluated and activated. Finally, a cross-departmental Winter Weather Planning Committee has refined procedures to provide customers with more real-time information on detours and disruptions as well as further define the responsibilities of individual departments in the coordination of storm preparation and response.

The Marketing department reports that a partnership with Mall of America anchor stores has provided about 440 employees with all-you-can-ride Go-To Cards for rides on bus and light rail from November 19 to December 31. Mall employees have been encouraged to park and ride from the 28<sup>th</sup> Avenue light-rail station or other locations to free up additional parking spaces for holiday shoppers at the mall. In exchange Metro Transit is being promoted throughout the mall, including advertisements on digital kiosks, communications to all mall employees about Metro Transit services and opportunities to host events there.

With the 2011 construction season coming to a close, there are three major traffic openings along the Central Corridor scheduled for the coming days. On Robert Street east of the Capitol, one lane in each direction will reopen between 12<sup>th</sup> Street and University; University Avenue between Emerald and Hamline will reopen both lanes in each direction; and on the University of Minnesota campus the first section of Washington Avenue will reopen, between Walnut and Oak. A more in-depth update on the project construction will be provided at the December 12 meeting of the Transportation Committee.

## **METROPOLITAN TRANSPORTATION SERVICES DIRECTOR REPORT**

Arlene McCarthy, Director, MTS, reported the following:

With the decision to adopt "Metro" as the identity for the LRT/BRT system, the next step is to establish the branding and graphics. A subcommittee consisting of Councilmembers Elkins, Duininck and Commers reviewed a number of potential logos for the Metro identity and chose one to move forward. The graphic is now being taken around for outreach to system partners, beginning with Dakota County and MVTA staff on November 28. Meetings will follow with Minneapolis staff and interested council members on December 1; CTIB senior staff on December 5; the I-35W Solutions Group, CTIB communications staff and the MVTA board of directors on December 7; Dakota County Regional Railroad Authority on December 13 and the Counties Transit Improvement Board on December 14. A preview of the logo will be shown at the December 12 meeting of the Transportation Committee, and the item will be submitted for committee approval at its January 23, 2012 meeting.

As a reminder, MnDOT is holding a statewide workshop on December 12 to launch the year-long process going toward its highway investment plan. The workshop will be held from 11:30 am to 3:30 pm at the Earle Brown Heritage Center in Brooklyn Center. Committee members should have received their invitations directly from MnDOT.

## **BUSINESS**

### **Consent Items**

Motion by Smith, seconded by Schreiber to approve items 2011-321, 2011-322, 2011-335, 2011-336 and 2011-337 as consent items. Motion passed.

2011-321: Authorization to Execute Grant Agreement with the City of Ramsey

Motion:

That the Metropolitan Council authorize the Regional Administrator to execute a grant agreement with the city of Ramsey for up to \$416,300 to reimburse previously provided Ramsey Star Express Service.

2011-322: Authorization to Execute a Grant Agreement with Minnesota Valley Transit Authority

Motion:

That the Metropolitan Council authorize the Regional Administrator to execute a grant agreement in an amount not to exceed \$3,942,000 with Minnesota Valley Transit Authority (MVTA) to provide supplemental transit operating funding during CY2012.

2011-335: 2012-2015 TIP Amendment Request for Safe Routes to School Projects in Blaine, Fridley, Minnetonka, and Burnsville (TAB Action 2011-67)

Motion:

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2012-2015 Transportation Improvement Program (TIP) to include four projects to receive Safe Routes To School (SRTS) funding in Blaine, Fridley, Minnetonka, and Burnsville.

2011-336: Procurement of Metro Mobility Buses in 2012

Motion:

That the Metropolitan Council authorizes the Regional Administrator to execute a purchase agreement with:

1. North Central Bus Sales (MnDOT Contract 444441) for up to 5 buses in an amount not to exceed \$300,000.
2. Høglund Bus (MnDOT Contract 444438) for up to 54 buses in an amount not to exceed \$3,348,000.
3. Eldorado (MnDOT Contract 444437) for up to 59 buses in an amount not to exceed \$3,658,000.

2011-337: Authorization to Amend Contract for Gasoline Supply

Motion:

That the Metropolitan Council authorize the Regional Administrator to enter into an amendment on Contract 08P020A with Lubricant Technologies (formerly Egan Oil Company) to increase the maximum contract amount by \$2,310,000 for an amended total of \$5,110,000.

## **Non-Consent Items**

2011-343: Authorization to Execute a Capital Grant Agreement with MVTA

MTS Planner Cole Hiniker presented the business item, first providing a brief introductory presentation on the work of the Cedar BRT vehicle selection process. He also distributed a resolution by the Dakota County Regional Railroad Authority (attached) supporting the Nova bus for the Cedar Avenue BRT station-to-station service. CM Munt asked whether the selected vehicle would be used as the standard for future BRT lines. Hiniker responded that the Nova bus could possibly be the one used on 35W BRT when station-to-station service starts up in four to five years; however, bus technology and options will likely change by then so a different bus may be purchased. Chair Elkins recommended that a more thorough information presentation on the Cedar BRT project be scheduled for a future Transportation Committee meeting.

Motion by Schreiber, seconded by Doan:

That the Metropolitan Council authorize the Regional Administrator to execute an agreement with Minnesota Valley Transit Authority (MVTA) for \$3,500,000 for the purchase of seven (7) vehicles for Cedar Avenue BRT station-to-station operations.

Motion passed.

Hearing no objection, Chair Elkins stated that this item could proceed to the full Council as a Consent Item.

2011-339: 2012-2015 TIP Amendment Requests for MVTA SP#TRS-MVTA-11: I-35W Transit Limited Express Service and Technology and for new Cedar Avenue BRT Station-to-Station Service (TAB Action 2011-65)

MTS Senior Planner James Andrew presented the action of the Transportation Advisory Board. Arlene McCarthy recognized the work of MTS and MVTA staff, particularly Amy Vennewitz and Beverley Miller, in working out this solution. Chair Elkins also expressed his appreciation for the flexibility of the TAB in supporting this proposal and allowing an exception to its funding allocation policy.

Motion by Munt, seconded by Smith:

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2012-2015 Transportation Improvement Program (TIP) to change the scope of SP#TRS-MVTA-11: I-35W Transit Service and

Technology by removing bus purchases, a facility lease and bus shoulder improvements and applying the freed-up funds to a new project for Cedar Bus Rapid Transit Station-to-Station start-up operating funds for three years. Motion passed.

2011-329: Central Corridor Light Rail Transit (Green Line): Additional 5% Change Order Authority for the Operations and Maintenance Facility Contract

Metro Transit Deputy General Manager Mark Fuhrmann presented the business item. Chair Elkins asked whether the project is still well within its contingency budget. Fuhrmann responded that about one-third of the contingency funds has been spent to date, which is appropriate as the project is one-third complete. CM Munt asked if the additional authority will reduce the funds available for project enhancements. Fuhrmann stated not at this time, but it could in the future if unanticipated contingency commitments for change orders are required. CM Reynoso asked whether there were other large structural issues anticipated. Fuhrmann responded that there were not; the only other construction to be completed is the vertical circulation buildings at the U of M station.

Motion by Reynoso, seconded by Munt:

That the Metropolitan Council authorize an additional 5% (\$2,156,969) above the standard 5% construction contract change order authority for the Central Corridor (Green Line) LRT Operations and Maintenance Facility (OMF) Contract.

Motion passed.

2011-330: Central Corridor Light Rail Transit (Green Line): AECOM Amendment – Engineering Services and 2012 Authorization

Metro Transit Deputy General Manager Mark Fuhrmann presented the business item. Chair Elkins asked if the majority of engineering work would be done in 2012. Fuhrmann replied that it would. Councilmember Doan asked about the difference in the \$105.2 million amendment and the \$103.9 million work order amount. Fuhrmann responded that the project office would authorize only that portion of the total approved contract amount that it specifically requires in 2012.

Motion by Reynoso, seconded by Munt:

That the Metropolitan Council authorize the Regional Administrator:

- To negotiate and execute an amendment to the professional services contract with AECOM to increase the contract amount by \$7.0 million to a not-to-exceed amount of \$105.2 million for additional design activities, continuation of design support during construction, construction support services, light rail vehicle support services and to provide system integration testing support services; and
- To issue Work Orders to AECOM for additional design activities, continuation of design support during construction, construction support services, light rail vehicle support services and to provide system integration testing support services during calendar year 2012 for a total spending authority not to exceed \$103.9 million.

Motion passed.

2011-331: Central Corridor Light Rail Transit (Green Line): Subordinate Funding Agreement with the City of St. Paul  
Metro Transit Deputy General Manager Mark Fuhrmann presented the business item. There were no questions from committee members and no further discussion.

Motion by Munt, seconded by Doan:

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute a Subordinate Funding Agreement (SFA) #1 in an amount not to exceed \$471,000 under the existing Master Funding Agreement to allow the Council to reimburse the City of St. Paul for construction inspection related services.

Motion passed.

Hearing no objection, Chair Elkins stated that this item could proceed to the full Council as a Consent Item.

2011-332: Central Corridor Light Rail Transit (Green Line): Initiate Eminent Domain Proceedings for the Acquisition of Parcel 7A for Civil East Construction

Metro Transit Deputy General Manager Mark Fuhrmann presented the business item. CM Smith asked whether purchase negotiations will continue after eminent domain is initiated. Fuhrmann replied that they would; the proposed action is for authorization only and in fact can provide some leverage in negotiations. Chair Elkins asked whether any

settlements had been reached on other parcels before initiating eminent domain. Staff responded that there had been a few, including Central Presbyterian Church in downtown St. Paul. CM Reynoso asked about access to existing businesses if driveways from University are eliminated. Fuhrmann explained that there is access from an adjacent alleyway that will be retained and noted that the Greyhound bus station will be relocating to the Union Depot.

Motion by Reynoso, seconded by Smith:

That the Metropolitan Council authorize the initiation of eminent domain proceedings for the acquisition of the property rights for Parcel 7A, located at 152, 154 and 166 University Avenue West in St. Paul for the Central Corridor Light Rail Transit (CCLRT) Civil East Construction.

Motion passed.

Hearing no objection, Chair Elkins stated that this item could proceed to the full Council as a Consent Item.

2011-333: Central Corridor Light Rail Transit (Green Line): Approve Design of Public Artwork for Hamline, Victoria, and Western Light Rail Transit Stations

Metro Transit Deputy General Manager Mark Fuhrmann presented the business item. CM Đoàn asked what the ongoing plan is for maintenance and upkeep of the artwork. Fuhrmann responded that the interactive art on the Hiawatha line has reached its useful life. Staff is exploring an opportunity with Ramsey County Regional Railroad Authority to refurbish some of the interactive art pieces and move them to a more hospitable environment inside the Union Depot. He noted that the art on CCLRT will be more integrated into the station structure and therefore not as accessible and vulnerable to damage.

Motion by Munt, seconded by Đoàn:

That the Metropolitan Council authorize the Regional Administrator to approve artwork designs for the Hamline, Victoria and Western Stations of the Central Corridor Light Rail Transit (Green Line) Project.

Motion passed.

Hearing no objection, Chair Elkins stated that this item could proceed to the full Council as a Consent Item.

2011-342: Central Corridor Light Rail Transit (Green Line): St. Paul Area Chamber of Commerce Amendment to Agreement for Services

Metro Transit Deputy General Manager Mark Fuhrmann presented the business item. CM Đoàn and CM Reynoso commented that the partnership with the Chamber was very valuable and represented an effective use of funds. CM Munt asked whether Minneapolis businesses will be served in a comparable way. Fuhrmann responded that the work of the St. Paul Chamber will extend to the three miles of line on the Minneapolis side.

Motion by Reynoso, seconded by Smith:

That the Metropolitan Council authorize the Regional Administrator to execute an amendment to extend the services contract for two years with the St. Paul Area Chamber of Commerce (SPACC) to Dec. 31, 2013; and to increase the contract with SPACC by \$72,100 to a total not to exceed amount of \$212,100 to support business outreach efforts and support the Central Corridor business marketing program.

Motion passed.

Hearing no objection, Chair Elkins stated that this item could proceed to the full Council as a Consent Item.

## **INFORMATION**

### **1. Central Corridor Transit Service Study**

Metro Transit Senior Transit Planner Scott Thompson presented an overview of the study implemented in 2010 to review the transit network in the Central Corridor service area with new routes and facilities integrated. The goals of the study include improving connections and reliability, simplifying the system, providing faster service to major destinations and optimizing the efficiency of routes and schedules. A final plan based on the study is projected to be approved in late 2012, with service changes implemented in 2013-2014.

### **2. Bicycle and Pedestrian Planning**

MTS Senior Planner James Andrew presented a report on bicycle and pedestrian planning in the Minneapolis/St. Paul region. He provided a brief history of the development of bicycle networks in the region and explained different facilities for bicycling and walking. Other topics included bicycling and walking features in the 2030 Transportation Policy Plan, funding sources and upcoming components of the planning process.

**OTHER BUSINESS**

None

**ADJOURNMENT**

Chair Elkins adjourned the Transportation Committee meeting at 6:39 p.m. November 28, 2011.

Respectfully submitted,  
Liz Maday, Recording Secretary

**DAKOTA COUNTY REGIONAL RAILROAD AUTHORITY  
DAKOTA COUNTY, MINNESOTA**

November 15, 2011

Resolution No. 11-031

Motion by Commissioner Harris

Second by Commissioner Egan

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**Recommendation To Metropolitan Council On Cedar Avenue Transitway Station-To-Station Service Vehicle**

WHEREAS, the Dakota County Regional Railroad Authority (Authority) promotes alternative ways to meet existing and future transportation needs of citizens using a mix of transportation modes, including the establishment of bus rapid transit (BRT) in the Cedar Avenue Transitway; and

WHEREAS, the Authority is the lead agency for the development of the project and the Cedar Avenue Transitway (Transitway) will be one of the region's first bus rapid transitways; and

WHEREAS, the development of station-to-station vehicle specifications is a critical element in ensuring that bus rapid station-to-station transit service delivers the anticipated benefits of fast, reliable and efficient operations on Cedar Avenue; and

WHEREAS, the 2010 Cedar Avenue Implementation Plan Update identifies characteristics of station-to-station vehicles; and

WHEREAS, the vehicle procurement process for Cedar Avenue's station-to-station vehicles has been developed through a collaborative process with staff from Minnesota Valley Transit Authority (MVTA), Metropolitan Council, Metro Transit and Dakota County with input and guidance provided by elected officials; and

WHEREAS, the vehicle procurement group's charge was to identify the best vehicle(s) for the planned station-to-station service and the optimal procurement process that will ensure vehicle delivery for start-up services by fall of 2012; and

WHEREAS, the vehicle procurement group relied on information developed during draft Regional Transitway Vehicle Procurement Guidelines to determine the best technical vehicle for the Transitway; and

WHEREAS, the group performed a technical review of four Buy America Compliant BRT vehicles by four different vehicle manufactures; and

WHEREAS, based on its technical analysis, the vehicle procurement group recommends the NOVA LFS for the Authority's consideration for the BRT vehicle best suited for Cedar Avenue Transitway station-to-station operations; and

WHEREAS, an initial order of seven vehicles is anticipated to meet operating requirements for start-up services; and

WHEREAS, the vehicle procurement team also recommends that Authority considers designating the MVTA to lead the procurement process through the state contracting process as the most expedient method to meet service timelines; and

WHEREAS, the 2011 Cedar Avenue Transitway budget includes \$6,893,627 for procurement of seven station-to-station vehicles; and

WHEREAS, funding sources include a combination of federal Congestion Mitigation Air Quality (CMAQ), Counties Transit Improvement Board, Regional Transit Capital and Authority funds.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Regional Railroad Authority hereby recommends the NOVA LFS as the best vehicle suited for Cedar Avenue Transitway station-to-station operations to the Metropolitan Council; and

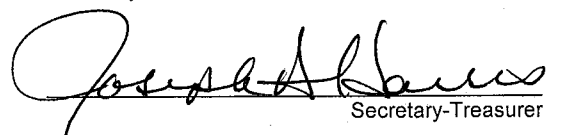
BE IT FURTHER RESOLVED, That the Dakota County Regional Railroad Authority hereby recommends the Minnesota Valley Transit Authority to lead the procurement of seven station-to-station vehicles by exercising options on existing vehicle manufacturing contracts as the most expedient method to meet station-to-station service timelines to the Metropolitan Council.

**STATE OF MINNESOTA**  
County of Dakota

YES		NO	
Harris	<u>  X  </u>	Harris	<u>          </u>
Gaylord	<u>  X  </u>	Gaylord	<u>          </u>
Egan	<u>  X  </u>	Egan	<u>          </u>
Schouweiler	<u>  X  </u>	Schouweiler	<u>          </u>
Workman	<u>  X  </u>	Workman	<u>          </u>
Krause	<u>absent</u>	Krause	<u>          </u>
Branning	<u>  X  </u>	Branning	<u>          </u>

I, Joseph A. Harris, Secretary-Treasurer, Dakota County Regional Railroad Authority, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Dakota County Regional Railroad Authority at their session held on the 15<sup>th</sup> day of November 2011, now on file in my office, and have found the same to be a true and correct copy thereof.

Witness my hand this 29<sup>th</sup> day of November 2011.

  
Secretary-Treasurer