



AGENDA

Rush Line Corridor Task Force Meeting

May 31, 2018

4:30 p.m.

Maplewood Community Center Conference Room A/B

2100 White Bear Ave, Maplewood

	<u>Item:</u>	<u>Action Requested:</u>
<i>Chair Victoria Reinhardt</i>	1. Call to Order/Introductions	
<i>Chair Victoria Reinhardt</i>	2. Approval of the Agenda	Approval
<i>Chair Victoria Reinhardt</i>	3. Summary of January 25, 2018 Meeting*	Approval
<i>Andy Gitzlaff, RCRA</i>	4. Insurance Renewal*	Approval
<i>Andy Gitzlaff, RCRA</i>	5. 2018 State Legislative Recap	Information
<i>Jon Oyanagi, Ramsey County Parks and Recreation</i>	6. Support for Bruce Vento Trail Extension Funding*	Approval
<i>Andy Gitzlaff, RCRA</i>	7. Rush Line BRT Project Update*	Information

**attachments*

For questions related to this material, please contact Andy Gitzlaff at 651-266-2772 or andrew.gitzlaff@co.ramsey.mn.us.



Rush Line Corridor Task Force Meeting

January 25, 2018, BoatWorks Commons, Community Room, 4495 Lake Avenue South, White Bear Lake, at 3:30 pm

Draft Meeting Summary

MEMBERS:

Ben Montzka, Chisago County Commissioner	Mara Bain, Forest Lake Councilmember
Nora Slawik, Maplewood Mayor	John Mikrot, Pine County Commissioner
Victoria Reinhardt, Ramsey County Commissioner	Amy Brendmoen, St. Paul Councilmember
Fran Miron, Washington County Commissioner	Bob Kermes, White Bear Township Board
Linda Nanko-Yeager, Wyoming Councilmember	

OTHERS:

Andy Gitzlaff, RCRA	Mike Rogers, RCRA
Sandie Jacobson, RCRA	Vicky Balkum, St. Paul Resident

1. Call to Order and Introductions

Chair Reinhardt called the meeting to order at 3:32 p.m. Introductions were made by the Task Force members and attendees.

2. Election of Officers

Chair Reinhardt asked for nominations for Chair and Vice-Chair. Commissioner Fran Miron nominated Commissioner Victoria Reinhardt as Chair and Councilmember Linda Nanko-Yeager as Vice Chair. The motion was seconded by Supervisor Bob Kermes. The motion passes.

3. Approval of the Agenda

A motion to approve the agenda was requested. Councilmember Nanko-Yeager moved for approval. The motion was seconded by Supervisor Bob Kermes. The motion passes.

4. Summary of September 25, 2017 Meeting

A motion to approve the meeting minutes was requested. Supervisor Bob Kermes moved for approval. The motion was seconded by Commissioner John Mikrot. The motion passes.

5. Final 2018 Work Plan and Budget

Mr. Gitzlaff provided a summary of the proposed work plan for 2018. There isn't a financial commitment proposed for 2018 beyond in-kind staff contributions and the insurance premium. Changes to the work plan have been highlighted from the previous year. The focus of the Task Force will remain on the broader Rush Line Corridor from St. Paul to Hinckley. The Rush Line BRT Project will be a key area of focus as the project advances through the environmental analysis phase. However, the Task Force work plan also includes support for other transportation projects in the corridor.

In regards to public engagement, staff is not proposing a separate communication contract for the Task Force for 2018. RCRRA will be hiring a separate consultant to support the Rush Line BRT Project.

Commissioner Reinhardt stated item 6c needs to be removed as CTIB has been disbanded.

Supervisor Kermes asked if there are going to be meetings with legislators to advocate for the Rush Line bonding proposal. Mr. Gitzlaff stated the Rush Line request will be rolled into a broader package of Ramsey County requested projects. Ramsey County has legislative and government affairs staff to coordinate these efforts. Commissioner Reinhardt stated Ramsey County has a delegation meeting and will be doing a joint meeting with St. Paul Chamber of Commerce's labor organization. We also invited White Bear Area Chamber of Commerce to this meeting. There will be opportunities for face-to-face meetings. Mike Rogers reported on the House and Bonding Committees meetings that were recently held to discuss potential bond eligible projects.

Commissioner Fran Miron moved for approval as changed to the 2018 Work Plan and Budget. The motion was seconded by Councilmember Maran Bain. The motion passes.

6. Support for 2018 State Legislative Request for Rush Line BRT Project

Mr. Gitzlaff reported that this year's request is a carryover from last year. \$2 million in state bonding is being requested for the Rush Line BRT Project for pre-design, design, and environmental analysis. Any state money can help offset costs for the project that would otherwise come from Ramsey County. The draft resolution is in the meeting packet was reviewed.

Councilmember Nanko-Yeager moved for approval. The motion was seconded by Supervisor Kermes. The motion passes.

7. Rush Line BRT Project Update

Mr. Gitzlaff provided an update on the Rush Line BRT Project. The locally preferred alternative has been included in the draft 2040 Transportation Policy Plan which is a necessary step to be eligible for federal funding. A letter was received from the chair of the Metropolitan Council stating that Rush Line will be designated a color after the environmental analysis phase is complete once Metropolitan Council takes over the project. Purple color has been reserved for Rush Line until then.

Mr. Gitzlaff noted that the environmental analysis phase for the Rush Line BRT Project will be starting at the end of January once the new engineering and environmental consulting team is hired by RCRRA. The environmental analysis phase is expected to take two years to complete and will include the engineering, environmental station area planning and community engagement as the four key tasks. Similar to the last phase a series of advisory committees will be formed to support the project decision making process. The Task Force will also provide input throughout the process but the majority of the work will happen at the advisory committee level.

Commissioner Reinhardt stressed the importance of communication and engagement and stated Ramsey County has hired a Community Engagement Officer not only for this project but for all projects within Ramsey County.

St. Paul Resident Ms. Vicky Balkum asked what the radius is for notifying residents about the Rush Line via mailings? Mr. Gitzlaff responded that in the past mailing went to residents who are directly adjacent to the line before some of the open houses. He stated that the overall process to get the word out about the project will be reviewed again during the environmental analysis phase.

8. Other

- a. Rush Line Corridor Task Force Meeting, May 31, 2018, Maplewood Community Center Community Center Conference Room A/B. 2100 White Bear Ave, Maplewood

The meeting adjourned at 4:19 p.m.



MEMORANDUM

TO: Rush Line Corridor Task Force Members
FROM: Staff
DATE: May 19, 2019
RE: Insurance Renewal

Coverage was initially obtained in 2001 for the work of the Task Force through the League of Minnesota Cities Insurance Trust (LMCIT). Coverage includes municipal liability, auto, and crime. Optional Open Meeting Law coverage was not selected. The premium last year was \$925 and paid by the five counties. At the time coverage was obtained, the Task Force was asked to determine whether or not it would waive the statutory tort liability limits. The Task Force chose **NOT** to waive such limits. This means that an individual claimant would be able to recover not more than \$500,000 on any claim. If the Task Force chose to waive the limits, a claimant could recover up to \$1.5 million.

The LMCIT would like confirmation that the task force would again choose not to waive the statutory tort liability limits. It is the assumption that the counties will continue to pay the insurance premium based on the following established formula.

Ramsey County Regional Railroad Authority	60.9%
Chisago County Regional Railroad Authority	16.7%
Washington County Regional Railroad Authority	16.1%
Pine County Regional Railroad Authority	6.3%

Action Requested:

Task Force continue to maintain its insurance coverage with the League of Minnesota Cities Insurance Trust and the statutory tort liability **NOT** be waived and that the counties continue to pay the insurance premium based on the existing formula



CONNECTING & INNOVATING
SINCE 1913

LIABILITY COVERAGE – WAIVER FORM

LMCIT members purchasing coverage must complete and return this form to LMCIT before the effective date of the coverage. Please return the completed form to your underwriter or email to pstech@lmc.org

This decision must be made by the member's governing body every year. You may also wish to discuss these issues with your attorney.

League of Minnesota Cities Insurance Trust (LMCIT) members that obtain liability coverage from LMCIT must decide whether to waive the statutory tort liability limits to the extent of the coverage purchased. The decision has the following effects:

- o *If the member does not waive the statutory tort limits*, an individual claimant would be able to recover no more than \$500,000 on any claim to which the statutory tort limits apply. The total all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would be limited to \$1,500,000. These statutory tort limits apply regardless of whether the city purchases the optional excess liability coverage.
- o *If the member waives the statutory tort limits and does not purchase excess liability coverage*, a single claimant could potentially recover up to \$2,000,000 for a single occurrence. (Under this option, the tort cap liability limits are waived to the extent of the member's liability coverage limits, and the LMCIT per occurrence limit is \$2 million.) The total all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would also be limited to \$2,000,000, regardless of the number of claimants.
- o *If the member waives the statutory tort limits and purchases excess liability coverage*, a single claimant could potentially recover an amount up to the limit of the coverage purchased. The total all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would also be limited to the amount of coverage purchased, regardless of the number of claimants.

Claims to which the statutory municipal tort limits do not apply are not affected by this decision.

LMCIT Member Name

Check one:

- The member **DOES NOT WAIVE** the monetary limits on municipal tort liability established by Minnesota Statutes, Section 466.04.
- The member **WAIVES** the monetary limits on municipal tort liability established by Minnesota Statutes, Section 466.04 to the extent of the limits of the liability coverage obtained from LMCIT.

Date of city council/governing body meeting _____

Signature _____ Position _____

145 UNIVERSITY AVE. WEST
ST. PAUL, MN 55103-2044

PHONE: (651) 281-1200 FAX: (651) 281-1299
TOLL FREE: (800) 925-1122 WEB: WWW.LMC.ORG



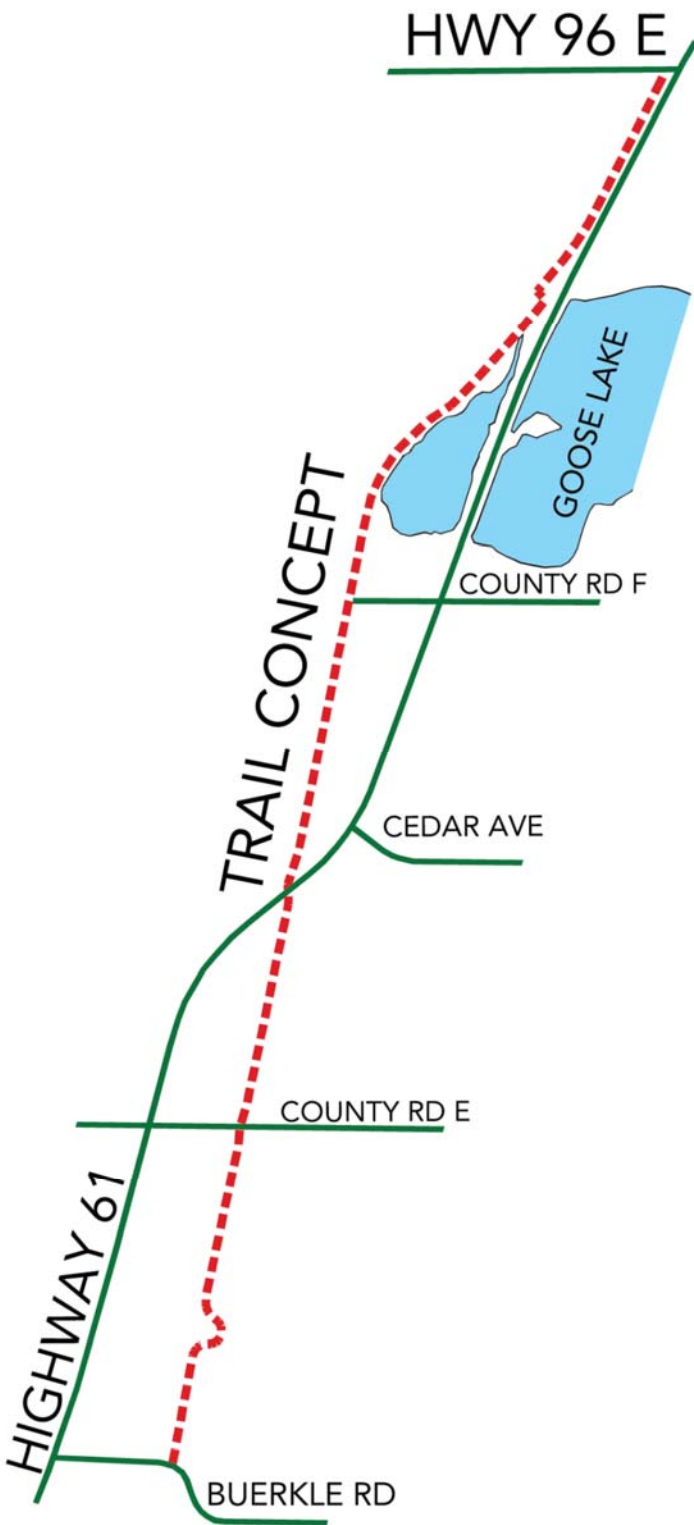
TO: Rush Line Corridor Task Force Members
FROM: Staff
DATE: May 25 2018
RE: Support for funding for the Bruce Vento Trail Extension Project

The Bruce Vento Regional Trail runs through Saint Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Lake and White Bear Township. Ramsey County Parks & Recreation is planning a three-mile trail extension from Buerkle Rd. to Highway 96. The extension will be located within street and railroad corridors and has not been developed due to active use of the railway lines from Buerkle Road in White Bear Lake to the city of Hugo.

Ramsey County Parks & Recreation underwent a major study from 2014 to 2016 to determine alternate trail alignments from Buerkle Road to Highway 96 W. Preliminary design plans for a preferred trail alignment were created to identify costs and potential impacts for trail construction (see attached map). The proposed improvements will allow for a safe bike and pedestrian trail in addition to providing critical connections to the Highway 96 Regional Trail, South Shore Trail and Lake Links Regional Trail. Ramsey County Parks is seeking regional solicitation funds to expand the Bruce Vento Trail.

Ramsey County Parks & Recreation is requesting is requesting 2018 regional solicitation funding for the implementation of the Bruce Vento Trail extension. The extension of the trail will complement the Rush Line BRT Project by adding additional multi-modal transportation options to the Rush Line Corridor. A letter of support from the Rush Line Task Force will help strengthen the competitiveness of funding requests for the project.

Action Requested: Approval for the Chair to send a letter of support for the Bruce Vento Trail extension project (draft attached).



DRAFT



5/25/2018

Support for Bruce Vento Trail Extension Project

To whom it may concern,

This letter is to share our support for funding for Ramsey County Parks and Recreation's plan to extend the Bruce Vento Regional Trail from Buerkle Road to Highway 96 in the City of White Bear Lake.

The Task Force is a joint powers board of city, county and township elected officials planning transportation improvements to enhance mobility, promote economic development and preserve community assets within the 80-mile transportation corridor between Saint Paul and Hinckley. The Task Force provides technical and policy guidance to transportation agencies, raises public awareness, builds support and advocates for improved transportation service in the corridor

The current Bruce Vento Trail and the extension will complement the planned 14 mile Rush Line BRT transit route by adding additional multi-modal transportation options to the Rush Line Corridor.

Sincerely,

Victoria Reinhardt
Chair, Rush Line Corridor Task Force

Centerville
Chisago County
Forest Lake
Harris
Hinckley
Hugo
Little Canada
Maplewood
North Branch
Pine City
Pine County
Ramsey County
Rock Creek
Rush City
Saint Paul
Sandstone
Stacy
Washington County
White Bear Lake
White Bear Township
Wyoming

214 4th St. E.
Suite 200
St. Paul, MN 55101
651-266-2760



MEMORANDUM

TO: Rush Line Corridor Task Force Members
FROM: Staff
DATE: January 25, 2018
RE: Rush Line BRT Project Update

Environmental Analysis Phase

The next phase of the project, the Environmental Analysis Phase, is now underway. The Environmental Analysis Phase is expected to take two years (early 2018 to early 2020) to complete and will include the following key tasks:

- Environmental analysis.
- Preliminary engineering.
- Station Area planning.
- Community engagement.

Please see the flyer in the packet for more information about the Project and the environmental analysis phase.

Similar to the last phase, advisory committees are being formed to assist in the decision making process. At the Task Force meeting, RCRRA staff will provide an update on the project and solicit input from the Task Force members.

Action Requested:
Information



B R T

Rush Line Bus Rapid Transit

The Rush Line BRT Project is a proposed 14-mile transit route with stations between Union Depot in Saint Paul and downtown White Bear Lake. The Rush Line BRT will:

- Run seven days a week from early in the morning to late at night.
- Arrive every 10 minutes during rush hours and every 15 minutes other times.
- Provide fast and reliable transit service.
- Have stations with amenities like shelter, light, heat, fare payment machines and real-time departure signs.
- Conveniently connect to METRO Green Line, local and intercity buses and Amtrak® service at Union Depot.
- Connect people to jobs, education, healthcare and recreation destinations.
- Support economic development.
- Serve more than 97,000 people who are diverse in income, race, ethnicity, age, ability and languages spoken. More than 18 percent of these households do not have access to a vehicle.
- Connect to 106,000 jobs within a ten-minute walk of the 20 planned stations.



Photo Credit: Los Angeles Metro

Orange Line BRT, Los Angeles, CA



The Rush Line BRT Project includes further exploration of connector bus service north to Forest Lake, along with other transit system improvements.

Public Input

The Rush Line BRT Project seeks public input on:

- Where should station platforms be placed to best serve transit users and the surrounding neighborhood?
- How are cultural, historic and natural resources maintained within the project area?
- How will communities along the route benefit from this investment?
- How will BRT operate alongside people walking, rolling, biking and driving?
- What kind of development and pedestrian, bicycle and transit connections do we want to see at and near stations?



Health Line BRT, Cleveland, OH

Environmental Analysis

The project is currently in the two-year environmental analysis phase (as shown below). This phase will advance the project's design while seeking to increase the potential benefits of the project and minimize potential social and environmental impacts along the route. Emphasis will be placed on increasing access to and from the BRT stations and thoughtfully planning for new development near stations.

The environmental analysis will follow state and federal processes and result in a document that explains why the project is needed, the alternatives that were considered, the project's impacts to the natural and built environments, and mitigation strategies for those impacts.



Health Line BRT, Cleveland, OH

FEDERAL TRANSIT ADMINISTRATION PROCESS



Sign up for email updates. Provide input. Ask questions. Learn more.

 rushline.org

 info@rushline.org

 651-266-2760

 facebook.com/rushline

 [@rushlinetransit](https://twitter.com/rushlinetransit)