



COUNCIL WORK SESSION
Tuesday, April 12, 2016
6:30 p.m.
Coon Rapids City Center
Conference Room 1

Call to Order

Pursuant to Minnesota Statute 13D.04, subd. 2, the City Council will meet in work session to discuss the following:

1. Presentation and Update from the Coon Creek Watershed District
2. Northern Lights Express Project Update and Alliance Invitation
3. Charitable Gambling Revenue and Program Expenditures
4. Community Survey
5. Performance Management/Community Reports

Other Business

Adjourn



City Council Work Session

1.

Meeting Date: 04/12/2016

Subject: Presentation and Update from the Coon Creek Watershed District

From: Matt Stemwedel, City Manager

INTRODUCTION

Officials from the Coon Creek Watershed District (CCWD) will provide the City Council with a report on their activities within the City of Coon Rapids.

DISCUSSION

As part of their involvement and collaboration strategy, the CCWD seeks to meet with the City Councils from within the district. The CCWD will provide a report on district activities and financial impacts.

RECOMMENDATION

The item is being presented to the City Council for informational purposes only.



City Council Work Session

2.

Meeting Date: 04/12/2016

Subject: Northern Lights Express Project Update and Alliance Invitation

From: Matt Stemwedel, City Manager

INTRODUCTION

Staff from the Minnesota Department of Transportation (MnDOT) will provide an update on the Northern Lights Express high-speed rail project. Representatives from the Minneapolis-Duluth/Superior Passenger Rail Alliance (a.k.a. the "NLX Alliance") will also be present to advocate for the City's membership in the group.

DISCUSSION

The NLX is a proposed high speed passenger rail service that would operate between Minneapolis and Duluth on approximately 152 miles of existing railroad track. The project is being managed by MnDOT in conjunction with the Federal Railroad Administration and with cooperation from the NLX Alliance. The NLX project anticipates a station near the existing Foley Blvd. Park and Ride facility.

The NLX Alliance is organized under a joint powers agreement and members include: Hennepin County, St. Louis and Lake Counties, the City of Minneapolis, the City of Duluth, the City of Cambridge, and the Mille Lacs Band of Ojibwe. The stated purpose of the NLX Alliance is to jointly discuss, plan for, promote and facilitate the development of passenger rail between Minneapolis and Duluth/Superior. The cost for the City to become a member of the NLX Alliance would be \$5,250. Additional information regarding the project and the NLX Alliance will be presented to the City Council during the work session.

RECOMMENDATION

The NLX project update is being provided to the City Council for informational purposes only. Staff requests that Council provide direction their interest in formal consideration of the City's membership in the NLX Alliance.

Attachments

NLX Alliance Invitation Letter

NLX Project Information



City of Duluth
Emily Larson, Mayor

411 West First Street * Room 403 * Duluth, MN 55802
218-730-5230 * Fax 218-730-5904 * Email: elarson@duluthmn.gov

March 25, 2016

The Honorable Jerry Koch
Mayor of Coon Rapids
Coon Rapids City Hall
11155 Robinson Drive
Coon Rapids, MN 55433

Dear Mayor Koch,

Greetings from Duluth! As a supporter of the proposed Northern Lights Express I wish to take a moment to thank you and the residents of Coon Rapids for considering to join with other communities and counties along the corridor in support of this important project. NLX is a data driven effort to return rail passenger service to cities and towns across a wide range of Minnesota running north from the Twin Cities.

You already know what the Northstar connection to the Metro area means to your constituents, 15.6 percent of whom live in Coon Rapids and work in downtown Minneapolis. Then there are the thousands more who are coming to the Coon Rapids Station to ride to their jobs in the Twin Cities, making your station stop the second largest "draw" on the line. (Coon Rapids TOD Market Study from May of 2013).

These are impressive numbers especially when you consider the growth that your area will see continuing into the future. Having another rail link to the Metro is very important from an economic, cultural and, because trains are clean, ecological standpoint. That is why we, as a founding member of the NLX Joint Powers Alliance, urge your support as we recently received when Cambridge joined the Alliance last month.

But trains just don't go south out of Coon Rapids. Imagine the ease of travel going north and coming to Duluth, visiting the Twin Ports, seeing Lake Superior, enjoying family fun in Canal Park, going up the North Shore and deep into the majestic Northwoods. That's our end of Minnesota and having another connection to us would be great.

Affordable now at half the infrastructure cost, a North - South connection that benefits Coon Rapids residents with a mode of transportation that is safe, reliable and green are the salient points that will benefit the commitment you'll be making now to a stronger future for all of Minnesota. Having a place at the table is important because this train will change everything.

Sincerely,

Mayor Emily Larson

NORTHERN LIGHTS EXPRESS

Public Open House

FEBRUARY 24, 2016
FRIDLEY COMMUNITY CENTER
FRIDLEY, MN

FEBRUARY 25, 2016
UNION DEPOT
DULUTH, MN

FEBRUARY 29, 2016
CAMBRIDGE CITY CENTER
CAMBRIDGE, MN

MARCH 3, 2016
HINCKLEY-FINLAYSON HIGH SCHOOL
HINCKLEY, MN



▲ *Rendering of a typical NLX station.*



▲ *The NLX project corridor.*

The Minnesota Department of Transportation is hosting a public meeting to present information on the current planning and design phase for the Northern Lights Express (NLX). MnDOT has completed analyses for station locations and alternative site locations for layover and maintenance facilities. Today, you will be able to review concept plans for station, layover and maintenance facility sites. Displays also provide information on the project status and activities.

MnDOT will consider public input tonight and continue coordination with local communities and agencies as it completes environmental studies through 2016. The findings of the Tier 2 Project Level Environmental Assessment (EA) and completed preliminary engineering information will be presented in a future public meeting in early 2017.





NLX will improve transportation service and quality of life by providing:

- A safe and reliable travel alternative to service business and tourism between Minneapolis and Duluth.
- Improved freight safety and movement.
- An alternative to auto and air travel that is convenient, less stressful, and allows passengers to work, socialize, read and enjoy other activities while traveling.
- A viable transportation option for non-drivers or for those who prefer the convenience of passenger rail.
- More jobs and tax revenue.
- Station-area investments such as pedestrian improvements and transit-oriented development opportunities that create compact, livable, and walkable communities.

NLX Highlights

MnDOT's preliminary analysis has determined that the Northern Lights Express can improve the level and quality of passenger rail service in Minnesota by offering a safe, reliable and frequent service between the cities of Minneapolis, Coon Rapids, Cambridge, Hinckley, Superior and Duluth.

LENGTH OF PROJECT
152 MILES
on existing BNSF railway track

NUMBER OF STATIONS
6 STATIONS
including layover/maintenance facilities

FREQUENCY
4 TRAINS
per day in each direction

TRAVEL TIME *about*
2.5 HOURS
between the Twin Cities & the Twin Ports

SPEED *up to*
90 MILES *per hour*

IMPLEMENTATION COST
\$500-\$600 MILLION

OPERATING COST *in the range of*
\$17.5 MILLION *per year*
average for first 5 years of operation

REVENUE FROM FARES *in the range of*
\$12.8 MILLION *per year*
average for first 5 years of operation

RIDERSHIP
700,000-750,000 *annual riders in 2020*
900,000-1 MILLION *annual riders in 2040*

NEW JOBS PER YEAR
3,100 JOBS *annually during construction*
an average of 380 JOBS annually during first 5 years of operation

Train Schedules

Train schedules allow for convenient and productive one-day business travel, and full weekends.

Sample NLX Schedule: Four Round Trips at 90 MPH

READ DOWN	TRAIN				Station	TRAIN				READ UP
	7003	7007	7009	7013		7002	7006	7010	7014	
	4:57	7:17	12:34	5:14	Duluth	11:18	2:18	7:58	11:43	
	5:13	7:33	12:50	5:30	Superior	11:02	2:02	7:42	11:27	
	6:14	8:34	1:51	6:31	Hinckley	9:56	12:56	6:36	10:26	
	6:44	9:09	2:26	7:06	Cambridge	9:26	12:26	6:06	9:56	
	7:11	9:36	2:53	7:33	Coon Rapids	8:59	11:59	5:39	9:29	
	7:30	9:55	3:12	7:52	Target Field Station	8:40	11:40	5:20	9:10	
	2h 33m	2h 38m	2h 38m	2h 38m	Trip Time	2h 38m	2h 38m	2h 38m	2h 33m	

PM times in bold

Preliminary Engineering and Tier 2 Project Level Environmental Assessment



The NLX Project corridor.

MnDOT is continuing preliminary engineering of track infrastructure and railroad crossings, and is initiating environmental evaluation of the proposed improvements. The environmental studies will identify impacts, as well as benefits of proposed infrastructure needed for NLX passenger service.

The Tier 1 Service Level Environmental Assessment prepared in 2013 evaluated impacts of the project as a whole, compared multiple corridor alternatives, and selected a preferred corridor for passenger rail service. The Tier 2 Project Level EA will update impacts described in the Tier 1 EA, using detailed information from preliminary engineering and site planning completed for track infrastructure, crossings, stations, and layover and maintenance facilities. The Tier 2 Project Level EA will evaluate potential social, cultural, environmental and transportation-related impacts of the NLX Project.

The Federal Railroad Administration is the lead federal agency overseeing preparation of the Tier 2 Project Level EA with MnDOT, and in cooperation with the Wisconsin Department of Transportation. After a formal public comment period on the Tier 2 Project Level EA, the FRA and MnDOT will prepare a final decision to implement the NLX Project. When the NLX Project has environmental approval, MnDOT can move forward with final design and construction.

Schedule

Preliminary Engineering and the environmental review will be completed in early 2017. MnDOT, in consultation with the NLX Project partners, will be preparing a Financial Plan outlining the federal and state funding required to advance the project, as well as the manner in which an operating subsidy will be funded. If funding is available in a timely manner, service could begin as early as 2020.



About NLX



▲ *Next generation high-speed locomotive.*

The Northern Lights Express is a proposed high speed intercity passenger rail service that would operate between Minneapolis and Duluth on approximately 152 miles of railroad track within an existing BNSF rail corridor. The purpose of NLX is to provide fast, convenient and affordable intercity passenger rail service between Minneapolis and Duluth that will provide an alternative transportation mode to automobile, bus or plane.

NLX Corridor



Provide Your Feedback

At today's meeting, please be sure to talk with project staff and have your questions answered. Or, you may fill out a comment form and return it to a staff member. After the meeting, you may submit comments to:

Frank Loetterle, NLX Project Manager



Francis.loetterle@state.mn.us



(651) 366-3194 or (800) 657-3774



395 John Ireland Blvd, St. Paul, MN 55155-1899

Learn More Online

Please visit the NLX Project website at www.mndot.gov/nlx if you would like to view meeting materials or learn more about the proposed NLX service and the ongoing NLX Project activities.

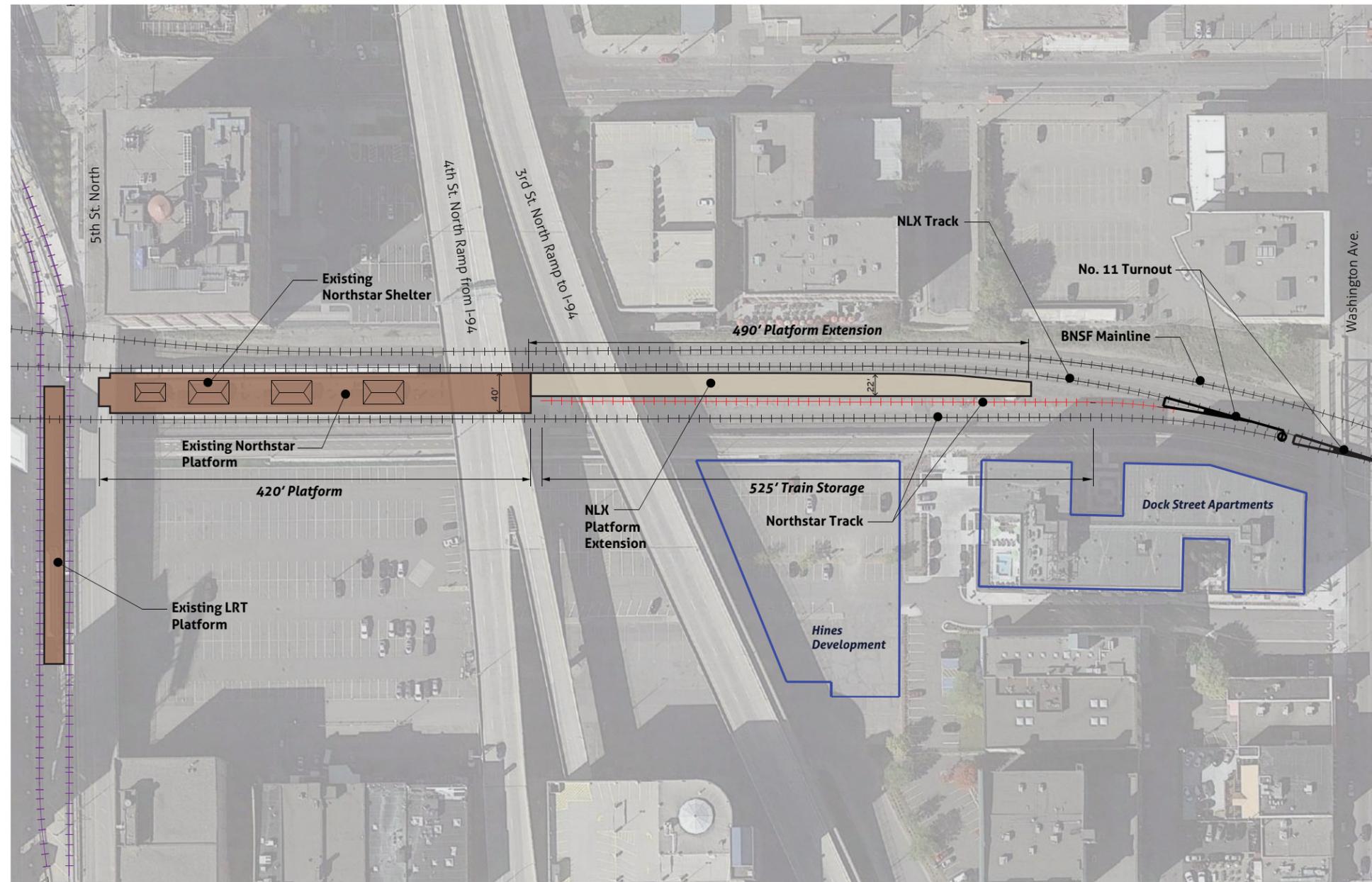
TARGET FIELD STATION

NLX Corridor



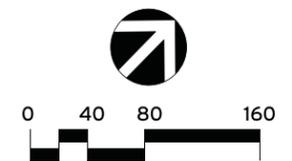
NLX Station and Facility Locations

- ◆ **STATIONS**
NLX will have six stations located in downtown Minneapolis, Coon Rapids, Cambridge, Hinckley, Superior and Duluth.
- ◆ **LAYOVER FACILITIES**
NLX will need two layover facilities. Potential sites are being considered in Sandstone and Duluth.
- ◆ **MAINTENANCE FACILITY**
NLX will require one maintenance facility in either Sandstone or Duluth.



LEGEND

- Proposed Railroad
- Existing Railroad
- Existing Light Rail Tracks



An NLX platform proposed at Target Field Station would extend from the north side of the existing Northstar Commuter Rail platform. The platform extension could be constructed without directly impacting adjacent property owners and the Cedar Lake Regional Trail. The layover functions would be integrated with the proposed NLX passenger platform. The layover facility will coordinate the use of existing Northstar Commuter Rail layover facilities and platforms to inspect and clean train equipment and conduct minor repairs.

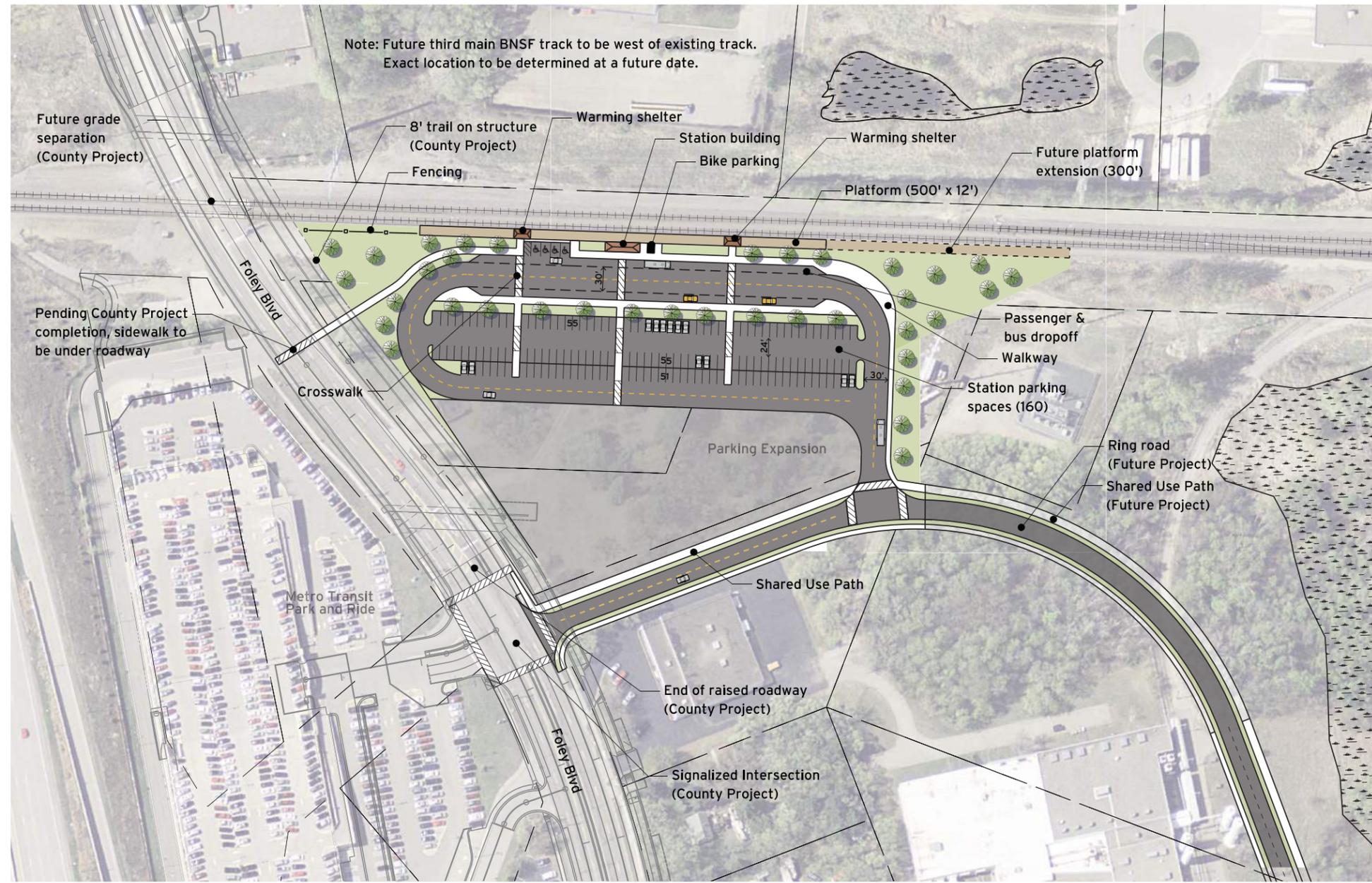
Utilizing Target Field Station for a platform and layover functions is cost effective because it takes advantage of existing station facilities which minimizes construction costs.

COON RAPIDS FOLEY BOULEVARD STATION

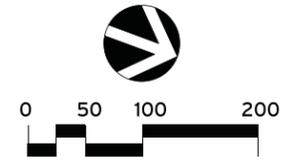
NLX Corridor



LEGEND
 Station
 NLX Corridor



LEGEND
 Property boundaries
 Railroad



Basic Station Program Elements

NLX stations will be designed to meet the needs of a modern intercity passenger rail service and will comply with the Americans with Disabilities Act. Station features include:

- ◆ 500-foot-long platform with warming shelters
- ◆ Climate controlled station building with passenger waiting area
- ◆ On-site ticket kiosk machines
- ◆ Short-term and long-term parking for NLX customers
- ◆ Multimodal access with efficient passenger, taxi and bus drop off

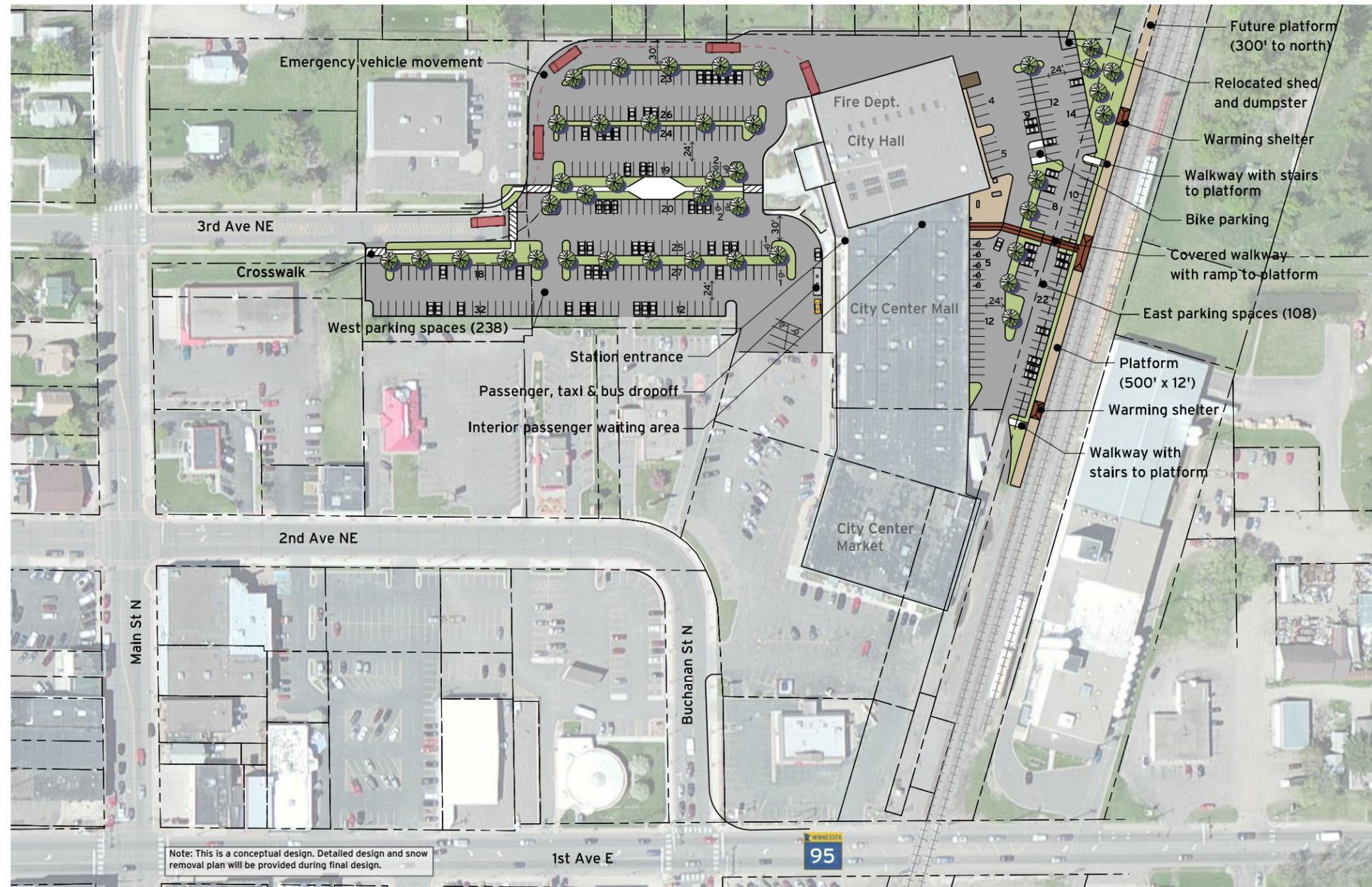
The Coon Rapids station site is large enough to accommodate all station program elements in a typical configuration. Developing a passenger rail station in this location is consistent with the city's land use planning and transportation goals identified in the *Foley Boulevard Station Area Plan*. The site has convenient local and regional access and is connected to existing transit services at the Foley Boulevard Park and Ride facility.

CAMBRIDGE CITY CENTER STATION

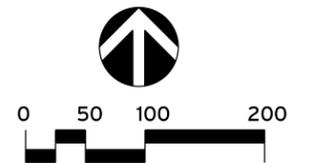
NLX Corridor



LEGEND
 ◆ Station
 — NLX Corridor



LEGEND
 - - - Property boundaries
 + + + Railroad



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- ◆ 500-foot-long platform with warming shelters
- ◆ Climate controlled station building with passenger waiting area
- ◆ On-site ticket kiosk machines
- ◆ Short-term and long-term parking for NLX customers
- ◆ Multimodal access with efficient passenger, taxi and bus drop off

MnDOT has selected the Cambridge City Center as the preferred NLX station site. The City Center site is centrally located and well connected to local and regional transportation facilities and is accessible to pedestrians, transit users and vehicles. The Cambridge Common Council passed a resolution in support of the site in November 2014. Public input from the December 2014 public meeting also showed support for the site because of its convenient and central location.

HINCKLEY DOWNTOWN STATION

NLX Corridor



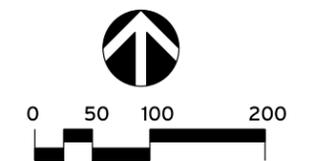
LEGEND

- Station
- NLX Corridor



LEGEND

- Property boundaries
- Railroad



Basic Station Program Elements

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- ◆ 500-foot-long platform with warming shelters
- ◆ Climate controlled station building with passenger waiting area
- ◆ On-site ticket kiosk machines
- ◆ Short-term and long-term parking for NLX customers
- ◆ Multimodal access with efficient passenger, taxi and bus drop off

MnDOT selected the downtown Hinckley site as the preferred station location. The site is centrally located within the city and does not have substantial railroad operational conflicts. The city of Hinckley supports the site to help bring activity to downtown and support local businesses. Construction measures can be taken to reduce grade changes and minimize impacts to adjacent properties.

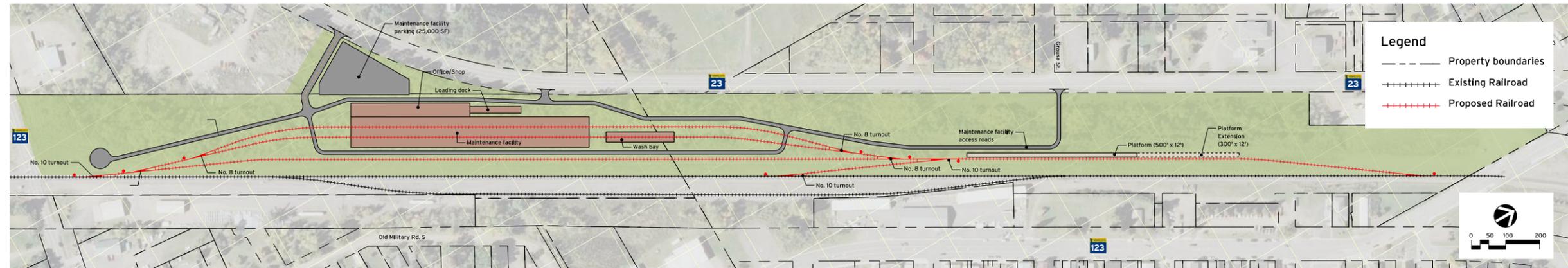
POTENTIAL SANDSTONE FACILITY SITE OPTIONS

NLX Corridor

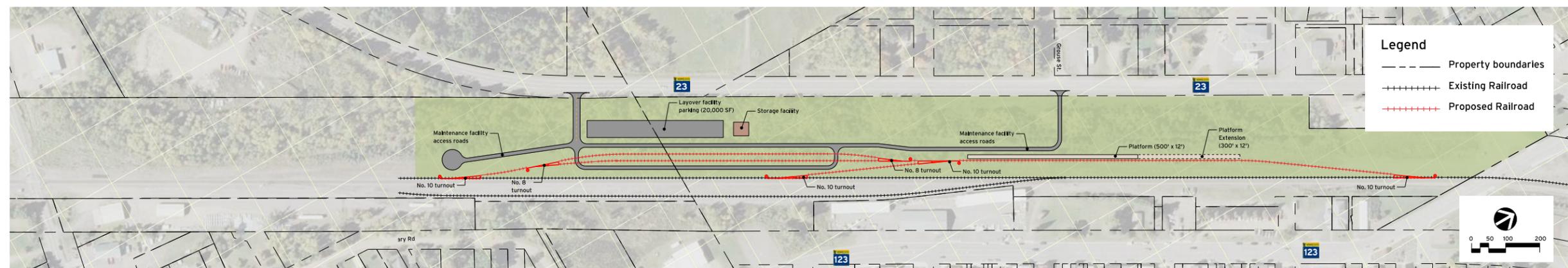


Sandstone is being considered for a potential NLX maintenance facility and/or layover facility. The site's size and configuration accommodates the length of NLX trains and accommodates all required program elements including two maintenance bays and yard tracks. The site allows for efficient operations and can accommodate train car switching and maneuvering without conflicting with BNSF mainline operations. The selected maintenance and layover facility sites will be based on the NLX operations plan and environmental evaluations during Tier 2 Project Level Environmental Assessment.

OPTION 1: Maintenance Facility



OPTION 2: Layover Facility



Basic Program Elements

MAINTENANCE FACILITY



The maintenance facility will contain a building that is capable of enclosing two trainsets and a maintenance pit that runs the entire length of the building. The building will also include employee offices, a loading dock, spare part storage, a work room and other support functions. A separate enclosed structure will house the automatic washer system designed to clean locomotives and coach cars. Yard tracks will be provided for overnight train storage.

LAYOVER FACILITY



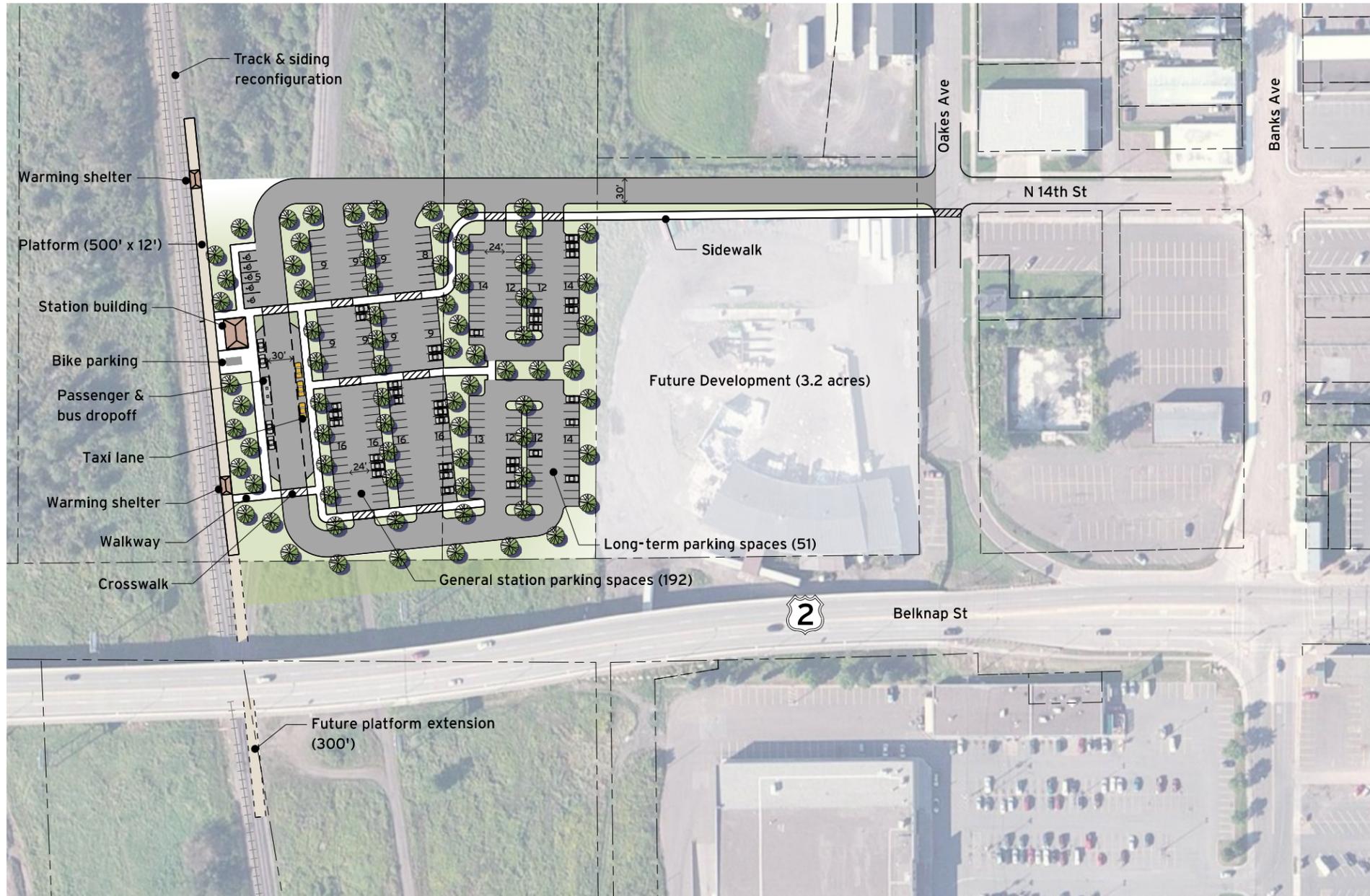
The layover facility site will contain two yard tracks that connect with the mainline tracks on each end of the facility. The site will also include a small support building for the train crew and the maintenance and cleaning forces.

SUPERIOR DOWNTOWN STATION

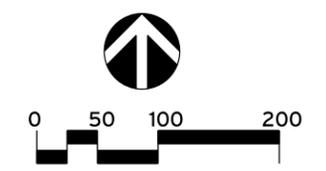
NLX Corridor



LEGEND
 Station
 NLX Corridor



LEGEND
 Property boundaries
 Railroad



Basic Station Program Elements

NLX stations will be designed to meet the needs of a modern intercity passenger rail service and will comply with the Americans with Disabilities Act. Station features include:

- ◆ 500-foot-long platform with warming shelters
- ◆ Climate controlled station building with passenger waiting area
- ◆ On-site ticket kiosk machines
- ◆ Short-term and long-term parking for NLX customers
- ◆ Multimodal access with efficient passenger, taxi and bus drop off

MnDOT selected the downtown site as the preferred location for a station in Superior primarily due to its location and less potential to impact natural resources.

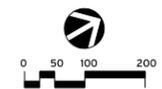
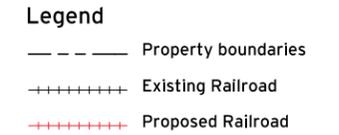
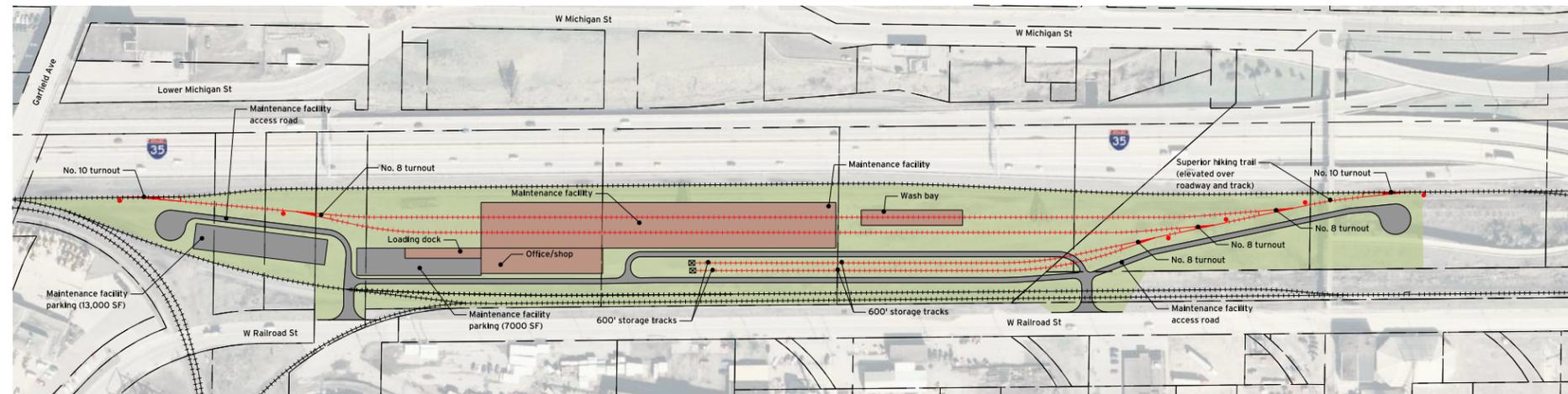
The downtown site is centrally located and well connected to local and regional transportation networks. The site would provide convenient access to pedestrians, transit users and vehicles. The site also supports the city's efforts to attract additional activity generators to encourage downtown redevelopment. Public input from the December 2014 public meeting also showed support for the site because of its convenient downtown location.

POTENTIAL DULUTH FACILITY SITE OPTIONS

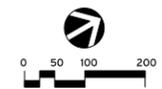
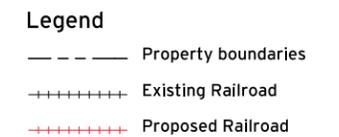
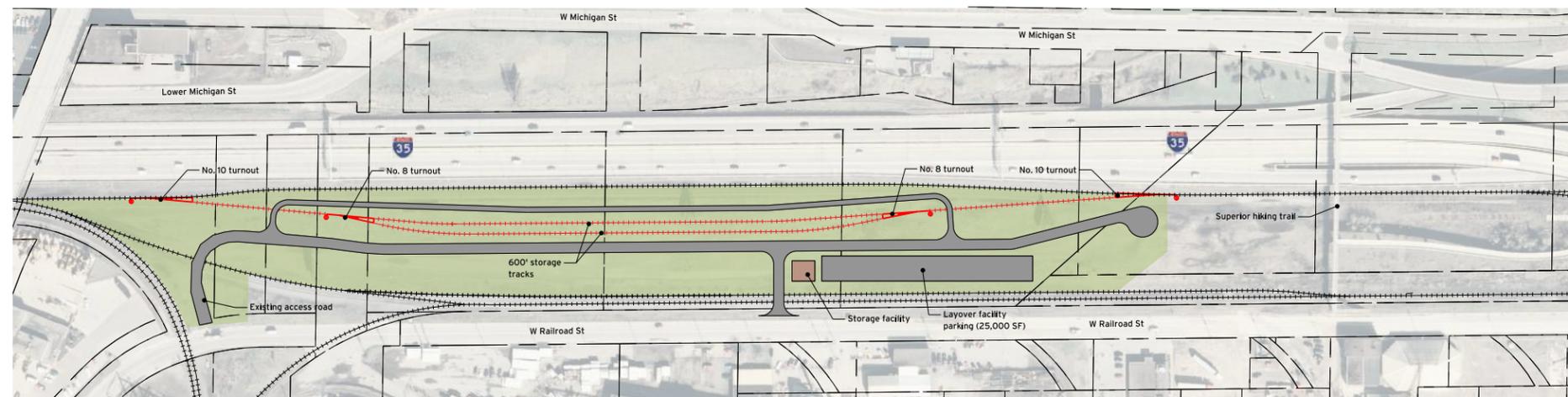
NLX Corridor



OPTION 1: Maintenance Facility



OPTION 2: Layover Facility



Basic Program Elements

MAINTENANCE FACILITY



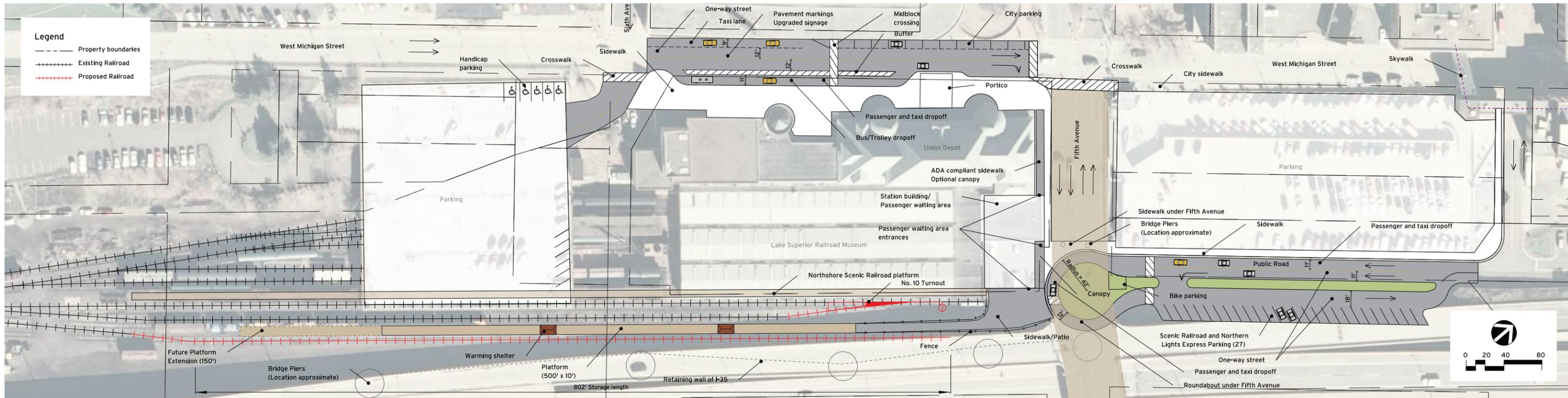
The maintenance facility will contain a building that is capable of enclosing two trainsets and a maintenance pit that runs the entire length of the building. The building will also include employee offices, a loading dock, spare part storage, a work room and other support functions. A separate enclosed structure will house the automatic washer system designed to clean locomotives and coach cars. Yard tracks will be provided for overnight train storage.

LAYOVER FACILITY



The layover facility site will contain two yard tracks that connect with the mainline tracks on each end of the facility. The site will also include a small support building for the train crew and the maintenance and cleaning forces.

Duluth is being considered for a potential NLX maintenance facility and/or layover facility. MnDOT determined the NLX maintenance and/or layover facility would be feasible and functional at the Railroad Street site. The site's size and configuration accommodates the length of NLX trains and accommodates all required program elements including two maintenance bays and yard tracks. The selected maintenance and layover facility sites will be based on the NLX operations plan and environmental evaluations during the Tier 2 Project Level Environmental Assessment.



The Duluth Station at Union Depot meets the functional requirements as a passenger rail station for NLX service, while still serving the multiple functions at the Depot. Modifications would include adding a new passenger entrance on the north side of the building at track level, and constructing a new passenger waiting area in place of the existing ticket office for the North Shore Scenic Railroad. Also, a new NLX platform would be constructed at the lower level. Passenger parking would be provided at existing parking decks to north and south of Union Depot.



▲ View of existing parking and waiting area (left); view toward proposed Duluth Station (right)

NLX Corridor



Northern Lights Express

Update - February 2016

To sign-up for NLX Project updates:

www.mndot.gov/nlx and click on *Connect with us* in the lower right corner of the home page.

About NLX

The Northern Lights Express is a proposed high speed intercity passenger rail project to provide rail service between Minneapolis and Duluth. The NLX Project would operate on approximately 152 miles of existing BNSF railway track.

The NLX Project is being managed by the Minnesota Department of Transportation in consultation with the Federal Railroad Administration and with cooperation from the Minneapolis-Duluth/Superior Passenger Rail Alliance, Wisconsin Department of Transportation, and local communities.

Estimated Ridership, Project Cost and Benefits

In December 2015, project representatives released estimated project costs, preliminary operating schedule, projected ridership, and project benefits.

A summary of these findings is below:

- ▶ **TOTAL IMPLEMENTATION COST:** Estimated between \$500 million and \$600 million.
- ▶ **INFRASTRUCTURE IMPROVEMENTS:** Upgrading safety measures at grade crossings; adding track and platforms at both Target Field Station in Minneapolis and The Depot in Duluth; upgrading the rail track to allow for higher train speed and more consistent travel times; and constructing stations in Coon Rapids, Cambridge and Hinckley, MN, and in Superior, WI.
- ▶ **OPERATING SCHEDULE:** Four round trips per day at speeds up to 90 miles per hour with an end-to-end travel time of approximately 2 ½ hours.
- ▶ **PROJECTED RIDERSHIP:** 700,000-750,000 annual riders in the first year of operation and increasing to 900,000-1,000,000 riders in 2040.
- ▶ **OPERATING COSTS:** An estimated \$17.5 million per year average for the first five years.
- ▶ **BENEFITS:** The enhanced regional transportation infrastructure and services provided by NLX will result in economic, safety and quality of life benefits by strengthening the region's intercity connections.
- ▶ **ECONOMIC GROWTH:** Preliminary analysis shows that NLX will support existing industries and the growth of new businesses by improving access between communities, creating more temporary and permanent jobs, increasing tax revenue, and fostering tourism activity throughout the corridor. The anticipated economic growth generated by the operation of NLX will exceed the initial investment in the service.

Next Steps

MnDOT is currently conducting preliminary engineering and completing the Tier 2 Project Level environmental review. This phase of the NLX project will be completed in early 2017. MnDOT, in consultation with the NLX project partners, will be preparing a Financial Plan that outlines the federal and state funding required to advance the project as well as the manner in which the operating subsidy will be funded. If funding is available in a timely manner, service could begin as early as 2020.

Schedule Timeline



Additional Questions or Comments?

www.mndot.org/nlx • nlx.dot@state.mn.us

Frank Loetterle, NLX MnDOT Project Manager
francis.loetterle@state.mn.us or 651-366-3194

Bob Manzoline, NLX Alliance Executive Director
bmanzoline@rrauth.com or 218-744-2653

To sign-up for NLX Project updates:
www.mndot.gov/nlx and click on
Connect with us in the lower right
corner of the home page.

Northern Lights Express

Frequently Asked Questions

About NLX

The Northern Lights Express is a proposed high speed intercity passenger rail project to provide rail service between Minneapolis and Duluth. The NLX Project would operate on approximately 152 miles of existing BNSF railway track.

The NLX Project is being managed by the Minnesota Department of Transportation in consultation with the Federal Railroad Administration, and with cooperation from the Minneapolis-Duluth/Superior Passenger Rail Alliance, Wisconsin Department of Transportation, and local communities.

NORTHERN LIGHTS EXPRESS PROJECT

► What is the Northern Lights Express?

The Northern Lights Express is a proposed high speed intercity passenger rail service that would operate between Minneapolis and Duluth on approximately 152 miles of railroad track within an existing BNSF railway track.

► What agency is responsible for the planning and implementation of the Northern Lights Express?

Planning and implementation of the Northern Lights Express is being managed by the Minnesota Department of Transportation in consultation with the Federal Railroad Administration and with cooperation from the Minneapolis-Duluth/Superior Passenger Rail Alliance, Wisconsin Department of Transportation, and local communities.

► What is the purpose of the Northern Lights Express?

The purpose of the Northern Lights Express is to provide fast, convenient and affordable intercity passenger rail service between Minneapolis and Duluth that will provide an alternative to travel by automobile, bus or plane.

► What is high speed intercity passenger rail service?

High speed intercity passenger rail service operates between two distinct metropolitan areas on shared or dedicated rights of way at speeds equal to or greater than 90 mph. Service is provided throughout the day.

► How does intercity passenger rail service differ from commuter rail service?

Commuter rail service, such as Northstar Commuter Rail, is local short distance passenger rail service operating on existing rail corridors between a central city and adjacent suburbs with schedules oriented toward providing service inbound to the central city in the morning and outbound to the suburbs in the afternoon.

NLX Corridor Map



▶ What is the Northern Lights Express Project?

The NLX Project includes all activities that need to happen in order to begin NLX Service:

- planning
- environmental review
- engineering
- design
- procurement of equipment
- completion of all necessary agreements and construction of the infrastructure, including stations, required to implement daily train service

▶ Where are the proposed NLX stations going to be located?

Stations are proposed for Minneapolis, Coon Rapids, Cambridge, Hinckley, and Duluth in Minnesota and Superior in Wisconsin.

▶ How fast will NLX travel?

Wherever possible, track will be improved to allow a maximum speed of 90 mph for passenger trains. Actual speed will vary by location based upon track geometry, adjacent land use and other factors.

▶ How long will it take to travel between Minneapolis and Duluth on NLX?

Travel time between Minneapolis and Duluth is anticipated to be around 2½ hours.

▶ How frequently will NLX run?

It is anticipated that there will be four roundtrips scheduled at convenient times throughout the day, allowing riders to travel and conduct business in Minneapolis or Duluth as part of a single-day trip. The final determination of NLX's schedule will be based on the Financial and Ridership Study, which will be completed by the end of 2016.

▶ How much will it cost to ride NLX?

Fare estimates for NLX are part of the Financial Plan. Although ridership forecasts and preliminary revenue projections were completed in December 2015, final revenue projections and a complete financial analysis will not be completed until the end of 2016.

▶ What are the benefits of this high speed intercity passenger rail project?

NLX will provide an alternative to car or air travel that is convenient, less stressful and allows passengers to work, socialize, read and activities while travelling. NLX would also provide a transportation option for those unable to drive or for those who prefer passenger rail because of the convenience.

▶ How will the travel time of NLX compare to car or air travel?

NLX travel time is anticipated to be comparable to car travel and comparable to air travel when time for security, boarding and disembarking is included.

▶ Will new railroad tracks be built for NLX?

NLX will operate primarily on existing track owned by the BNSF Railway. New track may be needed to extend existing sidings, create new sidings or create double track sections. Any new track will be alongside existing track and within the existing BNSF right of way.

▶ What is the BNSF Railway?

The BNSF Railway is a private railroad company that provides primarily freight rail service over tracks that it owns, leases or shares with other railroad companies. Although most of the rail traffic on BNSF tracks is freight, BNSF does provide passenger rail service in such places as Chicago and Seattle. BNSF also operates the Northstar Commuter rail service that travels between Minneapolis and Big Lake in Minnesota under contract to Metro Transit.

▶ What other facilities will be required to operate NLX?

NLX will require a layover facility in Duluth and potentially one other location to park trains overnight. NLX will also require a light maintenance facility to perform routine maintenance and minor repairs. A location for the light maintenance facility has not been determined.

▶ **What is the anticipated cost to construct, operate and maintain?**

The total cost to establish reliable, daily, high-speed inter-city passenger rail service on this route, including infrastructure improvements and train equipment is estimated between \$500 million and \$600 million. Once the Northern Lights Express train is operational, current estimates put operating and maintenance costs at \$17.5 million per year for the first five years. Revenue from fares is expected to cover most of this cost, with an anticipated subsidy of between \$3 million and \$5 million per year, for the first five years, and will drop over time as ridership grows.

▶ **Who will pay for the construction of the NLX Project?**

Funding for final design and construction of the NLX Project and future operation of NLX Service will not be determined until the completion of the preliminary engineering and environmental review of the Project, which is anticipated in early 2017. Future funding may come from public sources (federal and state), private investment or a combination of the two.

▶ **Who will own and maintain NLX?**

The BNSF Railway will retain ownership of the track that NLX would use. MnDOT will own and maintain facilities constructed specifically for the NLX Project. In some cases, MnDOT may lease facilities owned by other public agencies. MnDOT will also own and maintain the locomotives and coaches.

▶ **What is happening right now?**

MnDOT is currently conducting preliminary engineering and preparing the Tier 2 project level environmental review. This phase of the NLX Project is anticipated to be completed by early 2017.

▶ **What happens after preliminary engineering and environmental review is complete?**

Upon completion of preliminary engineering and the Tier 2 environmental review, the project will be eligible to apply for federal funding by the beginning of 2017 to enter into final design and construction.

▶ **When would construction of NLX begin?**

The initiation of final design and construction depends upon the availability of funding.

▶ **When will NLX service begin?**

If funding is available when needed, service could begin as early as 2020.

HINCKLEY LOOP FEASIBILITY STUDY

▶ **What is the status of the NLX Hinckley Loop Feasibility Study?**

The feasibility study completed for the NLX Project in 2007 suggested that providing a direct connection to the Grand Casino Hinckley could increase overall NLX ridership and revenues. The Hinckley Loop was a proposed route studied by MnDOT and examined whether relocating a planned station from downtown Hinckley to the Grand Casino Hinckley, two miles east, would add substantial rides and revenue to the overall system.

The study was completed in early 2016 and, despite the projected increase in rides and revenue, the study recommended that the Hinckley Loop Option be deferred due to the 15% increase to the overall project costs that it would add and reduction of the benefit-cost ratio. MnDOT has recommended that the NLX project move forward with the Hinckley station located in downtown Hinckley.

STAKEHOLDER/PUBLIC INVOLVEMENT

▶ Who are NLX Project stakeholders?

NLX Project stakeholders are interested in the outcomes of the project. Stakeholders may include: residents, business owners, property owners, future riders, elected officials, members of organizations with an interest in the project, and local, state and federal agencies.

▶ How will people know that their concerns are being heard?

Project staff will track changes made to the project's design and budget due to stakeholder input on the project. This information will be shared on the project website as the NLX Project and NLX Hinckley Loop Study proceed.

▶ Will future meetings for the NLX Project or Hinckley Loop Study offer time for staff and project sponsors to dialogue with stakeholders, property owners, and other people interested in the project?

Yes. Project staff will use a number of formats for public meetings to facilitate a range of activities and conversations. Regardless of format, staff will always be available to answer questions and discuss the project with attendees.

▶ How do we learn about the project and future meetings or provide feedback?

Please sign up for project email updates including upcoming meetings under "connect with us" on the NLX website at www.mndot.gov/nlx. You can also email the project at nlx.dot@state.mn.us, or visit the project website for more information. Feedback on the project can be submitted via email, on the website or by phone: 651-366-3194.

Schedule Timeline



Additional Questions or Comments?

www.mndot.gov/nlx

nlx.dot@state.mn.us

Francis Loetterle
 NLX Project Manager
francis.loetterle@state.mn.us
 651-366-3194



City Council Work Session

3.

Meeting Date: 04/12/2016

Subject: Charitable Gambling Revenue and Program Expenditures

From: Matt Stemwedel, City Manager

INTRODUCTION

Staff will present information regarding the structure of the City's charitable gambling program and options to consider for the fund balance of charitable gambling revenues.

DISCUSSION

In recent months the City has received several funding requests from area non-profit organizations. As a result, several Councilmembers have asked for information about the structure of our charitable gambling ordinance and eligible expenditures. The City of Coon Rapids receives 5% of the revenues collected by charitable gambling license holders within the City. The City is able to disburse the funds for charitable contributions as defined in Minnesota State Statute section 349.12, subdivision 7a (Link to statute: <https://www.revisor.mn.gov/statutes/?id=349.12>), or for certain eligible police, fire, and other emergency or public safety purposes.

Since 2012, 90% of the charitable gambling revenue collected by the City has been distributed to the Coon Rapids Community Strength Foundation ("the Foundation"). In 2015, the total charitable gambling contribution to the City equaled \$38,843.22 (see attached report for details), making the 90% contribution to the Foundation equal to \$34,958.90. The Foundation primarily uses the City's contribution the help fund the annual 4th of July Community Celebration and the fireworks display. At the end of 2015, the cumulative fund balance for the revenue not disbursed to the Foundation was \$21,583.44. These funds are not currently committed for any particular purpose and could be utilized for any eligible expenditures.

RECOMMENDATION

Staff presents this item for informational purposes and requests the City Council consider potential options for the existing fund balance.

Attachments

2014-2015 5% Lawful Gambling Revenue

City Code 5-200 Lawful Gambling

Charitable Gambling Organizations and Locations

Lawful Gambling 5% Contributions

2014 5% Lawful Gambling Payments Received

	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	Total
American Legion Post 334	\$ 1,274.00	\$ 1,162.00	\$ 2,113.00	\$ 1,943.00	\$ 6,492.00
Coon Rapids Lions Club	\$ 534.50	\$ -	\$ 697.05	\$ 358.90	\$ 1,590.45
Coon Rapids Mat Bandits	\$ 3,121.29	\$ 2,323.66	\$ 4,032.38	\$ 2,149.12	\$ 11,626.45
Coon Rapids Nat'l Little League	\$ 2,015.27	\$ 718.29	\$ 3,063.42	\$ 1,310.67	\$ 7,107.65
Coon Rapids Youth Hockey	\$ 3,731.52	\$ 1,957.96	\$ 3,291.57	\$ 2,492.17	\$ 11,473.22
VFW Post 9625	\$ 264.27	\$ 406.20	\$ 994.65	\$ 761.50	\$ 2,426.62
Total	\$ 10,940.85	\$ 6,568.11	\$ 14,192.07	\$ 9,015.36	\$ 40,716.39

2015 5% Lawful Gambling Payments Received

	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	Total
American Legion Post 334	\$ 1,317.65	\$ 358.77	\$ 1,254.19	\$ 1,527.89	\$ 4,458.50
Coon Rapids Lions Club	\$ 815.95	\$ 128.40	\$ 233.72	\$ 694.45	\$ 1,872.52
Coon Rapids Mat Bandits	\$ 1,791.39	\$ 3,024.77	\$ 3,412.25	\$ 2,873.84	\$ 11,102.25
Coon Rapids Nat'l Little League	\$ 2,144.08	\$ 932.92	\$ 2,537.28	\$ 1,773.83	\$ 7,388.11
Coon Rapids Youth Hockey	\$ 3,996.73	\$ 1,288.67	\$ 1,984.53	\$ 2,507.98	\$ 9,777.91
VFW Post 9625	\$ 1,473.66	\$ 627.96	\$ 988.09	\$ 1,154.22	\$ 4,243.93
Total	\$ 11,539.46	\$ 6,361.49	\$ 10,410.06	\$ 10,532.21	\$ 38,843.22

CHAPTER 5-2000 - LAWFUL GAMBLING

5-2001 - Application of Chapter 5-100.

The provisions of Chapter 5-100 will apply to this Chapter to the extent applicable and authorized by law.

5-2002 - Purpose.

The purpose of this Chapter is to regulate and control the location of lawful gambling activities and to ensure that profits derived from gambling activities in the City of Coon Rapids provide, to the extent authorized by law, direct benefits to the citizens of Coon Rapids.

5-2003 - Definitions.

For the purposes of this Chapter, the following words and terms will have the meanings given them:

- (1) "Board" means the state Gambling Control Board.
- (2) "Lawful Gambling" means the operation of gambling activities by an organization eligible for a license from the Board to conduct such activities.
- (3) "Net Profits," "Lawful Purpose," and "Allowable Expense" will have the meanings provided in Minnesota Statutes Section 349.12 as may be amended from time to time.
- (4) "Premises Permit" means a resolution adopted by the City Council authorizing the named organization to operate lawful gambling activities at a specified location in the City.
- (5) "Trade Area" includes the cities of Coon Rapids, Andover, Anoka, Blaine, Brooklyn Park, Champlin, Fridley, and Ham Lake.

[Revised 8/5/09, Ordinance 2018]

5-2004 - License Required.

Except as specifically exempted by this Chapter, no organization may operate lawful gambling activities in the City of Coon Rapids without a license issued by the Board.

5-2005 - Premises Permit.

No organization may obtain a new or renewal premises permit, or maintain a premises permit, unless the organization and the location of the lawful gambling activities remain in full compliance with the provisions of this Chapter and all state laws relating to lawful gambling as those laws may be amended from time to time. Only one premises permit may be issued to any particular location in the City. No organization may maintain more than five lawful gambling locations in the City at one time, with two of those locations limited to the utilization of electronic pull-tab dispensing devices authorized under Minnesota State Statute. [Revised 5/6/03, Ordinance 1802][Revised 8/5/09, Ordinance 2018]

[\(Ord. No. 2117, § 1, 2-5-14\)](#)

5-2006 - Approved Organizations.

In order to be eligible for a premises permit, an organization must meet each of the following requirements:

- (1) Meet all the qualifications for a lawful gambling license issued by the Board.
- (2) Have had a principal business or operations location in the City of Coon Rapids for a continuous period of at least two years immediately preceding the permit request and maintain such a location as long as the organization operates lawful gambling activities in the City.
- (3) One-third of its members reside in the City of Coon Rapids. Member residency must be provided to the City with each new or renewal application for a premises permit.

5-2007 - Application.

Application for a new or renewal premises permit must be made to the City Clerk on forms provided by the Board and on such additional forms as may be required by the City.

5-2008 - Investigation Fee.

Organizations applying for a new or renewal premises permit must pay an investigation fee of \$250.00 which must accompany the application. The investigation fee will reimburse the City for its costs incidental to a background check of the organization.

5-2009 - Net Profits.

Net profits of a lawful gambling activity located in the City must be expended as follows:

- (1) At least five percent per year of an organization's net profits must be expended for lawful purposes within the City of Coon Rapids.

[Revised 8/5/09, Ordinance 2018]

- (2) Effective September 1, 2009, a licensed organization conducting lawful gambling within the City shall contribute five percent of its profits derived from lawful gambling to a fund administered and regulated by the City without cost to the fund, for disbursement by the City of the receipts for lawful purposes as defined in Minnesota Statutes. Such contributions shall be made to the City within 15 days of the end of each calendar quarter.

[Revised 8/5/09, Ordinance 2018]

- (3) No less than 60% per year of an organization's net profits must be expended for lawful purposes within the City's Trade Area. This expenditure may include the requirements of paragraphs (1) and (2) above.

[Revised 8/5/09, Ordinance 2018]

- (4) An expenditure by a licensed fraternal organization or a licensed veterans organization for payment of water, fuel for heating, electricity, and sewer costs for a building wholly owned or wholly leased by and used as the primary headquarters of the licensed veterans organization or fraternal organization may be included in said organizations calculations to attain the 60% net profit trade area expenditure.

[Revised 8/5/09, Ordinance 2018]

- (5) Failure to agree to or comply with the provisions of this section will constitute grounds for the revocation of a premises permit or the disapproval of an application for a new or renewal permit.
- (6) Prior to making a proposed expenditure, an organization may request a City Council determination that the expenditure complies with the provisions of this section.

5-2010 - Reporting Requirements.

Each organization operating a lawful gambling activity in the City must provide the City with copies of all reporting documents submitted to the Board. In addition, an organization that operates lawful gambling activities in other communities must provide separate documentation showing the gross receipts, expenses, profits, and expenditures of profits from its Coon Rapids operation alone. All such documents must be submitted to the City Clerk in such form and at such times as they are submitted to the Board. The City may from time to time require additional reporting as may be necessary to carry out the intent of this Chapter.

5-2011 - Revocation.

The City Council may by resolution revoke the premises permit of any organization that does not comply with the requirements of this Chapter or state lawful gambling laws as those laws may be amended and revised from time to time. Prior to adopting a revocation resolution, the organization will be given at least 10 days notice of the time, date, and place of the revocation hearing. At the hearing the organization may appear with or without counsel and submit evidence on its behalf. A resolution revoking a premises permit must include the basis for that action. A certified copy of the resolution will be forwarded to the Board.

5-2012 - Exceptions.

This Chapter does not apply to any lawful gambling activities that do not require a license from the Board.

COON RAPIDS GAMBLING LICENSES

REVISED AS OF 2/9/16

organization	location(s)	Address(es)	Type
American Legion Post #334	American Legion Post #334	11640 Crooked Lake Boulevard	
			EPT
			EPT
Coon Rapids Lion's Club	Classic Bowl	11707 Round Lake Boulevard	
	Kendall's Chophouse	12800 Bunker Prairie Road	
	Coon Rapids Liquor	11239 Foley Blvd	EPT
			EPT
Coon Rapids Mat Bandits Wrestling Club	Broadway Pizza	3420 129 th Avenue NW	
	Shortstop	421 Northdale Boulevard	
	Boulevard Bar and Grill	3395 Coon Rapids Boulevard	
			EPT
			EPT
Coon Rapids National Little League	The Well	35 Coon Rapids Boulevard	
	Willy's	2501 Coon Rapids Boulevard	
	Sammy's Pizza dba Five Four Lounge	445 99 th Ave NW, Suite 54	
			EPT
			EPT
Coon Rapids Youth Hockey Association	Scoop's Pub	482 Northdale Boulevard	
	Carbone's/CR Billiards	8525 Cottonwood Street	
	Chanticlear Pizza	11706 Crooked Lake Blvd NW	
			EPT
			EPT
Coon Rapids VFW Post #9625	VFW Post #9625	1919 Coon Rapids Boulevard	
			EPT
			EPT

EPT = Electronic Pull-Tab

() = Proposed



City Council Work Session

4.

Meeting Date: 04/12/2016

Subject: Community Survey

Submitted For: Matt Stemwedel, City Manager

From: Maria Carrillo Perez, Assistant to the City Manager

INTRODUCTION

The 2016 budget allocates resources for conducting a community wide citizen satisfaction survey. The National Research Center's Citizen Survey will provide a data-based picture of community needs and perspectives.

DISCUSSION

The 2016 community survey will be used to measure resident opinion on the quality of city services and to receive input on related issues. The City has typically conducted a community survey every few years since 2005. One change staff is proposing for this year's survey is to use a different company to conduct the survey, the National Research Center, which will also provide a different approach to the survey method. The National Research Center will mail the survey to 1,500 Coon Rapids residents with the option to complete the survey online or by mail. In general, the sample size for this survey should yield enough responses to achieve an overall margin of error of plus or minus 5%. Staff anticipates that the National Research Center would begin contacting residents this fall. The survey process takes approximately 17 weeks from preparation to final reports. In addition, a representative from the National Research Center will present the findings to City Council.

RECOMMENDATION

City staff is requesting the City Council review survey template and make suggestions in terms of issues and additional topics to be included in the survey.

BUDGET IMPACT:

The City has allocated resources in the 2016 budget for the purpose of conducting a community survey. The final cost of the survey is estimated to be between \$17,000 and \$18,000 depending on the add-on options.

Attachments

Survey Template

The XYZ of ABC 2016 Citizen Survey

Please complete this questionnaire if you are the adult (age 18 or older) in the household who most recently had a birthday. The adult's year of birth does not matter. Please select the response (by circling the number or checking the box) that most closely represents your opinion for each question. Your responses are anonymous and will be reported in group form only.

1. Please rate each of the following aspects of quality of life in ABC:

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
ABC as a place to live	1	2	3	4	5
Your neighborhood as a place to live.....	1	2	3	4	5
ABC as a place to raise children	1	2	3	4	5
ABC as a place to work.....	1	2	3	4	5
ABC as a place to visit	1	2	3	4	5
ABC as a place to retire	1	2	3	4	5
The overall quality of life in ABC.....	1	2	3	4	5

2. Please rate each of the following characteristics as they relate to ABC as a whole:

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
Overall feeling of safety in ABC.....	1	2	3	4	5
Overall ease of getting to the places you usually have to visit.....	1	2	3	4	5
Quality of overall natural environment in ABC	1	2	3	4	5
Overall "built environment" of ABC (including overall design, buildings, parks and transportation systems)	1	2	3	4	5
Health and wellness opportunities in ABC	1	2	3	4	5
Overall opportunities for education and enrichment.....	1	2	3	4	5
Overall economic health of ABC.....	1	2	3	4	5
Sense of community.....	1	2	3	4	5
Overall image or reputation of ABC	1	2	3	4	5

3. Please indicate how likely or unlikely you are to do each of the following:

	<i>Very likely</i>	<i>Somewhat likely</i>	<i>Somewhat unlikely</i>	<i>Very unlikely</i>	<i>Don't know</i>
Recommend living in ABC to someone who asks	1	2	3	4	5
Remain in ABC for the next five years	1	2	3	4	5

4. Please rate how safe or unsafe you feel:

	<i>Very safe</i>	<i>Somewhat safe</i>	<i>Neither safe nor unsafe</i>	<i>Somewhat unsafe</i>	<i>Very unsafe</i>	<i>Don't know</i>
In your neighborhood during the day.....	1	2	3	4	5	6
In ABC's downtown/commercial area during the day	1	2	3	4	5	6

5. Please rate each of the following characteristics as they relate to ABC as a whole:

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
Traffic flow on major streets	1	2	3	4	5
Ease of public parking.....	1	2	3	4	5
Ease of travel by car in ABC.....	1	2	3	4	5
Ease of travel by public transportation in ABC	1	2	3	4	5
Ease of travel by bicycle in ABC.....	1	2	3	4	5
Ease of walking in ABC	1	2	3	4	5
Availability of paths and walking trails	1	2	3	4	5
Air quality	1	2	3	4	5
Cleanliness of ABC	1	2	3	4	5
Overall appearance of ABC.....	1	2	3	4	5
Public places where people want to spend time	1	2	3	4	5
Variety of housing options	1	2	3	4	5
Availability of affordable quality housing	1	2	3	4	5
Fitness opportunities (including exercise classes and paths or trails, etc.)	1	2	3	4	5
Recreational opportunities.....	1	2	3	4	5
Availability of affordable quality food.....	1	2	3	4	5
Availability of affordable quality health care	1	2	3	4	5
Availability of preventive health services	1	2	3	4	5
Availability of affordable quality mental health care	1	2	3	4	5

6. Please rate each of the following characteristics as they relate to ABC as a whole:

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
Availability of affordable quality child care/preschool.....	1	2	3	4	5
K-12 education.....	1	2	3	4	5
Adult educational opportunities.....	1	2	3	4	5
Opportunities to attend cultural/arts/music activities.....	1	2	3	4	5
Opportunities to participate in religious or spiritual events and activities.....	1	2	3	4	5
Employment opportunities.....	1	2	3	4	5
Shopping opportunities.....	1	2	3	4	5
Cost of living in ABC.....	1	2	3	4	5
Overall quality of business and service establishments in ABC.....	1	2	3	4	5
Vibrant downtown/commercial area.....	1	2	3	4	5
Overall quality of new development in ABC.....	1	2	3	4	5
Opportunities to participate in social events and activities.....	1	2	3	4	5
Opportunities to volunteer.....	1	2	3	4	5
Opportunities to participate in community matters.....	1	2	3	4	5
Openness and acceptance of the community toward people of diverse backgrounds.....	1	2	3	4	5
Neighborliness of residents in ABC.....	1	2	3	4	5

7. Please indicate whether or not you have done each of the following in the last 12 months.

	<i>No</i>	<i>Yes</i>
Made efforts to conserve water.....	1	2
Made efforts to make your home more energy efficient.....	1	2
Observed a code violation or other hazard in ABC (weeds, abandoned buildings, etc.).....	1	2
Household member was a victim of a crime in ABC.....	1	2
Reported a crime to the police in ABC.....	1	2
Stocked supplies in preparation for an emergency.....	1	2
Campaigned or advocated for an issue, cause or candidate.....	1	2
Contacted the XYZ of ABC (in-person, phone, email or web) for help or information.....	1	2
Contacted ABC elected officials (in-person, phone, email or web) to express your opinion.....	1	2

8. In the last 12 months, about how many times, if at all, have you or other household members done each of the following in ABC?

	<i>2 times a week or more</i>	<i>2-4 times a month</i>	<i>Once a month or less</i>	<i>Not at all</i>
Used ABC recreation centers or their services.....	1	2	3	4
Visited a neighborhood park or XYZ park.....	1	2	3	4
Used ABC public libraries or their services.....	1	2	3	4
Participated in religious or spiritual activities in ABC.....	1	2	3	4
Attended a XYZ-sponsored event.....	1	2	3	4
Used bus, rail, subway or other public transportation instead of driving.....	1	2	3	4
Carpooled with other adults or children instead of driving alone.....	1	2	3	4
Walked or biked instead of driving.....	1	2	3	4
Volunteered your time to some group/activity in ABC.....	1	2	3	4
Participated in a club.....	1	2	3	4
Talked to or visited with your immediate neighbors.....	1	2	3	4
Done a favor for a neighbor.....	1	2	3	4

9. Thinking about local public meetings (of local elected officials like City Council or County Commissioners, advisory boards, town halls, HOA, neighborhood watch, etc.), in the last 12 months, about how many times, if at all, have you or other household members attended or watched a local public meeting?

	<i>2 times a week or more</i>	<i>2-4 times a month</i>	<i>Once a month or less</i>	<i>Not at all</i>
<u>Attended</u> a local public meeting.....	1	2	3	4
<u>Watched</u> (online or on television) a local public meeting.....	1	2	3	4

The XYZ of ABC 2016 Citizen Survey

10. Please rate the quality of each of the following services in ABC:

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
Police/Sheriff services.....	1	2	3	4	5
Fire services.....	1	2	3	4	5
Ambulance or emergency medical services	1	2	3	4	5
Crime prevention.....	1	2	3	4	5
Fire prevention and education.....	1	2	3	4	5
Traffic enforcement	1	2	3	4	5
Street repair	1	2	3	4	5
Street cleaning	1	2	3	4	5
Street lighting.....	1	2	3	4	5
Snow removal	1	2	3	4	5
Sidewalk maintenance	1	2	3	4	5
Traffic signal timing.....	1	2	3	4	5
Bus or transit services.....	1	2	3	4	5
Garbage collection.....	1	2	3	4	5
Recycling	1	2	3	4	5
Yard waste pick-up	1	2	3	4	5
Storm drainage	1	2	3	4	5
Drinking water.....	1	2	3	4	5
Sewer services	1	2	3	4	5
Power (electric and/or gas) utility.....	1	2	3	4	5
Utility billing.....	1	2	3	4	5
XYZ parks	1	2	3	4	5
Recreation programs or classes.....	1	2	3	4	5
Recreation centers or facilities	1	2	3	4	5
Land use, planning and zoning.....	1	2	3	4	5
Code enforcement (weeds, abandoned buildings, etc.)	1	2	3	4	5
Animal control.....	1	2	3	4	5
Economic development	1	2	3	4	5
Health services	1	2	3	4	5
Public library services	1	2	3	4	5
Public information services	1	2	3	4	5
Cable television.....	1	2	3	4	5
Emergency preparedness (services that prepare the community for natural disasters or other emergency situations).....	1	2	3	4	5
Preservation of natural areas such as open space, farmlands and greenbelts.....	1	2	3	4	5
ABC open space.....	1	2	3	4	5
XYZ-sponsored special events	1	2	3	4	5
Overall customer service by ABC employees (police, receptionists, planners, etc.).....	1	2	3	4	5

11. Overall, how would you rate the quality of the services provided by each of the following?

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
The XYZ of ABC	1	2	3	4	5
The Federal Government	1	2	3	4	5

12. Please rate the following categories of ABC government performance:

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
The value of services for the taxes paid to ABC	1	2	3	4	5
The overall direction that ABC is taking	1	2	3	4	5
The job ABC government does at welcoming citizen involvement	1	2	3	4	5
Overall confidence in ABC government.....	1	2	3	4	5
Generally acting in the best interest of the community	1	2	3	4	5
Being honest.....	1	2	3	4	5
Treating all residents fairly	1	2	3	4	5

13. Please rate how important, if at all, you think it is for the ABC community to focus on each of the following in the coming two years:

	<i>Essential</i>	<i>Very important</i>	<i>Somewhat important</i>	<i>Not at all important</i>
Overall feeling of safety in ABC.....	1	2	3	4
Overall ease of getting to the places you usually have to visit.....	1	2	3	4
Quality of overall natural environment in ABC	1	2	3	4
Overall “built environment” of ABC (including overall design, buildings, parks and transportation systems)	1	2	3	4
Health and wellness opportunities in ABC	1	2	3	4
Overall opportunities for education and enrichment.....	1	2	3	4
Overall economic health of ABC.....	1	2	3	4
Sense of community.....	1	2	3	4

xx. Custom Question #1 Custom Question #1

- Scale point 1 Scale point 2 Scale point 3 Scale point 4 Scale point 5

xx. Custom Question #2 Custom Question #2

- Scale point 1 Scale point 2 Scale point 3 Scale point 4 Scale point 5

xx. Custom Question #3 Custom Question #3

- Scale point 1 Scale point 2 Scale point 3 Scale point 4 Scale point 5

xx. OPTIONAL [See Worksheets for details and price of this option] Open-Ended Question Open-Ended Question

The XYZ of ABC 2016 Citizen Survey

Our last questions are about you and your household. Again, all of your responses to this survey are completely anonymous and will be reported in group form only.

D1. How often, if at all, do you do each of the following, considering all of the times you could?

	<i>Never</i>	<i>Rarely</i>	<i>Sometimes</i>	<i>Usually</i>	<i>Always</i>
Recycle at home	1	2	3	4	5
Purchase goods or services from a business located in ABC	1	2	3	4	5
Eat at least 5 portions of fruits and vegetables a day	1	2	3	4	5
Participate in moderate or vigorous physical activity	1	2	3	4	5
Read or watch local news (via television, paper, computer, etc.)	1	2	3	4	5
Vote in local elections.....	1	2	3	4	5

D2. Would you say that in general your health is:

- Excellent
 Very good
 Good
 Fair
 Poor

D3. What impact, if any, do you think the economy will have on your family income in the next 6 months? Do you think the impact will be:

- Very positive
 Somewhat positive
 Neutral
 Somewhat negative
 Very negative

D4. What is your employment status?

- Working full time for pay
 Working part time for pay
 Unemployed, looking for paid work
 Unemployed, not looking for paid work
 Fully retired

D5. Do you work inside the boundaries of ABC?

- Yes, outside the home
 Yes, from home
 No

D6. How many years have you lived in ABC?

- Less than 2 years 11-20 years
 2-5 years More than 20 years
 6-10 years

D7. Which best describes the building you live in?

- One family house detached from any other houses
 Building with two or more homes (duplex, townhome, apartment or condominium)
 Mobile home
 Other

D8. Is this house, apartment or mobile home...

- Rented
 Owned

D9. About how much is your monthly housing cost for the place you live (including rent, mortgage payment, property tax, property insurance and homeowners' association (HOA) fees)?

- Less than \$300 per month
 \$300 to \$599 per month
 \$600 to \$999 per month
 \$1,000 to \$1,499 per month
 \$1,500 to \$2,499 per month
 \$2,500 or more per month

D10. Do any children 17 or under live in your household?

- No Yes

D11. Are you or any other members of your household aged 65 or older?

- No Yes

D12. How much do you anticipate your household's total income before taxes will be for the current year? (Please include in your total income money from all sources for all persons living in your household.)

- Less than \$25,000
 \$25,000 to \$49,999
 \$50,000 to \$99,999
 \$100,000 to \$149,999
 \$150,000 or more

Please respond to both questions D13 and D14:

D13. Are you Spanish, Hispanic or Latino?

- No, not Spanish, Hispanic or Latino
 Yes, I consider myself to be Spanish, Hispanic or Latino

D14. What is your race? (Mark one or more races to indicate what race you consider yourself to be.)

- American Indian or Alaskan Native
 Asian, Asian Indian or Pacific Islander
 Black or African American
 White
 Other

D15. In which category is your age?

- 18-24 years 55-64 years
 25-34 years 65-74 years
 35-44 years 75 years or older
 45-54 years

D16. What is your sex?

- Female Male

D17. Do you consider a cell phone or land line your primary telephone number?

- Cell Land line Both

Thank you for completing this survey. Please return the completed survey in the postage-paid envelope to: National Research Center, Inc., PO Box 549, Belle Mead, NJ 08502



City Council Work Session

5.

Meeting Date: 04/12/2016

Subject: Performance Management/Community Reports

Submitted For: Matt Stemwedel, City Manager

From: Maria Carrillo Perez, Assistant to the City Manager

INTRODUCTION

This memorandum summarizes performance management efforts to date and outlines key components for a future comprehensive system that is key to performance and effectiveness of city services.

DISCUSSION

Performance management uses objective data to make policy decisions, review current practices and make organizational improvements. Current performance practices include annual measures in the City budget and participation in the State's voluntary performance measurement program.

In addition to these programs, staff will select key metrics to support process improvement, strategic planning and budgeting. Performance management will allow the City to recognize successes, identify problem areas and make appropriate policy decisions. Staff will begin working on additional performance initiatives beginning spring 2016, including participation in the ICMA Insights program (link to more information on this program:

http://icma.org/en/results/center_for_performance_measurement/icma_insights). Performance metrics will be recorded in the second half of 2016. In addition, the City will conduct a citizen satisfaction survey and track the data as part of the performance management system.

Beginning in 2017, staff will create an annual City performance report to highlight the performance of City services. A community scorecard will be updated semiannually and made available to Coon Rapids residents. Reports to the community will provide residents with high-level data on the City's performance in key service areas and initiatives. The annual report and community scorecard will increase government transparency and accountability. Staff will provide examples of city performance reports and community scorecards at the work session.

RECOMMENDATION

This item being presented for informational purposes and to provide an opportunity to discuss the future direction of this program.

BUDGET IMPACT:

The 2016 budget allocates \$5,600 for performance software. The ICMA Insights performance management and analytics platform will be used to report, benchmark and analyze data for an annual fee of \$5,595. In addition, the 2016 budget allocates resources for the purpose of conducting a community survey.
