



**AGENDA**

**Rush Line Corridor Task Force Meeting**

**January 25, 2018**

**3:30 p.m.**

**BoatWorks Commons Community Room**

**4495 Lake Avenue South in White Bear Lake**

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	<u>Item:</u>	<u>Action Requested:</u>
<i>Chair Victoria Reinhardt</i>	1. Call to Order/Introductions	
<i>Chair Victoria Reinhardt</i>	2. Election of Officers*	Election
<i>Chair Victoria Reinhardt</i>	3. Approval of the Agenda	Approval
<i>Chair Victoria Reinhardt</i>	4. Summary of September 25, 2017 Meeting*	Approval
<i>Andy Gitzlaff, RCRA</i>	5. Final 2018 Work Plan and Budget*	Approval
<i>Andy Gitzlaff, RCRA</i>	6. Support for 2018 State Legislative Request for Rush Line BRT Project*	Approval
<i>Andy Gitzlaff, RCRA</i>	7. Rush Line BRT Project Update*	Information
	8. Other	
	a. Rush Line Corridor Task Force Meeting April 26, 2018, BoatWorks, 4495 Lake Ave. S. in White Bear Lake at 3:30 p.m.	

*\*attachments*

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



**MEMORANDUM**

**TO:** Rush Line Corridor Task Force Members  
**FROM:** Staff  
**DATE:** January 18, 2018  
**RE:** Election of Officers

The Rush Line Corridor Task Force Joint Powers Agreement's Bylaws call for the election of officers at the first meeting of the calendar year. The 2017 officers of the Task Force are as follows:

Chair – Commissioner Victoria Reinhardt

Vice-Chair – Linda Nanko-Yeager

**Action Requested:** Elections



**Rush Line Corridor Task Force Meeting**

**Date: September 21, 2017, White Bear Lake, BoatWorks Commons**

**Draft Meeting Summary**

**MEMBERS:**

Ben Montzka, Chisago County Commissioner	Nora Slawik, Maplewood Mayor
John Mikrot, Pine County Commissioner	Victoria Reinhardt, Ramsey County Commissioner
Charles Lucia, Stacy Councilmember	Jo Emerson, White Bear Lake Mayor
Bob Kermes, White Bear Town Board Supervisor	Linda Nanko-Yeager, Wyoming Councilmember

**OTHERS:**

Michael Rogers, RCRRRA	Lindsey Wollschlager, Richardson Richter & Assoc.
Andy Gitzlaff, RCRRRA	Hally Turner, Washington County
Sandie Jacobson, RCRRRA	Rachel Dammel, Kimley Horn
Lee Nichols, WSB	

**1. Call to Order and Introductions**

Chair Reinhardt called the meeting to order at 3:41 p.m. Introductions were made by the Task Force members and attendees.

**2. Approval of the Agenda**

A motion to approve the agenda was requested. Supervisor Kermes moved for approval. The motion was seconded by Commissioner Montzka. The motion passes.

**3. Summary of May 25, 2017 Meeting**

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

**4. Rush Line BRT Project Update**

Staff member Andy Gitzlaff provided the update. It has been four months since last Task Force meeting. August 31<sup>st</sup> was the last day of the pre-project development consulting contract. The Ramsey County Regional Railroad Authority Board approved the LPA for the Rush Line BRT Project on September 12. The next steps include submitting the LPA to the Metropolitan Council for inclusion in the Transportation Policy Plan.

What's left is to pick a color for Rush Line. This is the appropriate point in the process to make this decision. There is a draft letter included in the packet from Chair Victoria Reinhardt requesting purple as the color for Rush Line.

Supervisor Kermes asked if there is a way to identify the geography of the line in the name. Chair Reinhardt stated the Metropolitan Council has a lot of different mechanisms to ensure people understand which color line goes where. Andy Gitzlaff stated the branding is intended to show that it's the same level of service as the other BRT and LRT lines in the region.

Mayor Slawik asked about the timeline for being included in the Transportation Policy Plan. Chair Reinhardt responded that the timing is perfect for us to be included because the Metropolitan Council is in the process of updating the Plan.

Chair Reinhardt thanked Mayor Slawik and the rest of the Task Force for everyone's hard work. Within the communities who voted on the LPA, some were unanimous, some were not. Questions arose about what the stations will look like, etc., and that's what we'll work on in this next phase.

Andy Gitzlaff noted that the next phase of the Rush Line BRT Project will be to complete an environmental analysis to comply with state and federal regulations. Preliminary engineering will also need to be done to better understand potential impacts and identify mitigation strategies. Other components include station area planning and additional community engagement.

Mayor Slawik asked about the timeline. Andy Gitzlaff responded that the environmental phase will be starting in 2018 and will take approximately 2 years to complete. RCRRA will be releasing an RFP on October 17 and then start work in January 2018. In the interim staff will still be utilizing Facebook, the newsletter and press releases to communicate about the project. There will not be many public meetings until early next year.

Chair Reinhardt asked when all the work is done does it go back to the communities for approval? Andy Gitzlaff stated that there will be check-ins with the cities throughout the process and that their municipal approval will be sought at a later point in the process.

## **5. Washington County Transportation Needs Study Update**

Hally Turner gave the presentation and stated that it is her second time providing the transit needs study update. She stated they focused on two primary groups – people with disabilities and older adults. They also added veterans, lower income individuals and youth. She then reiterated the study's goals: 1 – Evaluate the current state of transportation for people with disabilities and older adults; 2 – Identify barriers to mobility that people with disabilities and older adults encounter in the county; 3 – Quantify county resources being used to provide transportation services; 4 – Identify future transportation needs; 5 – Recommend strategies to address needs. She stated they are focusing on their fifth goal now.

The existing bus service includes mostly express routes. It serves people going downtown quite well but it isn't serving people with disabilities. There is limited regular bus service with most routes operating during commute hours only. Three routes serving Maplewood operate all day, Saturday and two operate on Sunday.

Metro Mobility provides service to select communities. There are multiple private for-profit and nonprofit transportation providers as well. There are 70 vanpools that originate in Washington

County. However, if you need to get anywhere in the evening or on weekends, it does not work very well.

During the summer we did a lot to connect with people – we connected with approximately 235 people through eight pop-up events. We talked with residents most impacted by limited transportation options. We had one-on-one meetings with transit providers. A couple things boiled up as a result of these meetings. Destinations are spread out all over the metro area. People are trying to get to jobs all over the metro area. Vets are trying to get to the VA, etc.

Near term – we need to get information to residents about transit that is currently available.

Long term – there are opportunities for lots of partnerships. We need a multi-pronged approach to provide different solutions because people have different transit needs.

We are hoping to have the final report and project done in November 2017. Slowly but surely we are working toward having some solutions.

Mayor Slawik stated that transportation is in a crisis across the state, especially for seniors. Shouldn't the solution be at the legislative level? Shouldn't the state be involved in this? Do you see anything happening at that level? Hally Turner responded that gathering actionable data is the first step.

#### 6. **Strategic Communications Update**

Lindsey Wollschlager with Richardson, Richter and Associates (RRA), provided the update. RRA helped prepare the newsletter and press releases regarding the LPA resolution that was approved by the Task Force. Commissioner Montzka asked which cities will be asked to approve the LPA? Andy Gitzlaff responded that the focus has been on the communities directly along the alignment. The other communities can take this to their board at any time. Commissioner Montzka asked if staff could reach out to North Branch and explain the importance of them continuing to be involved in the Task Force. Chair Reinhardt stated that staff should prepare a letter to all members of the Task Force regarding recent accomplishments and the upcoming work plan. Lindsey Wollschlager stated a letter to the Task Force members would be good and will follow-up with Andy Gitzlaff about this later.

Andy Gitzlaff discussed the multi-cultural work that Jane Adade (intern for RCRRA) helped with over the summer months. We found out that these smaller organizations don't have a lot of resources so the more resources we can provide to them the more it helps them. It is also beneficial to recruit people to work on the project that are reflective of the community the project will serve. For us as staff it was a very beneficial experience and we will be sharing this at the American Planning Association State Conference the following Friday. This will be an opportunity to share work on Rush Line. Andy Gitzlaff acknowledged Jane Adade for all her hard work.

#### 7. **Draft 2018 Work Plan and Budget**

Andy Gitzlaff presented on this item. The Bylaws state that there must be a first reading of the draft before the final version can be approved. The items that have changed from the previous year are underlined in the draft document. A new line item has been added for the Rush Line BRT Environmental Analysis. The Task Force will provide input as the study progresses.

Chair Reinhardt noted that support for transit improvements on East 7<sup>th</sup> Street was included as part of approval the Task Force's LPA support resolution. Do we need to call this out separately or are

they included already? Andy Gitzlaff responded we do have a statement in there but we can certainly swap out the language that contains more detail. Chair Reinhardt said calling out the improvements that we are supportive of by name is acceptable.

Andy stated the Strategic Communications and Legislative sections have been updated and changes were made. Richardson Richter Associates contract runs through November of this year. Going forward, the thought is that Ramsey County would hire a strategic communication consultant to focus on the Rush Line BRT Project.

Commissioner Montzka asked Commissioner John Mikrot about public transportation in Pine City. Chair Montzka asked if we could call out Pine County and highlight their service as well. Chair Reinhardt asked who their transit provider is and Commissioner Mikrot stated Pine City has Arrowhead Transit. Chair Reinhardt agreed this should be called out as well.

Mayor Slawik asked if there is going to be a strategy to collectively advocate for all the east metro transit lines. Chair Reinhardt responded that we are coordinated but we each have a little bit different message because they are at different stages in the process.

Andy Gitzlaff stated one of the things that Gold Line did was hire their own public relations and lobbying firm. We're not at that stage yet. Within Ramsey County we do have state and federal lobbyist contracts, a governance person and communications staff to help increase the awareness of Rush Line and other east metro projects.

## **8. Other**

Andy Gitzlaff said the next available time to act on the 2018 Work Plan and Budget will be at the November meeting. We can determine if that meeting needs to occur or if we go to four meetings a year. We could adopt our budget during the first meeting of the year in January 2018.

Chair Reinhardt said if we don't have any action items or we don't have a reason to meet in November then we won't. If it's just the 2018 Work Plan and Budget then we don't need to meet just for that. Is there any objection to cancelling the November 2017 meeting? Everyone responded no. The November meeting will be cancelled. So the next meeting will be January 25, 2018. Andy will reserve the BoatWorks Commons room for 2018. Commissioner

Chair Reinhardt asked Lindsey what the future is for Richardson Richter and Associates. Lindsey Wollschlager said this would be her last meeting. Their firm is in the process of winding down so they don't plan to bid on the next strategic communications proposal. It's been very pleasurable to work with everyone.

### **a. Next Rush Line Corridor Task Force Meeting**

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

The meeting adjourned at 4:51 p.m.



## **RUSH LINE CORRIDOR TASK FORCE DRAFT 2018 WORK PLAN AND BUDGET**

NOTE: INDICATES CHANGES FROM 2017 APPROVED WORK PLAN AND BUDGET

### **WORK PLAN**

The 2018 Rush Line Corridor Task Force (Task Force) Work Plan will include the following items:

#### **1. GENERAL ACTIVITIES**

The Task Force will work with corridor counties, municipalities, transit agencies, the Metropolitan Council, Metro Transit, and the Minnesota Department of Transportation (MnDOT) to continue the advancement of the Rush Line Corridor. To accomplish this, the Task Force will do the following:

- a. Coordinate corridor studies with MnDOT, Metropolitan Council, Metro Transit, and others.
- b. Monitor progress and offer guidance on studies that impact the Rush Line Corridor.
- c. Offer formal comments.
- d. Continue to educate public officials along the Rush Line Corridor on corridor and regional transit and transportation developments.
- e. Local government coordination including the encouragement of the adoption of the Rush Line Corridor Joint Powers Agreement and ex-officio membership, to increase attendance at Task Force meetings, and to increase information sharing amongst corridor communities.
- f. Seek input on all forms of transportation, including transit and trails, at Task Force meetings.

#### **2. RUSH LINE BRT PROJECT ENVIRONMENTAL ANALYSIS**

Over the past three years, the Rush Line Corridor has undergone extensive technical analysis, community engagement, and inter-agency coordination at both the staff and policymaker level through thorough the Pre-Project Development study led by the Ramsey County Regional Railroad Authority on behalf of the Task Force. The Pre-Project Development study has resulted in the selection of a locally preferred alternative that best meets the needs of the communities along the corridor.

The locally preferred alternative is defined as bus rapid transit within a dedicated guideway generally along Robert Street, Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way and Trunk Highway 61 from Union Depot in downtown Saint Paul to downtown White Bear Lake. It would be co-located with the Bruce Vento Trail through the portion of the route that utilizes the Ramsey County Regional Railroad Authority right-of-

way. A connector bus from White Bear Lake to Forest Lake and other bus service improvements will continue to be explored.

The next phase of the Rush Line BRT Project will include environmental analysis under the Federal and State environmental review processes to avoid, minimize, and mitigate potential impacts while maximizing mobility, accessibility and surrounding economic development opportunities. The public will continue to be engaged throughout the environmental review process and subsequent design, engineering and construction phases to ensure that the project is reflective of the needs of the diverse communities within the Rush Line Corridor. The next phase of the project is expected to begin in early 2018 and take approximately two years to complete. Ramsey County Regional Railroad Authority will continue to be the lead agency for the environmental phase and funding will be provided by Ramsey County Regional Railroad Authority. The Technical and Policy Advisory Committees will continue to meet thorough the duration of the next phase. Membership in these committees will reflect the geography of the 13-mile Rush Line BRT Project, and thus will differ somewhat from the committees that operated during the PPD Phase.

The Task Force will:

1. Receive project updates from the project team and will be provide input at key project milestones.
2. Continue to engage the various affected interests along the Rush Line Corridor.

### **3. ROUTE 275**

The Task Force will continue to coordinate with the Metropolitan Council and Metro Transit to monitor the performance of route 275.

### **4. CORRIDOR IMPROVEMENTS AND PROJECTS**

Local Government/Agency Coordination:

The Task Force will coordinate with corridor counties, municipalities, transit agencies, MnDOT and the Metropolitan Council to identify potential capital improvement projects along the Corridor including supporting communities' implementation of land use tools to preserve land for the identified capital projects.

Rush Line Corridor Transit Service:

Encourage Metro Transit, the Metropolitan Council, Chisago-Isanti Heartland Express, Arrowhead Transit and others to provide additional bus service in the Rush Line Corridor as demand warrants. This includes, but not limited to, improved bus service along I-35E to the northern portion of the Rush Line Corridor, circulator bus service, the planned route 54 extension and other improvements along the East 7<sup>th</sup> Street and White Bear Avenue corridor.

Metropolitan Council Highway BRT Study

Coordinate with the Metropolitan Council and Metro Transit on any additional analysis in the Rush Line Corridor related to the findings of the 2014 Highway Transitway Corridor Study including the incorporation of its analysis into the Pre-Project Development Study.



#### Funding:

Work with task force members to identify corridor improvements eligible for state and federal funding and seek funding for their completion. Assist local governments in the preparation of grants for Corridor improvements. Work with funding recipients to ensure the timely expenditure of funds on corridor projects.

#### Corridor Preservation:

The Task Force will work with corridor communities to preserve the former and existing freight railroad corridor and adjoining properties for future transportation uses. The Task Force is committed to the co-existence of the rail corridor with other transportation modes, including multi-use trails and bus transit.

#### I-35E MnPASS expansion

MnDOT added new MnPASS express lanes on both directions of I-35E between Cayuga Street and Little Canada Road in 2015. The MnPASS lanes were extended north to County Road J (northbound) and Highway 96 (southbound) in 2017. This is the first MnPASS investment in the East Metro area and an essential link for people commuting between downtown St. Paul and the suburbs to the north. The Task Force will continue to work with MnDOT to promote the implementation of the service.

### 5. PUBLIC ENGAGEMENT

The Task Force will continue to provide information to the public on the corridor. It will work with Ramsey County Regional Railroad Authority to coordinate outreach efforts with the Rush Line BRT Project to increase corridor awareness and to maintain consistent messaging.

### 6. ADVOCACY AND LEGISLATIVE COORDINATION

The Task Force will continue to develop policy positions and advocate for improved transit to serve the Rush Line Corridor and the Twin Cities region. Task force activities include:

- a. Informing legislators of the need for transitway improvements in the Rush Line Corridor
- b. Advocating for increased transit capital and operating funding to improve and expand the existing transit service in the corridor
- c. Coordinating legislative initiatives with the Counties Transit Improvement Board (CTIB) and other transitway corridors
- d. Establishing positions on legislative initiatives that affect the Rush Line Corridor
- e. Coordinate legislative initiatives with corridor regional railroad authorities, counties, and municipalities for the advancement of the Rush Line Corridor.

### 7. MANAGEMENT, POLICY, AND ADMINISTRATIVE ACTIVITIES

Commission activities will include:

- a. Prepare and adopt the 2018 Work Plan and Budget
- b. Prepare the annual financial report
- c. Review insurance needs and procure appropriate insurance
- d. Provide Task Force and staff administration
- e. Manage Task Force expenses

- f. Manage the consultant(s) selected by the Task Force for completion of various work tasks

## **2018 Budget**

### Revenues/Sources of Funding

General corridor funding for administrative functions and staffing committees and corridor advocacy is provided through “in-kind” contributions of staff time to the task force. Funding for insurance is provided through regional railroad authority and county member contributions.



**MEMORANDUM**

**TO:** Rush Line Corridor Task Force Members  
**FROM:** Staff  
**DATE:** January 19, 2018  
**RE:** Support for 2018 State Legislative Request for Rush Line

The Ramsey County Regional Railroad Authority is requesting \$2 million in state funds from the Legislature for predesign and design work, including preliminary engineering and environmental analysis for the Rush Line Corridor. This work is necessary to continue the development of the Rush Line Corridor. A resolutions of support from the Rush Line Task Force will help strengthen the request during the 2018 State legislative session.

**Action Requested:** Approval of the attached resolution supporting the Ramsey County Regional Railroad Authority request for \$2 million in state funding.

**Rush Line Corridor Task Force  
Resolution 2018-01**

**Resolution supporting the Ramsey County Regional Railroad Authority 2018  
State Funding request of \$2 million for the Rush Line Corridor**

**WHEREAS;** the Rush Line Corridor Task Force (Task Force), a joint powers board of cities, counties, and townships, was formed in 1999 to address the transportation needs of the Rush Line Corridor; and

**WHEREAS;** in 2017 the Task Force completed a pre-project development study that resulted in the selection of Bus Rapid Transit as the Locally Preferred Alternative for the Rush Line Corridor; and

**WHEREAS;** following the selection of the locally preferred alternative, engineering and environment analysis will need to be completed; and

**WHEREAS;** the Ramsey County Regional Railroad Authority is requesting \$2 million in state funding for Pre-Design and Design work on the Rush Line Corridor including preliminary engineering and environmental analysis for the locally preferred alternative; and

**NOW THEREFORE BE IT RESOLVED,** that the Rush Line Corridor Task Force supports the Ramsey County Regional Railroad Authority request for \$2 million in state funding for Pre-Design and Design work on the Rush Line Corridor including preliminary engineering and environmental analysis for the locally preferred alternative.

Approved:

\_\_\_\_\_

Chairperson

\_\_\_\_\_

Date Approved by Task Force

I hereby certify that the foregoing resolution is a true and correct copy of the resolution presented to and adopted by the Rush Line Corridor Task Force at a duly authorized meeting thereof held on the 25<sup>th</sup> day of January, 2018 as shown by the meeting summary of said meeting in my possession.

	YES	NO	ABSTAIN	ABSENT
Montzka	_____	_____	_____	_____
Paar	_____	_____	_____	_____
Bain	_____	_____	_____	_____
Miller	_____	_____	_____	_____
Hopkins	_____	_____	_____	_____
Weidt	_____	_____	_____	_____
Torkelson	_____	_____	_____	_____
Slawik	_____	_____	_____	_____
Sloan	_____	_____	_____	_____
Mikrot	_____	_____	_____	_____
Reinhardt	_____	_____	_____	_____
Hoffman	_____	_____	_____	_____
Brendmoen	_____	_____	_____	_____
Lucia	_____	_____	_____	_____
Miron	_____	_____	_____	_____
Emerson	_____	_____	_____	_____
Kermes	_____	_____	_____	_____
Nanko-Yeager	_____	_____	_____	_____

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**MEMORANDUM**

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

**Pre-Project Development Study**

From 2014 to 2017, the Rush Line Corridor underwent extensive technical analysis, community engagement, and inter-agency coordination at both the staff and policymaker level through a thorough the Pre-Project Development study led by the Ramsey County Regional Railroad Authority on behalf of the Rush Line Corridor Task Force. The Pre-Project Development study resulted in the selection of a locally preferred alternative that best meets the needs of the communities along the corridor.

The locally preferred alternative is defined as bus rapid transit within a dedicated guideway generally along Robert Street, Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way and Trunk Highway 61 from Union Depot in downtown Saint Paul to downtown White Bear Lake (see attached fact sheet). It would be co-located with the Bruce Vento Trail through the portion of the route that utilizes the Ramsey County Regional Railroad Authority right-of-way. A connector bus from White Bear Lake to Forest Lake and other bus service improvements will continue to be explored during the Environmental Analysis Phase of the Project.

Resolutions of support for the locally preferred alternative were approved by the Technical Advisory Committee, the Policy Advisory Committee, the Rush Line Corridor Task Force, Ramsey County Regional Railroad Authority and the municipalities along the route including the cities of Saint Paul, Maplewood, Vadnais Height, Gem Lake, White Bear Lake and White Bear Township.

A Locally Preferred Alternative Selection Summary Report, which provides an overview of the alternatives analysis and community engagement process carried out for the Pre-Project Development Study, has been posted to the project website and can be found [here](#). The PPD phase of the project and consultant contract with AECOM concluded in late 2017.

## **2040 Transportation Policy Plan**

The Locally Preferred Alternative Selection Summary Report and the resolutions of support have been submitted by the Ramsey County Regional Railroad Authority to the Metropolitan Council Chair for inclusion in the 2040 Transportation Policy Plan as part of the ongoing Transportation Policy Plan update process, and the Metropolitan Council has accepted this request. It is expected that the Rush Line BRT Project will appear in the updated Transportation Policy Plan as part of the current revenue scenario. The Metropolitan Council is expected to release the updated Transportation Policy Plan in 2018.

In September of 2017, Chair Reinhardt, on behalf of the Task Force, sent a letter to the chair of the Metropolitan Council requesting that Rush Line become the METRO Purple Line. Purple has a strong association with the State of Minnesota (Minnesota Vikings, Prince, etc.), is consistent with Metropolitan Council Identity and Branding Guidelines and would be highly visible on regional maps. Rush Line staff has been informed that a color to represent the Rush Line BRT is expected to be assigned later in the design and engineering process and is awaiting further guidance from the Metropolitan Council.

## **Environmental Analysis Phase**

The next phase of the project, the Environmental Analysis Phase, will include environmental review in compliance with Federal and State environmental laws to avoid, minimize, and mitigate potential impacts while maximizing mobility, accessibility and surrounding economic development opportunities. The public will continue to be engaged throughout the Environmental Analysis Phase and subsequent design, engineering and construction phases to ensure that the project is reflective of the needs of the diverse communities along the route of the Rush Line BRT. 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.

The Ramsey County Regional Railroad Authority will continue to be the lead agency through the Environmental Analysis Phase, and funding for the Environmental Analysis Phase will be provided by the Ramsey County Regional Railroad Authority. Technical and Policy Advisory Committees will meet throughout the duration of the Environmental Analysis Phase. Membership in these committees will reflect the geography of the 13-mile Rush Line BRT Project, and thus will differ somewhat from the committees that operated during the PPD Phase. The Task Force will receive quarterly project updates and will be solicited for input at key milestones within the Environmental Analysis Phase.

In October 2017, the Ramsey County Regional Railroad Authority released a request for proposals to complete the Environmental Analysis Phase. The Regional Railroad Authority received two strong proposals and evaluated them through a Proposal Evaluation Team consisting of staff from the Ramsey County Regional Railroad Authority, Saint Paul, Maplewood, Vadnais Heights, White Bear Lake, the Minnesota Department of Transportation, and Metro Transit/Metropolitan Council. After thorough review of the proposals, on January 23 the Ramsey County Regional Railroad Authority awarded the Environmental Analysis Phase contract to a talented team led by Kimley-Horn & Associates, Inc.

Also on January 23, the Ramsey County Regional Railroad Authority released two other requests for proposals to support the Rush Line BRT Project's Environmental Analysis Phase:

- Strategic communications services.
- Project management services.

The purpose of the strategic communications solicitation is obtain expertise to guide communications and advocacy for the Rush Line BRT Project during the Environmental Analysis Phase. The strategic communication consultant will assist with messaging, media relations, institutional engagement and other activities to build support for and awareness of the project. The purpose of the project management solicitation is to ensure the quality and timeliness of the environmental and engineering work performed as part of the Environmental Analysis Phase and help position the project to successfully advance to future phases of design and construction. It is expected that contracts will be awarded for these two solicitations in March 2018.

**Action Requested:**

Information