

Metropolitan Council

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

Meeting of the Transportation Committee

Monday, July 12, 2010

Members Present	Bob McFarlin, Chair Roger Scherer Kirstin Sersland Beach	Craig Peterson, Vice Chair Natalie Haas Steffen	Richard Aguilar Georgie Hilker
Members Absent	Peggy Leppik	Annette Meeks	
Staff Presiding	Arlene McCarthy, Director Metropolitan Transportation Services	Brian Lamb, General Manager Metro Transit	
Others Present	Robert Lilligren, City of Minneapolis		

CALL TO ORDER

A quorum being present, Committee Chair McFarlin called the regular meeting of the Transportation Committee to order at 4:00 pm on July 12, 2010 at Metro Transit Heywood Chambers, Minneapolis.

ADOPTION OF AGENDA

Motion was made by Scherer, seconded by Beach to adopt the agenda for July 12, 2010 Transportation Committee meeting. Motion carried.

APPROVAL OF MINUTES

A motion was made by Aguilar, seconded by Beach to approve the minutes from June 28, 2010 Transportation Committee meeting. Motion carried.

METROPOLITAN TRANSPORTATION SERVICES DIRECTOR REPORT

Arlene McCarthy, Director, MTS, reported the following:

MTS is planning to submit an application for a federal TIGER II Planning grant. Our request will be for \$200,000 to fund the completion of the regional bicycle system investment and study plan.

METRO TRANSIT GENERAL MANAGER REPORT

Brian Lamb, General Manager, Metro Transit, reported the following:

The Federal Transit Administration awarded Metro Transit a competitive grant for \$1.248 million to install real-time signs and transit signal priority on high ridership corridors in urban areas. The grant focuses on Minneapolis and St. Paul but extends into adjacent cities. In response to a committee member's question, Lamb explained that real-time signs use existing GPS equipment to display when the next bus will arrive at a stop. Several of these signs were recently deployed throughout the region, most notably on Marquette and Second Avenues in downtown Minneapolis. Transit signal priority can allow buses to move more quickly by reducing red-light time. This equipment is installed on every bus, but only a few traffic signal controllers. Metro Transit applied for this grant in February. The proposal included in the application was to install 75 real time signs and to equip 75 intersections with signal priority, to be selected from a broad list of candidate locations. Metro Transit requested \$6 million; the awarded total is \$1.248 million. This won't allow the full program but will provide a substantial improvement at dozens of locations. The grant program was extremely competitive; nationwide only 47 applications were funded out of a pool of 280 requests. The FTA awarded \$163 million for this program, out of over \$2 billion in requests. The grant program is the first of several new

competitive solicitations from FTA that focus on “livability”. This program enhances livability by targeting investments to reduce congestion, to improve mobility and transportation choices, to improve access for disadvantaged populations, to integrate with land use planning, and to increase sustainability.

Xcel Energy crews began private utility relocation east of the Capitol and north of I-94 in St. Paul. The work is in advance of heavy Central Corridor light-rail construction that will begin in this area in August. Most major construction on University Avenue will get underway next year. Lamb noted that the project is still awaiting the Letter of No Protest from FTA for the Civil East construction contract.

The 5th street exit ramp from I-94 to downtown Minneapolis is being reconstructed over the top of the Hiawatha light-rail tracks. Completion of the work is expected by mid-August. HLRT staff have been supporting MN/DOT in keeping the workers safe and de-energizing the power when the crews need to work directly above the tracks.

Chair McFarlin reported that the “Destination Target Field” ballpark project was named a regional winner in the innovative management category of an awards competition sponsored by the American Association of State Highway and Transportation Officials.

BUSINESS

2010-251 Rush Line Express Coach Bus Service Agreement

Bruce Dreier, MTS Project Administrator, presented this item.

Haas Steffen asked what roads the service would use for its route. Dreier explained that it would use Highway 61 from Columbus through Forest Lake to the White Bear Township Theater park-and-ride and then continue into downtown St. Paul on I-35E.

Motion by Aguilar, seconded by Hilker:

That the Metropolitan Council authorize the Regional Administrator to enter into an agreement with the Rush Line Task Force to contract and administer the Rush Line Express coach bus service demonstration route on behalf of the task force beginning in September 2010.

Motion passed unanimously.

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

2010-248 Approve Final Design of Public Artwork for 15 Central Corridor Light Rail Transit Stations

Mark Fuhrmann, Metro Transit Deputy General Manager, and Alicia Vap, Project Manager for Central Corridor Station Design, presented the item. Councilmember Steffen asked whether the \$2.8 million budget includes the infill stations, which Fuhrmann stated no, this amount is for the 15 stations not including the 3 infill stations. Fuhrmann further stated that staff will be assembling a plan for potential public art for the three infill stations including areas of opportunity for art at each station, convening station art committees and possible funding sources.

Chair McFarlin asked about community involvement in the art process. Vap stated there was an artist selection committee for each station which included volunteers from the neighborhood and other interested parties, and the artist’s concepts were shared with the community, along with the Community Advisory Committee.

Chair McFarlin asked what kind of audit function will be used to make sure we get what we are paying for. Fuhrmann and Vap stated that there is a liaison between the artists and contractors who will monitor the projects. The artists will provide an itemized budget, along with documentation on their material and labor rates in advance of their work being authorized for fabrication and installation.

Motion by Aguilar, seconded by Hilker:

That the Metropolitan Council approve the final artwork designs for 15 Central Corridor Light Rail Transit (CCLRT) stations.

Motion passed unanimously.

2010-249 Central Corridor Light Rail Transit: Construction Change Order Greater than 5% for the Advanced Traffic Improvements Contract with Graham Construction

Mark Fuhrmann, Metro Transit Deputy General Manager, presented this item. Councilmember Steffen asked if the Council could seek reimbursement for the removal of the contaminated soil. Fuhrmann responded that in the easement agreements with the University of Minnesota it stipulates that we assume responsibility for removal and disposal of any contaminated soils as these soils would not have been disturbed but for the Council's work.

Motion by Beach, seconded by Hilker:

That the Metropolitan Council authorize an additional \$195,000 above the standard 5% allowable contract change order contingency to provide for the removal and disposal of additional quantities of contaminated soils for the Advanced Traffic Improvements Contract.

Motion passed unanimously.

2010-250 Central Corridor Light Rail Transit: Construction Change Orders Greater than 5% for the 4th Street Advanced Utility Relocation Contract

Mark Fuhrmann, Metro Transit Deputy General Manager, presented this item. Councilmember Steffen asked whether authorizing these additional funds would have a negative impact on contingency requirements. Fuhrmann responded that anticipated savings in this contract award and other areas of the project are expected to cover contingencies.

Motion by Scherer, seconded by Peterson:

That the Metropolitan Council authorize an additional \$650,000 above the standard 5% allowable contract change order contingency to acknowledge the cost of removing and disposing of contaminated soils, extending a chilled water service to the Operation and Maintenance Facility, removal of a concrete tank structure, and relocation of areaway utilities.

Motion passed unanimously.

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

INFORMATION

1. 2011 Operating Budget and Levy Presentation

Brian Lamb, General Manager of Metro transit, and Arlene McCarthy, Director of Metropolitan Transportation Services (MTS), presented an overview of the Transportation Division 2011 operating budget.

Lamb highlighted the following Metro Transit budget assumptions: maintains 2010 service levels-plus Central Corridor construction impacts, ridership at 83.0 million, light rail vehicle overhaul program, Central Corridor Full Funding Grant Agreement-system construction, Southwest approval to enter Preliminary Engineering, budgeted adjustments to reserve balances, and no regional fare increase.

Metro Transit's 2011 Revenue and Expenses were discussed for bus, Hiawatha Light Rail and Northstar Commuter Rail. Lamb stated that the proposed 2011 budget for Metro Transit Bus and Rail Consolidated is \$312.8 million. Lamb provided answers to a number of questions, which were posed by Council Members.

McCarthy highlighted the following budget assumptions for MTS: slight increase in current fixed route service levels offset by efficiencies, maintain regional dial-a-ride service at 2010 budgeted level, meet anticipated demand for the Metro Mobility ADA program, STPs continue to draw from operating reserves where appropriate to address deficits, and no regional fare increase.

MTS's 2011 Revenue and Expenditures were discussed. McCarthy stated that the proposed 2011 operating budget is \$66.7 million. McCarthy reviewed the 2011 Budget Levy Adoption Schedule with

the committee members. McCarthy stated that the next presentation of the budget would be made at the Metropolitan Council meeting on July 28th.

2. Draft 2030 Transportation Policy Plan Update.

Connie Kozlak, Manager of Systems Planning and Carl Ohrn, Planning Analyst, presented this item. Kozlak reviewed the updated schedule, and Ohrn presented the highway section.

Due to lack of adequate time, Chair McFarlin consulted with committee members and then scheduled a special Transportation Committee meeting for Monday, July 19, 2010 for 2:30-3:30 p.m. to continue the Draft 2030 TPP Update presentation and discussion.

ADJOURNMENT

Motion was made, seconded and passed, to adjourn the Transportation Committee meeting at 6:15 p.m. July 12, 2010.

Respectfully submitted, Liz Maday, Recording Secretary