



Minnesota Ballpark Authority Meeting Minutes – July 28, 2011

Chair Steve Cramer called the special meeting of the Minnesota Ballpark Authority for July 28, 2011 to order at 1:00 p.m. The roll was taken. Commissioners Barb Sykora, Martin Olav Sabo, and Joan Campbell and were present. Kathleen Lamb, Legal Counsel, was also present. Commissioner Paul D. Williams arrived after the roll was taken.

Commissioner Campbell moved approval of the agenda, seconded by Commissioner Sykora and approved unanimously – 5 YEAS, 0 NAYS.

APPROVED

Commissioner Campbell moved approval of the May 13, 2011 meeting minutes, seconded by Commissioner Sabo and approved unanimously – 5 YEAS, 0 NAYS.

APPROVED

CHAIR REPORT

- Chair Cramer spoke of the upcoming trip with other board members to visit Petco Park in San Diego and Coors Field in Denver. The purpose of the trip is to meet transportation, development and Team officials to discuss transportation and development since their ballparks opened. The group will tour the ballparks and surrounding areas to see the ballparks and various development and transportation modes.

EXECUTIVE DIRECTOR REPORT

- Executive Director Kenney stated that he and Chair Cramer have signed the easement agreements with BSNF and we are waiting for the documents to come back from BSNF. The MBA is also wrapping up title and survey work, and associated easements, and continues to work with the Interchange Project on its design process.

ACTION ITEMS

07-28-11 Proposed Resolution 11-MBA-69

Purpose:

To authorize the Executive Director to submit the proposed 2012 MBA operating budget to Hennepin County.

Background:

The Grant Agreement between the Minnesota Ballpark Authority and Hennepin County requires that by August of each calendar year, the Authority shall submit a proposed operating and capital improvement budget to the County and a request that the County make a grant for a designated amount of such costs. Unless waived by the County, the Authority's requests shall recur annually up through the year prior to the expiration of the initial term of the Use Agreement.

Attached is the MBA proposed operating budget for 2012. The total proposed budget represents \$386,000 less in expenditures than the 2011 budget, or a 24.7% decrease. The completion of ballpark design and construction activities is the biggest change driving this decrease. The MBA is requesting revenue from Hennepin County Sales Tax to cover a budget of \$1,180,000. The Audit Committee reviewed and approved this proposed budget at a regular meeting on July 25, 2011.

Per the Grant Agreement, Hennepin County agrees to make annual payments for 30 years into a restricted fund for ballpark Capital Improvement Expenses. The required annual share shall be \$1,100,000 in the first year and shall escalate by an inflation factor thereafter.

The inflation factor is defined in the Ballpark Lease Agreement as an annual CPI increase. This is defined as an increase calculated in the index known as the US Department of Labor Bureau of Labor Statistics, Consumer Price Index, All Urban Consumers, Unites States City Average, All items. As calculated for the period beginning January 2010 through June 2011, the CPI increase is 4.17%.

Action Requested:

BE IT RESOLVED that the Minnesota Ballpark Authority authorizes the Executive Director to submit the proposed 2012 MBA operating budget, as attached as Exhibit A, to Hennepin County, requesting a grant of \$1,180,000 from Hennepin County Ballpark Sales Tax.

BE IT FURTHER RESOLVED that the Minnesota Ballpark Authority authorizes the Executive Director to request the annual capital reserve contribution from Hennepin County Ballpark Sales Tax in the amount of \$1,145,866.

APPROVED

07/28/11 Proposed Resolution 11-MBA-70

Purpose:

To adopt a formal resolution to support the design and construction of The Interchange, the new multi-modal transportation facility to be located adjacent to Target Field, as a Cooperating Agency, as requested by the Hennepin County Regional Railroad Authority (HCRRA) and to authorize the Executive Director to sign the letter of invitation from the HCRRA and Interchange Project dated June 8, 2011 inviting the MBA to be a project partner and cooperating agency to the Interchange Project.

Background:

In 2006, HCRRA, in concert with the Metropolitan Council began long range planning for a proposed multi-modal transportation facility in downtown Minneapolis, at the junction of proposed light rail transit (LRT), commuter rail, and passenger rail services near 5th Ave North and 5th Street North. This location had previously been established with the planned extension of the Hiawatha LRT alignment to intersect with future Northstar commuter rail service. This location had also previously been identified in the Metropolitan Council's 2030 Transportation Policy Plan (TPP), and in the State of Minnesota's High-Speed Rail plan.

In late 2006, the ballpark legislation identified the Rapid Park site as the preferred site for the new Twins baseball stadium. This location was immediately adjacent to the planned intersection of the Hiawatha and Northstar alignments.

Subsequently, during 2006 – 2007 ballpark design efforts, agreement was reached between the Metropolitan Council, the Northstar Corridor Development Authority (NCDA), the Minnesota Twins, the Minnesota Department of Transportation (MnDOT), and the Minnesota Ballpark Authority (MBA), to incorporate the vertical circulation building between Northstar and Hiawatha LRT into the stadium structure and design. This LRT and commuter rail destination, opened in November of 2009, is now known as the Target Field Station.

Since the opening of Target Field in April 2010, on average 8,000 fans per game utilize light rail and commuter rail services to the ballpark, with nearly 250 train arrivals/departures daily at this location. In 2014, with the beginning of light rail transit service to St. Paul via Central Corridor (CCLRT), these train arrivals/departures will double, and it is anticipated that nearly 12,000 fans will arrive at Target Field via LRT and commuter rail services.

The Interchange represents the next step in regional transportation planning at this location. The unrivaled success of LRT and commuter rail service to the ballpark has revealed that the current infrastructure is inadequate to handle the crowds, accommodate normal vehicular and pedestrian movements, and allow pedestrian connections to the adjacent North Loop neighborhoods. With the arrival of Central Corridor LRT service in 2014, there is a growing sense of urgency that this multi-modal facility must be expanded to handle the increased ridership, and to be able to accommodate future connections for Southwest and Bottineau LRT corridors, as well as additional commuter or passenger rail services. This project is consistent with the vision of the MBA and the Minnesota Twins in their support for the use of light rail, bus, and commuter rail transit as part of the Target Field experience and services.

It is the recommendation of staff that the MBA Board continue to support the design, development, and construction of The Interchange intermodal transportation hub as a formally recognized Cooperating Agency, in order to help preserve, maintain, and improve the transit facilities serving Target Field.

Action Requested:

BE IT RESOLVED that MBA Board formally agrees to become a Cooperating Agency with Hennepin County Regional Railroad Authority, for the design and construction of The Interchange and authorizes the Executive Director to sign the letter of invitation from the HCRRA and Interchange Project dated June 8, 2011 inviting the MBA to be a project partner and cooperating agency to the Interchange Project.

APPROVED

07/28/11 - Proposed Resolution 11-MBA-71

Purpose:

To authorize the Chair and Executive Director to enter into an agreement with Hennepin County Regional Railroad Authority, (HCRRA) to allow fiber optic and communications connections to ballpark infrastructure beneath the west promenade, in order to facilitate new communications service between Qwest and HCRRA for The Interchange Project.

Background:

During the construction of Target Field, backup communications and fiber optic conduits, raceways, and pullboxes were installed (and are owned) by the Minnesota Ballpark Authority (MBA), beginning at a point approximately located at 5th Street North and 5th Avenue North, traversing across Hennepin County (County), Hennepin County Regional Railroad Authority, and Burlington Northern Santa Fe Railway (BNSF) rights-of-way. Easements have been prescribed from the above-referenced entities to the MBA for

this communications infrastructure, and the conduits, pullboxes, and raceways have been utilized by Qwest Communications to provide video and telecommunication services to the ballpark.

Hennepin County and HCRRA, in preparation for the design and construction of The Interchange, have identified specific Qwest fiber optic and copper communications services to support Metro Transit, BNSF, the Hennepin Energy Recovery Center (HERC), and The Interchange. Some of these services are required to replace existing services that will be disrupted by construction of The Interchange, and some represent permanent improvements specifically associated with the new Interchange facility.

The ideal “connection point” to the conduits and raceways is at an existing panel located at the edge of the promenade. This panel, while located on ballpark structure, is on County property, and lies within an easement granted to the MBA from the County. By connecting to this existing panel with new conduits, panels, and raceways for The Interchange, Qwest will be able to provide the desired County, HERC, BNSF, and Metro Transit services through their communications network.

These connections will not disrupt service to the ballpark, nor will they result in any costs to the MBA or to the Minnesota Twins.

As a Project Partner for the Hennepin County Regional Railroad Authority Interchange Project, it is the recommendation of staff that the MBA Board allow Hennepin County and/or HCRRA to design, install, and connect certain communications and fiber infrastructure improvements to existing ballpark communications infrastructure improvements. Costs for this work will be borne by the County and/or HCRRA.

Action Requested:

BE IT RESOLVED that MBA’s Chair and Executive Director are authorized to enter into an agreement with Hennepin County and/or HCRRA, to allow fiber optic and communications connections to ballpark infrastructure beneath the west promenade, in order to facilitate new communications service between Qwest and HCRRA for The Interchange Project.

APPROVED

07/28/11 Proposed Resolution 11-MBA-72

Purpose:

To authorize the MBA to participate with the Hennepin County Regional Rail Authority (HCRRA) on the Kimley-Horn contract in preparation of the Visual Quality Guide for The Interchange Project, and to authorize the Chair and Executive Director to enter into a cost reimbursement agreement with the HCRRA.

Background:

In 2006, HCRRA, in concert with the Metropolitan Council began long-range planning for a proposed multi-modal transportation facility in downtown Minneapolis, at the junction of proposed light rail transit (LRT), commuter rail, and passenger rail services near 5th Avenue North and 5th Street North. This location had previously been established with the planned extension of the Hiawatha LRT alignment to intersect with future Northstar commuter rail service. This location had also previously been identified in the Metropolitan Council’s 2030 Transportation Policy Plan (TPP), and in the State of Minnesota’s High-Speed Rail plan.

In late 2006, the ballpark legislation identified the Rapid Park site as the preferred site for the new Twins baseball stadium. This location was immediately adjacent to the planned intersection of the Hiawatha and Northstar alignments.

Subsequently, during 2006 – 2007 ballpark design efforts, agreement was reached between the Metropolitan Council, the Northstar Corridor Development Authority (NCDA), the Minnesota Twins, the Minnesota Department of Transportation (MnDOT), and the Minnesota Ballpark Authority (MBA), to incorporate the vertical circulation building between Northstar and Hiawatha LRT into the stadium structure and design. This LRT and commuter rail destination, opened in November of 2009, is now known as the Target Field Station.

Since the opening of Target Field in April 2010, on average 8,000 fans per game utilize light rail and commuter rail services to the ballpark, with nearly 250 train arrivals/departures daily at this location. In 2014, with the beginning of light rail transit service to St. Paul via Central Corridor (CCLRT), these train arrivals/departures will double, and it is anticipated that nearly 12,000 fans will arrive at Target Field via LRT and commuter rail services.

The Interchange represents the next step in regional transportation planning at this location. The unrivaled success of LRT and commuter rail service to the ballpark has revealed that the current infrastructure is inadequate to handle the crowds, accommodate normal vehicular and pedestrian movements, and allow pedestrian connections to the adjacent North Loop neighborhood. With the arrival of Central Corridor LRT service in 2014, there is a growing sense of urgency that this multi-modal facility be expanded to handle the increased ridership, and to be able to accommodate future connections for Southwest and Bottineau LRT corridors, as well as additional commuter or passenger rail services.

The MBA has consistently advocated the use of light rail, bus, and commuter rail transit as part of the Target Field experience and services. To that end, on August 20, 2010 the MBA, via Resolution No. 10-MBA-62, agreed to allocate \$1.5 million in funding to HCRRA, for use in the final design and construction of the plans for The Interchange Project. The current estimated cost of the project is approximately \$70 million, with final design and construction anticipated to begin in early 2012.

At present, the Interchange Project is nearing the completion of its Environmental Assessment (EA), in which the technical and operational design elements have been developed and tested through a series of public meetings, workshops, and detailed technical discussions with Metro Transit and other local stakeholders, including the MBA and the Twins. In advance of the completion of the EA process, and prior to beginning Preliminary Design Review with the City of Minneapolis, the Interchange project is now prepared to enter into another round of public and private meetings to further the design concept and “theme” for the public spaces. Through these meetings and workshops, project staff will prepare for the upcoming procurement process by establishing a Visual Quality Guide to help define these aesthetic and technical considerations for the Architect/Engineer of Record.

The MBA, as a committed project partner, is being asked to contribute up to \$200,000 towards the preparation of the Visual Quality Guide, in preparation for the procurement of the final Architect/Engineer of Record, in early 2012. This work effort is anticipated to cost approximately \$750,000, and is scheduled to be completed by the end of 2011. Remaining costs associated with this work effort will be paid by HCRRA.

Action Requested:

BE IT RESOLVED that the MBA is authorized to participate with the HCRRA on the Kimley-Horn contract in preparation of the Visual Quality Guide for The Interchange, in an amount not to exceed \$200,000; and

BE IT FURTHER RESOLVED that the Chair and Executive Director are authorized to enter into a cost reimbursement agreement with the HCRRA.

APPROVED

DISCUSSION ITEMS

A. Hennepin County Interchange Project – Ed Hunter, Project Manager

Mr. Hunter gave a Power-Point presentation on The Interchange Project status. He noted that the environmental assessment is proceeding. After some delay, the FTA has now agreed to review the project. Meetings will be scheduled with the Metropolitan Council, surrounding businesses, the Twins organization and the MBA to discuss the design process. Total cost of the project is \$65 – \$70 million, which is down from the initial \$80 estimate. Thirty-three percent or \$22.6 million is already committed. The plan is to have design and construction start in 2012, and be finished by Twins Opening Day, April 2014.

B. Target Field Operations Report – Dave Horsman, Ballpark Operations, MN Twins

Dave Horsman reported that the Twins have gotten positive feedback on cleanliness, customer service and that the ballpark has a good family environment. Weather and weather related incidents have been a challenge this season but severe storms, heat and humidity issues were handled well by Twins staff. Regarding recent accidents at other ballparks, Target Field has raised and modified railings and ushers have been trained to address unacceptable behavior around railings.

Gary Glawe – Ballpark Operations, MN Twins

Mr. Glawe gave an update on Facilities 360 and noted that this system continues to be a productive way of managing facility requests and issues for Target Field. Since the beginning of this baseball season, the Twins have been implanting a plan to conserve electricity throughout Target Field and that project has been successful to date. Target Field is seeking LEED Operational Certification; other teams with this distinction are the Giants and the Nationals. Mr. Glawe and John McEvoy have been invited to speak at a conference in Portland regarding LEED certification.

D. MBA Financial Report – Brenda Juneau, MBA Finance Coordinator

Ms Juneau stated that as of June 30, 2011, the dollars for the Fan Recognition Wall have been expended and the Twins contributed an additional \$140,000.00 for that project. There is \$12 million in the Capitol Project Fund, \$5.5 million is interest earnings and \$6 million is for the Project Construction Fund. The General Operating Fund is under budget, which is to be expected for this time of year.

Next meeting: August 19, 2011 Target Field Tour Theatre

There being no further business, Chair Cramer moved to adjourn. The motion was approved unanimously -5 YEAS, 0 NAYS. The meeting of the Minnesota Ballpark Authority for July 28, 2011, was adjourned at 2:16P.M.