# Red Rock Corridor Commission
# Agenda
# Wednesday March 26, 2014 4:00 p.m.

**Please note that the meeting will be held one day earlier than the usual scheduled time**

**Cottage Grove City Hall, Council Chambers**
**12800 Ravine Parkway South**
**Cottage Grove, MN 55016**

| | Action Requested |
|---|---|
| 1. Introductions | Information |
| 2. Election of Officers* | Election |
| 3. Intercity Passenger Rail Group Representation* | Appointment |
| 4. Consent Items* | Approval |
| a. Checks and Claims | |
| b. Minutes of the January 23, 2014 Meeting | |
| 5. AAU Study* - Lyssa Leitner, WCRRA | |
| a. Review Comments Received | Information |
| b. Final Report Adoption Resolution | Approval |
| 6. Financial Mgmt. Services Agreement* – Andy Gitzlaff, WCRRA | Approval |
| 7. Release Website Services RFP* - Andy Gitzlaff, WCRRA | Approval |
| 8. Communications Update* - Andy Gitzlaff, WCRRA | Information |
| 9. Legislative Update* – Josh Olson, RCRRA | Information |
| 10. Other | Information |
| a. Next Meeting April 24th, 2014 | |
| 11. Adjourn | Approval |

**Enclosures*

For questions regarding this material, please contact Andy Gitzlaff, Washington County Regional Railroad Authority at (651) 430-4338.

**DATE:** March 21, 2014

**TO:** Red Rock Corridor Commission

**FROM:** Staff

**RE:** Election of Officers

The Red Rock Corridor Commission Joint Powers Agreement (JPA) calls for the election of a Chair and Vice-Chair from its membership at the first Commission meeting of the calendar year. The Chair and Vice-Chair serve 1 year terms. The Chair presides over all meetings of the Commission, may establish such subcommittees as may be needed from time to time and perform other duties and functions as may be determined by the Commission. The Vice-Chair performs the duties of the chair during the absence of the Chair.

The election was tabled at the January Commission meeting until all the funding partners could be present.

**Action Requested:** Election of Officers for 2014

**DATE:** March 21, 2014

**TO:** Red Rock Corridor Commission

**FROM:** Staff

**RE:** Minnesota Intercity Passenger Rail Transportation Forum Appointments

In 2008, the Minnesota Department of Transportation (Mn/DOT) established a stakeholder group called the Minnesota Intercity Passenger Rail Transportation Forum (Forum) to recommend and coordinate rail projects, through a consensus process and advise the Commissioner of Transportation in an ongoing process on implementation of the comprehensive statewide freight and passenger rail plan

Commissioner Autumn Lehrke has served as Red Rock Corridor Commission member representative to the Forum since 2011 and would like to give the opportunity to another member of the Red Rock Commission to serve as a representative. The Forum meets approximately 6 times per year and the meetings are typically held on the first Monday of the month from 10-12 at the State Office Building in St. Paul with the ability to call-in via conference call.

**Action Requested:** Appoint a member from the Red Rock Corridor Commission to the Minnesota Intercity Passenger Rail Transportation Forum.

**DATE:** March 21, 2014

**TO:** Red Rock Corridor Commission

**FROM:** Staff

**RE:** Checks and Claims

Included is the

| | | |
|---|---|---|
| Nathanael Productions LLC (formerly App E) Website Services March 2014 Invoice | | $ 533.00 |
| Note: Month to Month Contract | | |
| Lillie Suburban Newspapers AAU Public Hearing Notice | | $ 1.30 |
| | **TOTAL** | **$ 534.30** |

*Detailed invoices can be made available upon request.*

**Action Requested:** Approval

# Draft Meeting Minutes

**January 23, 2014**
**Cottage Grove City Hall**
**4:00 p.m.**

| Commission Members | Agency | Present |
|---|---|---|
| Autumn Lehrke, Chair | Washington County RRA | X |
| Mike Slavik | Dakota County RRA | X |
| Janice Rettman | Ramsey County RRA | |
| Linda Higgins | Hennepin County RRA | |
| Barb Hollenbeck | City of Hastings | X |
| Jen Peterson, Vice-Chair | City of Cottage Grove | X |
| Keith Franke | City of St. Paul Park | |
| Steve Gallagher | City of Newport | X |
| Jim Keller | Denmark Township | |
| Cam Gordon | City of Minneapolis | X |
| Amy Brendmoen | City of St. Paul | |

| Ex-Officio Members | Agency | |
|---|---|---|
| Marc Mogan | Prairie Island Indian Community | X |
| Jess Greenwood | Goodhue County | |

| Staff | Agency | Present |
|---|---|---|
| Jan Lucke | Washington County RRA | X |
| Andy Gitzlaff | Washington County RRA | X |
| Lyssa Leitner | Washington County RRA | X |
| Joe Morneau | Dakota County RRA | X |
| Josh Olson | Ramsey County RRA | X |

| Others | Agency |
|---|---|
| Katie White | Met Council |
| Jay Demma | STANTEC |
| Stuart Krahn | STANTEC |
| Matt Croaston | Office of Senator Franken |
| Barb Thoman | Transit for Livable Communities |
| Linda Stanton | Taxpayer |
| Sherry Green | Taxpayer |
| Beverly Moreland | Taxpayer |
| Ellen Behning | Taxpayer |
| Bob Tatreau | Citizen |
| Jim Dorniden | Cottage Grove Citizen |

DRAFT

| | |
|---|---|
| Bob Andrews | Taxpayer |
| Matt Behning | Concerned Taxpayer |
| Leon Moe | Cottage Grove Citizen |
| Joe M. | Taxpayer |
| Gary Peterson | Langdon Resident |
| Mark Doree | Concerned Member |
| Soleim Clarence | Hastings Resident |

**Additional Attendees**

| Name: | Agency: |
|---|---|
| LINDA STANTON | taxpayer |
| Sherry Green | " " |
| BEVERLY MORELAND | " " |
| Ellen Behning | taxPayer |
| Bob Tatreau | Citizen |
| JIM DORNIDEN | COTTAGE GROVE CITIZEN |
| MARC MOGAN | PRAIRIE ISLAND INDIAN COMMUNITY |
| Katie White | Metropolitan Council. |
| Bob Andrews | Taxpayer |
| Matt Behning | CONCERNED tax payer |
| Matt Croaston | Office of Sen. Franken |
| LEON MOE | CG CITIZEN |
| Joe M. | JAX PAYER |
| Gary Peterson | Langdon Resident |
| JAY DEMMA | STANTEC |
| STUART KRAHN | STANTEC |
| Mark Doree | Concerned Member |
| Barb Thoman | Transit for Livable Communities |

The meeting was video recorded and can be viewed online at: http://swctc.granicus.com/MediaPlayer.php?view_id=2&clip_id=4726
Chair Lehrke opened the public hearing at 4:08 p.m.

**Agenda Item #1: Introductions**
Introductions were made by the Commission Members and staff.

**Agenda Item #4: AAU Study Public Hearing**
Chair Lehrke stated she will be presiding over the public hearing for the Red Rock Corridor Draft Alternatives Analysis Update. The purpose of the hearing is to invite testimony from members of the public regarding the Draft Final Plan and its recommendations. Chair Lehrke stated the Commission will hear comments from persons present who wish to speak and whether or not verbal comments are provided today, written comments can be submitted to the Commission. The written comment period will close on February 14. Chair Lehrke asked the public to be mindful that comments are public and are available to the public. Written comments will be distributed to Commission members and will also be posted on the Red Rock Corridor website. Chair Lehrke advised that comments made at the public hearing today are being recorded for public access television.

Lyssa Leitner gave a presentation about the Alternatives Analysis Update in a PowerPoint presentation.

Chair Lehrke stated she will call each speaker in the order in which their request was received. In an effort to accommodate all requests to speak, speakers were asked to keep their comments to five minutes. Speakers that wish to provide comments beyond the five minutes are able to submit them in writing on forms provided. Chair Lehrke asked each speaker to state their name, residence, and the organization they represent prior to commenting.

Public Comments were received and transcribed in a separate document that will be included as part of the public record for the Alternatives Analysis Study (AAU).

Chair Lehrke asked if anyone else would like to speak and thanked everyone that participated. Chair Lehrke stated the Commission will be accepting written comment until February 14 and will review all comments at the next Commission meeting.

Chair Lehrke called the meeting to order at 4:50 p.m.

**Agenda Item #2: Election of Officers**
Chair Lehrke stated the Commission's Joint Powers Agreement (JPA) calls for the election of a Chair and Vice-Chair from its membership at the first Commission meeting of the calendar year. The Chair and Vice-Chair serve one year terms. Chair Lehrke stated the Chair presides over all meetings of the Commission and may establish such subcommittees as needed from time to time to perform other duties and functions as may be determined by the Commission. The Vice-Chair performs the duties of the Chair during the absence of the Chair.

Chair Lehrke requested nominations for the Chair. Motion made by Gallagher to nominate Peterson. Motion made by Slavik to nominate Lehrke. Gallagher asked if the election of officers could be tabled until the next meeting in order to have all of the funding partners present. Gitzlaff stated that there is nothing in the bylaws that would

prohibit tabling the election to next meeting. Motion made by Gallagher to table the election of officers until the next meeting in order to have all of the funding partners present. Seconded by Peterson. **All in favor.** Motion carried.

Gordon asked if it is certain the funding partners will be at the next meeting. Gallagher stated they are at a leadership conference and should be at the next meeting. Gordon asked to let them know this decision was postponed for them. Chair Lehrke asked if the Chair position will carry over until the election is held. Gitzlaff stated yes that is correct. Peterson stated Commissioner Rettman and Commissioner Higgins are usually at the meetings.

**Agenda Item #3: Consent Items**

**a. Checks and Claims**

**b. Minutes of the December 12, 2013 Meeting**

Motion made by Peterson to approve the December 12, 2013 meeting minutes and checks and claims. Seconded by Gallagher. **All in favor.** Motion carried.

**Agenda Item #5: Financial Management Services Agreement**

Gitzlaff discussed the financial management services agreement as presented in the packet.

Commission Member Gallagher left the meeting at 4:56 p.m.

No action was taken due to lack of quorum.

**Agenda Item #6: 2014 Website Services**

Gitzlaff discussed the 2014 website services as presented in the packet. Appevision's contract is through the end of February and can be extended on a month to month basis. Gitzlaff stated staff can start working on putting a framework together to bring to the next meeting for the Commission to take action on releasing the RFP.

No action was taken due to lack of quorum.

**Agenda Item #8: Legislative Update**

**a) State**

Josh Olson discussed the State Legislative Update as presented in the packet.

**b) Federal**

Olson discussed the Federal Legislative Update as presented in the packet. A budget deal including $50 billion was allocated towards federal transportation; it is a decrease from the 2013 levels. Of the $50 billion, $2.15 billion was allocated to FTA and that is where this Commission looks to identify funding for projects; this was a decrease of $100 million from 2013.

**Agenda Item #7: Communications Update**

Gitzlaff discussed the communication update as presented in the packet. Another e-newsletter was released this week announcing the public hearing at this meeting as well as a link to the webcam at the Newport Transit Station for anyone that wants to track progress. Gitzlaff stated the Green Line is doing a grand opening event on June 4, 2014. This is the regions second light rail line.

**Agenda Item #9: Other**

**a)** Next scheduled meeting is Thursday, February 27, 2014 at 4:00 p.m.

Gitzlaff stated there is a $1 million request from Washington County and there is usually a Commissioner representing and testifying and it would be nice to have another testifier at the Capital. If someone would like to be a part of that, let Chair Lehrke or Gitzlaff know.

Gitzlaff stated Chair Lehrke has been the representative for the Red Rock Corridor on the Intercity Passenger Rail Forum and if the Commission wishes to nominate another member at the next meeting, they can. Chair Lehrke stated she was the representative for both Washington County and the Red rock Corridor and is no longer the representative for Washington County and would like to see if another member of the Red Rock Commission would like to serve as a representative.

**Agenda Item #10: Adjourn**

Being there is no further business, the meeting adjourned at 5:08 p.m.

**DATE:** March 21, 2014

**TO:** Red Rock Corridor Commission

**FROM:** Staff

**RE:** Alternatives Analysis Update – Comments Received and Final Plan Adoption

Over the past year, the Red Rock Corridor Commission has been updating the information in the 2007 Alternatives Analysis. In December 2013, the Commission released a draft Final Plan for public comment. The AAU was based on new technical analysis and more updated demographic and travel information and therefore replaces the conclusions in the Alternatives Analysis conducted in 2007. Ridership numbers were calculated based on the latest data including 2010 traffic counts, the Travel Behavior Inventory, On-Board Survey data, and the latest census. Capital and operating costs were developed using recent studies and operating transitways such as the East Metro Rail Capacity Study, Northstar Commuter Rail, and Red Line BRT.

Public involvement was also a large piece of the AAU. Input was sought from the project management team (PMT), which consists of technical staff from the cities and agencies, on the best ways to engage the various stakeholders. The public involvement throughout the AAU included the formation of a citizen's advisory committee (CAC), a series of public engagement forums (listening sessions, in person workshops, open houses), engagement at the existing park and rides, and online questionnaires. The goal of the engagement was to learn about the participants' familiarity with the project, their knowledge about the different transit options being considered, and their opinion on the relative importance of various transit service characteristics. Engagement was not intended to determine if people are for or against transit but rather to help identify the gaps in existing transit service and identify any unmet transportation needs that warrant further investigation.

**AAU Recommendation**

Based on technical information, current land use and growth projections, and the goals and objectives evaluation from the AAU, it has been concluded that BRT is the alternative that is best aligned with the Red Rock Corridor Commission's approved objectives. This conclusion has been made in consultation with representatives on the Citizens Advisory Committee (CAC) and presented to the public in a variety of forums and media.

In moving forward with the development of BRT, the Red Rock Corridor Commission will pursue a staged implementation plan. These stages are such that actions and improvements for Stage 1 will need to be implemented before Stage 2 actions and improvements begin and, likewise, Stage 2 actions and improvements will need to be implemented before Stage 3 actions and improvements begin.

In conjunction with the actions and improvements in each of the three stages, there are other broad and ongoing strategies that will be pursued by the Red Rock Corridor Commission. They are:

1. Advocate for integrated multi-modal investments that support mobility throughout the Red Rock Corridor.
2. Advocate for funding for mobility improvements along the corridor. This includes advocating for sustainable local and regional funding sources, as well as supporting and applying for funding at the Federal level.
3. Continue to monitor peak period capacity needs in the corridor to determine the timing for implementation of additional transit services, alternative modes, or capital improvements.

**Public Comment Period**
The public comment period for the Red Rock Corridor Alternatives Analysis Update Draft Final Plan was from December 18th, 2013 to February 14th, 2014. During this period a press release was issued, multiple social media posts were generated, and two electronic newsletters were distributed. A public hearing was held during the last Commission meeting to collect additional comments. The transcript from the public hearing along with all comments received during the comment period is attached to this memo and will be posted at http://redrockcorridor.org/transit-study.

**Comments Received**
Comments received ranged from supporting additional transit in the Corridor to not supporting any level of transit investment. A few commenters wanted to make sure the level of investment for BRT would ensure a reliable service. Others expressed concerns the study was over projecting the overall need in the Corridor.

Based on the comments received, staff did not identify any areas of the Final Plan were specific updates are needed. The comments received will be valuable as the project moves forward into more detailed analysis. Staff recommends that the Commission adopts the public comments as an appendix to the Final Plan.

Going forward, it is important to note that further service plan and environmental impact analysis and engineering would have to be performed in order to implement a BRT service. During these processes there will be more opportunities for the public to provide additional information and feedback about transit investments in the Corridor.

**Adoption of Final Plan**
The Alternatives Analysis Update Final Report has been updated and is available for download at http://redrockcorridor.org/transit-study.

The updated version includes minor technical and grammatical corrections and an acknowledgement that the comments received during the public and agency comment period have been compiled and are available under separate cover.

**Action**
Approve Resolution Adopting the Alternatives Analysis Update Final Report

**Red Rock AAU Comments**

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I live in Stillwater, I shouldn't have to subsidize your transit system in Cottage Grove with the 15% funding from CTIB. The other 85% of this line is going to be paid for by Minnesotans and the rest of the country who'll never hear of the RRC let alone use it.

These systems aren't like roads where goods and services are delivered. They are contract transportation like taxi and grey hound bus services.

If it's SUCH a great idea and in demand you should be able to charge a ticket price to at the VERY least cover your running costs (estimated at $3.8 million) but no. It'll be a failed line just like the red line corridor in Apple Valley:
https://www.facebook.com/notes/washington-county-watchdog/findings-at-the-red-line-corridor-what-it-means-for-washington-county/623803327670499

please stop lying to the public with your bunk surveys and swayed interpretations. We don't want this! Pay for it yourself!

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You people are forcing this terrible unsustainable bus line us just like the park in ride you built. The survey's you provide are clearly anything but objective. You people should be ashamed of what you're trying to put on us.

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Costs for "bus rapid transit" appear to be lowballed. The comparison given is between a fleshed-out cost for rail with many details examined and priced, and an optimistic price estimate for BRT which has not been studied equally intensively, and where the details have not been examined and priced. This distorts the results.

BRT projects have routinely come in far over budget, and the same sort of "little bottlenecks" which caused the estimate for rail capital cost to go up will happen to the BRT project too. It is important to provide a larger "optimism bias" contingency on options which have been examined in less detail.

Operating costs also appear to be optimistic for BRT (which routinely runs slower than predicted due to traffic, and therefore needs more buses and operators than expected) and pessimistic for commuter rail.

The commuter rail vehicle assumptions should be reconsidered since it it has been said by the FRA that the FRA rules on rail vehicles will be changing in the next few years to make it easier to use smaller, more efficient rail vehicles.

The ridership estimate *also* looks optimistic for BRT. I question whether the passenger "rail bias" included in the estimates is large enough. Although all-day service should give better ridership than peak-only ridership, it is well documented (particularly in Los Angeles with the Harbor Transitway) that BRT routes consistently underperform on ridership compared to similar rail routes.

With no operating BRT in Minnesota, one must predict results from other cities, should expect a "bus penalty" as bad as that found in Los Angeles.

Adjusting for the optimism bias present in the current BRT price estimates may not change the short-term preferred option, given the importance of all-day service, but will give more realistic numbers and a greater chance of coming in under budget. The numbers in the current Draft Alternatives Analysis Update for BRT seem too optimistic in several different ways.

Given the extremely slow pace of this project, I would also strongly recommend re-evaluating the alternatives again in a couple of years, when Minnesota will have an actual example of operating BRT and the rules governing commuter rail vehicles are expected to have changed. Now is a bad time to commit to an option.

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In response to public comments on the Red Rock Corridor AAU I am very concerned. The BRT was listed as a very low capital investment option, but to create worthwhile transit BRT cannot be viewed simply as a cheap solution. Thus, I hereby request that any BRT improvement be made in accordance with the ITDP's Scorecard for BRT systems. Also, please ensure that there are no off-line stations. The Red Line should have shown the lack of promise this idea has, with the StarTribune reporting that a main improvement to the line will be a new median bus station, to avoid having the offline station at Cedar Grove.

For further reference please read this blog post http://www.streets.mn/2014/01/14/red-line-brt-ratings-and-critiques/ (and possibly the full paper attached)

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It appears that the Red Rock Corridor Commission has mastered the art of deception.

Based on information from other metro transit projects, the costs and the ridership numbers are woefully underestimated.

Research show that the biggest influence on ridership is population density. Nationally, ridership is less than 1% of all commuters at densities below 10,000 people per square mile. The population density in the Red Rock Corridor is approx 3600 at best.

Even if this gets approved, a $2.00 ticket will not make this entity self-supporting and will remain an indefinite burden on taxpayers in addition to maintaining existing roads.

Bad idea in a still stagnate economy.

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Stop spending money on useless, over priced, and non necessary projects.

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Dear Commission members,

We want to comment on the transit concept, as well as the particular options presented in the Study.

We were concerned when we read in the South Washington County Bulletin about the public comments made at your January 23rd meeting. The comments described by the paper were mainly against the idea of public transit. We want to offer two votes strongly in favor of public transit.

We reside in Newport and lived through the recent major reconstruction of Hwy 61. It was necessary, but certainly not pleasant. The transit needs of the projected population growth in the Metro area over the next few decades cannot be met simply by adding lanes to existing highways. That would result in higher and higher highway maintenance costs and less available taxable land in the county. Washington County can't afford that option.

In addition, we strongly support more energy efficient ways of moving masses of people. Our society can't afford the economic and environmental costs of nearly total reliance on automotive transportation.

Car-based transportation disadvantages lower-income citizens and older, non-driving citizens. Finally, the percentage of people in post-baby boom generations who don't own cars is rising. To attract the brightest workers of those generations, municipalities need to offer transit options.

We initially favored heavy rail for the Red Rock Corridor, but after reviewing the Study, now see the advantages of bus rapid transit - lower cost, greater flexibility, and less reliance on the preferences of the Railroad.

Thank you for hearing our concerns.

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I read the article in the Hastings Star Gazatte regarding the Red Rock Corridor public hearing and would like to voice my opinion in favor of public mass transportation for the southeast metro area.

I currently commute every day on highway 61 from Hastings to 3M Center. I find this commute to be remarkably easy and efficient, on excellent roads, with very rare traffic issues. From a personal comfort point of view and tax payer value this route is outstanding. Yet the overwhelming majority of vehicles on the road are single occupancy cars, many of us going to the same places at about the same time. I firmly believe a mass transit option would bring benefit not only to the individuals like me who would enjoy a light rail or bus option but to the greater community in the form of reduced traffic loads, reduced road maintenance, and most importantly reduced carbon dioxide emissions. The criticism that money spent on mass transit does not benefit the majority of tax payers does not ring true to me. Projects like this are critical if we have any concern about future transportation and energy use. Small changes in communities like ours over the long term will be greatly appreciated in years to come by us and our children.

An analysis I heard years ago; If you consider what you are moving when you get in a car - yourself and maybe some cargo - call it 300 lbs. And the weight of a car, say 3,000 lbs, then only 10% of what you are moving is what is really important. Combine that with the typical efficiency of an automobile, around 20% and you find that only about 2% (10% x 20%) of the chemical energy in the fuel is being used to move what is important. The rest is wasted. We could develop heroic technology to improve the efficiency of automobiles, or, we could put another person in the car and double the person-miles per gallon. The logical extension of this analysis leads to mass transit. Count me on the side in favor.

On December 16th the Red Rock Corridor Commission released that Bus Rapid Transit (BRT) was the best transit choice for the 30 mile corridor from Hastings to St. Paul in their December Alternative Analysis Update.
http://www.redrockrail.org/pdf/AAU%20Draft%20Final%20Report.pdf

However in this report they now have the cost of the BRT project at just $45 million and they quote the 2007 Alternative Analysis report (AA). One problem, the AA report prices the BRT alternative at $75 million for just the shoulder upgrades, not $45 million, on page 9. That's in 2007 dollars multiply that by 3.5% a year to get 2014 dollars. That'd be $95 million dollars in 2014 dollars.
http://www.redrockrail.org/pdf/Red%20Rock%20Corridor%20Alternative%20Analysis%20Executive%20Summary.pdf

Now a half a dozen local media sources are un-intentionally reporting a false low cost estimate to build the Red Rock Corridor!

This sounds eerily similar to back in 2012 when the project manager Andy Gitzlaff told finance-commerce.com the now $6.2 million dollar transit station was only going to cost $2.5 million. An outrageous underestimation.
http://finance-commerce.com/2012/07/ready-to-roll-in-red-rock-corridor/

Come to find out, the $45 million dollar quote is leaving out MAJOR expenses. Such as:
-$6.2 million for the New Port transit station (cost left out) (p.10)

-$6.3 million to build a bus only connection from 61 to the Newport Transit Station (p.37)
-Apx $6 million to build a Transit Station in Hastings (cost left out). (p. 10)
-Apx $4 million (at least) to build a bus maintenance shop (estimate off Red Line's shop)

-And millions of dollars in unmentioned ramp upgrades and shoulder expansions.
http://www.redrockrail.org/pdf/Draft%20Capital%20Cost%20Memo%20October%2021,%202013.pdf

Furthermore, even the $75 million cost estimate for the 30 mile BRT corridor is grossly underestimated. The just 11 mile Red Line Corridor in Apple Valley cost $112 million! The Red Rock Corridor is planning to be 3x as long.
http://metrocouncil.org/Transportation/Projects/Furture-Projects/Metro-Red-Line-facts.aspx

One can further question how they assume the 8 mile of bus only shoulder lane and ramp expansion on TH61 to Hastings is only going to cost $1 million dollars. It should cost tens of millions like the other metro BRT shoulder and ramp expansions for that distance. Add up all the known missing costs from this Red Rock Corridor AAU ($22.5 million) along with the $20 million in additional cost due to inflation (using their own 3.5% a year assumption) and a total of $42.5 million dollars needs to be added to the $45 million they predicted (not including the 8 mile stretch to Hastings). For a grand total cost of $87.5 million at the very least (using lowest estimates). The $87.5 does not include the TENS OF MILLIONS in cost to do the 30 miles of shoulder and ramp upgrades. Mysteriously that's left out of the AAU. Again, it must be questioned why a BRT transit line 11 miles long in Apple Valley cost $112 million (finished in 2013) while a 30 mile BRT transit line in South Washingto!
n County is only $45 million (their estimate).

Lastly, the ridership numbers they are using to justify construction of this line are arbitrary predictions on ridership in the year 2030! BRT riders are predicted to be 2,420 weekly riders. Current ridership on the Apple Valley Red Line BRT corridor (which services a larger population than Red Rock will) only sees 850 (835 rounded up) riders per week.
(p.26) http://www.dot.state.mn.us/govrel/reports/2013/2013GuidewayStatusReport.pdf

850 riders a week on the Red Line (rounded up from actual 835) sounds like a lot; however on a 90,000 car a week road this $112 million dollar BRT line in Apple Valley is hardly successful.
See the full article:
https://www.facebook.com/notes/washington-county-watchdog/findings-at-the-red-line-corridor-what-it-means-for-washington-county/623803327670499

This comes on the heels of public survey manipulation to get favorable results:
https://www.facebook.com/notes/washington-county-watchdog/red-rock-corridor-planners-deceive-the-public-to-secure-funding/647435341973964

After being caught, their response to being forced to reveal the hidden data was to manipulate the opposition comments:
https://www.facebook.com/photo.php?fbid=663728283678003&set=a.521641121220054.131432.521632771220889&type=1&theater

The local media have made it clear they aren't going to write about report after report of these skewed numbers. Please share these articles and facts the media is not going to report. The average citizen is unfortunately unaware.

Get honest with the tax payers!

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Red Rock Corridor should be considered in the context of it's role as the south-east leg of a metropolitan transit system. This system is a double hub system centered in Saint Paul and Minneapolis, connected by the current University Corridor LRT and future commuter and high speed rail links.

Planning should not devolve into a one hub system centered in Minneapolis. The State and metropolitan area will have the greatest benefit from a balanced two hub system built on a sharing of resources. Currently, there is the LRT line that connects the two hubs. Out of the Minneapolis hub there is a SE LRT line, a North commuter rail line and a SW LRT line that is in the works. Saint Paul currently has no commuter rail or LRT lines. It is a hub with no spokes. $200 million dollars has been invested in the Union Depot to create a multi modal transit hub. It should serve as a multi modal hub and not just a glorified bus station. Using buses whether they be rapid or slow for the spokes of the Saint Paul hub is not a prudent or acceptable alternative. If all of the metropolitan area is going to participate in growth of housing opportunities, job opportunities, recreational opportunities, improved tax base, energy savings and pollution reduction, we all need to have equal participation in a high quality transit system.

Red Rock Corridor was planned for commuter rail to Red Wing with future hopes of extending south along the Mississippi River. That was shortened to Hastings. Now the planning is for buses. Transit system choices have significant impacts on the long term potential of this portion of the metropolitan area. If the State and Metropolitan governments support a multi modal transit system that includes commuter rail and LRT then they should ensure that those systems

are equally distributed throughout the region.

The 2014 session of the Minnesota Legislature should fund a study to divert freight rail traffic around the metropolitan area. Think of it as similar to how the 494-694 loop serves to reduce traffic through the center of the metropolitan area. A number of national and regional issues point to the value of assessing the potential alternatives to the current situation. Five percent of our nation's rail freight travels through the current corridor and is growing. As a nation and region it serves us well to ship freight on rail which provides the greatest fuel efficiencies and lowest levels of pollution of any year around freight system in the state. The existing rail corridors were chosen in the 1800's and we should consider what is best for our transportation system in 2014.
The Red Rock Corridor is just one of the reasons why it is timely for the State to study a rail bypass. Part of the Red Rock consideration of using buses is the challenge of accommodating the current level of freight rail in the same corridor with commuter rail. The SW LRT is facing a problem accommodating freight rail along with LRT and recreational uses. Park, trail, and neighborhood development plans are impacted. Saint Paul and Shoreview have been in the news about impacts of freight rail noise on surrounding neighborhoods. Catastrophic oil tanker fires in North Dakota, and Canada point to the benefit of reducing shipments through densely populated areas. The North Star line and Amtrack have suffered significant delays that would benefit from a reduction of freight conflicts. Freight rail loses time and money while trains are delayed because of the bottleneck. A freight rail bypass could assist in opening a corridor for future high speed rail. Freight rail growth, passe!
nger rail growth, LRT growth and trail opportunities all could benefit from an alternative that reduces the routing of freight through the heart of the cities.

The Red Rock Corridor should consider a station at Hwy 61 and I-94. With the potential of LRT in the Gateway Corridor a station could provide a valuable interconnection of these two transit lines. This location also has the potential for transit oriented development that Lower Afton lacks. There are more residents in close proximity of this station. The cost of constructing a station including parking, could benefit from joint use by two transit lines. The construction of the Newport station and a joint Gateway/Red Rock station could allow the removal of the old facility at Lower Afton and provide better overall service and transit oriented redevelopment.

With the shift to buses on Red Rock there should be LRT instead of buses in the Gateway Corridor. In the SE area bounded by I-94, Hwy 61 and the Saint Croix River, we would have had the option of commuter rail and LRT. With buses proposed for Red Rock the area should have LRT on Gateway so we are not left with a bus only option.

We are fortunate to have a National Park in the heart of our community. The National Park Service in conjunction with local government units has done an admirable job of developing an alternative transportation plan. The Red Rock Corridor plan should embrace the goal of helping provide alternatives for users to access the National Park that runs parallel to the Red Rock Corridor.

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# RED ROCK CORRIDOR ALTERNATIVES ANALYSIS

## PUBLIC HEARING

Cottage Grove City Hall
12800 Ravine Parkway South
Cottage Grove, Minnesota

January 23, 2014
4:25 p.m.

- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

JANICE L. LUND, RPR
YOUNG & WHALEN, INC.
16555 FIRST STREET SOUTH
LAKELAND, MINNESOTA 55043
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COMMISSION MEMBERS

Chair Autumn Lehrke, Washington County RRA

Jen Peterson, Cottage Grove

Mike Slavik, Dakota County RRA

Barb Hollenbeck, Hastings

Cam Gordon, Minneapolis

Steve Gallagher, Newport

STAFF

Lyssa Leitner, Washington County RRA

Andy Gitzlaff, Washington County RRA

Josh Olson, Ramsey County RRA

Joe Morneau, Dakota County RRA

Jan Lucke, Washington County

Carissta Belisle, Washington County

P R O C E E D I N G S

CHAIR LEHRKE: At this time, we will begin taking public comments regarding the recommendation of the draft final plan that recommends bus rapid transit versus commuter rail.

I will call each speaker in the order at which the request was received. In an effort to accommodate all requests to speak, we ask that each speaker keep their comments to five minutes. Those who wish to provide comments beyond the five minutes may submit them in writing on the forms provided. As I call your name, please step to the podium, state your name, address, and the organization you represent, if any, before making your comments.

The first comment card I have here is from Linda Stanton. Linda, would you please approach the podium, state your name and address for the record; and again, five minutes, please.

MS. LINDA STANTON: Thank you. My name is Linda Stanton. I live at 2511 Wimbledon Place in Woodbury. I am also a member of the Citizen Advisory Committee for the Gateway Corridor.

The more I learn about these transit projects, the more I become frustrated about the millions and billions of dollars being studied, being spent to

study the proposed transit system. It duplicates already existing express bus and regular route buses. Not only that, but CTIB, the County Transit Improvement Board, is asking for another quarter cent sales tax increase on top of the already quarter cent tax that's being collected.

What we need are lanes and roads for cars, buses, and trucks. Metro Transit bus service is the least expensive option, and could be expanded in areas where there is a true need. But to plan to purchase brand new buses that are basically light rail on rubber wheels and require a fixed, raised platform to operate and board is just another way of bankrupting the State and overwhelming already overtaxed residents. Nobody likes traffic congestion, but that could be solved by adding more lanes and expanding alternative routes. Metro Transit service could be expanded.

Please put a stop to these crazy plans that do not meet the needs of the majority of county residents. I have a petition. If anybody would like to sign it, I'll be here after the meeting. Thank you.

CHAIR LEHRKE: Thank you for your comments.

The next comment card I have is from Bob Tatreau. Bob, this is coming out of your five minutes.

MR. BOB TATREAU: My coat was so heavy, I had to take it off. Weighs as much as most buses do.

Well, my name -- can everyone hear me okay? My name is Bob Tatreau. I'm a resident actually in Woodbury, but I am in Washington County, which I think we're still in, and so I'm interested in what happens here. I'm at 1707 Thornhill in Woodbury.

Well, I've got a couple things I want to say. First of all, I want to make a comment on what appeared in the Watchdog on November 11th. This is an article by a gentleman named Matt Behning. I'm going to kind of encapsulate it and kind of move it along here. It's very interesting, because what happened here was this gentleman was trying to obtain data on surveys taken for the Red Rock Corridor, and he had great difficulty in doing it. He was given information and it wasn't complete, and finally he had to resort to the mechanism, I guess, that always works--legal intervention. He did so, and that very same day, he received from the assistants of the county attorney, Mr. Hodsdon, he received this raw data that he had requested, and it was in great conflict with what had been reported before.

And the contention in this article is that, and I'll read the name of it--and if you want copies, I have copies of it--the Red Rock Corridor planners deceived the public to secure funding. So that's the essence of that. And it's interesting, because if you

look at what was done here, this -- well, okay, so what is it when it occurs, I ask the audience here, and Commissioners, esteemed Commissioners, an intentional perversion of truth for the purpose of inducing another in reliance upon it to part with some valuable thing belonging to him, or to surrender a legal right. And what is it? Well, it is, according to Black's Law Dictionary, Fifth Edition, it's fraud. So that's the definition of fraud.

I think we have to look at this, you know, take this and look at it seriously, as Commissioners, as planners, as everyone, and citizens. I mean, you know, I love this county dearly, and the last thing I would want to think is that we're being defrauded money just to build the dream of what I consider to be some megalomaniacs in Minneapolis. If you ever notice how the transit lines, it's like a spider, they all converge towards Minneapolis. And I don't know what that means, but that's the way it goes. So that's all I have to say on that. I'd be happy to give you all copies of this article. This is what I'm working from here.

The next thing I want to say is that there is no cost benefit to building any of this stuff. In fact, planner Lyssa Leitner told me, after considerable questioning, that, well, what is it? It's undetermined.

I said what does that mean? She said, well, it's how you feel. If you like the light rail or you want to do it, that's valuable to you, but otherwise, no, it isn't.

And so this to me, I mean, would you invest in the stock market if it was undetermined, the returns, your hard-earned money? Well, this is what's happening here. This is because, you know, some people think that we should have it, when in fact it's we are nowhere near dense enough here. The actual Minnesota density is like 66.6, and some people think that's a significant number, 66.6. That's the actual density of people per square mile in Minnesota. Well, obviously it's greater in Minneapolis and St. Paul, but nowhere near the 13, 14 thousand, or even more density, that is required to have the transit's operation make a profit, as they do in, you know, New York, for instance. They make like a penny on every ride.

So I think that we don't have the density here, and we just don't have the -- you know, the people here, I don't think they want it. As far as transportation, only like four percent for light transit, according to the survey in the St. Paul paper, and I think that applies, you know, to a good portion of the metro area. So I don't think we can ignore these, I don't think we can laugh them off. So that's important

to be considered.

The other thing I want to mention is the congestion; and again, at one of the early meetings, Lyssa Leitner, I was talking to her. I said, well, does this relieve congestion? She said no, it doesn't relieve congestion. And I was, you know, wow, what are we doing this for? Well, it will kind of rearrange it, I guess.

So, you know, I have great concern. This is taxpayer money. And the other, the greatest concern is supposing we build this thing and we decide, you know what, we don't want it, we're going to get rid of it. Well, you better be ready to pay back the Feds every last penny that you've got going, because they can do that, it's written into all the contracts, so.

Anyhow, I want you all to think seriously about this and, you know, do what you can to -- you know, I love, myself, buses, I really do love buses, and I think buses are it. And you know what, this is the modern age. The rail age was back in the 1800s, and, you know, it was good then, but now it doesn't service. Heavy rail going down a dedicated line, what if the jobs really--either we don't know--I mean, what if the jobs are someplace else? It could be useless. And the idea that we can build all these, you know, condos along the way, the labor shed and the community shed, being next to

one another, you're forcing people then to do things. I don't think Minnesotans or Americans want to do that.

So I urge you all very carefully to consider this. I think we can, with smart buses and smart lanes and smart cars, and cars are going to be able to drive themselves pretty soon, I think we can get people around effectively. So thank you very much.

CHAIR LEHRKE: Thank you for your comments, Bob.

Our next speaker is Matt Behning. If you could please state your name and address for the record.

MR. MATT BEHNING: I'm Matt Behning. I'm from Stillwater, 3447 Maureen Lane. I, like Bob, I'm interested in this area, because I'm just as invested as a taxpayer and CTIB.

Over the last year, I've been watching the progress of all these transit corridors developed in the County, specifically with the concern about cost versus benefit. I'm not anti-bus either. So these projects and their reliance are primarily funded by taxpayers who will never hear, let alone use, these bus routes.

I investigate more on this Red Rock, but the Red Rock is most concerning. It started in September when I pressed to see the raw surveys results, like Bob mentioned. They use these studies to secure their

funding. They're reported in the AAU, the Alternatives Analysis Update, so it's pertinent here. Suspicion arose when I realized these reports in the survey were nothing like the corridor results I've seen in other corridor studies. Usually you see some negative comments and you'll see that projected in there, their self-reports. I didn't see any of that. And I have evidence to that on my -- I posted all this online.

After filing a Data Practices Act with the Assistant County Attorney, as Bob mentioned, I obtained the survey results. Come to find out over a third of the citizens to fill out these surveys filled out comments critical to cost, lack of ridership, inconvenience of use, and none more apparent than the results of the September 2013 survey. I brought this evidence to the findings, to the County Board members, the Red Rock Corridor planners, speaking of the conflict of interest having studies run, develop their own surveys, conduct them, interpret the results, and report those results to secure their funding, and no action was taken.

The RRC Commissioner posted the comments for the public for their September Citizens Advisory Council meeting on September 24th, and I saw that meeting, and the comments were distorted, and they bunched the comments down to no expense, minimal cost, things have to

change. They just took liberty to edit those comments down. You place them side by side with their original comments, and I honestly can't understand the correlation with how they got that interpretation.

This one-sided surveys with the manipulated results is just the beginning. You look back at the original 2007 AA study, Alternatives Analysis Study, it says the BRT option that they're choosing in December would only cost 75 million. That's only to cover the bus shoulder enhancement. It's in 8-3 of the 2007 report. And so a lot of costs are left out. If you look up the technical memorandum, No. 4, the capital cost evaluation, some of the things missing are 14.3 million for 20 additional buses, it's on page 7; 11.1 million for Lower Afton Road BRT station upgrade; 6.5 million for the Cottage Grove station; 6.2 million for the Newport transit station; and the bus-only connection from 61 to the Newport station is going to be 6.3 million, it's on page 37; and to finish it up here, approximately 6 million to build a transit station in Hastings; and 4 million to build a bus maintenance shop; and lastly, the cost adjustments for inflation is estimated at 20 million, this is their own 3.5 percent a year figure. That's a total of $74 million missing from the $75 million projection in 2007. Bring us up to today, we

have a $45 million quote for this BRT line. This is just disappointing to hear these downplayed numbers, adjusting what's actually in the cost; and it's -- and if you look to the Red Line Corridor in Apple Valley, that line is only eleven miles long, and it cost $112 million. The Red Rock Corridor is going to be 30 miles long and it's going to be $35 million?

So these miscellaneous costs are also missing: Such as the $35 million project to completely tear out and rebuild the overpass at the County Road 19/61 interchange, and this is not for anything but allowing bus/shoulder activity to get down to this Newport town that they're going to build around the center and have housing and everything. Another unmentioned cost is $2 million for all these studies.

Lastly--thank you for agreeing with me--the ridership numbers they're using to justify the construction is based on 2030 projections of 2,400 riders a week, riders a day, on the Red Rock Corridor. US 61 has 30,000 vehicles a day, according to MnDOT; and in 2030, it's going to have 45,000 cars a day. For a road that current and future volume estimate is far too generous. Again, to the Red Line in Apple Valley, Cedar Avenue sees 90,000 cars a day. Their Red Line Corridor sees 835 riders a day. So, yes, that volume is

twice what the 2030 volume here in Cottage Grove is going to be, and they say 835 riders, but this actual real-world numbers --

CHAIR LEHRKE: Mr. Behning, I'm sorry, we're just running towards the end, actually, your five minutes is up, so if you could just wrap up your comments, please.

MR. MATT BEHNING: Okay, so, yeah, sorry. So how does this one-to-five-percent improvement justify spending on such a massive scale?

As a taxpayer, I feel completely betrayed by the Corridor staff, refused to modify their dishonest studies and behavior, and the local County Board for refusing to stop this conflict of interest. I've been telling each one of them about this. We are being lied to ourselves and our children if we have to pay for this AA study, it's all aground to build this unsustainable project. Sorry about going over.

CHAIR LEHRKE: Thank you for your comments. Our next speaker is Jim Dorniden. Sorry. Please approach the podium and state your name and address for the record, and just a reminder of the five minutes.

MR. JIM DORNIDEN: I am Jim Dorniden. I live at 8420 Greene Avenue South, Cottage Grove.

I am against, especially against studying

the light rail, and bus rapid transit is just as feeble as the alternatives, from my opinion. I don't see the necessity for it. I look and I think what we've got here, we've got people who have this grand vision of what they want to happen some day and what they want the world to look like, but the reality is missing.

I've driven here 61 for probably 30 years now, that I've lived here, and they can always use better, more and more lanes, everywhere I've been. At least at some point of the day or of the year, weather like this, an accident or something like that is going to cause traffic problems here, which none of these mass transit projects seem to address any way to alleviate any problem like that.

Like I've heard here, I did see Matt's stuff online, and I do wonder why we're going to spend millions of dollars on something that's going to be a five-percent nick in some kind of a niche little project there. I ask myself who benefits and who pays. What I see is unions will benefit; people who were pushing this project will benefit; some cities might have some benefit, but they're going to have other problems.

I used to have a business not far from the light rail Central Corridor, and I've seen all those businesses go down the toilet, all over there, the places

where you could go eat, now that have left after two or three years of construction; and you don't take into the cost, into account the cost that happens to all those businesses on the way. Every place you start with these projects, they're losing business, they're never reimbursed; and I think an apology to them isn't really worth a whole lot if they lose their business.

Have you ever, have you tried to offer this type of an opportunity, I would say this is a business opportunity, everybody's thinking this is going to be so great, did you offer this business opportunity to a private company, see if -- how many people want to bid on this? If you've got no bidders, there is no need for it and there is not going to be a payback on it.

I'm not looking to go spend $100 million on the initial project, and every year spend another 10 million to keep it up, operating costs. It doesn't make sense.

I think if you want to do something like this, you should just take, go to Metropolitan Council and tell them we'd like to try another couple buses here, add a couple groups at a couple times, start little by little. You don't start and build a Met Stadium when you've got a little league team on the field. It doesn't make sense. Twenty-five years, yes, you'll need a

Met Stadium. In the meantime, you've got a stadium where little leaguers play. It doesn't make sense.

I don't think -- and like I say, who benefits and who pays? We're all going to be paying for it, and only maybe five or ten percent that benefit. I don't think that's -- you know, I wonder how many people here were pushing the project or how many people here, were here, who have investigated it. If there was a 401(k) option, would you put your money into this, knowing it's going to lose money every year? It's going to cost you hundreds of million of dollars, and then as I say, you lose money, you pay, instead of get a return on its investment? I don't see it. I don't see it at all. I think, like I say, add a few express buses, if you need to, but. That's my total comments then.

CHAIR LEHRKE: Thank you for your comments, Jim.

Our next speaker is Beverly Moreland. Good afternoon.

MS. BEVERLY MORELAND: Hi.

CHAIR LEHRKE: I'm sure you know the drill by now, but go ahead, state your name and address for the record.

MS. BEVERLY MORELAND: Beverly Moreland, 8679 Greystone, and I am very much against this and

I'm -- it seems like we've got a wish list of certain people in our community that want to push stuff down our throat whether we want it or not, and every single person in this community that I've talked to do not want this. They never have, and I don't think they ever will. They don't think they'll ever use it.

And I don't know if you guys are aware of it--well, you must be aware of it--but if you're getting subsidies or grants or funding or whatever from the government, that is taxpayer money, that is our money; and I'm tired of your little wish lists that you're just pushing on us for stuff that is not necessary, and I just think it's wrong.

Buses on rails or whatever, they can't go where the people are, they're on a straight line, so people are going to have to use their vehicle to get to that train or bus or whatever, and that's totally ridiculous. Make the roads wider. If we need another lane, make another lane, or whatever. But you don't need to spend millions and millions of dollars on something that this community does not need or want. Thank you.

CHAIR LEHRKE: Thank you for your comments, Beverly.

I don't have any more forms in front of me, but is there anyone else from the audience that would

like to come and give some time, their statement? Please, yes. Approach the podium and state your name and address for the record.

MR. CLARENCE SOLEIM: My name is Clarence Soleim, 15425 - 110th Street in Hastings.

It was not my intention to come speak, but I'm overwhelmed by the number of people who are speaking against this. I wish you to know that I support it. I think public transportation is very important. We have a lot of things that we buy and pay for that we really feel might be stuffed down our throat, but I think public transportation is very important.

I happen to be very close to this project. Years ago, I was serving on the City of Hastings City Council, and on the HRA. I'm fully aware of the many, many thousands of dollars the City of Hastings invested in this project. The Anston Brothers property right next to the depot, the railroad depot in Hastings, was acquired so that we could have light rail transportation from Hastings to the Twin Cities. Later, we bought UBC, Birchen Oil. So a large parcel has been cleared to prepare for the eventuality of light rail, or now bus transportation.

But this is really important for a lot of things in our communities. One of them is the

availability of people who can't afford cars to get to maybe a job in the Cities; or vice versa, people in the Cities looking for work, to find work in Hastings. We have several manufacturing companies that employ people, and they're not really high wages, but they would be available to use public transportation for that.

We have a beautiful bike system in Hastings. A lot of people come to Hastings to recreate and use our bike trails, and it's right there at the railroad depot, or the bus depot, if you will.

Education: I have a grandson. Years ago, I said Jonas, when you graduate from high school, you might be able to take the light rail to the University of Minnesota. He is a senior this year and is planning to go to the University of Minnesota. Unless he gets into graduate school and goes for a doctorate in chemistry, I don't think that that rail or the bus will be moving, because we're talking about not 19 -- well, we were looking at light rail in 2016. We're now talking bus transportation 2030. So we're looking out there quite a few years.

My point is I think it has great advantages, not just for Hastings, but all along the way. If we hadn't spent so many millions of dollars upgrading the transportation on Highway 61 at Newport, and still had

the bottleneck that we had ten years ago, I think they would probably more support this project.

But in any event, I wanted to express my feeling that this is an important project, and I urge you to continue to move ahead on it, and judiciously watch the expenses, but this does serve the communities and has my support. Thank you.

CHAIR LEHRKE: Thank you for your comments. Is there anyone else from the audience that would like to speak today? Anyone else?

Well, we just want to thank everyone for participating in the public hearing today. As a reminder, the Commission will also be accepting written comments until February 14th and will review all comments at the next Commission meeting. So thank you for coming and being here today.

(Public hearing concluded at 4:50 p.m.)

* * * *

REPORTER'S CERTIFICATE

I, Janice L. Lund, do hereby certify that I recorded in stenotype the meeting in the foregoing matter on the 23rd day of January, 2014;

That I was then and there a Notary Public in and for the County of Washington, State of Minnesota;

I further certify that thereafter I transcribed into typewriting under my direction the foregoing transcript of said reported meeting, which transcript consists of the typewritten pages 1 through 21;

I further certify that said meeting transcript is true and correct to the best of my ability.

WITNESS MY HAND AND SEAL THIS 31st day of January, 2014.

_____

Janice L. Lund
Registered Professional Reporter

# DAKOTA COUNTY REGIONAL RAILROAD AUTHORITY
# DAKOTA COUNTY, MINNESOTA

February 25, 2014 — Resolution No. 14-007

Motion by Commissioner Slavik — Second by Commissioner Gaylord

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**Resolution Of Support To Endorse Red Rock Corridor Commission's Adoption Of Alternatives Analysis Update And Washington County's Request For State Bond Funds For Red Rock Corridor**

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

WHEREAS, the Red Rock Corridor is a regionally and nationally significant transportation route that extends from Hastings and points south through the Union Depot and on to Minneapolis; and

WHEREAS, Dakota County is a member of the Red Rock Corridor Commission; and

WHEREAS, the Red Rock Corridor Commissioner has completed an Alternatives Analysis in 2008; and

WHEREAS, the Red Rock Corridor Commission will be finalizing an Alternatives Analysis Update in early 2014; and

WHEREAS, the results of the Alternatives Analysis Update have incorporated new information with respect to population, travel patterns and infrastructure development; and

WHEREAS, the results of the Alternatives Analysis Update will allow the Commission to make more informed and strategic decisions about the next steps in the Transitway development process; and

WHEREAS, the Alternatives Analysis Update will serve as a basis for future environmental analysis and design work; and

WHEREAS, additional resources will be needed to advance development of transit alternatives in the Red Rock Corridor.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Regional Railroad Authority hereby supports the Red Rock Corridor Commissioner's adoption of the Alternatives Analysis Update contingent upon the Red Rock Corridor Commissioner's adoption of the Alternatives Analysis Update; and

BE IT FURTHER RESOLVED, That the Dakota County Regional Railroad Authority hereby supports Washington County's request for the State of Minnesota to provide $1,000,000 in state bond funds to Washington County for engineering and environmental analysis work following the selection of the locally preferred alternative and for the preparation of an application to seek Federal Transit Administration funds for the Red Rock Corridor contingent upon the Red Rock Corridor Commission's adoption of the Alternatives Analysis Update.

**STATE OF MINNESOTA**
**County of Dakota**

| | YES | | NO |
|---|---|---|---|
| Slavik | X | Slavik | |
| Gaylord | X | Gaylord | |
| Egan | X | Egan | |
| Schouweiler | X | Schouweiler | |
| Workman | X | Workman | |
| Krause | X | Krause | |
| Gerlach | X | Gerlach | |

I, Chris Gerlach, Secretary-Treasurer, Dakota County Regional Railroad Authority, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Dakota County Regional Railroad Authority at their session held on the 25th day of February 2014, now on file in my office, and have found the same to be a true and correct copy thereof.

Witness my hand this 4th day of March, 2014.

Chris A. Gerlach

Secretary-Treasurer

# Red Rock Corridor Commission
# Resolution 2014-01

## Resolution Approving the Findings of the Red Rock Corridor Alternatives Analysis Update (AAU) Study and adopting the Final Report

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

**WHEREAS,** the Red Rock Corridor is a regionally and nationally significant transportation route that extends from Hastings through St Paul and on to Minneapolis; and

**WHEREAS**, the Red Rock Corridor Commission completed an Alternatives Analysis in 2007; and

**WHEREAS**, the Red Rock Corridor Commission has undertaken Alternatives Analysis Update (AAU) study that incorporated new information with respect to population, travel patterns and infrastructure development; and

**WHEREAS**, based on technical information, and the goals and objectives evaluation from the AAU, it has been concluded that BRT is the alternative that is best aligned with the Red Rock Corridor Commission's approved objectives.

**WHEREAS**, this conclusion has been made based on input received from the public in a variety of forums and in consultation with representatives on the Citizens Advisory Committee (CAC); and

**WHEREAS**, the results of the study will allow the Commission to make more informed and strategic decisions about the next steps in the corridor development; and

**NOW THEREFORE, BE IT RESOLVED**, that Commission hereby approves the findings of the Red Rock Corridor AAU study and adopts the AAU Final Report

Approved:

_____ _____

Chairperson Date Approved by Commission

I hereby certify that the foregoing resolution is a true and correct copy of the Resolution presented to and adopted by the Red Rock Corridor Commission at a duly authorized meeting thereof held on the 26th day of March 2014 as shown by the minutes of said meeting in my possession.

| | YES | NO | ABSTAIN | ABSENT |
|---|---|---|---|---|
| **LEHRKE** | | | | |
| **SLAVIK** | | | | |
| **RETTMAN** | | | | |
| **HIGGINS** | | | | |
| **HOLLENBECK** | | | | |
| **KELLER** | | | | |
| **PETERSON** | | | | |
| **FRANKE** | | | | |
| **GALLAGHER** | | | | |
| **BRENDMOEN** | | | | |
| **GORDON** | | | | |

**DATE:** March 21, 2014

**TO:** Red Rock Corridor Commission

**FROM:** Staff

**RE:** Financial Management Services Agreement Renewal

The joint powers agreement (JPA) for the Commission states that the Commission may contract with any of its members to provide contract management, legal review and budgeting services as the Commission's fiscal agent. The Washington County Regional Railroad Authority (WCRRA) has been serving as the fiscal agent for the Commission since its inception.

The attached financial management agreement was executed in 1999 between WCRRA and the Commission and was renewed in 2010, the next renewal is set for 2014 at time of election. The agreement would need to be renewed to allow WCRRA to continue to serve as the Commission's fiscal agent.

**Action**
Approve the renewal of the financial management services agreement through December 31, 2017.

DEPARTMENT
COPY

WASHINGTON COUNTY
158
Trans + Phy Dev.
Regional Rail
9/1/99 - 12/31,

# AGREEMENT FOR FINANCIAL MANAGEMENT SERVICES BY AND BETWEEN THE RED ROCK CORRIDOR COMMISSION AND WASHINGTON COUNTY

**THIS AGREEMENT** is made and entered into by and between the Red Rock Corridor Commission (hereinafter referred to as the Commission) and Washington County Regional Rail Authority pursuant to Minnesota Statutes § 471.59.

**WHEREAS,** the Red Rock Corridor Commission was formed by Joint Powers Agreement entered into by Dakota County Regional Railroad Authority, Ramsey County Regional Railroad Authority, Washington County Regional Railroad Authority, City of Cottage Grove, City of Hastings, City of Newport, City of St. Paul, City of St. Paul Park, Denmark Township, and Hennepin County regional Railroad Authority; and

**WHEREAS,** the Joint Powers Agreement delegated the Commission authority to enter into contracts; and

**WHEREAS,** Minn. Statutes § 471.59 authorizes two or more governmental units, by agreement, to jointly or cooperatively exercise any power common to the contracting parties or any similar powers; and

**WHEREAS,** the Joint Powers Agreement state that the Commission may contract with any of its members to provide contract management, legal review and budgeting services necessary or convenient for the Commission and otherwise act as the Commission's fiscal agent; and

**WHEREAS,** Washington County Regional Rail Authority (RRA) is willing to manage Commission funds, contracts for services approved by the Commission, and provide necessary legal, budgeting, and accounting services ;

**NOW, THEREFORE,** in consideration of the mutual promises and benefits that each party shall derive herefrom, and other good and valuable consideration, receipt of which is hereby acknowledged, the parties agree as follows:

## ARTICLE I

## PURPOSES

This Agreement has been executed by the Commission for the sole purpose of designating Washington County Regional Rail Authority to receive and manage Commission funds, to provide any and all budgetary and accounting services necessary and convenient for the Commission, including county contributions and grant monies awarded to the Commission, to

administer contracts necessary for Commission activities, and to provide legal services for the review and drafting of Commission contracts and grant documents.

## ARTICLE II

## SERVICES

Section 2.1 Budgeting and Accounting Services.

A. Washington County RRA shall provide budgeting and accounting services necessary to manage Commission funds, including Commission member contributions and grant monies. Such services shall include, but not be limited to management of all funds, including Commission member contributions and grant monies, payment for contracted services, and relevant bookkeeping and record keeping. Washington County RRA shall establish one or more separate funds for said monies and all interest earned from established funds shall be credited back to those same funds. All pertinent books, records, documents, and accounting procedures and practices shall be maintained by Washington County RRA and made available to the Commission, its member counties, and the State Auditor upon reasonable notice and shall be retained for a period of three years.

B. The contracting and purchasing requirements of Washington County shall apply to contracts let, grant applications submitted and purchases made by the Commission during the term of this Agreement.

Section 2.2 Accountability for Funds. All funds shall be accounted for according to generally accepted accounting principles. The Commission may request a report pertaining to budgeting and accounting services provided pursuant to this Agreement.

Section 2.3 Indemnification. The Commission agrees to defend, indemnify and hold harmless Washington County from claims, demands, and causes of action of any kind or character, including the cost of defense thereof, resulting from the acts or omissions, including negligent acts or omissions, of Washington County's elected officials, employees and agents in providing services under this Agreement. Nothing in this Section is intended by the parties as a waiver of any liability limits or immunities that the parties are otherwise entitled to under law. The requirements of this section shall survive the termination or expiration of this Agreement.

## ARTICLE III

## TERM OF AGREEMENT

Section 3.1 Term. The term of this Agreement shall be from September 1, 1999 notwithstanding the dates of the signatures of the parties, through December 31, 2004.

Section 3.2 Termination. This Agreement shall terminate upon the occurrence of one of the following events:

a. Upon written agreement of all parties;
b. On December 31, 2004.
c. Upon sixty days written notice of interest to terminate by either party, given to the other party.

Section 3.3 Distribution of Property. Upon termination of this Agreement, Washington County RRA shall pay all outstanding Commission obligations from funds managed by the Washington County RRA pursuant to this Agreement. Any property or surplus money in these funds after all such payments have been made shall be distributed to the Commission, except that Washington County RRA shall continue to hold any grant monies and shall manage said monies in accordance with the terms of any grant agreements then in force which obligate Washington County RRA to hold and/or manage such grant funds.

**IN WITNESS WHEREOF,** the parties have executed this Agreement on the dates indicated below.

Approved as to form:

9/23/99
Assistant County Attorney/Date

Approved as to form:

Assistant County Attorney/Date

WASHINGTON COUNTY
REGIONAL RAIL AUTHORITY

By: Myra D. Peterson
Board of Commissioners Chair
Date of Signature 10/5/99

Attest:
By: James R. Schug
Clerk to the Board

RED ROCK CORRIDOR
COMMISSION

BY: Myra D. Peterson
Chair of its Commission

Date: 10/5/99

## AMENDMENT NO. 1

## AGREEMENT FOR FINANCIAL MANAGEMENT SERVICES

This Amendment Number 1 is entered into by and between the Red Rock Corridor Commission and Washington County Regional Railroad Authority in order to amend Contract #758, dated October 5, 1999, thereto as follows:

1. Article III, Section 3.1, Term is deleted and restated as follows: "The term of this Agreement shall be from September 1, 1999, notwithstanding the dates of the signatures of the parties, through December 31, 2014, unless terminated as provided herein.

   This Agreement is subject to renewal every four years at election time, and in the event the Washington County Regional Rail Authority Chair is the same as the Red Rock Corridor Commission Chair, the Red Rock Corridor Commission Vice Chair shall sign the agreement.

2. Article III, Section 3.2, Termination is deleted and restated as follows: "This Agreement shall terminate upon the occurrence of one of the following events:
   a. Upon written agreement of all parties.
   b. On December 31, 2014.
   c. Upon sixty days written notice of interest to terminate by either party given to the other party."

All other terms and conditions of Contract #758 thereto not expressly amended herein remain in full force and effect.

**WASHINGTON COUNTY REGIONAL RAILROAD AUTHORITY**

Myron Peterson 12-21-10
Chair, Regional Railroad Authority Date

**RED ROCK CORRIDOR COMMISSION**

Joseph Hebert 12/3/10
Commission Vice Chair Date

James R. Schug 12/21/10
James R. Schug Date
County Administrator

Approved as to form:

12/13/10
Assistant County Attorney Date

**AMENDMENT NO. 2**

**AGREEMENT FOR FINANCIAL MANAGEMENT SERVICES**

This Amendment No. 2 is entered into by and between the Red Rock Corridor Commission and Washington County Regional Railroad Authority in order to amend Contract #758, dated October 5, 1999, and Amendment No. 1 dated December 21, 2010, thereto as follows:

1. Article III, Section 3.1, Term is deleted and restated as follows: "The term of this Agreement shall be from September 1, 1999, notwithstanding the dates of the signatures of the parties, through December 31, 2017, unless terminated as provided herein.

   This Agreement is subject to renewal every four years at election time, and in the event the Washington County Regional Rail Authority Chair is the same as the Red Rock Corridor Commission Chair, the Red Rock Corridor Commission Vice Chair shall sign the agreement.

2. Article III, Section 3.2, Termination is deleted and restated as follows: "This Agreement shall terminate upon the occurrence of one of the following events:
   a. Upon written agreement of all parties.
   b. On December 31, 2017.
   c. Upon sixty days written notice of interest to terminate by either party given to the other party."

All other terms and conditions of Contract #758 and Amendment No. 1 thereto not expressly amended herein remain in full force and effect.

**WASHINGTON COUNTY REGIONAL RAILROAD AUTHORITY**

Chair Date

Molly O'Rourke Date
County Administrator

Approved as to form:

County Attorney Date

**RED ROCK CORRIDOR COMMISSION**

Commission Vice Chair Date

**DATE:** March 21, 2014

**TO:** Red Rock Corridor Commission

**FROM:** Staff

**RE:** 2014 Website and Communication Services RFP

The Commissions 2014 budget includes $20,000 for website upgrades, hosting and content management of www.redrockcorridor.com as well as an additional $10,000 for communication services.

The WCRRA entered into a contract with Appevision on behalf of the Commission to provide website hosting and content management services through the end of May 2014. In addition to hosting the website Appevision created a new transit study page and effectively managed the distribution of the Red Rock Corridor E-newsletter.

**Scope of Services**
Staff has identified the following needs for website and communication services:

- **Website Hosting and Content Management** - ongoing
- **E-newsletter Distribution** – up to 12 issues per year
- **Website Reconstruction** - The website framework reconstruction has been an outstanding issue. The original website architecture has become dated making updates more difficult. If the webpage was converted to a newer design it would be easier to update. This would allow staff to do some of the updates in house instead of going through the website provider.
- **Branding** - This would also be an opportunity to upgrade the website and Red Rock materials with a fresher look for the corridor.

Since additional services are needed beyond the scope of the current Appevision contract, staff recommends that the Commission seek requests for proposals (RFP) from consultants to perform the work

**Consultant Selection Process**
A complete copy of the RFP will be posted on the Washington County website (www.co.washington.mn.us). In addition, the next edition of the Red Rock E-newsletter will include an announcement that the RFP has been released.

A proposal evaluation committee will be formed to review the proposals, interview short-listed candidates (if necessary) and make a recommendation to the Commission on who to select.

Staff recommends that the PEC consist of a mix of County and City staff consistent with past Commission solicitations.

**Timeline**
Below is the timeline for the consultant selection process.

| | |
|---|---|
| March 27, 2014: | RFP Released |
| April 24, 2014: | Proposals Due |
| Week of May 5, 2014: | Oral Interviews (if necessary) |
| May 27, 2014 | RRCC Approves Consultant Selection |
| June 1, 2014: | WCRRA Executes Contract and Issues Notice to Proceed |

**Action**
Approve the release of an RFP by the Washington County Regional Railroad Authority (WCRRA) on behalf of the Commission for website and communication services for June 1, 2014 to March 31, 2015 for a not to exceed amount of $30,000.

# Red Rock Corridor Website and Strategic Communications Request for Proposals (RFP)

Issued by:
Washington County Regional Railroad Authority
on behalf of the Red Rock Corridor Commission

Issued Date: March 27, 2014

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- A qualified respondent should review the attached specifications and submit seven bound copies, one unbound original and one digital CD-ROM of its Proposal to the below address. RFPs are due by **2:00 p.m. CST on or before April 24, 2014** to:

  Andy Gitzlaff
  Planner
  Washington County Public Works Department
  11660 Myeron Road North
  Stillwater, MN 55082
  (651) 430-4338
  Andy.gitzlaff@co.washington.mn.us

- The term of the contract award under this RFP is anticipated to be for a one-year period from June 1, 2014 to May 31, 2015

- RFP Contents
  1. Introduction
  2. Anticipated Scope of Services
  3. Instructions to consultants
  4. Evaluation of RFPs

  Appendix A: Evaluation of Proposals
  Appendix B: General Contract Terms and Conditions
  Attachment 1: Map of Preferred Alternatives
  Attachment 2: Current Logo to be Revised

## 1. Introduction

### a) Purpose

This Request for Proposals (RFP) is being issued by the Washington County Regional Railroad Authority (WCRRA) on behalf of the Red Rock Corridor Commission (Commission) to solicit Proposals for consultant services for website upgrades, hosting and content management, and branding and graphic design services for the Red Rock Corridor. This will include updates to the current website, hosting and guiding content management of the website, formatting and distributing monthly E-News releases, and the rebranding of the Corridor.

In 2007, the Red Rock Corridor Commission (RRCC) completed an Alternatives Analysis (AA) that identified commuter rail as the long-term transit investment for the corridor. However, because conditions in the corridor and region had changed and additional technical data had become available, the Commission decided to proceed with an Alternative Analysis Update to make decisions on how to create short and long term transit improvements in the corridor. The Alternatives Analysis Update (AAU) was completed in 2013 and can be found at the Red Rock Corridor website: http://www.redrockcorridor.com/transit-study.

The AAU Final Report concludes that the future vision for the Red Rock Corridor is Bus Rapid Transit (BRT) to provide all-day transit service to the Corridor. In moving forward with the development of BRT, the Commission will pursue a staged implementation plan. The first stage is to work with Metro Transit to increase express bus service to St. Paul/Minneapolis as well as promoting land use changes in the corridor to increase density and support all-day transit service. The second stage includes further evaluation of BRT and preliminary engineering. The third stage includes design and construction of BRT infrastructure as well as evaluation of additional transit services and mode to meet peak capacity needs.

In conjunction with the actions and improvements in each of the three stages, there are other broad and ongoing strategies that will be pursued by the Red Rock Corridor Commission as outlined in the AAU. One strategy is to advocate for integrated multi-modal investments including pedestrian and bicycle facilities, freight, rail, highway, and transit improvements that support mobility throughout the Red Rock Corridor. Another strategy is to advocate for funding for mobility improvements along the corridor. The final broad strategy is to continue to monitor the peak period capacity needs in to corridor to determine the timing for implementation of additional transit services, alternative modes, or capital improvements.

The Red Rock Corridor has transitioned from a commuter rail corridor to a Bus Rapid Transit corridor with a multi-modal staged implementation. The consultant will be responsible for updating the website, logo, and all corridor documents to match this new identity.

### b) Anticipated Scope

The anticipated scope of work for the Website and Strategic Communications includes, but is not limited to, the following tasks:

- Website Hosting and Content Management
- E-Newsletter Distribution
- Website Upgrades

- Branding and Graphic Design

**c) Corridor Background**

The Red Rock Corridor Commission is a joint powers board of local elected officials from Dakota, Ramsey and Washington Counties and the communities from St Paul to Red Wing. The Commission is supported by staff from Dakota, Ramsey and Washington County Regional Railroad Authorities. The Commission was formed in 1998 to address the transportation needs of the corridor.

The 30-mile Red Rock Corridor runs along Highway 61 and Interstate 94 from Hastings through the Union Depot in St Paul, connecting to Minneapolis. The corridor includes the counties of Dakota, Washington, Ramsey and Hennepin. The corridor has regional, statewide and national significance as a primary transportation route for automobile, truck, freight and passenger rail travel. A map of the corridor can be found in Attachment 1.

More information about The Red Rock Corridor can be found at the project website at www.redrockcorridor.com.

## 2. Anticipated Scope of Services

The consultant should base their submission off the anticipated work scope outlined below. Also submit a narrative that describes your teams experience preforming the following items and how that experience can directly relate to the needs of the Red Rock Corridor Commission.

**A) Website Hosting and Content Management**

The consultant will be responsible for hosting of the website and associated systems (database, etc). The canonical address of the website is http://www.redrockcorridor.com/, however there are multiple non-canonical urls associated with the address that will need to redirect a user to the canonical url. The consultant will keep the website at full operations for the duration of the contract, including during website reconstruction (see Scope Item C).

**B) E-Newsletter Distribution**

The consultant shall design a new e-newsletter template and will be responsible for formatting the content provided by WCRRA staff into the E-newsletter for the timely distribution of up to twelve (12) E-newsletters per calendar year. The consultant shall maintain the E-Newsletter distribution list at the direction of WCRRA staff.

**C) Website Upgrades**

The consultant will be responsible for upgrading the existing Red Rock Corridor website to address the issues and operational needs identified below. Throughout the website upgrade, the original website needs to remain operational as an information resource for members of the public and interested parties and should reflect the overall vision and goals of the Commission.

Under the current website framework, only the consultant team can make changes to the website. Website reconstruction shall enable staff members to make common text, graphic, and link changes to the website without assistance from the consultant. The

new website framework shall be in Word Press or a similar Content Management System that enables WYSIWYG web edits by WCRRA Staff.

The consulting team will be required to manage the transition from the original site to the new site. All content from the original site will need to be migrated into the new system. The consultant will provide training of the new system to WCRRA Staff.

The consultant will still be charged with making any large scale changes to the new website once conversion is complete.

**D) Branding**

Since the Red Rock Corridor has completed a new phase of study, the corridor logo and branding should reflect the new recommendations for the corridor. The current logo can be found in Attachment 2. The consultant will evaluate the current logo and recommend either a refreshment or re-design of the Red Rock Corridor Logo to match the findings within the AAU at the direction and approval of WCRRA Staff and the Red Rock Corridor Commission. Specifically, the logo and all branded documents should not be in conflict with the recommended mode (Bus Rapid Transit). All corresponding documents and publications will use this logo at the discretion of WCRRA. The consultant shall be responsible for providing updated electronic images (in .png, .eps, and .jpg formats), templates, and general documents containing the logo (including but not limited to a letterhead in Microsoft Word, Microsoft PowerPoint templates, and an E-Newsletter template, various corridor maps and stock multi-modal images that promote the goals of the Commission) at the direction of and for use by WCRRA. The consultant is to prepare a usage guideline document that details approved color palettes, fonts, sizing, and color schemes, etc. The consultant shall update the website to reflect the new branding once the logo is approved by the Red Rock Corridor Commission.

The consultant should anticipate participation in up to two (2) staff level workshops to review the new branding and attendance at up to two (2) Red Rock Corridor Commission meetings.

**E) Social Media**

The Red Rock Corridor does have an existing Facebook page. At this time, this will be the only social media the Commission will be engaged in. It is anticipated that WCRRA staff will continue to facilitate and update the Facebook page. If needed, WCRRA staff will look to the consultant to make suggestions on how the page can be better utilized and integrated with the website.

**F) Other**

The consultant should identify opportunities for enhancing electronic communications beyond what is listed in this work scope.

## 3. Instructions to Consultants

### A) General Information - Submittal of Proposals

Submit all Proposals by mail or in person to:

Andy Gitzlaff
Planner
Washington County Public Works Department
11660 Myeron Road North

Stillwater, MN 55082
(651) 430-4315
Fax: (651) 460-4350
Andy.Gitzlaff@co.washington.mn.us

Deadline for submission of Proposals is 2:00 PM Central Standard time (CST) April 24, 2014. Proposals received after the due date and time will not be accepted and will be marked "LATE" and shall be returned to the respondent(s).

Submissions shall be prepared double sided on 8 ½ x 11 paper, with all text clear of binding. Use of 11 x 17 fold-out sheets for large tables, charts, or diagrams is permissible, but should be limited. Index the proposal and sequentially number all pages throughout or by section and include a table of contents. Binder and covers will be at the proposer's discretion. All proposals should be clear when reproduced as black and white photocopies.

A proposal may be withdrawn on written request of the consultant prior to the proposal due date. Negligence of the consultant in preparing a proposal confers no right to withdraw the proposal after the proposal due date. If the intent of the consultant is not clearly identifiable, the interpretation most advantageous to the county will prevail. Once submitted a proposal becomes public property and will not be returned.

The WCRRA reserves the right to waive any minor irregularities in the RFP process.

**B) Valid Proposal**

In order to be considered valid, the Proposal shall be in writing, submitted on time in sealed packages and be signed by an officer of the proposer who can be accountable for all representations.

The Proposal must contain the following information, presented in the order shown:

1. Cover Letter
2. An Executive Summary of not more than two (2) pages.
3. Profile of proposed team including the size and organizational structure, past history, and the status and outcome of any lawsuits brought against the proposer in the past five years.
4. Description of Proposers overall approach.
5. Base Work Plan with a breakdown of project by phases or tasks. For each task listed, identify:
    - Specific staff to be involved, roles, and responsibilities.
    - Time commitment for each person (hours)
    - Schedule illustrating task relationships including anticipated meetings over the duration of the Schedule
6. Description of proposal team's past experience providing similar services, including:
    - Names and addresses of contact persons
    - Description (history and experience) of proposal team members role in each project
    - Experience with similar type projects in scale and function
7. Project Personnel Profile

- Resumes of key project personnel, including prior projects of similar size and scope for which the personnel played the same or a similar role as proposed for the WCRRA project and the status and outcome of any lawsuits brought against team member firms in the last five (5) years.
- Organizational chart of the proposer's team identifying firm relationship and function of all key positions.
- Confirm that each team member will be fully engaged in the study as described for the duration of the contract.
- Description of the current assignment and time commitment to that assignment for all key personnel.

8. Budgets *(Pricing information shall be included with the proposal)*
   - Hourly budget broken down by team member, by firm, and by task.
   - An estimate of reimbursable direct expenses by firm and expense type.
   - A 10% contingency
9. Suggested Modifications to Base Work Plan
   - Description of additional work tasks including description of benefits to the design process.
10. Conflict of Interest
    - The proposer shall list past or present involvement of all projects that may constitute a conflict of interest. WCRRA reserves the right to exclude Proposers that have an organizational conflict of interest.

**C) Budget**

The Red Rock Corridor Commission has established a not to exceed amount of $30,000, including a 10% contingency, and be broken down by firm and by task.

**D) Schedule**

The Commission will select a consultant in accordance with the following schedule:

| Date | Item |
|---|---|
| March 27, 2014 | - Release Request for Proposals |
| April 3, 2014 | - Questions Due by 2:00 p.m. |
| April 10, 2014 | - Response to Questions (posted on Washington County Website) |
| April 24, 2014 | - Submissions Due |
| April 25 – May 15, 2014 | - Review Submissions, interviews (if necessary, anticipated for week of May 5), select consultant, prepare scope of work and contract negotiations |
| May 22, 2014 | - Commission approval |
| June 1, 2014 | - WCRRA executes contract with selected consultant and issues Notice to Proceed |
| May 31, 2015 | - End of Contract |

**E) Clarifications and Additions**

Any changes to this RFP will be made in writing and no verbal modifications will be binding.

**F) Contact Person**

The proposer's sole point of contact for this proposal is Andy Gitzlaff. No contact regarding this RFP is to be made with Board members of the Commission, the Regional Railroad Authorities of Washington and Ramsey, or the cities within the corridor or members of their staff. Contact of any above person or elected officials may result in the rejection of a consultant's proposal.

**G) Questions**

Proposers may address questions related to this RFP in writing only to Andy Gitzlaff by email Andy.gitzlaff@co.washington.mn.us . Questions must be received by the deadline 2 p.m. on Thursday, April 3, 2014.

Answers to all the written questions received will be posted on the Washington County Regional Railroad Authority website http://www.co.washington.mn.us/bids.aspx by 2 p.m. on Thursday, April 10, 2014. No other technical assistance will be offered in regard to this RFP.

**H) Exceptions and Deviations**

Any exceptions to the requirements of this RFP must be including in the proposal submitted by the proposer. Identify the exceptions as a separate element of the proposal under the heading, "Exceptions/Deviations." Failure to note exceptions shall be deemed a waiver of objections.

**I) Disclosure/Conflict of Interest**

The proposer shall list past or present involvement of all projects that may constitute a conflict of interest.

**J) Contract Award, Pre-Contractual Expenses**

Pre-contractual expenses are defined as expense incurred by the proposer in:

- Preparing its proposal in response to this RFP
- Submitting that proposal to the Commission
- Negotiation with the Commission in any matter related to this proposal
- Any other expense incurred by the proposer prior to the date of execution of the proposed agreement.

The Commission shall not, in any event be liable for any pre-contractual expenses incurred by the proposers in the preparation of their proposals. Proposers shall not include any such expense as part of their proposals.

**K) Joint Offers**

Where two or more consultants desire to submit a single proposal in response to this RFP, they should do so on a prime-subcontractor basis rather than as a joint venture. The WCRRA intends to contract with one single firm and not multiple firms doing business as a joint venture.

**L) WCRRA Rights**

The WCRRA may investigate the Proposals of any proposer under consideration, require confirmation of information furnished by proposer, and require additional evidence of Proposals to perform the work described in this RFP. The Commission reserves the right to:

- Reject any and all proposals if such action is in the public interest
- Cancel the entire RFP
- Remedy technical errors in the RFP process
- Appoint evaluation committees to review proposals
- Negotiate with any, all, or none of the RFP respondents
- Reject and replace one or more subcontractors
- Use any or all proposer ideas and/or approaches presented. Selection of the proposal does not affect this right.

This RFP does not commit the WCRRA to enter into a contract, nor does it obligate the WCRRA to pay for any costs incurred in preparation and submission of the proposals or in anticipation of a contract.

**M) Technical Documents**

All electronic and hard copy versions of documents produced by the proposer will be the property of the WCRRA. All such documents shall be turned over to the WCRRA in their original format, including electronic format, by the end of the project conclusion.

## 4. Proposal Evaluation and Contract Award

### A) Evaluation

1. WCRRA reserves the right to waive any minor irregularities in the proposal request process.
2. WCRRA reserves the right to interview any or all proposers at its discretion.
3. Proposals will be evaluated by a Proposal Evaluation Team selected in accordance with the provisions of Appendix A.
4. The Proposal Evaluation Team may be comprised of staff and elected officials from the following agencies: WCRRA or the Red Rock Corridor Commission. Others may be added at the discretion of the WCRRA.
5. The Proposal Evaluation Team will review and evaluate proposals based on the following criteria:
    a) The experience and availability of the Project Manager and staff assigned to the project.
    b) The cost estimate.
    c) The project schedule.
    d) The Consultant understands of the scope, purpose and necessity for the project.

The evaluation team may conduct oral interviews with selected proposers if necessary. WCRRA will not be responsible for any costs incurred by a proposer in preparing for or making a presentation.

The WCRRA project manager will make a final recommendation based on the written proposals, the results of oral interviews, reference checks, and the recommendation of the Proposal Evaluation Team. That recommendation will be presented to the Red Rock Corridor Commission for approval.

The Commission reserves the right to award a contract for the communication services to other than the low bidder or proposer.

**B) Contract**

The agreement to be executed between the successful proposer and WCRRA will include the General Terms and Conditions, which have been included in this RFP as Appendix B, and the successful proposer's proposal.

# APPENDIX A
# EVALUATION OF PROPOSALS
# GENERAL RULES APPLICABLE TO THE SELECTION PROCESS

1. Each proposer will be treated equally and fairly, with decisions being made on announced criteria using only information received through the selection process.

2. Each potential proposer and selection panel member shall receive a copy of this Evaluation of Proposals rules and guidelines as part of the RFP solicitation.

3. All contacts following issuance of the RFP until submission of proposals is through the RFP Administrator. Except as provided in these rules, attempts to contact Rail Authority staff, elected officials, or evaluation team members directly during this time will result in rejection of a proposal.

4. If a proposer contacts WCRRA staff, elected officials, or evaluation team members directly for technical assistance relating to the submission, the staff, official or member shall refer the proposer to the RFP Administrator without further discussion and without disqualifying the proposer from consideration pursuant to Rule 3., above. If a request for technical assistance regarding the submittal is made to the RFP Administrator by a proposer, WCRRA staff, elected officials or evaluation team members may meet jointly with the RFP Administrator and the proposer, solely for the purpose of providing such technical assistance. Technical assistance means clarification or explanation of the County's procurement practices and policies and of the proposal process, including the steps necessary to be completed in order to submit a valid proposal.

5. The RFP shall describe the evaluation and selection process, including criteria, and may include weighting, whether oral interviews will be given, and identification of the selection team.

## GUIDELINES FOR THE SELECTION PROCESS

It is the purpose of these guidelines to ensure that the selection process be conducted in such a manner as to treat each proposer in a fair and equal manner. (The outlined process reflects the practices typically followed in the WCRRA's current selection process.)

1. After the proposal submission date, the RFP Administrator provides members of the selection team with a copy of each proposal and with the appropriate number of evaluation forms, as developed by staff from the initiating department, by the selection team, or jointly.

2. Members independently evaluate each written proposal, using the evaluation criteria set out in the RFP, and complete an evaluation form for each proposal.

3. The selection team meets to exchange and discuss the evaluations of the written proposals. The selection team determines which proposals will be brought forward for oral interviews if necessary.

4. Oral interviews if necessary:

a. The team can request a technical review of the proposals by staff before the interview.

b. Each proposer should be given the same amount of time, be asked the same core questions, and be interviewed by the same people.

c. If standard written questions are to be used, the team can submit questions to proposers ahead of time or when the proposer arrives for the interview. Questions can be developed by the team, by the staff of the initiating department or jointly.

d. Each team member completes an evaluation form based on the oral interview, using the criteria set out in the RFP and the evaluation form developed either by the selection team or by staff from the initiating department.

e. The team discusses the evaluations based on the oral interviews for each proposal based on both the written proposal and the oral interview.

5. Reference checks are conducted for the selected number of top-ranking proposers.

6. Selection team meets to receive information from reference checks and to make final selection, unless the team as a whole determines that additional information is required.

7. The WCCRA Project Manager contacts proposers for additional information requested by the team (if required).

8. After consideration of all information, the team prepares a written recommendation for submission to the Commission. The written recommendation shall clearly describe the selected proposer's Proposals using the established criteria and shall contain a summary of the proposals submitted by the top three or more proposers.

9. Upon selection of a proposer by the Commission, a contract will be prepared for approval by the Washington County Regional Railroad Authority.

# APPENDIX B
# GENERAL CONTRACT TERMS AND CONDITIONS

A professional services agreement will be prepared by WCRRA Commission upon selection of a firm. The professional services agreement will be the product of negotiations between the firm and the Washington County Regional Railroad Authority Commission.

Appropriate language will be added to document the specific nature and scope of services, costs, responsibilities, and liabilities of each party. Additional areas of concern may be incorporated, subject to mutual agreement between parties. General conditions set forth in this section are non-negotiable and will be incorporated into the professional services agreement. These provisions are considered minimum requirements and may be increased or expanded if it is agreed to be in both parties' interests.

I. **DOCUMENT FORMAT**

All word processing documents shall be done and provided to the WCRRA in Microsoft Word format, and not converted from other formats. Data files shall be provided in Microsoft Excel format. CAD files shall be provided in AutoCAD or MicroStation format.

II. **NONDISCRIMINATION**

The Consultant agrees to comply with the nondiscrimination provision set forth in Minnesota Statute 181.59. The Contractors failure to comply with section 181.59 may result in cancellation or termination of the agreement, and all money due or to become due under the contract may be forfeited for a second or any subsequent violation of the terms or conditions of this contract.

III. **STANDARDS**

The Consultant shall comply with all applicable Federal law, State statutes, Federal and State regulations, and local ordinances now in effect or hereafter adopted.

Failure to meet the requirements of the above shall be a substantial breach of the agreement and will be cause for cancellation of this contract.

IV. **POSSESSION OF FIREARMS ON COUNTY PREMISES**

Unless specifically required by the terms of this contract, no provider of services pursuant to this contract, including but not limited to employees, agents or subcontractors of the Proposer shall carry or possess a firearm on county premises or while acting on behalf of the WCRRA pursuant to the terms of this agreement. Violation of this provision shall be considered a substantial breach of the Agreement; and, in addition to any other remedy available to the WCRRA under law or equity. Violation of this provision is grounds for immediate suspension or termination of this contract.

V. **SUBCONTRACTING AND ASSIGNMENT**

The Consultant shall not enter into any subcontract for performance of any services contemplated under this agreement; nor novate or assign any interest in the agreement, without the prior written approval of the WCRRA. Any assignment or novation may be made subject to such conditions and provisions as the WCRRA

may impose. If the Consultant subcontracts the obligations under this agreement, the Consultant shall be responsible for the performance of all obligations by the subcontractors.

VI. **SUBCONTRACTOR PROMPT PAYMENT**

Pursuant to Minnesota Statute §471.425 subd. 4a., Consultant shall pay any subcontractors within 10 days of the Consultant's receipt of payment from the WCRRA for undisputed services provided by the subcontractor. The Consultant shall pay interest of 1½ percent per month, or any part of a month, to the subcontractor on any disputed amount not paid on time to the subcontractor. The minimum monthly interest penalty payment for an unpaid balance of $100 or more is $10. For an unpaid balance of less than $100, the prime Consultant shall pay the actual penalty due to the subcontractor. The subcontractor shall have third party rights under this agreement to enforce this provision.

VII. **DATA PRACTICES**

All data collected, created, maintained or disseminated for any purposes by the activities of the Consultant because of this agreement is governed by the Minnesota government Data Practices Act, Minnesota Statutes Chapter 13 (Act) as amended, and the Consultant shall comply with the requirements of the Act as if it were a government entity. The remedies in section 13.08 of the Act shall apply to the Consultant.

VIII. **AUDITS, REPORTS, RECORDS AND MONITORING PROCEDURES/RECORDS AVAILABILITY & RETENTION**

Pursuant to Minn. Stat. section 16C.05 subd. 5, the Consultant will:

A. Maintain records which reflect all revenues, costs incurred and services provided in the performance of this Agreement.

B. Agree that the WCRRA, the State Auditor, or legislative authority, or any of their duly authorized representatives at any time during normal business hours, and as often as they may deem reasonably necessary, shall have access to and the right to examine, audit, excerpt, and transcribe any books, documents, papers, records, etc., and accounting procedures and practices and involve transactions relating to this agreement. The Consultant agrees to maintain these records for a period of six (6) years from the date of the termination of this agreement.

IX. **JURISDICTION & VENUE**

This contract, amendments and supplements thereto, shall be governed by the laws of the State of Minnesota. All actions brought under this agreement shall be brought exclusively in Minnesota State Courts of competent jurisdiction with venue in Washington County.

X. **CONTRACTOR DEBARMENT, SUSPENSION AND RESPONSIBILITY CERTIFICATION**

Federal Regulation 45 CFR 92.35 prohibits the WCRRA from purchasing goods or services with federal money from proposers who have been suspended or debarred by the federal government. Similarly, Minnesota Statutes, Section 16C.03,

subdivision 2, provides the Commissioner of Administration with the authority to debar and suspend proposers who seek to contract with the WCRRA. Consultants may be suspended or debarred when it is determined through a duly authorized hearing process, that they have abused the public trust in a serious manner.

By signing this agreement, the Consultant certifies that it and its principals* and employees:

A. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from transacting business by or with any federal, state, or local governmental department or agency; and

B. Have not within a three year-period preceding this agreement: 1) been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (federal, state, or local government) transaction or contract, 2) violated any federal or state antitrust statutes, or 3) committed embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property; and

C. Are not presently indicted or otherwise criminally or civilly charged by a governmental entity for:

1) commission of fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (federal, state, or local government) transaction,

2) violating any federal or state antitrust statutes, or

3) committing embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property; and

D. Are not aware of any information and possess no knowledge that any subcontractor(s), that will perform work pursuant to this agreement, are in violation of any of the certifications set forth above; and

E. Shall immediately give written notice to the contract manager should the Consultant come under investigation for allegations of fraud or a criminal offense in connection with obtaining or performing a public (federal, state, or local government) transaction, violating any federal or state antitrust statute, or committing embezzlement, theft, forgery, bribery, falsification of records, making false statements, or receiving stolen property.

* Principals, for the purpose of this certification, means officers, directors, owners, partners, and persons having primary management or supervisory responsibilities within a business entity (e.g., general manager, plant manager, head of subsidiary division or business segment, and similar positions).

## XI. INDEMNIFICATION

The Consultant agrees it will defend, indemnify and hold harmless the WCRRA, its officers and employees against any and all liability, loss, costs, damages, and

expenses which the WCRRA, its officers, or employees may hereafter sustain, incur, or be required to pay arising out of the negligent or willful acts or omissions of the Contractor/Consultant in the performance of this agreement.

XII. **INSURANCE REQUIREMENTS**

The Consultant agrees that in order to protect itself, as well as the County, under the indemnity provisions set forth above, it will at all times during the term of this Agreement, keep in force the following insurance protection in the limits specified:

A. Commercial General Liability/Professional Liability with contractual liability coverage in the amount of the County's tort liability limits set forth in Minnesota Statute 466.04 and as amended from time to time.

B. Automobile coverage in the amount of the County's tort liability limits set forth in Minnesota Statute 466.04 and as amended from time to time.

C. Worker's Compensation in statutory amount. (if applicable)

Prior to the effective date of this Agreement, the Consultant will furnish the County with a current and valid proof of insurance certificate indicating insurance coverage in the amounts required by this agreement. This certificate of insurance shall be on file with the County throughout the term of the agreement. As a condition subsequent to this agreement, Consultant shall insure that the certificate of insurance provided to the County will at all times be current. The parties agree that failure by the Consultant to maintain a current certificate of insurance with the County shall be a substantial breach of the contract and payments on the contract shall be withheld by the County until a certificate of insurance showing current insurance coverage in amounts required by the contract is provided to the County.

Any policy obtained and maintained under this clause shall provide that it shall not be cancelled, materially changed, or not renewed without thirty day's notice thereof to the County.

XIII. **INDEPENDENT CONTRACTOR**

It will be agreed that nothing within the contract is intended or should be construed in any manner as creating or establishing the relationship of co-partners between the parties or as constituting the Consultant as the agent, representative, or employee of the WCRRA or the Public Works Department for any purpose or in any manner whatsoever. The Consultant is to be and shall remain an independent contractor with respect to all services performed under this agreement.

The Consultant will secure, at its own expense, all personnel required in performing services under the agreement. Any and all personnel of the Consultant or other persons, while engaged in the performance of any work or services required by the Consultant under this agreement shall have no contractual relationship with the WCRRA or the Public Works Department and shall not be considered employees of the WCRRA or Public Works Department.

XIV. **MODIFICATIONS**

Any material alteration, modification, or variation shall be reduced to writing as an amendment and signed by the parties. Any alterations, modifications, or variations

deemed not to be material by agreement of the WCRRA and the Consultant shall not require written approval.

XV. **MERGER**

It is understood and agreed that the entire agreement of the parties is contained here and that this contract supersedes all oral agreements and negotiations between the parties relating to this subject matter. All items referred to in this contract are incorporated or attached and deemed to be part of the contract.

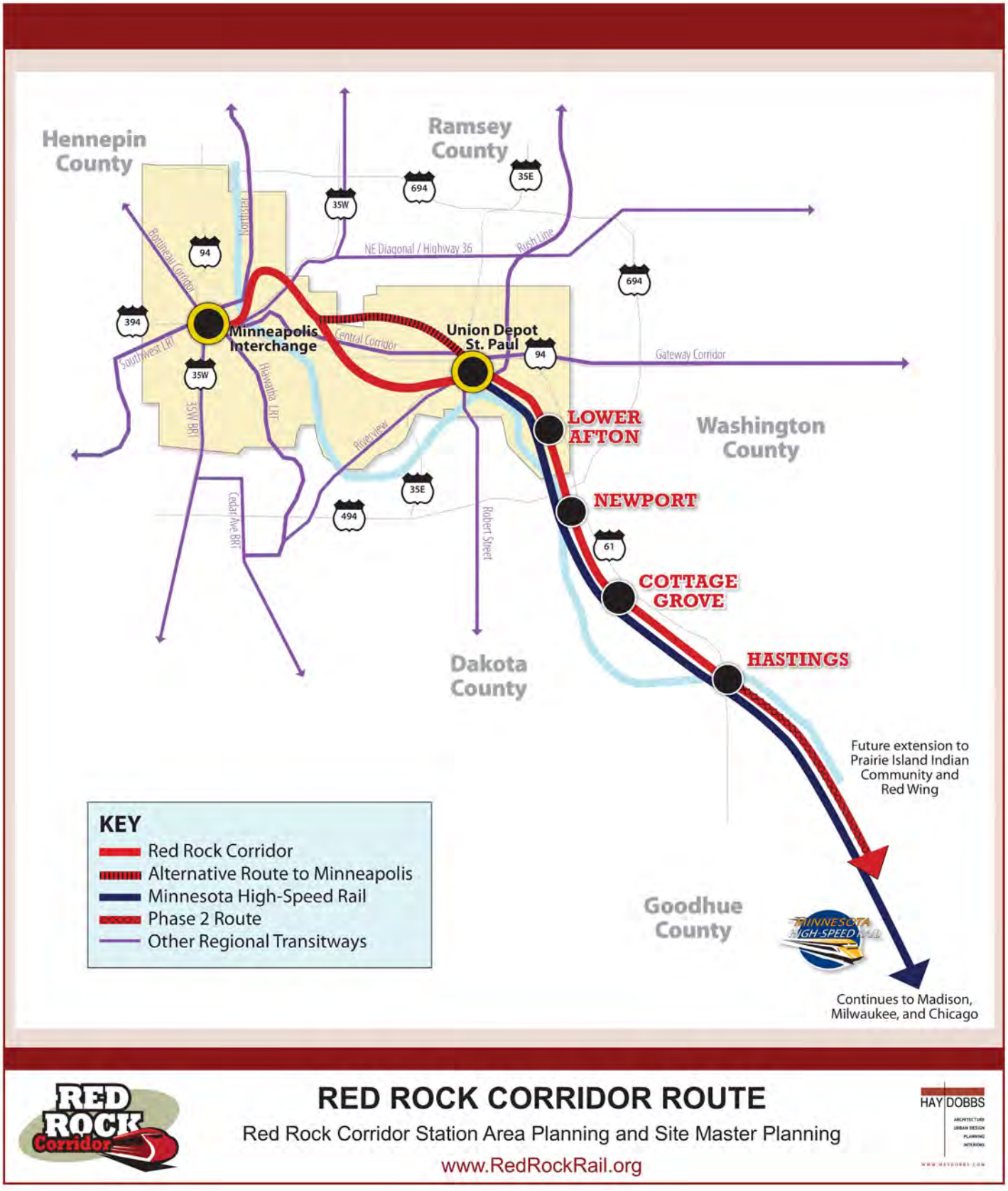
XVI. **CANCELLATION**

The WCRRA may cancel this Agreement at any time upon giving fifteen (15) days written notice sent to the Consultant at the address above.

XVII. **SERVICES BEYOND THE SCOPE OF THIS CONTRACT**

Any additional tasks added to this project must be by written amendment to this Contract signed by both parties.

# ATTACHMENT 1: MAP OF PREFERRED ALTERNATIVE



## ATTACHMENT 2: CURRENT LOGO TO BE REVISED



**DATE:** March 21, 2014

**TO:** Red Rock Corridor Commission

**FROM:** Staff

**RE:** Communication Update

**Website**
A total of 532 people visited the Red Rock website in January and 414 in February.

**Facebook**
The Facebook page is now up to 151 likes. A direct URL has also been created for the page https://www.facebook.com/RedRockCorridor

There have been no instances were comments needed to be removed from the facebook page in accordance with the Commission's facebook use policy.

**Enewsletter**
An e-newsletter will be sent out after the Commission meeting announcing any action taken on the AAU Final Report or the Website Services RFP.

**Action**
Information

**DATE:** March 21, 2014

**TO:** Red Rock Corridor Commission

**FROM:** Staff

**RE:** Legislative Update

**9a State Update**

Session officially convened on Tuesday, February 25. By law, legislators must adjourn by May 19.

Budget Surplus
Minnesota Office of Management and Budget (MMB) Announced $1.233 billion surplus for Fiscal Year 2014-2015 (through July 2015). Legislators will use this number to begin their constitutional obligation to balance the state budget. This forecast is a $408 million improvement over last November's forecast.

Governor Dayton Announces Supplemental Budget Proposal
Governor Dayton announced his supplemental state budget proposal. While the state's Fiscal Year 2014-2015 budget was established during last year's legislative session, this year the legislature has an opportunity to make adjustments due to the $1.2 billion budget surplus recently announced.

Bonding
Washington County has submitted a bonding request for $1 million for Red Rock that has been supported by the Commission. The bill has been authored and introduced in the Senate by Senator Katie Sieben and authored in the House by Representative Dan Schoen. It is unclear whether a specific hearing will be scheduled for the bill in either the House or the Senate before it is considered for possible inclusion in the transportation omnibus bill.

**9b Federal Update**
Please see the attached federal update prepared by Lockridge Grindal Nauen (LGN) for the Counties Transit Improvement Board (CTIB).

**Action**
Information

## Weekly Update for Week of March 10th

This week, the House began the appropriations process accepting recommendations for funding allocation and holding hearings with Administration and agency leaders who provided testimony on their funding needs. The Senate passed a bill reauthorizing a grant program for low income child care and began focusing on reauthorizing federal aid for the unemployed. Both the House and the Senate are in recess next week, March 17-21st.

## In this Update:


Senate Passes Child Care Block Grant Reauthorization Bill

Transportation Funding a Priority

Medicare Sustainable Growth Rate Fix goes to the Senate

Senate Clears Heating-Fuel Delivery Bill

Special News, Notes and Events

Minnesota Delegation Notes

Additional Media


### Senate Passes Child Care Block Grant Reauthorization Bill

On Thursday, March 13th, the Senate passed a bill that would reauthorize a federal child care block grant program and institute new health, educational and safety standards. The measure reauthorizes the Child Care and Development Block Grant Program which has not been reauthorized since 1996, directing about $2.4 billion in discretionary funds and $2.9 billion in mandatory funds in the current fiscal year to help low-income families pay for child care.

The bill would prohibit childcare providers from employing registered sex offenders, persons convicted of certain felonies, including child pornography, domestic violence, murder, and persons convicted of drug offenses within the last five years.

Additionally, the Senate adopted an amendment from Senator David Vitter (R-LA) that would require states to give priority for participation in the program to low-income families of children with disabilities, followed by families with very low income and then to families of children with disabilities. The amendment would also require the inspector general of the Health and

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Human Services Department to prepare a report on whether each state is appropriately prioritizing funds as dictated in the bill. States found not to be in compliance with the regulations would have to comply with the regulation within six months, or HHS would withhold 5 percent of the funds allocated to that state.

The House Education & the Workforce Committee Chairman John Kline (R-MN) has announced that his committee will hold a hearing on the the child care law on Tuesday, March 25th.

**Transportation Funding a Priority**

Appropriations leaders in Congress have reiterated plans to make transportation funding a primary focus in the upcoming budgetary planning process as the Department of Transportation gave notice that the Highway Trust Fund will soon be depleted. Peter M. Rogoff, acting policy director at the Department of Transportation said that federal reimbursements to states for their highway projects could be trimmed back as early as July.

The recent consensus on spending levels set in the Omnibus budget deal allows for domestic spending bills such as Transportation-HUD appropriations to clear Congress this year. Senate Appropriations Chairwoman Barbara A. Mikulski (D-MD) has said that Transportation-HUD will be among the first appropriations bills they mark up, hoping for completion by July 4th.

Perennial issues such as high-speed rail and the Housing and Urban Development Department Community development block grant program will undoubtedly pop up as hearing and markups progress but sources suggest this will not hinder its final passage. Senator Roy Blunt (R-MO), a member of the Senate Transportation-HUD Appropriations Subcommittee has said that he does not expect the measure to be held up in Committee unless partisan policy riders were attached to it.

Absent a new funding bill to keep highway, bridge, and transit spending at authorized levels, appropriators will be working with the Department of Transportation to divide money that is coming into the Highway Trust Fund. Rogoff announced at a House subcommittee hearing on Wednesday that without timely appropriations movement, DOT plans to first reduce reimbursements to states for ongoing projects, which could interrupt work in many northern states with abbreviated summer

construction seasons.

**Medicare Sustainable Growth Rate Fix goes to the Senate**

On Friday, March 14th, The House passed legislation that would change the way Medicare pays doctors, with an offset that is expected to be rejected by the Senate Majority.

The measure would repeal the sustainable growth rate formula (SGR) in current law, and replace it with a system to adjust payments based on performance factors or on a provider's participation in alternative payment models.

While lawmakers have agreed on the policy which constitutes the underlying bill, division remains on how to pay for the measure. The House adopted an amendment that would offset the bill's $138 billion cost with a five-year delay of the 2010 health care law's individual mandate penalty.

With the five-year offset, the replacement bill would reduce the deficit by $20.7 billion from 2014 through 2024, according to the Congressional Budget Office. During the first five years, when the mandate would not be enforced, the deficit would be reduced by $91.6 billion, according to the Congressional Budget Office. Without an offset, the bill would cost $138.4 billion for 2014 through 2024 to replace Medicare's sustainable growth rate formula with new payment systems, according to the CBO.

Senate Majority and Minority leaders have voiced concern have called for bipartisan negotiations to find a responsible offset that both sides could support. Leaders from both sides in the Senate have suggested they are most interested in results and fixing the sustainable growth rate once and for all.

The White House has threatened to veto House version of bill over the offset and the Senate is expected to take up the issue when it returns from a weeklong recess.

Lawmakers have until the end of the month to act before the current law expires and a 24 percent cut in Medicare physician payment rates take place.

**Senate Clears Heating-Fuel Delivery Bill**

The Senate on Thursday passed a bill that would allow for

emergency deliveries of propane and other home heating fuels to continue in states that have supply shortages. This years cold winter and a propane shortage affecting two dozen states in the Midwest and Northeast have prompted several governors to declare emergencies.

The measure, which was passed unanimously would exempt truck drivers from complying with Federal Motor Carrier Safety Administration rules that limit the number of hours truck drivers are allowed behind the wheel until May 31.

The House passed the legislation earlier this month as the bill now heads to President Barack Obama's desk for his final approval.

## KEY UPCOMING DATES

**September 30, 2014**

The comprehensive federal budget Congress passed in January of this year will expire on September 30th, which marks the end of fiscal year 2014.

**March 15, 2015**

While Congress passed legislation this week to raise the debt ceiling, action must be taken again prior to March 15, 2015 or the nation once again runs the risk of defaulting on its loans.

## SPECIAL NEWS, NOTES, AND EVENTS

**"Serving Our Troops" Reception**
*Wednesday, April 9, 2014*
*5:00pm-7:00pm*
Rayburn House Office Building - B369

## MINNESOTA DELEGATION NOTES:

**Senator Amy Klobuchar (D-MN)** introduced a bipartisan bill, the Reliable Home Heating Act, which seeks to better prepare states for possible propane shortages. Read more here.

**Senator Al Franken (D-MN)** announced that, at his urging, the Federal Energy Regulatory Commission has taken more robust

steps to securing the nation's power grid from possible terrorist attacks. Read more here.

**Congressman Tim Walz (D-MN-01)** won the annual Minnesota congressional hotdish contest for the second year straight. Read more here.

**Congressman John Kline (R-MN-02**) met with fire fighters from Minnesota's second congressional district last Friday in Eagan to discuss issues affecting them. Read more here.

**Congressman Erik Paulsen (R-MN-03)** got an assist in the annual congressional hockey game, a charitable event, and helped his fellow congressmen secure a rare victory over the opposing lobbyist team. Read more here.

**Congresswoman Betty McCollum (D-MN-04)** released a statement on the anniversary of the Violence Against Women Act to commemorate the law and to call for more action to prevent domestic violence. Read more here.

**Congressman Keith Ellison (D-MN-05)** appeared on MSNBC's *Now the Alex Wagner* to discuss his proposed budget. Watch here.

**Congresswoman Michele Bachmann (R-MN-06)** will be going to the UK to speak at the Oxford Union, a debate society, about the impact of bureaucracy on innovation. Read more here.

**Congressman Collin Peterson (D-MN-07)** was happy to announce that the Army Corp of Engineers will be funding the completion of the Roseau Flood Project. Read more here.

**Congressman Rick Nolan (D-MN-08)** sent a letter to Speaker John Boehner urging him to allow a bill to come to the floor that would permit an extension of unemployment insurance to all Americans. Especially a concern to the Congressman is the plight of 200,000 veterans who would be affected by inaction. Read more here.

**ADDITIONAL MEDIA**

**Senators Expect Vote on Bipartisan Jobless Aid Deal After Recess**
CQ NEWS- March 13, 2014

A bipartisan group of senators reached an agreement Thursday on a five-month extension of expanded jobless aid that appears to be headed toward passage later this month.

Jack Reed of Rhode Island, the top Democratic negotiator, and Dean Heller of Nevada, Reed's GOP counterpart, announced a pact that would resume the unemployment benefits that expired at the end of 2013 and provide retroactive payments to those whose benefits were cut off. The five-month extension carries an estimated cost of about $9.7 billion, and participants said it was fully offset by spending cuts or revenue-raising measures.

"We're not at the finish line yet, but this is a bipartisan breakthrough," Reed said.

"I am pleased that we have reached an agreement that will attract a sufficient number of Republican votes," said Susan Collins of Maine, one of a half-dozen GOP senators who took part in negotiations with Reed and Heller.

She said she expected Senate Majority Leader Harry Reid, D-Nev., to file for cloture on a motion to proceed to a bill containing the agreement on Thursday, setting up a vote soon after senators return from recess the week of March 24.

Democrats earlier rejected Heller's $9.7 billion proposal (S 2097) for a five-month extension of expanded unemployment compensation because of its offsets. They specifically attacked a key $3.2 billion offset that would deny full jobless aid to recipients of federal disability payments.

Democrats set aside efforts to move their own $12 billion proposal (S 2077) to extend expanded jobless aid for six months. That would have been offset through the use a rare procedural tool called directed scoring to capture savings from the new farm programs reauthorization (PL 113-79). Republicans had strongly opposed that approach to paying for an extension.

In their joint statement, Reed and Heller said the bipartisan agreement had support from five Republicans in all. They include Collins, Mark S. Kirk of Illinois, Lisa Murkowski of Alaska and Rob Portman of Ohio. The five Republican supporters would be just enough for Democrats to prevail on key procedural votes later this month, if all 55 members of the Democratic Caucus are unified in support of the measure.

The new agreement provides several offsets with bipartisan support, including an extension of customs user fees through fiscal 2024. It also includes two pension-related offsets.

A pension-smoothing provision would allow companies to lower some payments to pension funds by allowing a longer 25-year window for an interest-rate average used to peg the future value of funds. The measure would extend a similar offset that was contained in the 2012 surface transportation reauthorization (PL 112-141).

The agreement also includes a provision to allow operators of single-employer pension plans to prepay their flat-rate premiums to the Pension Benefit Guaranty Corporation.

The final package contains language by Sens. Tom Coburn, R-Okla., and Jon Tester, D-Mont., to deny jobless aid to individuals with adjusted gross income of $1 million or more.

The agreement provides for changes in the unemployment insurance program sought by Collins and other Republicans. It would direct some recipients of expanded jobless aid to get enhanced, personalized assessments and referrals to reemployment services

The extension of expanded jobless aid has been opposed by some Republicans who contend it does not include sufficient requirements to streamline job training program and prod workers to find and take new jobs.

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