Red Rock Corridor Commission Agenda
4:30 p.m. Monday, December 12, 2016
****Note the date change****

Newport City Hall
596 7th Avenue
Newport, MN 55055

	Action Requested
1. Introductions	Information
2. Approval of Agenda	Approval
3. Recognition of Outgoing Members*	Approval
4. Consent Items* a. Checks and Claims b. Minutes from October 26, 2016 Commission Meeting	Approval
5. Implementation Plan Update*	Information
6. 2017 Work Plan and Budget* a. Draft Work Plan and Budget* b. 2017 Communications Contract*	Discussion
7. 2017 Meeting Schedule*	Discussion
8. Communications Update*	Information
9. Other a. Commissioner Reports b. Next Meeting January 26, 2017 4:30 pm Newport City Hall	Information
10. Adjourn	Approval

**Enclosures*

For questions regarding this material, please contact Lyssa Leitner, Washington County Regional Railroad Authority at (651) 430-4314.

Red Rock Corridor Commission

Resolution 2016-02

Resolution thanking Mayor Keith Franke for his years of service, advocacy and leadership on the Red Rock Corridor Commission

WHEREAS, the Red Rock Corridor Commission was established in 1998 to address transportation needs in the Red Rock Corridor; and

WHEREAS, Mayor Keith Franke was able to effectively represent the needs of the City of St. Paul Park and the broader Red Rock Corridor; and

WHEREAS, the contributions of Mayor Keith Franke have helped to advance the development of the Red Rock Corridor; and

NOW THEREFORE, BE IT RESOLVED, that the Red Rock Corridor Commission would like to thank Mayor Keith Franke for his years of service, advocacy and leadership on the Red Rock Corridor Commission.

Approved:

_____ _____

Chairperson Date Approved by Commission

I hereby certify that the foregoing resolution is a true and correct copy of the Resolution presented to and adopted by the Red Rock Corridor Commission at a duly authorized meeting thereof held on the 12th day of December 2016 as shown by the minutes of said meeting in my possession.

	YES	NO	ABSTAIN	ABSENT
BIGHAM	_____	_____	_____	_____
GREENE	_____	_____	_____	_____
GORDON	_____	_____	_____	_____
FRANKE	_____	_____	_____	_____
KUMMER	_____	_____	_____	_____
PETERSON	_____	_____	_____	_____
PRINCE	_____	_____	_____	_____
RAHM	_____	_____	_____	_____
RETTMAN	_____	_____	_____	_____
SLAVIK	_____	_____	_____	_____
VAUGHAN	_____	_____	_____	_____

Red Rock Corridor Commission

Resolution 2016-03

Resolution thanking Councilmember Jen Peterson for her years of service, advocacy and leadership on the Red Rock Corridor Commission

WHEREAS, the Red Rock Corridor Commission was established in 1998 to address transportation needs in the Red Rock Corridor; and

WHEREAS, Councilmember Jen Peterson was able to effectively represent the needs of the City of Cottage Grove and the broader Red Rock Corridor; and

WHEREAS, Councilmember Jen Peterson has shown great leadership in working to improve transit service in the southeast metro as Vice Chair of the Red Rock Corridor Commission; and

WHEREAS, the contributions of Councilmember Jen Peterson have helped to advance the development of the Red Rock Corridor; and

NOW THEREFORE, BE IT RESOLVED, that the Red Rock Corridor Commission would like to thank Councilmember Jen Peterson for her years of service, advocacy and leadership on the Red Rock Corridor Commission.

Approved:

_____ _____

Chairperson Date Approved by Commission

I hereby certify that the foregoing resolution is a true and correct copy of the Resolution presented to and adopted by the Red Rock Corridor Commission at a duly authorized meeting thereof held on the 12th day of December 2016 as shown by the minutes of said meeting in my possession.

	YES	NO	ABSTAIN	ABSENT
BIGHAM	_____	_____	_____	_____
GREENE	_____	_____	_____	_____
GORDON	_____	_____	_____	_____
FRANKE	_____	_____	_____	_____
KUMMER	_____	_____	_____	_____
PETERSON	_____	_____	_____	_____
PRINCE	_____	_____	_____	_____
RAHM	_____	_____	_____	_____
RETTMAN	_____	_____	_____	_____
SLAVIK	_____	_____	_____	_____
VAUGHAN	_____	_____	_____	_____

RED ROCK
SOUTHEAST CORRIDOR

DATE: December 2, 2016

TO: Red Rock Corridor Commission

FROM: Staff

RE: Checks and Claims

Included is the:

Johnson Group		
October Invoice		$1,558.33
November Invoice		$1,258.33
Kimley Horn		
September Invoice		$7,568.12
October Invoice		$5,610.59
	TOTAL	**$15,995.37**

Details on the overall status of the budget for these contracts are attached.

Action:
Approval

Red Rock Corridor Communications

Consultant Johnson Group
Contract No. 9992
Expiration Date
Business Unit Public Works
Object Code
Updated

Task No.	Task Description	Johnson Group	Task Total
1.0	**Email Marketing**	$7,200.00	$7,200.00
2.0	**Social Media Posting and Mgmt**	$3,600.00	$3,600.00
3.0	**Media Relations**	$3,000.00	$3,000.00
4.0	**Awarness Campaign**	$7,000.00	$7,000.00
7.0	**Website Updates & Maintenance**	$2,500.00	$2,500.00
8.0	**Website Hosting**	$180.00	$180.00
NA	**Contingency**	$1,520.00	$1,520.00
	Total Contract Cost	$25,000.00	$25,000.00
	Total Project Cost	$25,000.00	$25,000.00

Invoice Number / Date	Tasks								Total Project Cost
	Email Marketing	Social Media	Media Relations	Awareness Campaign	Website Updates	Website Hosting	Contingency	Total Contract Cost	
1020594 - 3/30/2016		$300.00		$716.66	$262.50			$1,279.16	$1,279.16
1020670 - 4/29/2016		$300.00		$583.33			$112.50	$995.83	$995.83
1020739 - 5/31/2016		$450.00		$583.33		$180.00		$1,213.33	$1,213.33
1020819 - 6/29/2016		$450.00		$583.33				$1,033.33	$1,033.33
1020882 - 7/29/2016		$450.00		$583.33				$1,033.33	$1,033.33
1020933 - 8/31/2016		$450.00		$583.33				$1,033.33	$1,033.33
1021004 - 9/30/2016	$600.00		$525.00	$583.33	$112.50			$1,820.83	$1,820.83
1021070 - 10/31/2016		$450.00	$525.00	$583.33				$1,558.33	$1,558.33
1021179 - 11/30/201	$37.50	$450.00		$583.33	$187.50			$1,258.33	$1,258.33
								$0.00	$0.00
								$0.00	$0.00
								$0.00	$0.00
								$0.00	$0.00
								$0.00	$0.00
								$0.00	$0.00
								$0.00	$0.00
Amount Billed to Date	$637.50	$3,300.00	$1,050.00	$5,383.30	$562.50	$180.00	$112.50	$11,225.80	$11,225.80
Percent Complete	8.9%	91.7%	35.0%	76.9%	22.5%	100.0%	7.4%	44.9%	44.9%
Amount Remaining	$6,562.50	$300.00	$1,950.00	$1,616.70	$1,937.50	$0.00	$1,407.50	$13,774.20	**$13,774.20**

Red Rock Corridor Implementtaion Plan

Consultant Kimley-Horn and Associates, Inc.
Contract No. 9342
Expiration Date 10/31/2016
Business Unit
Object Code
Updated 10/24/2016

Task No.	Task Description	Task Total
1.0	Project Management and Coordination	$70,116.87
2.0	Review and Assess Previously Completed Work	$3,053.60
3.0	Public Engagement and Agency Coordination	$58,886.28
4.0	Ridership Forecast	$79,613.60
5.0	Service Plan Development	$19,004.48
6.0	Capital and Operating Costs	$35,055.60
7.0	Update Station Planning to Reflect BRT	$21,446.16
8.0	Implementation and Financial Plan	$28,518.10
9.0	LPA Process	$19,599.52
10.0	Draft and Final Report	$17,102.48
11.0	Alternative Analysis	$150,000.00
12.0	Miscellaneous Services-Contingency	$40,000.00
	Total Contract Cost	$542,396.69
	Direct Expenses	$7,460.00
	Total Project Cost	$549,856.69

Invoice Number / Date	Tasks												Total Contract Cost	Direct Expenses	Total Project Cost
	Project Management and Coordination	Review and Assess Previously Completed Work	Public Engagement and Agency Coordination	Ridership Forecast	Service Plan Development	Capital and Operating Costs	Update Station Planning to Reflect BRT	Implementation and Financial Plan	LPA Process	Draft and Final Report	Alternative Analysis	Miscellaneous Services-Contingency			
6550933 2/28/2015	$1,843.31	$1,183.22	$8,100.61										$11,127.14	$0.00	$11,127.14
6633503 3/31/2015	$14,182.08		$2,202.72	$6,955.56									$23,340.36	$80.51	$23,420.87
6710352 4/30/2015	$7,792.39	$1,309.94	$10,571.09	$23,537.55								$55.37	$43,266.34	$400.25	$43,666.59
6787282 5/31/2015	$5,982.93	$560.44	$3,032.82	$211.71								$389.64	$10,177.54	$67.86	$10,245.40
6880852 6/30/2015	$3,899.06		$4,329.96	$5,455.49	$5,050.64	$499.82			$44.32				$19,279.29	$173.29	$19,452.58
6964217 7/31/2015	$3,734.28		$13,590.87	$1,839.24	$2,686.78				$531.66				$22,382.83	$4,630.20	$27,013.03
7048838 8/31/2015	$3,039.89		$4,122.00	$19,184.37	$2,606.21							$45.24	$28,997.71	$694.56	$29,692.27
7138466 9/30/2015	$2,850.13		$3,885.98	$6,685.08	$5,684.66	$1,062.65							$20,168.50		$20,168.50
7205932 10/31/2015	$3,584.87		$3,635.61	$6,569.14	$2,913.50	$16,798.16							$33,501.28		$33,501.28
7324195 11/30/2015	$4,964.52		$1,317.12	$3,405.58		$7,043.27	$443.00		$322.75				$17,496.24	$57.05	$17,553.29
7416893 12/31/2015	$5,509.93		$3,743.70	$181.51	$43.92	$354.40	$5,771.03						$15,604.49	$123.05	$15,727.54
7523604 1/31/2016	$7,928.25		$5,305.26			$1,317.19	$11,144.82						$25,695.52	$472.10	$26,167.62
7607649 2/29/2016	$3,216.30		$44.55	$3,889.60		$1,624.34	$24,115.40	$4,846.73			$4,208.71	$917.15	$42,862.78	$218.34	$43,081.12
7715651 3/31/2016	$11,801.59			$6,223.92		$2,736.33	$23,475.43	$13,058.51		$1,123.30	$10,933.64	$354.40	$69,707.12	$33.90	$69,741.02
7834287 4/30/2016	$8,816.64			$6,031.32		$4,331.85	$13,562.11	$9,628.79		$1,435.45	$2,392.88		$46,199.04	$233.70	$46,432.74
7971872 5/31/2016	$10,027.47			$4,570.63		$969.51	$10,346.75	$1,457.34		$999.31	$480.54		$28,851.55	$73.44	$28,924.99
8052764 6/30/2016	$6,372.20			$4,165.17		$3,699.87	$9,411.91	$6,214.69		$9,723.10			$39,586.94	$120.42	$39,707.36
8193298 7/31/2016	$3,248.51			$193.21			$1,194.77	$1,931.74		$2,756.02			$9,324.25	$19.62	$9,343.87
8287239 8/31/2016	$2,115.28						$2,285.61	$1,554.36		$11,072.58			$17,027.83	$20.52	$17,048.35
8454433 9/30/2016	$3,222.22						$1,002.60			$3,343.30			$7,568.12	$0.00	$7,568.12
8570539 10/31/2016	$2,001.30		$2,323.50							$1,268.51			$5,593.31	$17.28	$5,610.59
Amount Billed to Date	$116,133.15	$3,053.60	$66,205.79	$99,099.08	$18,985.71	$40,437.39	$102,753.43	$38,692.16	$898.73	$31,721.57	$18,015.77	$1,761.80	$537,758.18	$7,436.09	$545,194.27
Percent Complete	165.6%	100.0%	112.4%	124.5%	99.9%	115.4%	479.1%	135.7%	4.6%	185.5%	12.0%	4.4%	99.1%		
Amount Remaining	($46,016.28)	$0.00	($7,319.51)	($19,485.48)	$18.77	($5,381.79)	($81,307.27)	($10,174.06)	$18,700.79	($14,619.09)	$131,984.23	$38,238.20	$4,638.51	**$23.91**	**$4,662.42**

Meeting Minutes

October 26th, 2016
Newport City Hall
6:30 p.m.

Commission Members	Agency	Present
Marion Greene	Hennepin County RRA	
Janice Rettman	Ramsey County RRA	X
Jim McDonough	Ramsey County RRA	
Karla Bigham, Chair	Washington County RRA	X
Mike Slavik	Dakota County RRA	X
Jen Peterson, Vice Chair	City of Cottage Grove	X
Myron Bailey	City of Cottage Grove	
John Kummer	Denmark Township	
Mark Vaughn	City of Hastings	X
Cam Gordon	City of Minneapolis	
Tracy Rahm	City of Newport	X
Jane Prince	City of St. Paul	X
Keith Franke	City of St. Paul Park	X

Ex-Officio Members	Agency	
Ron Allen	Goodhue County	
Jess Greenwood	Goodhue County	
Judy Mitchell	Canadian Pacific Railway	
Marc Mogan	Prairie Island Indian Community	

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Staff	Agency	Present
Jan Lucke	Washington County RRA	
Lyssa Leitner	Washington County RRA	X
Hally Turner	Washington County RRA	
Emily Jorgensen	Washington County RRA	X
Kevin Roggenbuck	Ramsey County RRA	X
Matt Parent	Dakota County RRA	X
Joe Scala	Hennepin County	X

Others	Agency	
Brian Smalkoski	Kimley Horn	X
Katie White	Metropolitan Council	

Agenda Item #1: Introduction
Chair Bigham called the meeting to order at 6:30 p.m. Introductions were made by commission members, staff, and others present.

Agenda Item #2: Approval of Agenda
Motion made by Councilmember Peterson to approve the agenda. The motion was seconded by Councilmember Vaughn. All were in favor, **Approved**. Motion Carried.

Agenda Item #3: Consent Items
Motion was made by Commissioner Slavik to approve the check and claims, and the meeting minutes from the September 22, 2016 commission meeting. The motion was seconded by Mayor Franke. All were in favor, **Approved.** Motion Carried.

Agenda Item #4: Implementation Plan Update/Public Hearing
Lyssa Leitner, Washington County staff, started with an overview of the progress made with the draft Implementation Plan since the September 22, 2016 commission meeting. Ms. Leitner stated that the draft Implementation Plan was released for public comment after the September 22, 2016 meeting reflecting the changes that were requested by the commission.

The open house and public hearing for the draft Implementation Plan were publicized in a variety of ways. The Technical Advisory Committee (TAC) and Business Community Advisory Committee (BCAC) for the Red Rock Corridor were made aware of the Implementation Plan release, the open house and the public hearing. Fliers advertising the draft Implementation Plan, the open house and public hearing were posted in libraries, government offices and coffee shops throughout the Red Rock Corridor. Social media, press releases and e-newsletters were used to notify the public about the public comment opportunity as well as the open house and

public hearing. The public was able to make their comments online or at the open house and public hearing in writing or in-person.

The comments received to date online were included in the meeting packet. One additional comment had been made after the packets were printed and was distributed to each commission member. Ms. Leitner stated that one hand written comment was submitted during the open house from a St. Paul stakeholder. This comment was supportive of the project in general and called for improvements at the Lower Afton station. This comment would be scanned and distributed to the commission. During the comment period there were four comments received online. However, due to an online glitch the content of the comments was lost. Staff emailed those who submitted online comments, notifying them of the glitch and asked them to respond with their comment. One person responded with their comment via email. The content of the remaining three comments was not recovered.

Commissioner Rettman asked to clarify that the newly received written comment would be provided to the commission. Ms. Leitner confirmed that the comment would be scanned and sent to the commission. There wasn't time to do so prior to the public hearing since the comment was received during the open house. Ms. Leitner reiterated that there was nothing in the written comment that called for a change to the draft Implementation Plan.

Ms. Leitner began the presentation on the draft Implementation Plan. The Red Rock Corridor project is intended to be a part of the regional transit system. It would connect the corridor to St. Paul at Union Depot where there are many different connections to the region as well as the Minneapolis—St. Paul airport. Early on, this project was focused on investigating the potential for commuter rail service in the corridor. Now, it has become clear that the public is looking for all day service, and as a result the focus of the project has shifted to bus rapid transit (BRT). The purpose of the implementation plan is to outline detailed technical elements, station area plans, schedule and costs of staged investments, partner responsibilities through 2040 and stakeholder buy-in, detailed resolutions, and generate momentum. The goals of this project were adopted by the Red Rock Corridor Commission in 2013. The goals focused on mobility needs and forecasts, cost effectiveness, increased opportunities for community and economic development and improved quality of natural and built environment. The decision making about the routes and other details have been grounded in these goals. Engagement and talking with the public has been a huge part of the project. Open houses, park-and-ride outreach, community event outreach, city meetings, a Red Line tour and online engagement were used as engagement for this project. Frequent service, all-day service and park-and-ride options emerged as key themes from public outreach.

From the technical analysis, aforementioned goals and public outreach the route that was established. The route begins at Union Depot in St. Paul, sharing the guideway with the Gateway BRT for 3 stations before heading down Highway 61 in mixed traffic with operation on the shoulders possible. The route then stops at Lower Afton, and then getting off of Highway 61 near Newport and heading on local streets to connect to Newport and St. Paul Park. The route then crosses over Highway 61 to connect with the east side of Highway 61 at 80th Street and then Jamaica in Cottage Grove. Then the route jumps back on Highway 61 to connect to Hastings. There would be a stop at Hastings Depot with the potential for two additional stations in Hastings. All Red Rock BRT stations would have near level boarding with dual door entry and customers would pay for their fare before they boarded. These changes to the boarding process helps to increase the efficiency of BRT.

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Ms. Leitner stated that the takeaway of the draft Implementation Plan is that BRT is the best option for the corridor but the operating and maintenance costs of the project are not in line with other regional transit systems, primarily due to the length of the project. This problem creates an unclear funding path for capital costs making an evaluation process impossible. The best performing BRT phase by the year 2040 would be from St. Paul to Cottage Grove. The forecasted ridership in this phase still misses the regional ridership target by 33%. The best way to approach the plan is to utilize and increase regular route transit in the corridor as a way to monitor for the best time to implement BRT.

Ms. Leitner then described the financial plan recommendations. The first recommendation is to seek multiple sources to fund the project. The second is to invest in small improvements throughout the corridor to implement the project over time. The third recommendation is to consider local opportunities to help fund small investments. The fourth recommendation is to reevaluate funding sources and competitiveness as project needs arise.

Ms. Leitner then described the two phases of the draft Implementation Plan, Phase I and Phase II. Phase I is the near-term phase from 2016 to 2020. Year 2020 was selected because of how the timeline corresponds to the comprehensive plan updates for the cities and counties. Phase I has four recommendations. The first recommendation is to work with Metro Transit to maintain and increase local and express bus service. The second recommendation is to work with corridor cities and counties to update comprehensive plans with increased population and employment densities within the station areas. The third recommendation is to work with Metro Transit to implement 30-minute service throughout most of the day between Saint Paul and Cottage Grove via the proposed Route 363. The fourth recommendation is to work with Metro Transit and the City of Hastings to determine when express bus service from Hastings, via the proposed Route 367, or local service within Hastings is a viable option. Overall, Phase I recommendations work to build density and ridership within the corridor.

Ms. Leitner then moved on to Phase II. Phase II is the long-term phase from 2020 to 2040. Phase II has six recommendations. The first recommendation is to implement the corridor city and county comprehensive plans with a focus on development within and around station areas. The second recommendation is to update forecasted ridership based on comprehensive plan updates. If the proposed Route 363 is implemented, the third recommendation is to monitor Route 363 ridership and work with Metro Transit to identify service improvements to reach 1,200 passengers per day. The fourth recommendation is to work with Metro Transit to maintain and/or increase express bus service between the Red Rock Corridor cities and downtown Minneapolis. The fifth recommendation is to replace the Route 363 with interim BRT service when the route 363 reaches 25 passengers per in-service hour. The sixth recommendation is continue to invest in station area development. Overall, the phasing plan highlights that the corridor is not yet ready for BRT implementation but the phased approach identifies strategies for the cities and counties to use in order for the corridor to reach the BRT-ready benchmarks.

Ms. Leitner stated that the draft Implementation Plan also recommends three ongoing strategies. The first ongoing strategy is to advocate for integrated multimodal investments that support mobility throughout the Red Rock Corridor. The second ongoing strategy is to advocate for funding mobility improvements along the corridor, including advocating for sustainable funding from federal, regional and local sources. The third ongoing strategy recommendation is to continue to monitor the transit needs and performance of the corridor in order to best determine the timing for implementation of additional transit service, alternative modes and capital improvements.

Chair Bigham then stopped the presentation and asked if the commission had any questions. Mayor Franke asked about the 2040 phase where the bus alignment would span from St Paul to Cottage Grove. He asked if that alignment would skip Newport and St. Paul Park. Chair Bigham answered that that alignment includes Newport and St. Paul Park. Ms. Leitner stated that all of the stops in the project would be included except the stops in Hastings. Chair Bigham asked that if this document gets adopted then that should be clarified in the resolutions of support.

Chair Bigham then pointed out that the proposed Route 367 from Hastings would also include a stop in Newport. Chair Bigham stated that service with a stop in Newport going to Minneapolis would make the route very successful.

Councilmember Prince stated that the work on Gateway Corridor would need to precede the Red Rock BRT since the plan utilizes Gateway stops in the Dayton's Bluff area. Councilmember Prince asked if Gateway would need to precede the proposed Route 363 as well. Ms. Leitner stated that the proposed Route 363 would not be stopping in the Dayton's Bluff area unless the Gateway infrastructure was already there. Chair Bigham stated that if the Regional Solicitation grant was awarded to the proposed Route 363 and the Gateway Corridor was constructed in the early 2020's then the commission would go back to the Metropolitan Council to apply to adjust that route to utilize the Gateway stations in Dayton's Bluff and the stakeholders would be included in that process. Chair Bigham stated that using the Dayton's Bluff area stations is a part of the plan with the proposed Route 363 as it would help the ridership of the corridor reach regional levels. Ms. Leitner stated that environmental work needs to be done anywhere where there will be construction or changes.

Ms. Leitner then presented the approval process for the draft Implementation Plan. The plan was released in September 2016 with a public comment period of more than 30 days. If the commission approves the draft Implementation Plan and the resolution of support for the commission then staff will begin drafting a resolution of support template for the counties and cities in the corridor. The intent to make sure that the communities are aware of project progress. Newport, Cottage Grove, Washington County and Dakota County have requested staff to present the plan as an information item.

Commissioner Slavik asked when the resolutions of the support should be completed. Ms. Leitner stated that there is no official due date, although sooner is better but staff is willing to work with city staff. Commissioner Slavik asked about levels of support and what would happen if a community within the corridor did not submit a resolution of support. Ms. Leitner stated that that is more of a policy question. Ms. Leitner also stated that that has happened in the Gateway Corridor and the Gateway Commission then rerouted the project, no longer stopping in that community. Ms. Leitner stated if that were to happen in the Red Rock Corridor then it would be an issue that would need to be brought back to the commission.

Chair Bigham stated that Washington County staff has presented to the Washington County Board and corridor cities without any real opposition. Commissioner Slavik stated while this is a good implementation plan but in light of recent events with CTIB and where they see the line ending, there may be attitude changes. Chair Bigham stated that CTIB wouldn't have involvement until the project becomes a BRT project, which is years down the road and that it would be something for the county boards to work on. Chair Bigham stated that she heard Commissioner Slavik's concerns and thanked him for bringing them up. Ms. Leitner stated that Washington County staff can work with Dakota County to draft resolution language that responds to the current reality.

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Councilmember Rahm stated that due to the impending election it would be best for the City of Newport to receive the resolution of support template after the first of the year. Ms. Leitner stated that staff is aware of the election reality and will leave it up to each local community. Commissioner Rettman stated the commission needs to stick together, it has to be a conscious effort. The entire commission needs to support the project so that the entire corridor will benefit from this investment.

Ms. Leitner then described the process for the public hearing comment portions. Mr. Leon Mo from Cottage Grove was the only attendee who wished to make a public comment.

Mr. Mo of 8660 Grospoint Avenue South, Cottage Grove, Minnesota.
Mr. Mo stated that his impression and interpretation of the project was changed this evening courtesy of Ms. Leitner. Mr. Mo and his wife have lived in Cottage Grove for 45 years and can recall the days when there was reliable bus service in the city provided by MTC, it was a functional process and he was disappointed to see it leave. Mr. Mo was under the impression that the taxpayer was going to be on the hook for a complete BRT. Mr. Mo stated he was interested in hearing more about the proposed Route 363. Mr. Mo stated he was encouraged to hear that BRT would not be implemented unless certain benchmarks were reached. Mr. Mo stated that he understands that there is an issue with congestion in the corridor but the solutions need to be done in an intentional manner. Mr. Mo stated that the propose Route 363 will help these issues. Mr. Mo recalled the ridership projections for the Northstar Line and the federal loan funding that was needed for the project.

Chair Bigham thanked Mr. Mo and asked if anyone else would like to make a comment. Chair Bigham then stated that this is a project where everyone is learning together and it's a phased approach to building ridership in the corridor. Chair Bigham thanked the commission and Washington County staff for their time and work.

Chair Bigham then closed the public hearing portion of the meeting. Councilmember Peterson moved to approve the findings of the Red Rock Corridor Implementation Plan and adopting the final report. Seconded by Councilmember Rahm.

Mayor Franke stated that he has some concerns with the project cost and stated the need to investigate the operation and maintenance costs of the project. Mayor Franke stated that there aren't very many options for funding possibilities for operation and maintenance costs and there is a need to hit the proposed benchmarks. Additionally, Mayor Franke stated that there are other transportation issues happening in the corridor that also need attention.

Chair Bigham thanked Mayor Franke for this thoughts and concerns. Chair Bigham stated that the operation and maintenance costs will be more accurate once the corridor is ready to consider implementing BRT and that won't happen until the corridor builds ridership. These costs will be reevaluated when an implementation date for BRT is expected sooner than the current timeline as the numbers will change over time.

Mayor Franke thanked Chair Bigham for her clarification of the benchmarks and the steps identified in the Implementation Plan that need to be taken in order for the corridor to reach BRT. Mayor Franke stated that there are many unknowns in the area as far as transit and partners are abandoning regional projects. Chair Bigham responded that there is a lot of inaccurate information around transit projects but the Implementation Plan clearly lays out the steps and benchmarks for this project. Chair Bigham thanked Mayor Franke for voicing his hesitations and concerns.

Commissioner Rettman stated that the public comment heard by the commission pointed out that this project is restoring service to the south east metro that has been taken away. This project serves as restorative justice for the area. The restoration of the service is a key aspect of the plan.

Ms. Leitner called roll to pass to motion to pass the resolution.

Bigham, aye.
Greene, absent.
Gordon, absent.
Franke, aye.
Kummer, absent.
Peterson, aye.
Prince, aye.
Rahm, aye.
Rettman, aye.
Slavik, aye.
Vaughn, aye.

All were in favor, **Approved**. Motion Carried.

Agenda Item #5: Communications Update

Ms. Leitner stated that the numbers associated with views for the Red Rock Corridor website and Facebook page are in the packet. The news articles covering the Red Rock Corridor Implementation Plan are also included in the packet.

Agenda Item #6: Other

A. Commissioner Reports

Chair Bigham stated that the Washington County Board of Commissioners is supporting one grant application for the Red Rock Corridor to CTIB for the Washington County guaranteed funds. The application is for planning Transit Oriented Development (TOD) in Cottage Grove and St. Paul Park near the planned Red Rock stations. The application will go before GEARS and CTIB in December.

Chair Bigham also stated that she would like to get a letter support from the Red Rock Corridor Commission for the proposed Route 636 application in the Regional Rail Solicitation. Chair Bigham would like to bring the letter of support to the TAB. Chair Bigham asked if the commission had any questions or concerns about the letter of support.

B. November/December Meeting TBD

Ms. Leitner stated that the next planned meeting fell on Thanksgiving. Staff will be coordinating with the commission to find a new day and that meeting will be the last meeting of the calendar year. The upcoming meeting will look at the budget and work plan for 2017. The budget will be approved at the first meeting of 2017.

Motion made by Councilmember Peterson to adjourn the meeting. The motion was seconded by Commissioner Slavik. All were in favor, **Approved**. Motion Carried.

DRAFT

RED ROCK
SOUTHEAST CORRIDOR

DATE: December 2, 2016

TO: Red Rock Corridor Commission

FROM: Staff

RE: Implementation Plan Update

Background
An Implementation Plan for phased transit improvements in the corridor, including eventual bus rapid transit (BRT) service, has been underway since the beginning of 2015.
The Implementation Plan goals are to:

- identify more specific construction and capital costs;
- revise station area plans guided by market analysis for bus rapid transit;
- determine a funding plan; and
- establish a phased approach for implementation of the plan.

The Implementation Plan outlines near- and long-term strategies for implementing BRT and ties those strategies to funding needs. At the October 26, 2016 Red Rock Corridor Commission meeting, the members approved the FINAL Implementation Plan. Red Rock staff is now working with corridor cities and counties to pass resolutions of support.

Meetings and Events
Recent

November 7, 2016	City of Saint Paul Transportation Committee presentation
December 1, 2016	City of Newport (consent item)

Upcoming

December 5, 2016	City of Hastings presentation
December 7, 2016	City of St. Paul (consent item)
December 13, 2016	Dakota County presentation
December 13, 2016	Ramsey County presentation

Next Steps
Staff will work with corridor communities to pass resolutions of support for the Implementation Plan through January 2017. The outcome of the regional solicitation application for Route 363 will be known early 2017. Staff will update the commission when more information is available about the status of the application.

The Red Rock Corridor Commission will conclude the Implementation Plan in early 2017. One of the recommendations from the Implementation Plan is to work with corridor communities on the comprehensive plan updates. The cities of Cottage Grove and St. Paul Park provide the best opportunities in the Red Rock Corridor to increase the expected activity around the

proposed transit stations. Washington County will be working with both of these cities in 2017 to understand market demand for each of the station areas and to develop transit-supportive strategies to be included in the comprehensive plans. The final deliverable will be small area plans for each of the three station areas as identified as part of the Implementation Plan.

The small area plans activities will seek to support improved transit service and capitalize on investments, by looking at land use, economic development, and redevelopment opportunities in the station areas. The goals of the project may include stimulating economic development and redevelopment, building bridges between organizations for effective planning and implementation, maintaining and improving natural systems, improving connections through the community, and enhancing the tax base.

Since this work will be conducted in Washington County communities, the county will seek financial support through the guaranteed funds available to Washington County through the Counties Transit Improvement Board. The Washington County Regional Railroad Authority will provide the local match required for the grant.

Washington County staff will seek input from the Red Rock Corridor Commission on the small area planning process through 2017.

Action
Information

RED ROCK
SOUTHEAST CORRIDOR

DATE: December 2, 2016

TO: Red Rock Corridor Commission

FROM: Staff

RE: Draft 2017 Work Plan and Budget

2017 Work Plan and Budget
Attached is the draft 2017 work plan and budget for the commission. The work plan focuses on commission administration, public involvement, and updating the Joint Powers Agreement. The key items are also listed below:

- Offer guidance, monitor progress and prepare formal comments on studies that are being conducted or that could have an impact on the activities in the Red Rock Corridor.
- Informing state and federal legislators of the need for improved transit service in the Red Rock Corridor.
- Continue to actively engage the business community, community advocacy groups, and the various other stakeholders in the corridor.
- Continue communication efforts through the use of social media and updating the website to coincide with the next steps in the corridor implementation.
- Review the Joint Powers Agreement and consider updates to reflect the recommendations from the Red Rock Corridor Implementation Plan.

The proposed 2017 budget is $39,000. The budget will be covered 100% by fund balance.

Staff will provide an overview of the draft work plan and budget at the meeting and will seek input from the commission. This is the first reading of the budget and work plan. The final work plan and budget is expected to be approved at the January 26, 2017 Red Rock Corridor Commission meeting.

Action
Discussion

Red Rock Corridor Commission
2017 Draft Work Plan

1. Management, Policy and Administrative Activities

Commission activities will include:

1. Prepare and adopt the annual Work Plan and Budget
2. Prepare the annual financial report
3. Review insurance needs and procure appropriate insurance
4. Provide commission and staff administration
5. Manage commission expenses
6. Manage the consultant selected for each of the various work tasks undertaken by the commission

2. General Activities

The Red Rock Corridor Commission (RRCC) will work with corridor municipalities, chambers of commerce's and other business groups, community members, the Counties Transit Improvement Board (CTIB), the Metropolitan Council, Metro Transit, the Minnesota Department of Transportation (MnDOT), the Minnesota High Speed Rail Commission (MNHSRC), the railroads, and other stakeholders as needed to continue the advancement of the Red Rock Corridor. To accomplish this, the RRCC will do the following:

1. Offer guidance, monitor progress and prepare formal comments on studies that are being conducted or that could have an impact on the activities in the Red Rock Corridor.
2. Work with state and local agencies to identify regional priorities for all transportation modes in the corridor.

3. Public Involvement

The commission's public involvement activities will build on communication efforts from the Implementation Plan. The commission's activities will include:

1. Presentations to civic and community groups throughout the corridor.
2. Distribution of newsletters and project updates at various public events including fairs and community festivals.
3. Media recognition of commission meetings and events though print, radio, and public access television.
4. Coordination of updates to the project website to coincide with the multiple studies being undertaken.
5. Host a website and manage content and utilize social media.
6. Host events or tours to build awareness for the Red Rock Corridor to better inform project stakeholders and the general public

4. Joint Powers Agreement

The Red Rock Corridor Commission Joint Powers Agreement (JPA) will be reviewed for potential changes to reflect recommendations identified in the

DRAFT

Red Rock Corridor Implementation Plan. The JPA review will be completed through contracted services with the contract being administered by the Washington County Regional Railroad Authority (WCRRA) on behalf of the Red Rock Corridor Commission.

2017 Draft Budget

2017 Expenditures

Operating Expenditure Category	Amount
Corridor Administration / General Activities[1]	
- Corridor Insurance	$ 3,000
- Materials / Postage / Printing / Memberships	$ 3,500
- Events / Tours / Advertising	$ 3,500
Subtotal	**$ 10,000**
Public Involvement	
- Website Hosting / Content Management	$ 5,000
- Communication Services	$ 13,000
Subtotal	**$ 18,000**
Joint Power Agreement	
- Contracted Services	$ 6,000
Subtotal	**$ 6,000**
Contingency	$ 5,000
TOTAL	**$ 39,000**

Notes:
1. The county regional railroad authorities are conducting administrative functions, including mailings. Such items are eligible for reimbursement as approved by the commission.

2017 Revenue Summary

Revenue Source	% Due	Amount Due	Fund Balance	Total Revenue
Red Rock Corridor Commission Fund Balance	100%	$ 0	$ 39,000	$ 39,000
REVENUE TOTAL		**$ 0**	**$ 39,000[1]**	**$ 39,000**

Notes:
1. $39,000 of the commission's projected $62,000 2016 end of year fund balance will be used to cover the 2017 budget contributions of RRCC financial members. The remaining fund balance will be refunded to the financial members proportional to their contributions as reflected in the current JPA.

RED ROCK
SOUTHEAST CORRIDOR

DATE: November 15, 2016

TO: Red Rock Corridor Commission

FROM: Johnson Group

RE: Proposed 2017 Strategic Communications Activities
Contract period March 1, 2017 – February 28, 2018

Summary

2015 saw the foundation of the new Red Rock objective and brand delivered the audience through a variety of mediums. 2016 will strive to continue to deliver messages to the target audience and education the communities on the progress of the Implementation Plan.

In 2016, Johnson Group (the Consultant) continued to provide communications support to inform key audiences within the Red Rock Corridor including ongoing awareness advertising to the residents of the corridor.

The Consultant recommends several initiatives in 2017 to complement the base strategic communications activities that began in 2014 and continued in 2015 and 2016. This summary of the initiatives is further explained below.

2017 Communications Initiatives

Project Management and On-going Strategy

Provide strategic counsel on the impact of marketing decisions on stakeholders and ways to keep public opinion positive, update the strategic communications plan as needed, meet with Commission staff in-person or by phone as needed, attend Commission meetings as needed, and stay abreast of key talking points and milestones.

Email Marketing

Bi-monthly content development, implementation and distribution of Red Rock Corridor e-newsletters. Content and message will focus on building the new brand of a multi-modal transit corridor and the Implementation Plan. Includes management and maintenance of the email database.

Social Media Posting & Management

Management, posting and sharing of content on social media platforms. Goal will be to post a minimum of 4 items per week related to Red Rock Corridor, transit news, events, local community and state issues, etc.

Awareness Campaign

Continuation of the existing Red Rock Corridor awareness campaign but modified to reach a much smaller, targeted group of residents and businesses. The campaign will focus on online

mediums such as Facebook and Google. Success of the campaign will be measured based on website visits, enewsletter sign ups, and input/comments from residents.

Media Relations
Press release writing, distribution and story pitches to local media outlets specific to Red Rock Corridor activities and progress.

Website Updates and Maintenance
Support for updating content of the site.

Website Hosting
The Consultant will continue to host redrockcorridor.com and ensure the site remains available in desktop, tablet and mobile from. Current up time of the site has been 99.9%.

Contingency
A contingency budget has been included to allow for any items that may come up throughout the year. This assures we will be prepared and able to react to any communication needs that have not been pre-planned.

Budget

Category	**Budget**
Email Marketing (4 per year)	$4,800.00
Social Media Posting & Management	$3,600.00
Awareness Campaign	$3,500.00
Media Relations	$3,000.00
Website Updates & Maintenance	$2,500.00
Website Hosting	$180.00
Contingency	$420.00
TOTAL	**$18,000.00**

RED ROCK
SOUTHEAST CORRIDOR

DATE: November 29, 2016

TO: Red Rock Corridor Commission

FROM: Staff

RE: 2017 Meeting Dates

The proposed dates for the 2017 Red Rock Corridor Commission meetings are listed below with the topics expected to be discussed. The meetings will be held at 4:30 pm at Newport City Hall on the dates determined by commission members (pending the availability of the meeting location).

Date	**Proposed Topics**
January 26, 2017	Elect Chair and Vice Chair, 2017 work plan and budget (2nd reading), legislative preview, and small area plans project overview
May 25, 2017	Legislative session recap and small area plans market analysis
August 24, 2017	Joint powers agreement (1st reading) and small area plans update
November 30, 2017*	Joint powers agreement (2nd reading), 2018 work plan and budget (1st reading), small area plan draft recommendations. (*This date is the 5th Thursday of the month.)

Action:
Discussion

RED ROCK
SOUTHEAST CORRIDOR

DATE: November 30, 2016

TO: Red Rock Corridor Commission

FROM: Staff

RE: Communications Update

Website
There have been 2065 website views in the last 30 days.

Facebook
The Facebook page is up to 343 likes. There have been no instances where comments needed to be removed from the Facebook page in accordance with the Commission's Facebook use policy.

Press
News articles published since the last Red Rock Corridor Commission meeting are attached.

1. October 28, 2016—StarTribune
2. October 31, 2016—StarTribune
3. November 1, 2016—South Washington County
4. November 24, 2016—Woodbury Bulletin

Action:
Information

EAST METRO

Caution is byword for proposed 'Red Rock' busway in east metro

The plan is to start slowly, build ridership and go Full Busway when actual usage calls for it.

By David Peterson (http://www.startribune.com/david-peterson/10645651/) Star Tribune |

OCTOBER 28, 2016 — 11:20PM

There's no timeline in the works for the proposed Red Rock Corridor busway through south Washington County.

The transitway, planners say, will happen when it actually proves to be a viable project with a strong base of transit users.

"It's all based on hitting benchmarks for riders, instead of happening in a given year," said Lyssa Leitner, Washington County transportation planner.

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"We aren't in the business of just implementing the project and crossing our fingers [that people use it]. We want to test the market. We plan to ramp up regular bus service to lay the foundation for implementing more of the BRT-type feel."

The end goal is BRT, or bus rapid transit — frequent all-day service that replicates light-rail transit service, but at a much lower cost.

The corridor commission responsible for the project last week approved a plan that sets in place an exact route and plans for stations, as well as a process to reach the end goal.

The transit line is to take commuters from Hastings, in Dakota County, through south Washington County and on to Union Depot in downtown St. Paul, where the light-rail Green Line has a station.

Plans call for Red Rock stations in Hastings, Cottage Grove, St. Paul Park, Newport and the Battle Creek neighborhood of St. Paul, although studies show that the meat of the line's usage would go from Cottage Grove northward.

The plan calls for enhanced conventional bus service with rides every half hour along the Hwy. 61 corridor as officials work with local communities to pump up the user base with more jobs and homes in the vicinity of the stations.

"We're crossing our fingers on getting an all-day bus route" as part of a competition for grants in the metro area, Washington County Commissioner Karla Bigham told colleagues on the board this month.

"And then hopefully we get a comprehensive transportation bill [from the Legislature] so we can look at an express route from Hastings, stopping at Newport," she added. "We look forward to good things to come in this corridor."

There's a specific trigger point: The plan calls for replacing a conventional, fairly frequent bus route — 363 — with an "interim BRT service" when the number of passengers rises to 25 persons per hour of active service.

But that's not expected to happen until after 2020.

"This stuff doesn't happen overnight," said Washington County Commissioner Gary Kriesel. "You look long-term on these things."

The first higher-density, transit-oriented housing near the Newport station — one big key to adding riders — is coming soon.

Red Rock Square is a $10 million, 42-unit affordable apartment complex on which construction is to begin this year, just west of the transit station.

Planners have learned to be cautious when it comes to predictions: There was talk in 2010 for instance of a commuter train for Red Rock, perhaps getting rolling by 2018.



(http://stmedia.startribune.com/images/ows_1477714080988 KEVIN GILES

The $6.4 million cost of the Newport Transit Station included preparing the entire site for future development.

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LOCAL

East metro advocates for transit projects

By TRANSPORTATION | Janet Moore | **OCTOBER 31, 2016 — 5:19PM**

With Dakota County's impending departure from an important board that funds mass transit in the metro area, I wondered if other east metro counties were feeling snubbed, as well.

Not really, but there's some wariness and concern over how local transit will be funded in the future, and by whom.

Last summer, Dakota County informed the Counties Transit Improvement Board (CTIB) that it was withdrawing, effective 2019. Formed in 2008, CTIB collects a quarter-cent transit tax and a $20 motor vehicle sales tax from Anoka, Dakota, Hennepin, Ramsey and Washington counties to help fund the metro area's public transportation infrastructure.

Dakota County officials said they decided to leave the board because they feel they contribute more in tax revenue than they receive in return. I'll leave the CTIB folks to debate that (and they have, often vociferously, at recent meetings).

CTIB has a long list of transit projects it supports financially, including the proposed Southwest and Bottineau LRT lines — both in Hennepin County, and costing a total of $3.5 billion. (CTIB is paying about 30 percent of each project.)

Beyond the Green Line, which opened in 2014, there are a half-dozen transit projects serving the east metro that are still on the drawing board. The Gateway Gold Line, a $485 million bus-rapid transit line linking Woodbury to the Union Depot in downtown St. Paul, is humming along, with plans to begin service in 2023.

"CTIB is a very good financial arrangement for Washington County," said Commissioner Lisa Weik, also a member of CTIB. "We collect $6 million a year in sales tax revenue, and for Gateway Gold Line alone, we would get over $120 million in grants if we go into the full construction phase."

Several projects in works

Other east-metro transit projects include the Riverview Corridor (downtown St. Paul to the Minneapolis-St. Paul International Airport); Red Rock corridor (St. Paul to Hastings); Robert Street corridor (downtown St. Paul to Rosemount); and the Rush Line (St. Paul to Hinckley). In most cases, the actual mode of transit hasn't been settled upon. There's also the Interstate 35W Orange Line BRT, linking Minneapolis to Burnsville.

William Schroeer, executive director of East Metro Strong, doesn't wade much into the controversy over Dakota County and CTIB. "You have political fighting over not-enough money," he said. "We need more money for transit so everyone can build what they need."

East Metro Strong was formed as a public-private partnership three years ago with the idea of bringing "more and better transit investment to the east" and related economic development, where appropriate. The group advocates for more transit funding but doesn't get into the weeds about how that might come about.

Jim McDonough, a Ramsey County commissioner and CTIB member, said East Metro Strong was created to fill a void: "We felt we needed a more unified voice."

A report released by the group in March notes only 26 percent of people in Ramsey, Washington and Dakota counties live within a quarter-mile of daily transit service. This, "despite having a healthy concentration of jobs." The group counts 3M, HealthEast and the St. Paul Chamber of Commerce as members.

Dakota County Commissioner Thomas Egan (https://users.startribune.com/placement/6/environment/3/sign-up/start) FOR MORE
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In other County Commissioner Thomas Egan (https://users.startribune.com/placement/6/environment/3/sign-up/start) FOR MORE efforts. "We've been working very closely with Ramsey and Washington counties," he said. "That will continue" — despite the county's departure from CTIB.

South Washington County Bulletin

Habitat for Humanity seeks homes in Red Rock corridor

By Katie Nelson on Nov 1, 2016 at 4:00 p.m.

Twin Cities Habitat for Humanity is looking to purchase two homes near the Red Rock Corridor to renovate and sell to low-to-moderate income families.

The organization asked Cottage Grove, St. Paul Park and Newport for support. Each city council recently voted in favor of allowing Habitat to purchase and renovate the homes.

“We try to reach out to cities where we’re going to be working in to get letters of support,” said David White, Habitat government relations program manager.

The project is still in the early stages. Habitat is seeking funding from Washington County Community Development Agency, also known as Housing Redevelopment Authority, for funding through a Community Development Block Grant for the sites.

Twin Cities Habitat communications manager Matt Haugen said they will find out if the funds are awarded to them in the spring and then will begin buying homes.

They hope to renovate the homes in 2018. White said they will likely have homes in two of the three cities.

“People want to live in this area and we can do financing that makes it affordable for them,” he said.

They have not identified which homes they will be rehabilitating yet, but they are looking for moderately-priced, mid-century homes with three bedrooms and access to jobs and amenities, that Haugen said just need “cosmetic” improvements and “upgrades for modern families.”

“Typically a family of five earning $45,000 a year is what we build for,” White said. “The rehabilitated houses are sold at the market rate. After they buy the home it’s really like any other homeowner.”

Habitat completed townhome projects in Newport and Cottage Grove in past years.

Cottage Grove City Administrator Charlene Stevens wrote in her letter to the organization that Cottage Grove struggles to meet the need for “good affordable units for workforce housing” as many areas of the metro do, and “strongly” believes that Habitat will be a good partner for them.

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Woodbury Bulletin

Tiff over TIF settled in Newport

By **William Loeffler** on Nov 24, 2016 at 9:07 a.m.

Washington County

A redevelopment plan in Newport is moving ahead after changes to a joint powers agreement between that city and the Washington County Community Development Agency.

At its meeting Nov. 8, the Washington County Board of Commissioners adopted a resolution for an amended redevelopment plan for Red Rock Crossing in northern Newport.

The resolution OK'd the creation of a 19-acre tax increment financing (TIF) district located between Interstate 494 and 21st Street, and Maxwell Avenue and Highway 61. Taxes collected in that district will be used to redevelop portions of the city between the Mississippi River and Highway 61, north of 15th Street.

Terms of the joint powers agreement were changed after Newport City Council balked at approving the previous draft, which had been in place since 2012. At an Oct. 20 meeting, the council voted to table a motion to approve the agreement. Some council members argued that the city needed more say in choosing end users for the site.

The county board tabled the resolution at its Nov. 1 meeting while Newport City Council made up its mind.

The agreement was amended to give Newport the right to deny, approve or give comment on developer selection. It also established mandatory annual meetings between the CDA and the city to discuss progress on the project and for the CDA to provide quarterly expense reports that specified sources and uses of the TIF funds.

On Nov. 8, the board heard a presentation from Melissa Taphorn, Deputy Executive Director of the Housing and Redevelopment Authority.

"We're looking at an area that has generally declined in property value," she said. "When we created a TIF district we freeze the value. When we develop we capture tax value."

The county would pay up-front costs, including acquisition, relocation, demolition, and remediation for the land. The improvements are expected to increase the property values of the land from $4.5 million to $56 million. The county has spent $640,000 so far for demolition and to purchase properties, an amount the CDA will be refunded when TIF funds start coming in.

The TIF District for Red Rock Crossing will be in effect for 25 years, with the first TIF property tax revenues to be delivered in 2020. The CDA is expecting to gather $26 million in TIF funds.

"But for CDA's public intervention in this area, redevelopment would not occur," Taphorn said. "The increase ... would not occur but for this tax increment financing."

The board conducted a public hearing prior to the vote. Newport council members Bill Sumner and Dan Lund spoke.

Lund, the mayor-elect of Newport, has been a vocal opponent of the resolution.

"The TIF plans were not shared with Newport until I specifically asked for them, which is very inappropriate," Lund told the county board.

He asked the board to wait until after the Nov. 8 election to give any newly elected members of Newport City Council the opportunity to address the issue.

"I would just ask you to continue it one more week," Lund said. "I don't think it's appropriate to enter into a 25-year marriage. We're talking about a 30-year marriage."

The board closed the public meeting and unanimously passed the resolution. Newly re-elected Commissioner Gary Kriesel of District 3, who had clashed with Lund at the Nov. 1 county board meeting, cautioned patience and cooperation.

"I'm compelled to support the will of the city," Kriesel said. "There's no real fast turnaround time or solutions, but at the end of the day I think it will be justifiable that but for this TIF, the area would be blighted. In essence I support the will of the City of Newport in collaboration with our CDA."

Katie Nelson contributed to this report.

William Loeffler
William Loeffler is a playwright and journalist from Pittsburgh, Pennsylvania. He worked 15 years writing features for the Pittsburgh Tribune-Review. He has also written travel stories based on his trips to all seven continents. He and his wife, Michelle, ran the Boston Marathon in 2009.

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