



Red Rock Corridor Commission Implementation Workshop Minutes/Notes Thursday August 28, 2014

Commission Members	Agency	Present
Autumn Lehrke, Chair	Washington County RRA	X
Mike Slavik	Dakota County RRA	X
Janice Rettman	Ramsey County RRA	
Linda Higgins	Hennepin County RRA	
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	
Joe Moore	Denmark Township	X
Cam Gordon	City of Minneapolis	X
Amy Brendmoen	City of St. Paul	

Ex-Officio Members	Agency	
Marc Mogan	Prairie Island Indian Community	X
Jess Greenwood	Goodhue County	

Staff	Agency	Present
Jan Lucke	Washington County RRA	X
Andy Gitzlaff	Washington County RRA	
Lyssa Leitner	Washington County RRA	X
Joe Morneau	Dakota County RRA	X
Mike Rogers	Ramsey County RRA	
Josh Olson	Ramsey County RRA	

Others	Agency
Hally Turner	Washington County RRA
Scott Hondl	Johnson Group
Katie White	Metropolitan Council
Chuck Darnell	Hennepin County County
Karla Bigham	Former State Rep and Cottage Grove City Council
Katie Sieben	MN State Senator
Dan Schoen	MN State Rep
Kevin Roggenbuck	Ramsey County RRA

Agenda Item #1: Introductions

Commission members introduced themselves including the new member, Joe Moore, from Denmark Township. Those present included staff from Ramsey, Dakota, and Washington Counties, Metropolitan Council, current and former elected officials, and Scott Hondl with Johnson Group

Agenda Item #2: Legislative Update

Kevin Roggenbuck stated there was not much happening with the state. He reviewed results for the recent Minnesota primary election. Jeff Johnson won the Republican nomination to run against Governor Dayton. Mike McFadden is running against Senator Franken. For District 6, we will have a new representative since Bachman chose to not run for reelection. On the federal side, congress has been in recess. Keven reviewed that President Obama signed the Highway Trust Fund Rescue bill for transportation funding through May 31, 2015. This decision kicks the can down the road.

Agenda Item #3: Communication Update

a. Draft Logos and Branding

Scott Hondl with Johnson Group provided a communications update for the Red Rock Corridor Commission. He provided background on the project including the fact that his team has been working with Washington County staff for about five weeks to redo the logo. The current logo is rail centric and the goal is to end up with a brand that reflects the current vision for the corridor. Scott showed the commission several concepts. Scott noted that the Commission does not get to pick the color of the corridor in the future. There was some discussion on how to incorporate the color red into the logo. The group preferred the inclusion of "Southeast Corridor." There were five concepts in total. Scott then showed logos from a number of regional transitways. Gateway's logo is more broad and open to other modes of transportation. Lyssa stated that consensus for the logo during the meeting would be great but that Scott could come back with refined options next month. Commissioner Lehrke preferred getting away from the color red and oriented the logo to the southeast. Commissioner Peterson preferred the option that was more governmental and indicated the general direction of the corridor and where the line goes. Commissioner Hollenbeck agreed with Commissioner Peterson. The group requested to see a couple of the options with other fonts and colors at the next meeting. Katie White with the Metropolitan Council clarified that for the final color on the completed line, the color is determined once the Metropolitan Council is involved and the Communications team selects the color. Commissioner Lehrke commented that it would make sense now to not emphasize Red Rock. Commissioner Peterson would like to see the size of RedRock with Southeast Corridor switched. Commissioner Peterson asked if it would be possible to find out the color designation before when finalize the logo. Lyssa said we won't be able to find out but that we can go by deduction since there are only so many colors to choose from. Commissioner Moore asked if it would make sense to choose a more neutral color now like a grey. Regarding the color, Scott recommended taking a guess or going neutral. Though an all neutral logo is not recommended since color will help brand the line. Commissioner Lehrke was okay with keeping the logo red until if and when it changes. Grey was discussed as a good base and red was okay to add to that. Commissioner Lehrke requested a couple of options at the next meeting with different colors and fonts.

b. Social media and website

Scott updated the Commission on the website domain having been updated from rail to corridor. The next step is to gain consensus on brand in order to push through transitioning the website. Lyssa reviewed general communication metrics including likes and page hits.

Agenda Item #4: Consent Items

- a. Checks and Claims
- b. Minutes of the July 31, 2014 Commission Workshop
Commissioner Slavik moved approval for Checks and Claims and Minutes from the July 31 meeting. Commissioner Peterson seconded the motion. There was no discussion. The motion carried.

Agenda Item #5: Intercity Passenger Rail Group Representation

Lyssa Leitner reviewed the request for a Commission member to serve on the Intercity Passenger Rail Group. The position is a voluntary commitment and requires attending meetings six times a year. The representative would be able to call in to most of the meetings. Commissioner Lehrke served in the past. Lyssa asked if the commission would like to appoint a representative. No one expressed interest in serving as part of the group. The group discussed the possibility of Commissioner Rettman serving in a dual role on behalf of the Red Rock Commission.

Agenda Item #6: Joint Powers Agreement

Jan Lucke explained the need to review the JPA to see if that agreement reflects the current status. Jan reviewed history including the previous fiscal breakdown which was Hennepin County 17.5%, Ramsey County 37.5%, Washington County 35%, and Dakota County 10%. Minneapolis joined in 2008 and the percent of contribution changed for the fiscal members. Hennepin County has recently expressed interest in transiting to non-funding, ex-officio partner. Since the BRT option no longer reflects a significant capital investment from Hennepin County County anymore, it may make sense for Hennepin County to move to ex-officio statue. It is noted that Hennepin County County is still a strong supporter for the Corridor and wants to continue as a Commission member. Washington County staff is recommending returning to the 2004 arrangement. Jan stressed that the agreement deserves careful consideration and informed the group about a staff meeting for morning of Sept. 8th. At that time, staff with analyze any and all options.

Jan explained there is some urgency because counties are currently planning their 2015 budgets and JPA funding breakdown will influence dues, work plans, and budgets. Jan emphasized that the JPA could be revisited anytime and that specific project funding could be negotiated separately with unique cost share. For now, counties need guidance on their annual budgeting purposes.

Lyssa clarified a process piece. The University of Minnesota was included through the current JPA. She clarified that the University of Minnesota should be removed from the document. It is worth making all interested changes now for efficiency purposes since all boards would need to approve changes as well. It is more efficient to cover all changes in one sitting.

Commission Gordon reminded the group that the rail option originally connected all the way to Minneapolis. The Commission Gordon asked the group to consider how valuable do you think Minneapolis involvement is. Commission Gordon asked if it would be possible to modify quorum requirements at this point as well. Since Minneapolis signed on early, Commission Gordon would like to encourage them to stay. Commissioner Peterson explained that though BRT was selected for immediate future, the long term plan could consider commuter rail to Minneapolis. There would be value in having Minneapolis's input. Jan addressed that quorum is separate from JPA. Commissioner Lehrke stated it is difficult to have all members at the meetings and quorum is a consistent issue.

Minnesota State Senator Sieben addressed the commission with concerns over the selection of BRT. Senator Sieben stated that the general public doesn't understand that the route current terminates in St. Paul. The Senator stressed the importance to connect to a larger regional plan. Though there are currently buses continuing on to Minneapolis, it is crucial to work with Hennepin

County County and Minneapolis for a regional plan. Senator Sieben says the community wants to be connected to Minneapolis and Minneapolis should be funding partner with enthusiasm for the region to build parity in the metro area.

Lyssa clarified that it is possible to continue the discussion with Hennepin County. Lyssa added that it is possible to change quorum issues independent of the JPA. Lyssa also stated that with BRT, express buses would stay as is and BRT could possibly extended Minneapolis. Lyssa clarified that because transit infrastructure already exists in the downtowns, Hennepin County did not wish to be a funding partner. The Commission did not prompt this conversation. Hennepin County expressed the interest to not participate. Lyssa stated that the service plan reviewed two options for connecting Minneapolis and Saint Paul. The original Alternatives Analysis looked at direct connection between the two cities. The Alternatives Analysis Update looked at the central corridor as a connector as well. Commissioner Gordon reiterated that BRT terminating at Union Depot as a first step with the possibility of building the corridor up as a worthwhile process. Hennepin County and Minneapolis would likely be more excited at that time. Commissioner Gordon expressed concern that relying on the Green Line will not work well. Commuter rail line straight to Minneapolis would be preferred. Commissioner Gordon commented that the need for six people to make a quorum with two as funding partners was already as low expected and wouldn't support going lower. Commissioner Gordon added the suggestion to go back to Hennepin County to see if the county would be willing to be a smaller funding partner particularly since the infrastructure already exists in Minneapolis. Even 2 to 3 percent would help keep the project sustainable.

Commissioner Gordon asked for clarification between ex-officio and regular members. Lyssa stated that ex-officio membership doesn't impact quorum.

Commissioner Slavik suggested changing allotment 40-40-20 (Ramsey-Washington-Dakota) for the operation of commission but not projects. Commissioner Slavik stated that since the JPA mainly helps with annual work plan and budget, the same share could be used for other projects, negotiated accordingly, or base share off of the phase of the project at the time. Commissioner Slavik expressed Dakota County's concerns of Hennepin County's leave on Dakota County. Commissioner Slavik would love Hennepin County involved to help alleviate financial pressure on Dakota County. Commissioner Slavik stated it would be important to get Hastings in the transit district since people using the busses are not from areas contributing to the transit district. Commissioner Slavik reiterated that there would be greater burden initially on Hastings and Dakota but it could shift to others based on phase.

Commissioner Lehrke clarified the need for suggestions related to Hennepin County specifically and Commissioner Gordon offered the possibility of a lower fee for Hennepin County with the split possibly based on transit stations.

Minnesota Representative Dan Schoen reminded the Commission that the regional economy competes with the world and this relates all the way down the corridor. Representative Schoen stated the need to remember that we've got to get to Minneapolis. The long term vision needs to carry on and asked Commissioner Gordon to hang on. Representative Schoen stated that the community wants and needs the transportation and asked the commission to urge Hennepin County to fight for regional focus and more equity in the east. Commission Lehrke reiterated the need for feedback from Ramsey County and stated to give suggestions to Lyssa.

Agenda Item #7: Liability Insurance

This is an annual item. Lyssa explained that the Commission holds insurance through the League of Minnesota Cities. The Commission was asked if they wanted to waive statutory tort liability limits and the Commission chose not to waive such statutory tort liability limits in the past. The

approval of this insurance would continue coverage for 2014-2015 and the limits not be waived. All commissioners were given a copy of the memo. Commissioner Gordon moved the motion. Commissioner Hollenbeck seconded the motion. There was no discussion. The motion carried.

Agenda Item #8: Transit Development Next Steps

a. Implementation Plan

Lyssa reviewed the implementation discussion from the previous workshop and noted that the wording in the memo was verbatim from the workshop discussion. Lyssa reviewed the Commissions priorities including specific capital and construction costs, enter the Locally Preferred Alternative process with Metropolitan Council, determine the current funding plan, assess a staged implementation approach, and update market analysis and station area planning. Previous planning efforts centered around a rail option with individuals coming and going only at rush hour. The information did not look into the possibility of people at transit stops 16 hours a day and how development would change with that fact. Red Line attracted commercial, retail and housing development. The Commission needs the updated market analysis to help cities along and comp plan changes would likely be needed. The Commission is interested in planning and implementation, not another study. Red Line implementation plan happened in two parts and cost \$500,000. Washington County added some of their scope of work to our own implementation plan. Public involvement, project management, transit demand and ridership, service plan, operating plan, branding/signage are very important. Lyssa requested feedback on additional scope of work items. Lyssa reviewed timeline with a start date of January with a 12-15 month timeline. There was no discussion. Commissioner Slavik wouldn't add anything and stated this information was a good summary and reflected last month's workshop.

b. Resolution of Support—CTIB Grant Application

Washington County is requesting \$400,000 from CTIB for the implementation plan. 3% guarantee for Washington County would apply for \$360,000 and the Commission would need local match for 10%. Funding splits for the local match could be based on the 40-40-20 model. Resolutions of support are needed for the County to apply for the grant. Funding partners would secure the 10% and it could possibly be covered by carried over dues. Commissioner Gordon moved the motion. Commissioner Slavik seconded the motion. Lyssa took the roll.

Agenda Item #9: Transportation Policy Plan

a. Red Rock Corridor Language in the TPP

This is an information only item due to full agenda. The information is included for potential further discussion at September's meeting and the Commission will need full quorum then to approve a letter to the Metropolitan Council. The TPP is currently out for comment. Red Rock Corridor is listed but is not included in the current revenue scenario. Washington County staff will come back with items to include in a comment letter which is due at the beginning of Oct.

b. Station Area Planning Land Use Guidelines

Lyssa explained that land use changes will probably facilitate most of the discussion at the next meeting. All communities are not classified the same way. Communities should review the land use guidelines prior to the next meeting and think about station area planning requirements relevant to the implementation plan.

Agenda Item #10: Rail~Volution

Lyssa discussed that Commission members should have received snail mail invitation to Rail~Volution. The conference is being hosted locally this year and Metropolitan Council, MnDOT, and CTIB are the local hosts. Counties and cities are invited to come for Local Day on Sunday to

have policy conversation of transitway development at the regional level. You do not to be registered to attend. Lyssa had more copies of the invitation available.

Agenda Item #11: Other

a. Next Meeting is September 25, 2014

Agenda Item #12: Adjourn

Commission Peterson moved a motion to adjourn. Commissioner Slavik seconded the motion. The motion carried.