



Metropolitan Council Meeting

Wednesday, November 10, 2010

Robert Street Council Chambers

4:00 P.M.

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Metropolitan Council Meeting

Wednesday, November 10, 2010

Council Chambers

4:00 P.M.

Part I - Narrative

Attendance:

Peter Bell, Chair; Robert McFarlin, Craig Peterson, Polly Bowles, Peggy Leppik, Lynette Wittsack, Natalie Steffen, Kris Sanda, Georgeanne Hilker, Sherry Broecker, Rick Aguilar, Kirstin Sersland Beach, Daniel Wolter, Wendy Wulff

Members absent: Roger Scherer, Tony Pistilli, Annette Meeks

Call to Order and Approval of Agenda

A quorum being present, the Chair called the regular meeting of the Metropolitan Council to order at 4:04 p.m. Chair Bell noted the Council recently applied for recognition as a Yellow Ribbon company, supporting the Beyond the Yellow Ribbon program, a military support organization that helps connect members of the U.S. Armed Services and their families with community support, training, services and resources. As part of the Yellow Ribbon Week, the Council is honoring all veterans this week. Chair Bell introduced the Fridley VFW Flag Detail who posted the colors in the Chambers. Once the Flag Detailed retired, Council business continued. It was moved by Broecker, seconded by Wolter to approve the agenda. Motion carried.

Minutes

It was moved by Wittsack seconded by Hilker to approve the minutes of the Metropolitan Council Meeting of October 27, 2010. Motion carried.

Public Invitation

No one asked to address the Council regarding matters not on today's agenda.

Part II - Exhibits

Business

Joint Report of the Transportation and Management Committees

2010-333 SW - 2010 Unified Operating Budget Amendment

It was moved by Wittsack and seconded by Peterson

That the Metropolitan Council amend the 2010 Unified Operating Budget as indicated and in accordance with attached tables:

eliminating the transfer of \$3,468,415 from Livable Communities

fund balances to Metro Transit operations, and

authorizing the transfer of \$9,412,321 from MVST Reserves to Metro Transit Bus and Northstar Reserves."

Motion carried on the following roll call vote:

Yes				Absent
	McFarlin	Wittsack	Aguilar	Scherer
	Peterson	Steffen	Sersland Beach	Pistilli
	Bowles	Sanda	Wolter	Meeks
	Leppik	Hilker	Wulff	
		Broecker	Bell	
TOTAL	14			3

Joint Report of the Transportation, Community Development and Management Committees

2010-334 - 2010 Unified Capital Program Amendment

It was moved by Wittsack and seconded by Broecker

"That the Metropolitan Council amend the 2010 Unified Capital Program as indicated and in accordance with attached tables:

- Amend the 2010 Authorized Capital Program (multi-year authorization) by adding spending authority as follows:

Metro Transit	\$ 8,784,000
Metropolitan Transportation Services	\$ 500,000
- Amend the 2010 Capital Budget (annual appropriation) by increasing appropriation as follows:

Metro Transit	\$ 8,334,000
Metropolitan Transportation Services	\$ 500,000

Motion carried on following roll call:

Yes				Absent
	McFarlin	Wittsack	Aguilar	Scherer
	Peterson	Steffen	Sersland Beach	Pistilli
	Bowles	Sanda	Wolter	Meeks
	Leppik	Hilker	Wulff	
		Broecker	Bell	
TOTAL	14			3

Committee Consent List

2010-362 - 2011-2014 TIP Amendment: Include Savage SP#211-010-07; TH 13/Quentin Avenue Improvements (TAB Action 2010-59)

It was moved by Peterson and seconded by Hilker

"That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2011-2014 Transportation Improvement Program (TIP) to include Savage SP#211-010-07: TH13/Quentin Avenue Improvements."

Motion carried.

2010-363 - 2011-2014 TIP Amendment: Include MnDOT SP#0280-66: I-35W North Mitigation and Design Feasibility / Study from Downtown Minneapolis to I-35E Intersection

It was moved by Peterson and seconded by Hilker

"That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2011-2014 Transportation Improvement Program (TIP) to include MnDOT SP#0280-66: I-35W North Mitigation and Design Feasibility Study from downtown Minneapolis to I-35E intersection."

Motion carried.

2010-364 - Authorization to Execute Sub-recipient Grant Agreement with Hennepin County

It was moved by Peterson and seconded by Hilker

"That the Metropolitan Council authorize the Regional Administrator to execute a sub-recipient grant agreement with the Hennepin County Regional Railroad Authority for \$250,000 in federal funds to conduct alternatives analysis and initiate environmental analysis (Draft Environmental Impact Statement) for the Bottineau Transitway."

Motion carried.

2010-365 - Authorization to Execute a Grant Agreement with MVTA

It was moved by Peterson and seconded by Hilker

"That the Metropolitan Council authorize the Regional Administrator to execute a grant with Minnesota Valley Transit Authority (MVTA) for up to \$832,266 for the purchase of two (2) forty foot replacement buses."

Motion carried.

2010-367 - Procurement of Metro Mobility Vehicles

It was moved by Peterson and seconded by Hilker

"That the Metropolitan Council authorize the Regional Administrator to execute a purchase agreement with Hogle Bus Company Inc. (State of MN Contract 442667) for up to thirty nine (39) buses in an amount not to exceed \$2,742,205."

Motion carried.

2010-368 - Authorization to Internal Cash Flow Loan

It was moved by Peterson and seconded by Hilker

"That the Metropolitan Council authorize internal loans to cover the cash flow needs of:

- Capital Projects Funds for Metro Transit, Environmental Services and Parks, and
- Metro Transit: Northstar Commuter Rail"

Motion carried.

2010-369 - Authorization to Award General Obligation Bonds within Established Financial Parameters (Resolutions 2010-38, 2010-39, 2010-40)

It was moved by Peterson and seconded by Hilker

"That the Metropolitan Council adopt parameters Resolutions 2010-38, 2010-39, and 2010-40, authorizing issuance and award of sale of general obligation bonds and execution of other necessary documents to complete the bond sales.

Motion carried.

Report of the Management Committee

Management Committee business items appear on the Consent List.

Report of the Transportation Committee

2010-366 SW - Adoption of 2030 Transportation Policy Plan and Public Comment Report

It was moved by McFarlin and seconded by Leppik

"That the Metropolitan Council accept the attached Public Comment Report on the Draft *2030 Transportation Policy Plan* and adopt the revised final version of the *2030 Transportation Policy Plan*."

Committee Chair McFarlin summarized the process leading to today's recommended action, stating that, under federal law, the Transportation Policy Plan sets policy and guides investment in the regional transportation system – highways, transit and aviation – for the metropolitan area for a 20-year period.

The current Plan was adopted in 2009, with a clearly stated promise that this Council would work with Mn/DOT and our regional partners to examine transportation funding challenges facing the region, and produce the revised Plan that is before us today. Multiple modal studies, project reviews and updated funding projections have been incorporated in this revision.

That Transportation Policy Plan established the highway investment priorities we are operating under today: preservation first; then safety, congestion mitigation through system management and low-cost, high-return projects, community improvement projects, and, finally, major capital expansion.

These are sound priorities – conservative priorities – that strive to meet our transportation needs in the most cost-effective manner, within our means, preserving

previous investments, and minimizing government acquisition of private land. This new Plan does not alter those priorities, but it does add clarity and detail to what they mean for specific investments.

For transit, the TPP is similarly focused on maintenance of the existing system, operations, expansion of the bus system and, finally, expansion of our transitway system. These, too, are the proper priorities for investing limited funds in providing public transit services.

In addressing these transportation priorities, the TPP's investment plan must be fiscally constrained and rely only on revenues that can be reasonably expected over the planning period - though the region can responsibly "over program" for a more extensive vision.

Within that framework, this Plan is "realistically optimistic" in outlining more than \$16 billion in highway and transit capital spending through the year 2030. Not all of those resources are guaranteed, leaving many prioritized highway investments unfunded, and new-start transitway projects facing stiff competition for limited, and potentially shrinking, federal support. But this level of "over programming" is reasonable, and clearly outlines how the region would invest resources should additional funding become available.

Staff distributed maps showing how the Council's wastewater system, highway and bridge and transit investments align with Council's growth strategy.

Motion carried, with Peterson, Sersland Beach and Wulff dissenting.

Report of the Community Development Committee

There was no Community Development Committee report.

Report of the Environment Committee

There was no Environment Committee report.

Other Business

Administration Transition

Regional Administrator Weaver presented a brief summary of the November 2 election:

MINNESOTA

Senate

Statewide (67)	30 Democrats / 37 Republicans (+16)	Previously 46D/21R
Metro Region (38)	19 Democrats / 19 Republicans (+8)	Previously 27D/11R

House

Statewide (134): 62 Democrats / 72 Republicans* (+25) Previously 87D/47R
**pending confirmation of 3 district re-counts*

Metro Region (75): 39 Democrats / 36 Republicans (+12) Previously 51D/24R
The 25 House seats the Republicans picked up were by a total of 693 votes.

Governor Pawlenty's term expires January 3, 2011. Following is a schedule for a proposed recount schedule, if the margin between gubernatorial candidates Democrat Mark Dayton and Republican Tom Emmer does not widen.

- | | |
|---------------|--|
| November 23 | State Canvassing Board certifies election results, determines need for any automatic recount, designates state recount official, adopts a recount plan |
| November 29 | Recount begins |
| December 7 | Deadline to finish sorting the ballots |
| December 8-10 | State Canvassing Board meets for determination of challenged ballots |

If results of the recount are challenged in court, certification cannot occur until the litigation is resolved. A new governor may not be certified until after January 3, 2011.

Reports

Chair

Chair Bell reported the Governor wants a smooth transition and he believes the gubernatorial contest will be resolved before January 3rd.

Council Members

There were no reports.

Regional Administrator

There was no report.

General Counsel

There was no report.

Adjournment

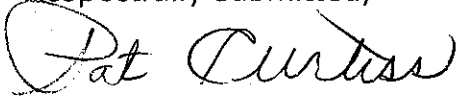
Business completed, the meeting adjourned at 4:51 p.m.

Part III - Certification

I hereby certify that the foregoing narrative and exhibits constitute a true and accurate record of the Metropolitan Council Meeting of November 10, 2010.

Approved this 8th day of December, 2010.

Respectfully submitted,

A handwritten signature in cursive script that reads "Pat Curtiss". The signature is written in black ink and is positioned below the text "Respectfully submitted,".

Pat Curtiss, Secretary