



## Approved Meeting Minutes

February 28, 2013  
Cottage Grove City Hall  
4:00 p.m.

<b>Commission Members</b>	<b>Agency</b>	<b>Present</b>
Autumn Lehrke, Chair	Washington County RRA	X
Liz Workman	Dakota County RRA	
Mike Slavik	Dakota County RRA	X
Janice Rettman	Ramsey County RRA	X
Linda Higgins	Hennepin County RRA	X
Barb Hollenbeck	City of Hastings	X
Jen Peterson, Vice-Chair	City of Cottage Grove	X
Keith Franke	City of St. Paul Park	
Steve Gallagher	City of Newport	
Kathy Higgins	Denmark Township	
Jim Keller	Denmark Township	
Cam Gordon	City of Minneapolis	X
Amy Brendmoen	City of St. Paul	X

<b>Ex-Officio Members</b>	<b>Agency</b>	
Ron Allen	Goodhue County	
Bob Kastner	City of Red Wing	
Marc Mogan	Prairie Island Indian Community	X
Ken Bjornstad	Goodhue County	X

<b>Staff</b>	<b>Agency</b>	<b>Present</b>
Andy Gitzlaff	Washington County RRA	X
Lyssa Leitner	Washington County RRA	X
Josh Olson	Ramsey County RRA	
Joe Morneau	Dakota County RRA	
Adele Hall	Hennepin County RRA	

<b>Others</b>	<b>Agency</b>
Carl Jensen	MnDOT
Bill Lambert	Stantec Consulting
Graeme Masterton	Stantec Consulting
Ciara Schlichting	Stantec Consulting
Katie White	Met Council

The meeting was video recorded and can be viewed online at: [http://swctc.granicus.com/MediaPlayer.php?view\\_id=2&clip\\_id=4171](http://swctc.granicus.com/MediaPlayer.php?view_id=2&clip_id=4171)

Chair Lehrke called the meeting to order.

### **Agenda Item #1: Introductions**

Introductions were made by those present.

### **Agenda Item #2: Consent Items**

#### **a. Minutes of the January 31, 2013 Meeting**

#### **b. Checks and Claims**

Motion made by Peterson to approve the January 31, 2013 meeting minutes and checks and claims. Seconded by Slavik. **Roll call vote: Members Higgins, Rettman, Peterson, Lehrke, Slavik, and Hollenbeck in favor.** Motion carried.

### **Agenda Item #3: Facebook Usage and Disclaimer Policy**

Gitzlaff discussed the Facebook Usage and Disclaimer Policy as outline in the packet stating it is a good thing to have in place so that everyone knows what the intent of the Facebook page is. He referred to the staff recommendations listed on page 10 of the packet. The intent is to go live with the Facebook page prior to the open house for the AAU to help reach a broader audience and generate some excitement.

Rettman clarified that staff would be correcting inaccuracies posted on the wall and would not be 'cherry-picking' comments to be removed unless they fell under the disclaimer. Gitzlaff said that's correct. Rettman suggested, in addition to Amtrak, there be a link under information about other transit improvements to Hoffman Yards and freight so that people know what's going on.

Peterson said there has been a lot of spamming recently on their City Facebook page, and asked if staff would be monitoring that. Gitzlaff said staff would discuss that with the County IT Department; however, if someone notices spam on the Facebook page, they should bring it to his attention. He added that anytime something is posted, and email is sent to the administrator; therefore, we are being notified right away.

Higgins commented that we need to keep the Facebook page fresh; there's nothing like a Facebook page that doesn't have anything new on it to make people not go there again.

Motion made by Peterson to approve the Facebook Usage and Disclaimer Policy as recommend by staff. Seconded by Hollenbeck. **All in favor.** Motion carried.

### **Agenda Item #4: AAU Update/ Workshop Preview**

Leitner stated members of the consultant team are here today to talk about Map 21 items that are relevant to the corridor as well as some information on BRT and commuter rail. Leitner update the Commission that it was decided to hold one Public Workshop/Public Open House for the AAU this session and direct resources in other

creative ways to generate as much feedback as possible. It will be held at the St. Paul Park City Hall on Tuesday, March 19, from 6:00 – 8:00 p.m. In addition, there will be a survey developed for distribution and listening sessions will be scheduled with various groups. She added that the first meeting of the Community Advisory Committee (CAC) is scheduled for March 11. Currently, there are about 15 people on the committee and staff is working on finalizing the member list. The goal is to try to get a member from each area along the corridor involved with the CAC.

**a. Transit Mode Overview**

Leitner distributed copies of a Power Point Presentation and discussed various modes of transit. She introduced Bill Lambert and Graeme Masterton from Stantec Consulting who continued the presentation.

**b. Map 21**

Lambert continued the presentation that included information on Map 21 and funding sources for transit.

Chair Lehrke welcomed members Gordon and Brendmoen to the meeting.

Gordon asked how we would know the difference between express bus service, BRT-light, and BRT. Masterton said express bus service is typically a 40-foot bus that picks up in the suburbs and goes straight into downtown; there is not much investment in station environment. BRT is having various stations and movement between those stations. BRT-light would have higher-end vehicles, but not the dedicated infrastructure. It tends to use existing infrastructure but may put in things like transit signal priority at a congested intersection. Express busses tend to be mixed in with traffic and don't stop at a lot of places. BRT is trying to develop two-way ridership and build in smaller sections.

Gordon asked if BRT is eligible for Map 21 funding. Masterton said that when at least 50% is dedicated, then it is the higher class BRT. If it can be considered bus only, running only during peak times, then it would not be. Leitner commented that it is somewhat undetermined and the region and Met Council have been requesting the definition from the FTA. She said they are hoping to get that definition within the next few months.

Gordon asked about the capacity difference between BRT and commuter rail, and what's the maximum amount that could be moved using BRT. Leitner said locally, Bottineau could have used BRT, but operationally, they couldn't get all those busses downtown; it's more a matter of downtown congestion and one train verses five or six busses. Lambert said, in terms of people, an articulate bus fits 80 to 120 depending on standees and your standing policy. The difference tends to be how big the volume is and how short amount of time it is to move them.

Gordon asked, relating to the evaluation criteria and cost effectiveness, is it still based on how many people can be moved in a short amount of time. Leitner said that has changed drastically since the Hiawatha days; it used to be that if the Cost Effective

Index (CEI) number wasn't at a certain point, the project wouldn't compete. The CEI is a piece of it, but how it's calculated is different and it has less weight.

Peterson commented that Vancouver is converting from BRT to commuter rail and asked for comments on that conversion. Masterton said they replaced one of their two B-lines with light rail and are in the middle of a debate about what the second line should be replaced with; rail versus bus and above ground versus below ground. The other item is their commuter rail is too successful; to supplement, the West Coast Express train-bus (a bus painted to look like a train) was added for evening, midday, and weekend runs when they couldn't buy time from CN/CP, Canadian National/Canadian Pacific Railway. It's actually moving away from what a traditional commuter rail would be into an all-day service. A lot of what they're doing in Vancouver is looking at the data and taking steps to make sure they don't eliminate the opportunity to do what they ultimately want to do by doing things like purchasing right-of-way.

Peterson asked about familiarity of combination use of commuter rail during the peak and some sort of midday bus service to supplement. Masterton said the West Coast Express in Vancouver is an example of that.

Lehrke said BRT is based on service all day long and asked if about situations where service was reduced down to commuter rail running during peak times. Masterton said it would depend on what the ridership would be. In a situation in Vancouver, they ran the commuter rail for two-hour periods during the peak times and supplemented with 40-foot busses during the day until the ridership increased.

Higgins commented that BRT will allow the use of good transit lines that wouldn't likely be useable by rail.

#### **Agenda Item #5: Legislative Update**

Gitzlaff referred Commission members to the State and Federal updates listed in the packet.

#### **Agenda Item #6: Other**

Lehrke said the next scheduled meeting is Thursday, March 28<sup>th</sup> at 4:00 p.m.

#### **Agenda Item #7: Adjourn**

Motion made by Slavik to adjourn. Seconded by Rettman. **All in favor.** Motion carried.

Meeting adjourned at 5:04 p.m.