

HENNEPIN COUNTY

MINNESOTA

FINAL COMMITTEE AGENDA

BOARD OF HENNEPIN COUNTY COMMISSIONERS PUBLIC WORKS COMMITTEE

TUESDAY, FEBRUARY 13, 2018
1:30 PM

Chair: Mike Opat, District 1

Vice-Chair: Peter McLaughlin, District 4

Members: Linda Higgins, District 2
Marion Greene, District 3
Debbie Goettel, District 5
Jan Callison, District 6
Jeff Johnson, District 7

1. Public Hearing

- A. Public Hearing to receive public comment on proposed revisions to Ordinance 17 regarding metropolitan mixed municipal solid waste hauler licensing, including the licensing term

2. Minutes From Previous Meeting

- A. 01/30/2018 Public Works Meeting Minutes

3. New Business

Routine Items

- A. **18-0047**
Ratification of permits, leases, lease amendments, and related property agreements approved by the County Administrator, period 10/1/17-12/31/17, total NTE \$15,000
- B. **18-0048**
Vacation of wall easement located at 7000 France Avenue South in the City of Edina
- C. **18-0049**
Amd 3 to Agmt A080788 with the MN Land Trust to co-hold a conservation easement on the Joseph M. Slavec property in Independence; incr NTE by \$24,000, new total NTE \$88,000

Items for Discussion and Action

- D. **18-0050**
Amd 1 to JPA A178153 with the Ramsey/Washington Recycling and Energy Board to clarify insurance and indemnification provisions
- E. **18-0051**
Various agreements related to Reconstructing Flying Cloud Drive (CSAH 61) from County Line to Charlson Road (CP 2090400) (County cost: \$1,400,000–State Turnback Funds)
- F. **18-0052**
Neg Agmt A18-86-01 with MnDOT to lease the EasyMile EZ10 autonomous shuttle, from date of execution-12/31/18, NTE \$50,000
- G. **18-0053**
Amend the Hennepin County 2018 State Legislative Platform to include support of the Partnership on Waste and Energy 2018 Legislative Platform

Addendum

- H. **18-0067**
Amd 2 to CTIB #01-2017-01/MET COUNCIL #171007 with Met Council for SWLRT authorizing disbursements through 3/31/18

4. Old Business

A. 18-0030

Recommendation of a Riverview Corridor Locally Approved Alternative

**Notice of Public Hearing
Hennepin County**

Hennepin County has established a public hearing on **Tuesday, February 13, 2018 at 1:30 p.m.** during the Public Works Committee meeting of the Hennepin County Board of Commissioners in the Board Room (A-2400) of the Hennepin County Government Center, 300 Sixth Street, Minneapolis, MN 55487.

The purpose of the hearing will be to receive public comment on the proposed revisions to Ordinance 17 regarding metropolitan mixed municipal solid waste hauler licensing, including the licensing term. If you would like a copy of the proposed revisions, or you have questions, please contact Randy Kiser at 612-348-5889.

Written comments will be accepted from February 5 through February 23 and can be mailed to:

Hennepin County Environment and Energy Department
Attn: Randy Kiser
701 Fourth Avenue South, Suite 700
Minneapolis, MN 55415-1842

To request assistance such as sign language interpreter or assisted hearing equipment, please call 612-348-7813 at least three days prior to the public hearing.

HENNEPIN COUNTY

MINNESOTA

COMMITTEE MINUTES

BOARD OF HENNEPIN COUNTY COMMISSIONERS

PUBLIC WORKS COMMITTEE

TUESDAY, JANUARY 30, 2018

1:30 PM

Chair: Mike Opat, District 1

Vice-Chair: Peter McLaughlin, District 4

Members: Linda Higgins, District 2

Marion Greene, District 3

Debbie Goettel, District 5

Jan Callison, District 6

Jeff Johnson, District 7

Commissioner Peter McLaughlin, Vice-Chair, called the meeting of the Public Works Committee for Tuesday, January 30, 2018 at 2:37 PM. All Commissioners were present except Commissioner Mike Opat who was absent.

1. Minutes From Previous Meeting

- A. 01/09/2018 Public Works Meeting Minutes

APPROVED

Commissioner Marion Greene moved to approve the Minutes, seconded by Commissioner Jeff Johnson and approved - 6 Yeas 1 Absent: Opat

2. New Business

Routine Items

- A. **18-0025**

Amd 6 to Lease Agmt A051424 with 1011 First Street South TIC, for rental space utilized by HSPHD at 1011 First Street South, Hopkins, extending the contract period to 4/13/28 (\$240,579 first year rent and operating costs)

CONSENT

Commissioner Jan Callison moved to approve, seconded by Commissioner Linda Higgins and approved - 6 Yeas 1 Absent: Opat

- B. **18-0026**

Amd 2 to Agmt A111471 with BFI Waste Systems of North America for disposal of ash from HERC at Sarona Landfill, extending period through 3/2/20 and increasing NTE by \$450,000, new total NTE \$4,138,345

CONSENT

Commissioner Debbie Goettel moved to approve, seconded by Commissioner Jan Callison and approved - 6 Yeas 1 Absent: Opat

- C. **18-0027**

Agmt PW 70-40-17 with MnDOT pertaining to the assignment of contract administration responsibilities under the Federal Delegation of Authority Program

PROCESSED

Commissioner Jan Callison moved to approve, seconded by Commissioner Marion Greene. After discussion Commissioner Peter McLaughlin moved to progress, seconded by Commissioner Jeff Johnson and approved - 6 Yeas 1 Absent: Opat

Items for Discussion and Action

- D. **18-0028**

Neg six Natural Resources Good Steward grant agmts to improve natural resources and water quality, 2/6/18-12/31/19, total combined NTE \$70,865; neg Natural Resources Opportunity Grant Agmt PR00000143 with Metro Blooms for water quality, 2/6/18-12/31/20, NTE \$100,000

CONSENT

Commissioner Jan Callison moved to approve, seconded by Commissioner Debbie Goettel and approved - 6 Yeas 1 Absent: Opat

E. **18-0029**

Negotiate 10 fall 2017 Environmental Response Fund grant agmts for assessment and cleanup of contaminated sites, during various contract periods, total combined NTE \$1,441,160

CONSENT

Commissioner Debbie Goettel moved to approve, seconded by Commissioner Linda Higgins and approved - 6 Yeas 1 Absent: Opat

F. **18-0030**

Recommendation of a Riverview Corridor Locally Approved Alternative

LAI D OVER

Commissioner Jan Callison moved to lay over until next Committee Meeting on February 13, 2018, seconded by Commissioner Peter McLaughlin and approved - 6 Yeas 1 Absent: Opat

3. Adjourn

There being no further business, the meeting of the Public Works Committee for Tuesday, January 30, 2018 was declared adjourned at 3:17 PM.

Yolanda C Clark
Deputy Clerk to the Board

HENNEPIN COUNTY

MINNESOTA

Board Action Request 18-0047

Item Description:

Ratification of permits, leases, lease amendments, and related property agreements approved by the County Administrator, period 10/1/17-12/31/17, total NTE \$15,000

Resolution:

BE IT RESOLVED, that the agreements listed on the report entitled "Quarterly Summary of Real Estate Documents Executed by County Administrator, Fourth Quarter 2017, dated December 31, 2017," and the administration of all leases within the building located at 701 4th Avenue South, Minneapolis be ratified.

Background:

History: Pursuant to Resolution 97-04-238, dated April 29, 1997, the County Board authorized the County Administrator to sign temporary permits, licenses, leases, lease amendments, and related property agreements, provided that the resulting expenditure does not exceed \$15,000 per year; and Pursuant to Resolution 11-0339, dated August 16, 2011, the County Board delegated the County Administrator the responsibility for the management and administration of all leases within the building located at 701 4th Avenue South, Minneapolis, and that following review and approval by the County Attorney's Office, the County Administrator be authorized to sign all leasing documents.

Current Request: Ratification is requested of those agreements signed by the County Administrator for the period October 1, 2017 through December 31, 2017, as identified on the report entitled, "Quarterly Summary of Real Estate Documents Executed by Administrator, Fourth Quarter 2017, dated December 31, 2017," and the administration of all leases within the building located at 701 4th Avenue South, Minneapolis.

ATTACHMENTS:

Description	Upload Date	Type
Real Estate Documents Executed by Administor Q4 2017	1/22/2018	Backup Material

**Quarterly Summary of Real Estate Documents Executed by Administrator,
Fourth Quarter 2017: 10/1/17 - 12/31/17
Dated 12/31/17**

Contracting Party	Subject Matter and Property	Date Approved	Authorizing Resolution
JOLIE LAID AND CITY CAFÉ LLC dba CITY CAFE	Assignment of Lease A031430 between Hennepin County and Jolie Laid Inc, from Jolie Laid Inc to City Café LLC dba City Café at the Brookdale Regional Center coffee shop in Brooklyn Center. No change in Lease terms or rent.	10/9/17	97-4-238
HENNEPIN COUNTY: PUBLIC SAFETY OPERATIONS PUBLIC WORKS	Lease A177821 for three Hennepin County lines of business: Public Safety, Operations and Public Works for office in Suite 660 of the 701 Building located at 701 Fourth Avenue South for the period of 3/1/2018 through 2/28/2023. Estimated operating costs for the first year - \$204,581.52	10/12/17	11-0339
800 WEST BROADWAY LLC	Amendment 2 to Lease Agreement A142072 between Hennepin County and 800 West Broadway LLC to memorialize the commencement date, reduced base rent for the first five months, and Leasehold/Capital Improvements. Amendment 2 gives Hennepin County two assigned parking stalls and changes the responsibility of janitorial services and trash removal from Hennepin County to the landlord. \$3,870.36 additional operating costs for the first year.	12/24/17	97-4-238
MINNEAPOLIS SCHOOL DISTRICT, SPECIAL SCHOOL DISTRICT NO. 1	Permit For Use Agreement A178512 between Hennepin County and Minneapolis School District, Special School District No. 1 for use of parking lot located at 1200 Penn Avenue North, Minneapolis for the period from execution date of this Permit Agreement through March 31, 2018. Rent will be \$500 per month plus the cost for snow removal.	12/27/17	97-4-238
CITY OF OSSEO	Lease Agreement A177973 between Hennepin County and City of Osseo for use of space at 415 Central Avenue, Osseo for the period December 1, 2017 through December 31, 2022. Operating Expenses estimated to be \$1,000 for the first year.	12/24/17	97-4-238

HENNEPIN COUNTY

MINNESOTA

Board Action Request 18-0048

Item Description:

Vacation of wall easement located at 7000 France Avenue South in the City of Edina

Resolution:

BE IT RESOLVED, that a wall easement in the City of Edina legally described below is hereby vacated:

That part of Tract A, Registered Land Survey No. 677 lying West of a line parallel with and 50 feet westerly of the East line of Section 31, Township 28, Range 24, described as follows:

Commencing at a point on the South line of said tract distant 62 feet west of the East line of said Section; thence run North parallel with said East line for a distance of 51.79 feet to the actual point of beginning of the land being described; thence deflect left 90 degrees for a distance of 1.00 foot; thence deflect right 90 degrees for 47.00 feet; thence deflect right 90 degrees for 1.00 foot; thence deflect right 90 degrees for 47.00 feet to the point of beginning.

Also over all that part of the above described tract described as follows:

Commencing at a point on the South line of said tract distant 62 feet west of the East line of said Section; thence run North parallel with said East line for a distance of 117.02 feet; thence deflect left at an angle of 44 degrees 51 minutes 36 seconds for a distance of 8.14 feet to the actual point of beginning of the land being described; thence deflect left 90 degrees for 1.00 foot; thence deflect right 90 degrees for 38.23 feet; thence deflect left 44 degrees 51 minutes 36 seconds for 98.32 feet; thence deflect right 90 degrees for 1.00 foot; thence deflect right 90 degrees for 98.73 feet; thence deflect right 44 degrees 51 minutes 36 seconds a distance of 38.64 feet more or less to the point of beginning.

Background:

History: In 1990, as part of roadwork on CSAH 17 (France Avenue), the county acquired a 184 square foot easement in order to install a wall on the parcel now addressed as 7000 France Avenue South, Edina. The property owner has submitted redevelopment plans to the City of Edina that eliminate the need for the county's wall and wall easement. At the same time, the owner will dedicate an area of sidewalk easement of greater size than the wall easement being vacated. The City Engineer requires vacation of the wall easement as a condition of approval.

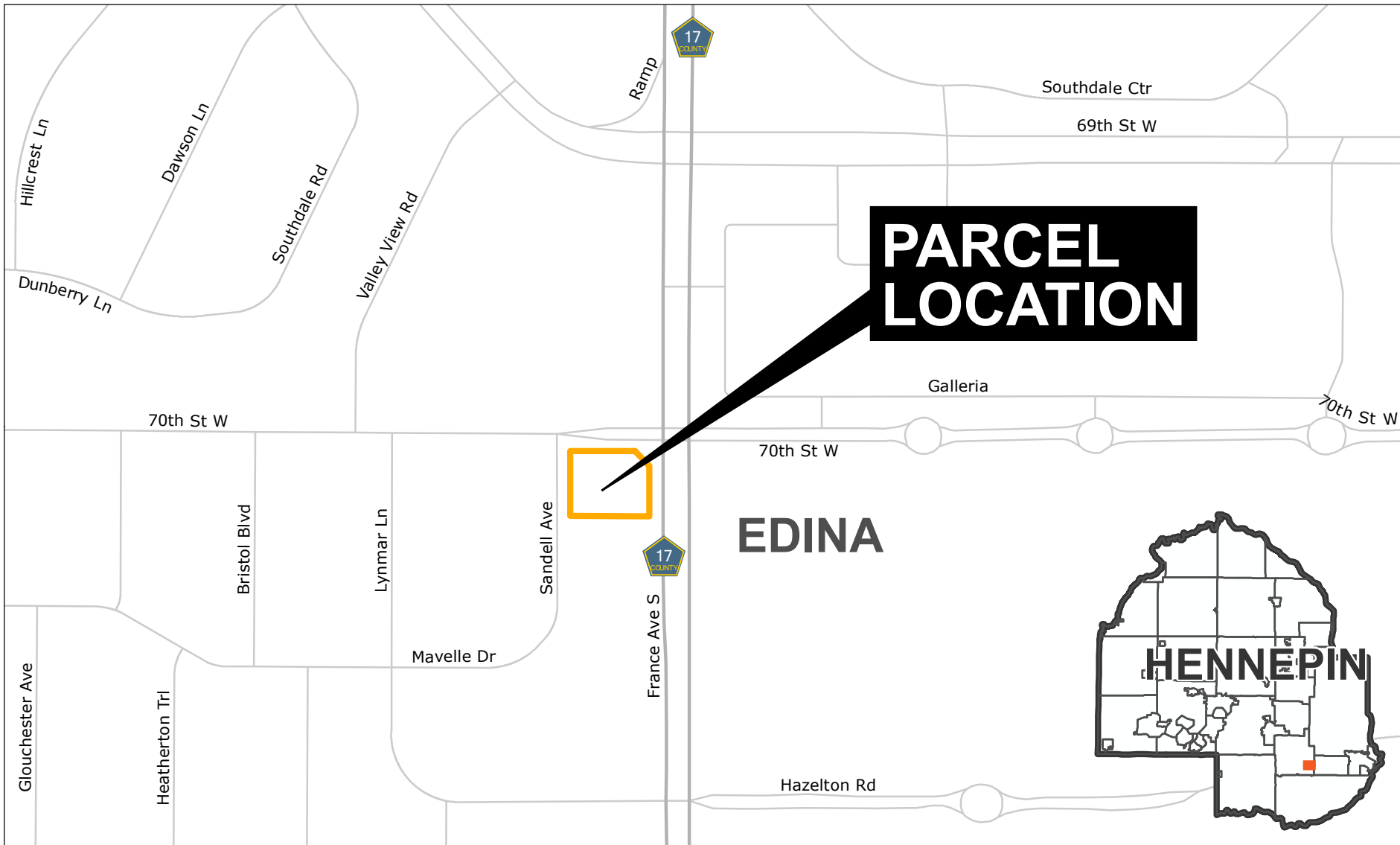
Current Request: The owner of 7000 France Avenue South, Edina, is requesting that Hennepin County vacate a wall easement on the property and allow the owner to remove the wall as part of the redevelopment of the property.

Impact/Outcomes: The vacation of the county's wall easement will allow the owner of 7000 France Avenue South to complete the redevelopment of its parcel. In exchange, the owner will remove the existing wall, reducing maintenance responsibilities for the county.

ATTACHMENTS:

Description	Upload Date	Type
Wall Easement at 7000 France - Edina - Map	1/25/2018	Map

7000 France Ave S, Edina - PID: 31-028-24-11-0022



HENNEPIN COUNTY

MINNESOTA

Board Action Request 18-0049

Item Description:

Amd 3 to Agmt A080788 with the MN Land Trust to co-hold a conservation easement on the Joseph M. Slavec property in Independence; incr NTE by \$24,000, new total NTE \$88,000

Resolution:

BE IT RESOLVED, that Amendment 3 to Agreement A080788 to co-hold a conservation easement with MN Land Trust on the westernmost 12.7-acre portion of the Joseph M. Slavec property in the city of Independence (PID # 03-118-24-22-0005), increasing the not to exceed amount by \$24,000 to a new total not to exceed amount of \$88,000, be approved; that following review and approval by the County Attorney's Office, the Chair of the Board be authorized to sign the amendment and related easement documents on behalf of the county; and that the Controller be authorized to disburse funds as directed.

Background:

History: The county works with local governments and landowners to conserve and protect natural resources and wildlife habitat. In 2016, the board approved the Natural Resources Strategic Plan and the Hennepin County Conservation Easement Program (Resolution 16-0144R2) which together established a framework to pursue conservation easements and criteria for evaluating conservation easement opportunities. A conservation easement is a set of development restrictions a landowner voluntarily places on his or her property in order to preserve its conservation value. The landowner retains ownership of the land and continues to pay property taxes.

Minnesota Land Trust (MLT) is a Minnesota non-profit corporation that acquires, holds, manages, and enforces conservation easements in Minnesota. Currently, the county and MLT jointly hold three conservation easements pursuant to the terms of Agreement A080788.

The proposed easement property contains old-growth Maple-Basswood forest - a remnant of the Big Woods ecosystem, wetlands, grassland and farmland. The county has identified the property as part of an ecologically significant area that is located within a priority natural resources corridor. The property is adjacent to five properties protected under existing conservation easements and, if preserved under an easement, will establish a protected natural resource corridor connected to the natural areas adjacent to Lake Sarah that are part of Three Rivers Lake Sarah Regional Park. The easement also will facilitate future natural resource restoration activities that will improve the water quality of Lake Rebecca. Based on these features, staff has determined that the property meets the criteria set forth in the Conservation Easement Program.

Current Request: This request seeks approval of Amendment 3 to Agreement A080788 with MLT adding a conservation easement for the Joseph M. Slavec property in the city of Independence, providing for payment of stewardship fees to MLT and obtaining the authorization to sign related easement documents.

The agreement delineates the roles of MLT and Hennepin County as co-holders of this and three previous conservation easements and places the responsibility for administering the easements with MLT. MLT's responsibilities include the completion of title searches, surveys and appraisals as well as annual inspections of easements and enforcement of the terms of the easements, which are, in part, funded by

the stewardship fees.

The amendment increases the not to exceed amount by \$24,000 for payment of stewardship fees to MLT associated with acquiring the conservation easement. Funding for the appraised fair market value of the conservation easement for this property at the estimated amount of \$76,000 will be paid by MLT from its Lessard-Sams Outdoor Heritage Council - Metro Big Rivers grant.

Impact/Outcomes: The proposed easement will permanently protect an ecologically significant natural area located within a priority natural resource corridor in the City of Independence. The proposed easement is immediately adjacent to five previously established easements that together will complete a natural resource corridor that connects to the natural areas adjacent to Lake Sarah that are located within Three Rivers Lake Sarah Regional Park. Restoration work on this easement will include reforestation of the grassland portion of this property and the conversion of agricultural area to tall grass prairie that will stop the erosion that is now occurring. These actions will improve the water quality entering the tamarack bog wetland located on the property and adjoining properties that drain to Lake Rebecca in the Lake Rebecca Regional Park, as well as preserving wildlife and pollinator habitat.

ATTACHMENTS:

Description	Upload Date	Type
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HENNEPIN COUNTY

MINNESOTA

Board Action Request 18-0050

Item Description:

Amd 1 to JPA A178153 with the Ramsey/Washington Recycling and Energy Board to clarify insurance and indemnification provisions

Resolution:

BE IT RESOLVED, that Amendment 1 to Joint Powers Agreement A178153 with the Ramsey/Washington Recycling and Energy Board to clarify insurance and indemnification provisions, be approved; that the Chair of the Board be authorized to sign the amendment on behalf of the county; and that the Controller be authorized to disburse funds as directed.

Background:

Background: In November of 2017 (Resolution 17-0478), Hennepin County entered into Joint Powers Agreement (JPA) A178153 with the Ramsey/Washington Recycling and Energy Board. The purpose of the JPA between Hennepin County and the Ramsey/Washington Recycling and Energy Board is to form a partnership to focus on waste management issues of common interest. Specifically, the board would focus on accomplishing the goals outlined in Minnesota Statutes related to waste management and the Metropolitan Solid Waste Management Plan with an emphasis on policy development, program coordination, and innovations in waste and energy technology.

Current Request: This request seeks approval of Amendment 1 to the JPA with the Ramsey/Washington Recycling and Energy Board to clarify the insurance and indemnification provisions. Amendment 1 states that the partnership shall be considered a separate and distinct public entity, shall comply with all laws and rules governing public entities, and shall be entitled to protections of Minnesota Statutes Chapter 466 related to tort liability.

The need to clarify insurance and indemnification provisions was discovered after the original contract was approved by both parties. The Ramsey/Washington Recycling and Energy Board is scheduled to approve Amendment 1 at its February board meeting.

Impact/Outcomes: The amendment clarifies the insurance and indemnification provisions such that the partnership be considered a separate and distinct public entity, comply with all laws and rules governing public entities, and be entitled to protections of Minnesota Statutes Chapter 466 related to tort liability.

HENNEPIN COUNTY

MINNESOTA

Board Action Request 18-0051

Item Description:

Various agreements related to Reconstructing Flying Cloud Drive (CSAH 61) from County Line to Charlson Road (CP 2090400) (County cost: \$1,400,000–State Turnback Funds)

Resolution:

BE IT RESOLVED, that Agreement PW 55-66-17 with Olson and Nesvold Engineers, P.S.C., for construction support services during the reconstruction of County State Aid Highway 61 (Flying Cloud Drive - formerly Trunk Highway 212) between Trunk Highway 101 in Carver County and Charlson Road in the City of Eden Prairie (Capital Project 2090400), at a county cost of \$440,000 from date of contract execution through December 31, 2024, be approved; that upon review and approval by the County Attorney's office, the Chair of the Board be authorized to sign the agreement on behalf of the county; and that the Controller be authorized to disburse funds as directed; and

BE IT FURTHER RESOLVED, that Agreement PW 10-66-17 with Braun Intertec Corporation for construction support services during the reconstruction of County State Aid Highway 61 under Capital Project 2090400, at a county cost of \$760,000 from date of contract execution through December 31, 2024, be approved; that upon review and approval by the County Attorney's office, the Chair of the Board be authorized to sign the agreement on behalf of the county; and that the Controller be authorized to disburse funds as directed; and

BE IT FURTHER RESOLVED, that the County Administrator be authorized to negotiate Agreement PW 71-66-17 with a consultant to provide critical path analysis and scheduling during the reconstruction of County State Aid Highway 61 under Capital Project 2090400, at a county cost not to exceed \$200,000 from date of contract execution through December 31, 2020; that upon review and approval by the County Attorney's office, the Chair of the Board be authorized to sign the agreement on behalf of the county; and that the Controller be authorized to disburse funds as directed.

Background:

History: The County Board approved Resolution 09-0446 authorizing execution of Agreement PW 35-40-08 with the Minnesota Department of Transportation (MnDOT) which provided for the transfer of Trunk Highway TH 212, otherwise known as Flying Cloud Drive from the Hennepin and Carver county line to Valley View Road (CSAH 39) in the City of Eden Prairie from MnDOT to Hennepin County. Included in the agreement was a stipulation that MnDOT would make turnback funding available for engineering, right of way acquisition and construction for improvements along the highway corridor. This section of Flying Cloud Drive is now identified as County State Aid Highway (CSAH) 61.

Capital Project (CP) 2090400 provides for the reconstruction of approximately 0.8 miles of Flying Cloud Drive (CSAH 61) as a three-lane roadway from TH 101 in the City of Chanhassen to the Carver/Hennepin county line and approximately 2.6 miles of Flying Cloud Drive from the Hennepin/Carver county line to Charlson Road in the City of Eden Prairie. The project will improve safety and minimize transportation disruptions caused by seasonal flooding of the Minnesota River. MnDOT has programmed Turnback Funds for this project and bids for construction have been received. Construction is scheduled to begin in the first quarter of 2018 with construction completion anticipated in the fall of 2020.

Current Request: This request is for approval of Agreement PW 55-66-17 with Olson and Nesvold Engineers, P.S.C. (Olson and Nesvold) for support services during the construction of CP 2090400 at a cost of approximately \$440,000. Under the terms of the agreement, Olson and Nesvold will support county staff during the construction of the retaining walls and bridges that were designed by Olson and Nesvold. The project includes the construction of 10 retaining walls, two bridges and a box culvert. The support of Olson and Nesvold is needed to utilize a new and unique anchor system recommended for this project that has never been used by the county.

Approval is also requested for Agreement PW 10-66-17 with Braun Intertec Corporation at a cost of approximately \$760,000 for construction inspection and testing services necessary to construct CP 2090400. Braun Intertec provided the geotechnical evaluations and soil borings for the design of CP 2090400 and is uniquely qualified to provide the geotechnical inspection and testing required to construct the project.

Lastly, due to the complexity, size, and cost of the project, staff recommends that a Critical Path Methodology (CPM) should be used to ensure that project deadlines are met. PW does not have the staff expertise to utilize CPM; therefore, PW requests that the County Administrator be authorized to enter into a contract with a consultant to be identified and selected through the Request for Proposal (RFP) process to provide the CPM analysis and scheduling for the project at a cost not to exceed \$200,000.

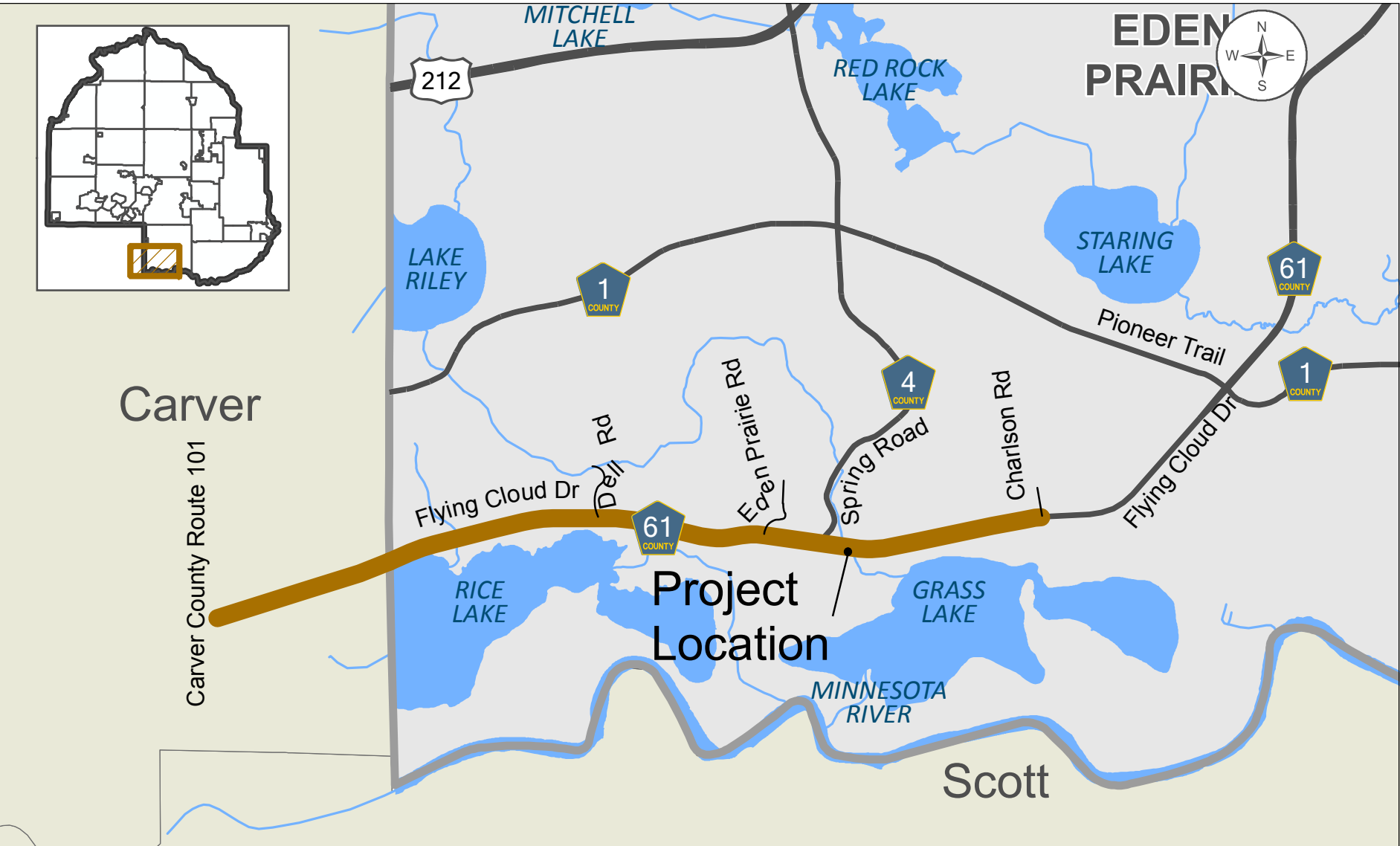
Adequate funding is available within the existing CP 2090400 project budget to finance the costs of the recommended agreements.

Impact/Outcomes: Approval of these agreements is recommended to facilitate the reconstruction of Flying Cloud Drive from Charlson Road to the Hennepin and Carver county line within the desired time frame.

ATTACHMENTS:

Description	Upload Date	Type
Map_FlyingCloudDrive_CP2090400	1/25/2018	Backup Material

Reconstruct Flying Cloud Drive (CP 2090400)



HENNEPIN COUNTY

MINNESOTA

Board Action Request 18-0052

Item Description:

Neg Agmt A18-86-01 with MnDOT to lease the EasyMile EZ10 autonomous shuttle, from date of execution-12/31/18, NTE \$50,000

Resolution:

BE IT RESOLVED, that the Chair of the Board is hereby authorized and directed for and on behalf of Hennepin County to negotiate an agreement with the Commissioner of the Minnesota Department of Transportation to lease the EasyMile EZ10 autonomous shuttle bus to test, demonstrate and evaluate the technology for first and last miles connections to transit, from date of agreement execution through December 31, 2018, for an amount not to exceed \$50,000; that following review and approval by the County Attorney's office, the Chair of the Board be authorized to sign the agreement on behalf of the county; and the Controller be authorized to transfer and disburse funds as directed.

Background:

History: In summer 2017, the Minnesota Department of Transportation (MnDOT) entered into an agreement (MnDOT Contract # 1028265) with EasyMile, Inc. to lease an autonomous shuttle bus (referred to as EZ10) for testing and demonstrating in winter weather climates in Minnesota from November 2017 through March 2018.

The EZ10 is all-electric powered, operates at speeds less than 25 miles per hour, and can accommodate up to 12 passengers. The shuttle meets the accessibility standards established by the Americans with Disabilities Act and is classified as a Level 4 autonomous vehicle by the Society of Automotive Engineers. This means the vehicle is capable of performing all driving functions under certain conditions and a human operator has the option to take over control of the vehicle. The EZ10 shuttle has transported over 230,000 people in 20 countries on four continents and logged over 75,000 operating miles without any major safety incidents.

MnDOT has been testing the EZ10 shuttle in harsh winter conditions at the MnROAD facility in Albertville and provided opportunities for the public to ride the shuttle from January 26 through January 28 on Nicollet Mall between Third and Fourth Streets in downtown Minneapolis.

MnDOT has offered other units of government the opportunity to operate the shuttle at other sites in Minnesota. The county is interested in studying the feasibility of using an autonomous shuttle within the county to connect our major transitways. The first and last miles use case is being demonstrated by Contra Costa County in California at the GoMemtum Station in Concord, which is also utilizing the EZ10 shuttle to connect Bishop Ranch, a major employment center, to the nearest Bay Area Rapid Transit station.

A team of county staff has analyzed over eight potential demonstration sites to test the first and last mile transit connection use case. The recommended demonstration site is a two to three block segment of the Midtown Greenway between Hennepin Avenue and Dupont Avenue. Staff will organize and coordinate a stakeholder working group to plan and carry out the demonstration. A human operator will be present at all times during the demonstration.

Current Request: This request is to negotiate an agreement with MnDOT to leverage MnDOT's existing contract with EasyMile, Inc., from the date of execution through December 31, 2018, for an amount not to exceed \$50,000. The county will test, demonstrate, and evaluate the use of an autonomous shuttle to support a community-based, micro-transit option that provides first and last miles connection to major transitways. The county will pay to transport the EZ10 shuttle to the demonstration site; map the route; and

set up, operate, store, and evaluate the shuttle.

Impact/Outcomes: The agreement will allow the county to assess how new autonomous vehicle technology can be used to enhance and support the county's transitway investments.

ATTACHMENTS:

Description	Upload Date	Type
Vehicle demo information	2/12/2018	Backup Material



Autonomous Shuttle for First- and Last-Miles Connection to Transitways

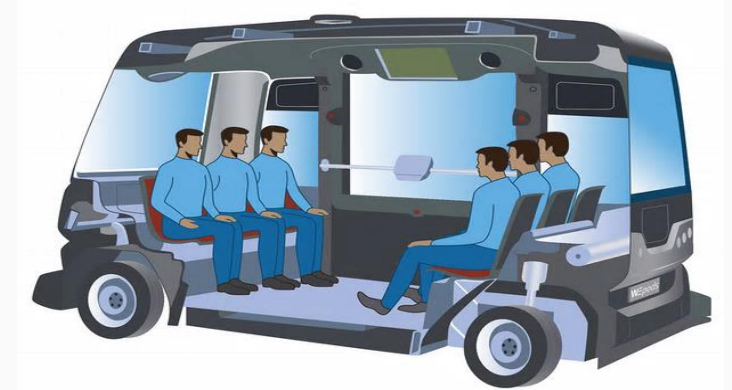
John Doan, Public Works

MnDOT AV Shuttle Winter Testing

- State RFP in 2017 for AV bus supplier
- Selected EasyMile EZ10 shuttle
- 4-day public demo on Nicollet Mall Jan 25-28, 2018
- MnDOT offered local governments opportunity to test for other use cases



Specifications of EZ10 Shuttle



- All electric
- Up to 12 passengers, with wheelchair accessible ramp
- Lower-speed vehicle (25 mph max)
- Level-4 autonomy: Can operate without driver on pre-mapped route
- Transported over 230k people in 20 countries, logged over 75k miles with 100% safety record
- \$250-\$300k to purchase, plus annual software and maintenance license

EZ10 Shuttle Video

- <https://drive.google.com/file/d/0B3-uKJ1jD9mcVThLQzNNaEM0VWM/view>



First- and Last-Miles Use Case

- Challenges to extending ridership beyond ½-mile walkshed and 1-mile bikeshed
- Limited park-and-ride options in urbanized areas
- Overcoming bad weather
- Serving riders with limited mobility





Midtown Greenway Case Study

- Acquired by HCRRA for future transit in 1993
- Grade-separated corridor connecting Blue, Orange and future Green lines

Proposed Demo

- 2-to-3 block circulator on Greenway
- 3 days (April 20-22), up to 6 hours per day
- Human operator on board at all times
- Capped at 12 mph
- Operating on one-directional bike lane in mixed bike and pedestrian traffic







BAR Key Elements

- **Partnership agreement:** With MnDOT, with NTE budget of \$50k
- **In scope:** Vehicle sublease, trained operator, mapping, testing, evaluation
- **Public engagement:** Stakeholder work group, free rides during demo

Taking Action Now

- Positions Hennepin County as a leader
- Gives us first-hand experience with the technology
- Informs our long-range planning
- Lets us help shape the future of mobility



John Doan

john.doan@hennepin.us, 612-543-1468



HENNEPIN COUNTY

MINNESOTA

Board Action Request 18-0053

Item Description:

Amend the Hennepin County 2018 State Legislative Platform to include support of the Partnership on Waste and Energy 2018 Legislative Platform

Resolution:

BE IT RESOLVED, that the Hennepin County 2018 State Legislative Platform be amended by adding a bullet at the end of the Environment and Energy section:

- Support the Partnership on Waste and Energy 2018 Legislative Platform

Background:

The Partnership on Waste and Energy is a Joint Powers Agreement (JPA) between Hennepin County and the Ramsey/Washington Recycling and Energy Board (itself a partnership between Ramsey and Washington counties). The Ramsey/Washington Recycling and Energy Board owns a refuse-derived facility located in Newport, Minnesota. Hennepin County owns the Hennepin Energy Recovery Center located in Minneapolis. In addition to waste processing, the three counties have significant interests on other waste management issues, including promoting and supporting recycling and management of organic waste materials. The JPA allows the counties to coordinate efforts related to waste programs, energy issues, emerging technologies and legislative initiatives.

The Partnership addresses waste management issues of common interest to each member. Specifically, the Partnership seeks to accomplish the goals outlined in Minnesota Statutes related to waste management and the Metropolitan Solid Waste Management Plan with an emphasis on policy development, waste system evaluation, program coordination, waste processing and innovations in waste-to-energy technologies.

ATTACHMENTS:

Description	Upload Date	Type
Partnership on Waste and Energy 2018 Legislative Platform	1/25/2018	Backup Material

Partnership on Waste and Energy

Hennepin County, Ramsey County, Washington County

2018 Legislative Platform

Adopted January 25, 2018

Topic	Policy Position	Policy Issue
Waste Management Act Goals and the Solid Waste Management Hierarchy	The Partnership supports the waste management goal of the state and the integrity of the order of preferred waste management practices, known as the solid waste management hierarchy.	The waste management goal of the state is to foster an integrated waste management system in a manner appropriate to the character of the waste stream, in order to protect the state's land, air, water and other natural resources and public health.
Waste Hierarchy Goal and Measurement	The partnership supports implementation of a waste hierarchy goal that identifies progress in meeting solid waste system performance by measuring the volume and characteristics of waste managed by land disposal, and also monitoring the policy goals of the Waste Management Act such as reducing the toxicity of waste, separating materials and energy, reducing greenhouse gases and orderly development of the system.	The historic method of measuring progress in meeting State waste management goals has been to try to count tons of waste managed through a variety of different waste management methods. There has been a continual struggle with this method, and it is difficult to draw meaningful conclusions from the gathered data. A measurement system is needed to more accurately track progress in meeting state goals.
Opposing preemption of local control	The Partnership opposes legislation that limits, prohibits or interferes with a county's ability to implement any component of its solid waste master plan as required by Minnesota Statutes Chapters 115a and 473. It further opposes preemption of local control and unfunded mandates that would restrict, hinder, or impair a local unit of government's ability to implement its solid waste plans.	Managing waste is a necessary public service, like managing wastewater, providing drinking water, and assuring public safety. Counties are the accountable local unit of government for waste management, and in carrying out this responsibility use methods that best meet local needs. Laws that preempt local control hinder the ability of counties and cities to meet their statutory responsibility
Solid Waste Management Tax	The Partnership supports allocating all of the revenue generated by the Solid Waste Management Tax (SWMT) to waste management activities, and increasing SCORE funding.	<ul style="list-style-type: none"> • SCORE funding improves the environment, increases jobs, enhances economic development, and encourages counties to achieve State recycling goals • About 30% of the \$70 Million collected by the SWMT is to the General Fund and is not allocated to waste management activities
Incentives For Waste Processing Services	The Partnership supports additional state funding or incentives, such as waste processing credits, to counties that are providing or financially supporting waste processing.	Metropolitan counties are required by state law to plan and implement systems to achieve state goals contained in the Metropolitan Solid Waste Management Policy Plan. The Partnership counties have developed fully integrated waste systems, which are more challenging and expensive.

Sales Tax Rebates for Processing Facilities	The Partnership supports solid waste management tax rebates to entities that recover, recycle, or reuse material from which the solid waste management tax has already been remitted.	The state's Solid waste management taxes (SWMT) is not assessed on services for the collection, processing and marketing of recyclables, but is assessed on recyclables that are collected with trash. Processing facilities separate metals for recycling and recycle them. A sales tax rebate for facilities that separate recyclables from trash is an incentive to continue and increase recycling this material.
Solid Waste as a Renewable Fuel	The Partnership supports continued state recognition of solid waste as a renewable fuel, as well as state financial support for waste and energy industries to use public and private solid waste facilities as a part of their sustainable, renewable energy resource programs, including production of biofuels	Solid waste is considered a renewable fuel, and as new technologies emerge that are more effective at capturing energy or fuel in different forms, it is important that the state continue to support this recognition.
New Technologies for Waste Processing	The Partnership supports financial incentives by the state, as well as reduced barriers, for the development and permitting of new or alternative technologies for waste reduction, reuse, recycling, beneficial reuse, and waste processing, including use of new technology and methods to recover materials, energy and biofuels from waste.	Hennepin, Ramsey and Washington Counties have invested substantially to achieve state recycling, organics, processing and landfilling targets. All three are examining new technologies and methods to recover resources from waste. State support for this activity will result in increased recycling and recovery of resources, and, therefore, better environmental protection and economic development opportunities
Market Development	The Partnership supports a public/private partnership to identify the key steps to be taken by the the public and private sectors to assure markets for recyclables that are local, reliable, economically viable, and protective of Minnesota's resources.	Local recycling efforts that succeed rely upon strong markets for collected recyclable commodities. Market development efforts are economic development opportunities for Minnesota. The work to assure strong markets and good prices for recyclable materials are best accomplished by state and regional efforts working in partnership with the private sector.
Product Stewardship	The Partnership supports product stewardship programs, with an emphasis on an Extended Producer Responsibility framework approach, to provide environmental protection, county cost recovery, indemnification of counties from product liability, and measureable and enforceable goals.	Product stewardship programs allocate responsibility to manufacturers, retailers and consumers, and this approach creates a producer-led approach to reduce, reuse and recycle products through the management of the product at the end of its useful life, and does not rely on county programs and finances.

Electronic Waste	<p>The Partnership supports efforts to make improvements that would maximize the e-waste recycling program, and the use of manufacturer payments to fully reimburse county collection efforts, and make progress toward a more complete product stewardship program.</p>	<p>The current e-waste law places a burden on counties that collect e-waste, because manufacturers do not fully reimburse county collection efforts. Requiring greater transparency from manufacturers and recyclers, and requiring manufacturers to disclose payments for materials and credits, and requiring recyclers to disclose actual costs of recycling to satisfy manufacturer obligations would address this.</p>
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HENNEPIN COUNTY

MINNESOTA

Board Action Request 18-0067

Item Description:

Amd 2 to CTIB #01-2017-01/MET COUNCIL #171007 with Met Council for SWLRT authorizing disbursements through 3/31/18

Resolution:

BE IT RESOLVED, that Resolution 17-0511, relating to Amendment 2 to Capital Grant Agreement CTIB #01-2017-01 / METCOUNCIL #171007 with Metropolitan Council for the Southwest Light Rail Transit (LRT) project (Green Line Extension), be amended by deleting January 31, 2018 in the resolving clause and inserting in lieu thereof March 31, 2018.

Background:

History: Amendment 2 to Capital Grant Agreement CTIB #01-2017-01/MET COUNCIL #171007 with the Metropolitan Council for the Southwest Light Rail Transit (LRT) project (Green Line Extension), reflected the county's new role and authorized technical and conforming changes to reflect the county becoming the grantor under the assignment. The amendment also stipulated that the county is not authorized to make payments or disbursements beyond the disbursements listed on Exhibit D through November 30, 2017 without further action by the county board. Previous board action (Resolution 17-0511) extended authorization through January 31, 2018. This action would extend payment authorization through March 31, 2018, which is also when the grant agreement expires.

Current Request: Amendment 2 to Capital Grant Agreement CTIB #01-2017-01/MET COUNCIL #171007 with Met Council for the Southwest LRT project, authorizing county funding through March 31, 2018.

Impact/Outcomes: Support ongoing Southwest LRT engineering work in preparation for the Metropolitan Council's application for a full funding grant agreement.

HENNEPIN COUNTY

MINNESOTA

Board Action Request 18-0030

Item Description:

Recommendation of a Riverview Corridor Locally Approved Alternative

Resolution:

BE IT RESOLVED, that the Hennepin County Board of Commissioners recommends modern streetcar alternative 4b as the locally preferred alternative for the Riverview Corridor for inclusion in the Metropolitan Council's 2040 Transportation Policy Plan; and

BE IT FURTHER RESOLVED, that Hennepin County will continue to work collaboratively with the City of Saint Paul, City of Bloomington, Hennepin County Regional Railroad Authority, Ramsey County Regional Railroad Authority, Metropolitan Airports Commission, and other stakeholders in advancing the design of the project and addressing issues and concerns.

Background:

History: The Riverview Corridor connects neighborhoods, historic districts, businesses, thriving commercial districts, and downtown Saint Paul to the regional transportation network.

The Ramsey County Regional Railroad Authority led the Pre-Project Development Study in collaboration with local and regional partners. The study included technical analysis of mode alternatives, including bus and rail, and multiple route alignments providing service within the study area.

Technical analysis and public engagement have led to the identification of a Locally Preferred Alternative (LPA) for the corridor that includes the definition of the mode, conceptual alignment, and general station locations, which can be refined through further environmental and engineering efforts.

Alternative 4b, serving the West 7th/Highway 5 corridor, best meets the project's purpose and need. This alternative is a modern rail streetcar, with dedicated and shared-use guideway, approximately 11.7 miles long, connecting Union Depot in downtown Saint Paul, the West 7th and Highland Park neighborhoods in Saint Paul, Minneapolis-St. Paul International Airport, and Mall of America, generally along the existing METRO Green Line Light Rail Transit (LRT), 5th and 6th Streets, West 7th Street, Minnesota Trunk Highway 5, crossing under Fort Snelling, crossing over Minnesota Trunk Highway 55, and interlining with the METRO Blue Line LRT with a terminus station at the Mall of America.

This alternative is designed to qualify for Federal Transit Administration Capital Investment Grant Program funding. The Metropolitan Council wants to see demonstrated support from the cities and counties along the alignment prior to adopting into its 2040 Transportation Policy Plan.

The next phase of the Riverview project will include environmental analysis under the federal and state environmental review processes to discuss a set of reasonable alternatives and to determine if the LPA can also be the environmentally preferred alternative.

ATTACHMENTS:

Description	Upload Date	Type
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Hennepin County Public Works Committee

January 30, 2018

Riverview Corridor Study Area

- Approx. 12 miles long
- 50,600 residents
- 24,900 households
- 123,900 jobs
- Regional and local connectivity
- Route 54 bus
 - 2017 = 4,400
 - 2040 forecast = 10,700



Needs of the Corridor

To enhance mobility and access to opportunities for residents, businesses, and the region and to cultivate economic prosperity

Growing **population** and **employment** increases travel demand for different travel markets



Transit-reliant population also needs improved transit service



Limited opportunity to **improve** the existing **transportation network**



Support and catalyze **reinvestment** and **economic development**



Study Process

Completed August 2015

CORRIDOR VISION

- Current and future conditions
- Review of relevant work
- Purpose and need
- Goals and objectives

Completed August 2017

ALTERNATIVES ANALYSIS

- Initial Screening
(completed February 2016)
- Detailed Definition
- Detailed Evaluation
March – August 2017

Fall/Winter 2017

LOCALLY PREFERRED ALTERNATIVE

- Vehicle and route of Locally Preferred Alternative
- Implementation Plan

WE
ARE
HERE

Public Engagement

- Examined 60 different alternatives
- Engaged over 4,600 people via nearly 100 events responding to nearly individual 650 comments

A Locally Preferred Alternative (LPA):

- A corridor's preferred transit vehicle and route that best meets the needs of the corridor

The LPA identifies:

- General service plan
- General station locations
- Cost and ridership estimates

The LPA is not:

- The end of the technical analysis
 - Further analysis will be needed
- Final approval
 - Local partners will have additional review/approval opportunities

Riverview's Locally Preferred Alternative

Alternative

4b

Modern Streetcar: W. 7th – Hwy 5/Fort Snelling

- Union Depot to the Mall of America
- Generally along W. 7th Street and crossing the river at Hwy 5
- Operates in dedicated and shared use lanes
- Compatible with Blue Line and Green Line (tracks, stations, etc.)
- High amenity stations with level boarding and off-board fare collection

What is Modern Streetcar?



Atlanta

Source: City of Atlanta



Detroit

Source: Qline, M-1 Rail



Seattle

Source: Seattle Department of Transportation



Portland

Source: TriMet

Why Modern Streetcar on W. 7th-Hwy 5/Fort Snelling?

Local Criteria

- Best meets the purpose and need of the corridor

Growing **population** and **employment** increases travel demand for different travel markets

- Highest 2040 weekday ridership at 20,400

Transit-reliant population also needs improved transit service

- Highest number of transit dependent riders 4,600

Limited opportunity to **improve** the existing **transportation network**

- Double the ridership of No-build in 2040

Support and catalyze **reinvestment** and **economic development**

- Highest development potential due to fixed guideway

Federal Criteria

- Alternative most likely to qualify for Federal Transit Administration Capital Investments Grant funding

Modern Streetcar: W. 7th – Hwy 5/Fort Snelling

Locally Preferred Alternative Stats:

11.7 mi. - Corridor length

20 – Number of stations

10 min. - Peak frequency

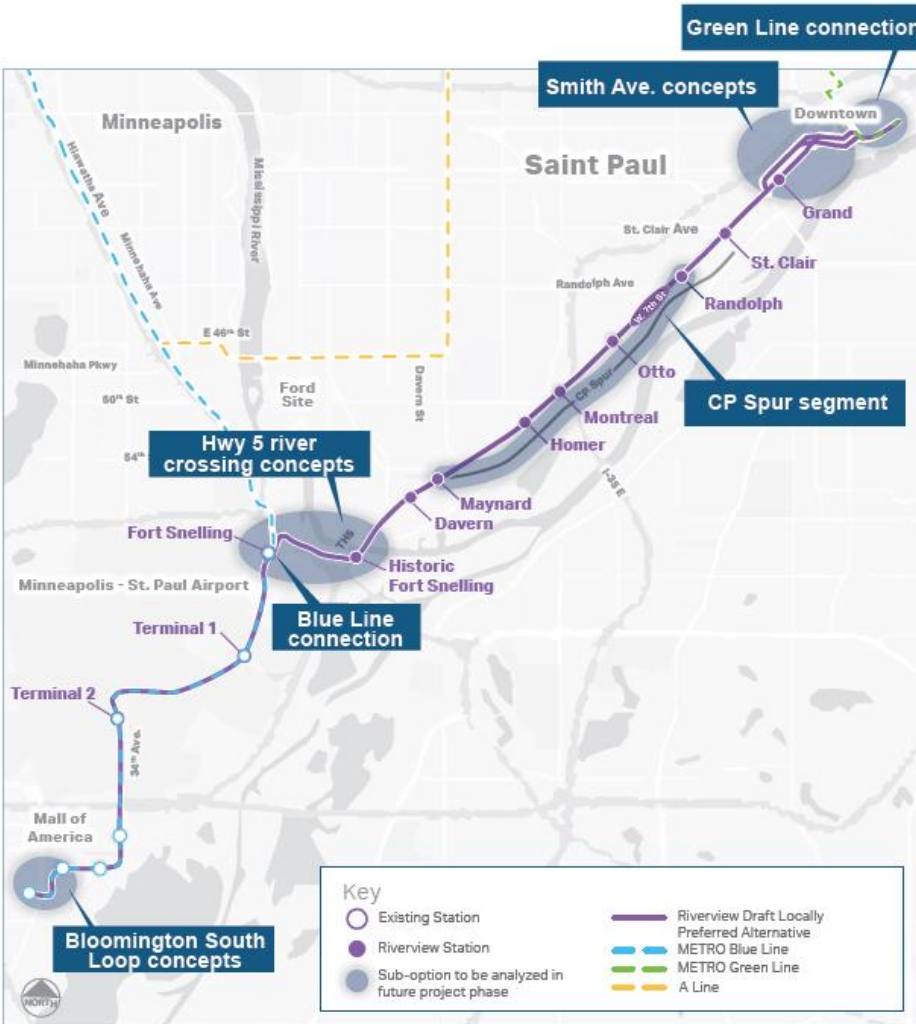
44 min. - End-to-end travel time

\$1.4-\$2.0 B - Capital cost (2025\$)

\$35 M - Yearly Operating cost (2027\$)

13,900 – Daily riders (current year)

20,400 – Daily riders (2040)



Future Environmental Considerations

Route

- Green Line connection
- Seven Corners/Smith Ave
- CP Spur parallel to W. 7th Street
- Hwy 5 river crossing
- Bloomington South Loop/Mall of America

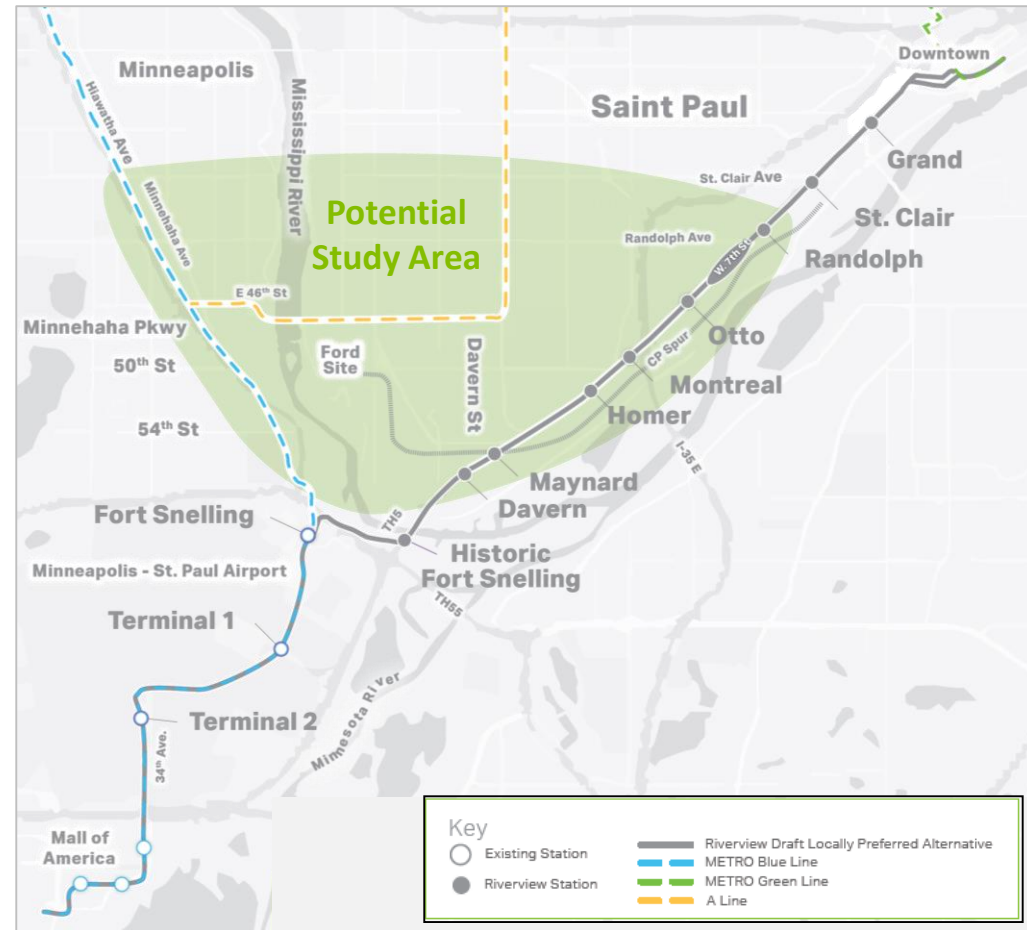
Operating environment

- Dedicated and shared use
- Center- or side-running

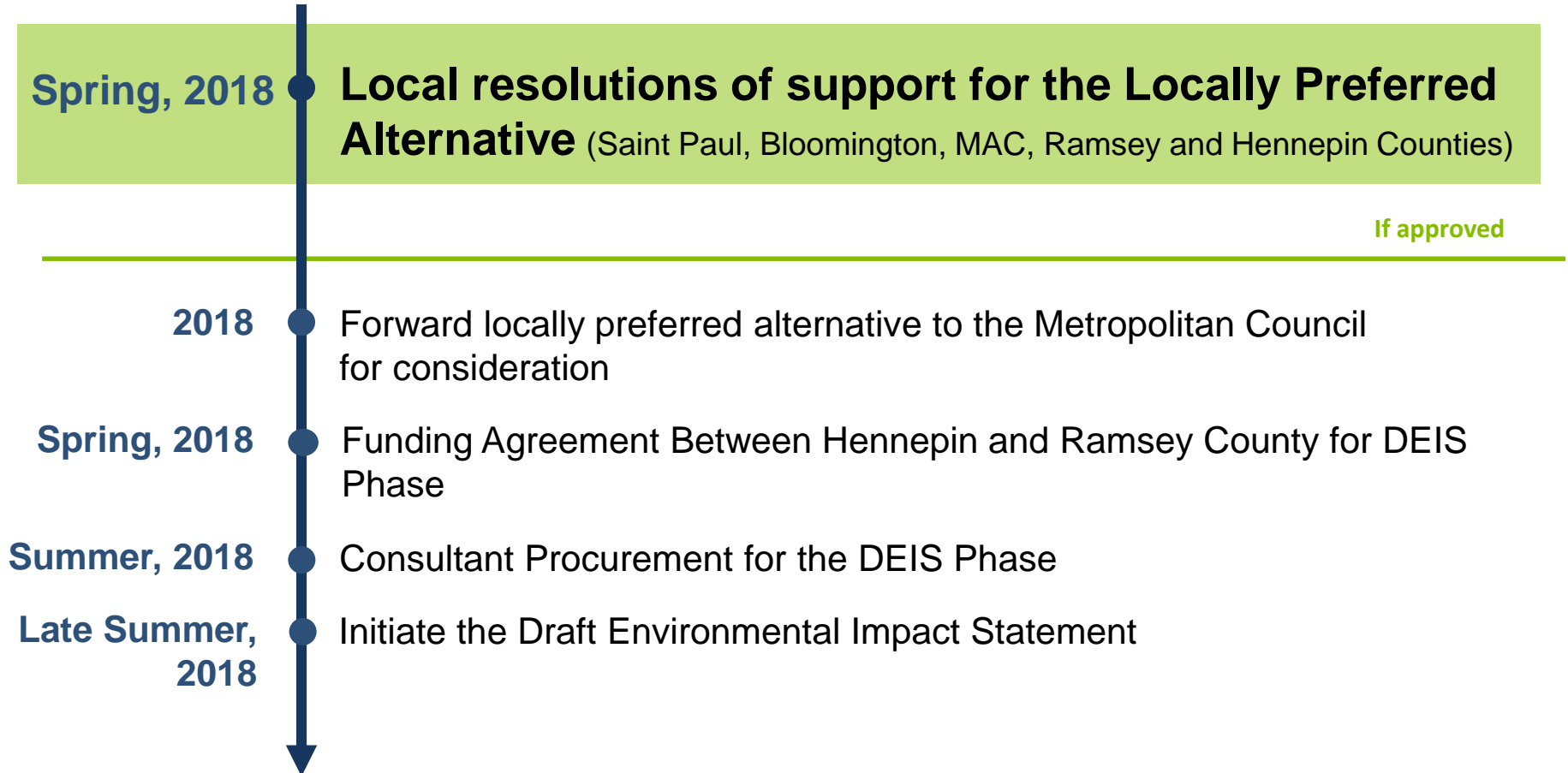


What about the Ford Site?

- Commitment to a separate study of near-term transit improvements
- Commitment to a separate study of medium and long-term transit improvements
- Begin both analyses in 2018
- Potential Funding Partners include
 - City of Saint Paul
 - Ramsey County Regional Railroad Authority
 - Metro Transit



Schedule



Staying Engaged



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