



Request for City Council Committee Action From the Department of Public Works

Date: May 17, 2005
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Subject: Red Rock Corridor Joint Powers Agreement

Recommendation:

- a) Authorize the proper City officers to enter into the Amended and Restated Joint Powers Agreement for the Red Rock Corridor
- b) Appoint Paul Ostrow as the policy representative for the City of Minneapolis on the Red Rock Corridor Commission, Appoint Klara Fabry as the alternate representative

Previous Directives:

January 28, 2005: Resolution that the Red Rock Corridor be included as part of the TEA-21 reauthorization

Prepared by: Donald Pflaum, Transportation Engineer, 612-673-2129

Approved by:

Klara A. Fabry, P.E., City Engineer, Director of Public Works

Presenters: Donald Pflaum, Transportation Engineer

Financial Impact (Check those that apply)

No financial impact - or - Action is within current department budget.

(If checked, go directly to Background/Supporting Information)

Action requires an appropriation increase to the Capital Budget

Action requires an appropriation increase to the Operating Budget

Action provides increased revenue for appropriation increase – Capital Only

Action requires use of contingency or reserves

Other financial impact (Explain):

Request provided to the Budget Office when provided to the Committee Coordinator

Background/History:

The Red Rock Corridor Transitway is part of the proposed Twin Cities regional transit system. The Metropolitan Council's 2004 Transportation Policy Plan identifies the Red Rock Corridor as a transitway on a dedicated right-of-way that runs between Hastings and Minneapolis. By being on a dedicated right-of-way, the Corridor will have transit service that provides a travel-time advantage over the automobile, improves service reliability, and maximizes the potential for transit oriented development and redevelopment. Attachment A is a map of the Red Rock Corridor Transitway. It is 30 miles long, approximately 19 miles between Hastings and downtown St. Paul, plus 11 additional miles between downtown St. Paul and Minneapolis. It touches Dakota, Washington, Ramsey and Hennepin Counties. About 200,000 residents and 140,000 jobs are located near the southeast segment of the corridor. Major employers along the

southeast route include 3M, North Star Steel, Janesville Transport, Up North Plastics and Renewal by Andersen.

Commuter rail is only one of the potential transit modes for the Red Rock Corridor. A study began in Summer 2004 to analyze alternatives and alignments in the corridor. The study is currently comparing rail, busway and roadway options. The goal is to identify which mode can move the most people in the most cost-effective manner. The Northstar and Red Rock Corridors eventually would connect. If commuter rail also were selected for Red Rock, diesel-powered trains would run on existing railroad tracks used to move goods and freight.

Red Rock Corridor Commission/Joint Powers Agreement:

Upon joining the Red Rock Corridor Commission (RRCC), the City of Minneapolis will become a member of a Joint Powers Board of municipalities and counties covering a 30-mile Corridor from Hastings through St. Paul to Minneapolis. The RRCC was founded in 1998 and is the decision making body for the Corridor. In late 2001, the RRCC completed a Commuter Rail Feasibility Study for the Red Rock Corridor. This study identified the need to extend the Red Rock Corridor from St. Paul to Minneapolis, including the possibility of locating a station at the University of Minnesota and to continue studying transit improvements for the Red Rock Corridor.

The Red Rock Corridor has benefited from the receipt of federal funds for an Alternatives Analysis-Scoping Study. This study will help to determine the appropriate transit mode to maintain mobility for Red Rock Corridor residents and will be completed in 2005. Concurrent with the Alternatives Analysis-Scoping Study, the RRCC updated its Joint Powers Agreement (JPA) so it could more effectively represent the expanded corridor.

Now that the Amended and Restated JPA has been adopted, there is an opportunity for new members to join the Red Rock Corridor Commission, including the City of Minneapolis, the City of St. Paul and the University of Minnesota. A copy of the updated JPA has been attached (Attachment B). Entering into this agreement will give the City of Minneapolis a seat on the Red Rock Corridor Commission and will allow the FTA funding process to continue. The financial implications of this JPA are borne by the four County Regional Railroad Authorities.

Recommendation: It is recommended that the City of Minneapolis join the Red Rock Corridor Commission. In addition, it is recommended that Paul Ostrow be appointed as the policy representative for the City of Minneapolis on the Red Rock Corridor Commission and Klara Fabry as the alternate representative.

Attachment A: Map of Red Rock Corridor

Attachment B: Joint Powers Agreement

C: CM Ostrow

Attachment A – Map of Red Rock Corridor

