Agenda
Red Rock Corridor Commission
Thursday February 23, 2012
4:00 p.m.

Cottage Grove City Hall, Council Chambers
7516 80th Street South
Cottage Grove, MN

	Action Requested
1. Election of Officers	Approval
2. Consent Items*	Approval
a. Minutes of the November 17, 2011 Meeting	
b. Checks and Claims	
3. 2012 Workplan and Budget Approval* - WCRRA	Approval
4. Advanced AA Study Option* - WCRRA	Approval
5. Support for East Metro Rail Capacity Improvements	Approval
a. RCRRA TIGER III Application Submittal (Reso. 2012-1)	
b. RCRRA State Bond Fund Request (Reso. 2012-2)	
6. New Starts Notice of Rule Changing*	Information
7. Legislative Update* – RCRRA	Information
a. State	
b. Federal	
8. Other	Information
a. Next Meeting – Thursday, March 29, 2012	

* *Enclosures*

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

Meeting Minutes

November 17, 2011
Cottage Grove City Hall
4:00 p.m.

Commission Members	Agency	Present
Joe Harris	Dakota County RRA	X
Autumn Lehrke	Washington County RRA	X
Janice Rettman	Ramsey County RRA	X
Mark Stenglein	Hennepin County RRA	
Barb Hollenbeck	City of Hastings	X
Jen Peterson	City of Cottage Grove	X
Myron Bailey	City of Cottage Grove	
John Hunziker,	City of St. Paul Park	X
Steve Gallagher	City of Newport	
Kathy Higgins	Denmark Township	
Jim Keller	Denmark Township	
Cam Gordon	City of Minneapolis	X
Lee Helgen	City of St. Paul	

Alternate Commission Member	Agency	Present
Liz Workman	Dakota County	X

Ex-Officio Members	Agency	
Ron Allen	Goodhue County	
Bob Kastner	City of Red Wing	
Marc Mogan	Prairie Island Indian Community	X
Ken Bjornstad	Goodhue County	X

Staff	Agency	Present
Andy Gitzlaff	Washington County RRA	X
Josh Olson	Ramsey County RRA	X
Sam O'Connell	Dakota County RRA	X
Adele Hall	Hennepin County RRA	X

Others	Agency

The meeting was video recorded and can be viewed online at:
http://swctc.granicus.com/MediaPlayer.php?view_id=2&clip_id=3425

Vice-Chair Peterson called the meeting to order at 4:07 p.m.

Agenda Item #1: Consent Items

a. Minutes of the October 27, 2011 Meeting

Motion made by Hunziker to approve the October 27, 2011 meeting minutes. Seconded by Lehrke. **All in favor.** Motion carried.

b. Checks and Claims

Motion made by Hunziker to approve the checks and claims. Seconded by Workman. Roll Call Vote: **Commissioner's Rettman, Lehrke, Hunziker, Peterson, Workman, and Hollenbeck in favor.** Motion carried.

Agenda Item #2: 2012 Meeting Schedule - WCRRA

Gitzlaff discussed the meeting schedule as outlined in the packet noting that none of the dates fall on holidays in 2012. He presented an alternative meeting location at the Washington County South Service Center in Cottage Grove. This location would provide the opportunity for a conference room-type atmosphere and more seating for staff and guests to be a part of the dialog and conversation.

Motion made by Lehrke to change the meeting location for 2012 to the Washington County South Service Center. Seconded by Workman.

Peterson stated concern with the meeting not being able to be videotaped at that location.

Lehrke commented that reporters and public can attend the meetings and we have a web site. It's important to get down and get to work; to have the ability to discuss things in a workshop-type setting verses a formal setting.

Workman concurred on the workshop-type setting but was concerned about losing visibility if the meetings are not taped and shown on Cable TV.

Vice-Chair Peterson clarified that Ms. Workman is the alternate appearing for Dakota County.

Rettman said video is pivotal; this corridor needs the synergy to fill in with the high-speed types of things and you get the attraction you need by having these meetings on video. Half of the people she represents do not use web sites and she questioned if we would be losing some of the people we can educate. We don't want the work to fall behind or go stagnant; we need to make sure we're making the right decision on what's giving us the best visibility and what's best for continuing the movement of Red Rock.

Hollenbeck said she would hate to lose the visibility that we've built up over the years. We have used the South Service Center for workshops and she questioned if it is possible to use both; have the regular meetings at Cottage Grove and use the South Service Center if we need to have a workshop-type arrangement. Some people tune in to watch these meetings and that link is their only connection on the progress of this corridor.

Peterson agreed stating the visibility on the cable network is important and also having the ability to watch it on the internet. You don't get everything you need to see or hear looking

over the minutes. She concurred that she does like the idea of having the regular meetings in Cottage Grove and possibly using the South Service Center for any major workshop-type meetings. She added that Cottage Grove will have a new City Hall by this time next year and could possibly have more space for workshops that would be video-taped.

Vice –Chair Peterson called the role: Commissioner Lehrke in favor. Commissioner's Rettman, Hunziker, Peterson, Workman, and Hollenbeck opposed. Motion failed**.**

Gitzlaff said the Commission could use the South Service Center for workshops; however we wouldn't be guaranteed availability. If needed, we could also arrange conference tables at this location as an alternative option.

Lehrke commented that most of the meetings include a lot of information items and asked if monthly meetings were necessary or if they could be bi-monthly. Hollenbeck said she thinks it's a good idea to keep the schedule and cancel meetings if there are not enough agenda items to hold a meeting.

Motion made by Rettman to approve the proposed meeting schedule for 2012. Seconded by Hollenbeck. **All in favor.** Motion carried.

Motion by Hollenbeck to keep the meeting location at Cottage Grove City Hall. Seconded by Rettman. **Commissioner's Rettman, Hunziker, Peterson, Workman, and Hollenbeck in favor. Commissioner Lehrke opposed.** Motion carried.

Rettman asked if the 2012 budget meeting would be happening today and stated concern about starting 2012 without a budget. Gitzlaff said it's not on the agenda due to not having a super-majority. We could have a budget meeting in December, or we could wait until the January 2012 meeting to approve the budget. This would also allow new incoming members to approve the budget.

Agenda Item #3: Update on State Rail Planning Activities – Mn/DOT

Peterson stated that Dan Krom, Mn/DOT Passenger Rail, was going to give a presentation today but is unable to attend. Gitzlaff said we had asked Krom to present an update on some of the studies going on and we will ask him to come back to our next meeting. One new announcement from the Mn/DOT is that they have scheduled two open houses to talk about the Twin Cities to Milwaukee High-Speed Rail EIS process. Mn/DOT has been working with FRA to reduce the number of corridors down from 36 to four alternatives. They have determined the best route to take forward is the River Route and they have approval from FRA for that recommendation. The findings will be presented at the open houses and additional input from the public will be sought. Mn/DOT is the lead for the study and they are trying to hold the open houses close to Wisconsin. The dates are Monday December 12th from 5:00 – 7:00 p.m. at the Stillwater Library, and Tuesday December 13th from 5:00 – 7:00 p.m. at the Winona County History Center. There will also be a webinar on Wednesday December 14th from 5:00 – 7:00 p.m. for people to call in.

Rettman said it might be wise for the Commission to weigh in for this Corridor and noted the comment period is from December 12 to January 12, 2012. We need to support this from several different places; from this Commission and also from the individual County Boards.

Rettman requested staff and the Commission Chair prepare and sign a letter in support of the River Route. Red Rock should go on record during the comment period, as a Corridor, supporting the River Route. Gitzlaff stated that would be consistent with the position we've taken in the past, and he could work with staff and the Chair to draft a letter in support of the River Corridor.

Motion by Rettman to send a letter of support for the River Route. Seconded by Hollenbeck. **Commissioner's Rettman, Hunziker, Peterson, Workman, and Hollenbeck in favor. Commissioner Lehrke opposed.** Motion carried.

Agenda Item #4: Red Rock Corridor Status and Next Steps - WCRRA
Sam O'Connell distributed and presented a PowerPoint Presentation on the Red Rock Corridor Status Update and Next Steps as outlined in the packet. Gitzlaff stated input received from Commission members on the presentation will be incorporated into the 2012 Work Plan and Budget.

O'Connell clarified that on Figure 3, Red Rock Corridor Implementation Plan, year 0 is the year 2007; the start of the short term is at the conclusion of the AA.

Lehrke asked, with regard to increase in service, how many busses have been added since 2007. O'Connell said the transit services haven't increased but we've seen increased ridership in the Corridor. Gas prices have also helped increase ridership. Lehrke asked what the ridership numbers from 2007 and from today are. O'Connell didn't have that information with her; however, she would be able to provide it to the Commission.

Follow up item: *As requested, here is a comparison of the express bus ridership along the Red Rock Corridor documented in the 2007 AA and 2011 ridership numbers from Metro Transit.*

Route	Route Details	Daily Ridership (2007): Source AA	Daily Ridership (2011) Source: Metro Transit	Percentage Change
361	CG - St Paul	250	270	8% Increase
364	SPP – Newport - St Paul	50	38	24 % Decrease
365	CG - Mlps	340	545	60% Increase
Total		640	853	33% Increase

Gitzlaff continued the presentation discussing the Next Steps; Intermediate Years 5 - 10.

Note: *Commissioner Cam Gordon arrived at 4:44 p.m.*

Peterson asked how often are the CAC meetings and where are they held. Gitzlaff said the CAC was formed as part of the station planning study and the last meeting was in June or

July of 2011. CAC members were asked to come to numerous presentations to Boards and Planning Commissions. Staff has talked about bringing the Committee back together but needs guidance from the Commission as to what the CAC should be doing. Lehrke asked what the format for joining the Committee is. Gitzlaff said the format for the station planning study was that each City appointed two Committee members; one to serve as business representative and one to serve as community representative. The Commission also appointed four members to serve at large. We set up a guide book for the Committee saying that their duties were for the duration of the project, but also said we'd like them to continue working and meeting at its conclusion. Over the months, there have been a number of people interested in joining the Committee, and the enrollment can be discussed in greater detail.

Rettman said we need to add these ideas now so they are in the tickler file. When looking at the 2012 'Build the Base' portion of the presentation, the advocacy items such as strengthen partnerships, empower the CAC, and support community are passive. We need to do something active. Building the rider base is still one of the issues we need to continue and needs to be added if we're going to create a Work Plan. Now that the River Route has been selected, we need to clearly know how we can build that ridership, whether with busses or other modes, to then create the momentum for Red Rock. We also need to know how we would interface with the freight and the rail capacity study.

Gitzlaff continued the presentation with the Intermediate Projects that include actual construction of Park-&-Rides. Rettman commented that the projects happening in years five and six are more immediate rather than intermediate and should be noted as such; the Park-&-Rides under construction, the ridership, and the high speed. This would help us make decisions on what our bigger steps are.

Peterson asked if, with regard to advocacy, we need something in there to strengthen partnerships with area legislators and key committee legislators.

Gitzlaff continued stating we are at a point of re-evaluating the Corridor. A lot has happened since 2007, including having data on the commuter rail line that is up and running (Northstar). At the direction of the Commission, staff has put together four distinct study options. Lehrke asked if this Corridor currently qualifies for Federal dollars or are the studies necessary in order to qualify. Gitzlaff said the Corridor is a Federally Designated Corridor under the last authorization bill, so we can go after any Federal funds that are available. There is a pot of money that is already designated for Red Rock and Rush Line; however, there isn't a current distribution plan put together for using those funds.

Rettman asked for clarification on the anticipated start date. Gitzlaff said it is the anticipated start date of getting the study together; it is tied back to our budget. Rettman asked if an EIS will eventually have to be done. Gitzlaff answered yes; it would make sense to tie in the environmental work with the AA rather than do them separately.

Gordon asked about the impact on the bluffs and if the assumption was that they needed a separate lane for BRT. Gitzlaff said the original AA looked at BRT assuming a new paved lane coming up towards St. Paul; however, it would be fair to say the AA didn't take BRT far enough to look at a full example compared to what's being studied in other areas of the region or what's part of Metro Transit's Guidelines. Gordon asked what the difference

between the current bus service and BRT is. Gitzlaff said we haven't looked in detail at what could be implemented in this Corridor with BRT. There are different models within the Met Council's guidelines; highway BRT is its own lane within a freeway, arterial BRT shares a lane with traffic, and another model (not in the guidelines) that is its own exclusive guide-way. The point is that when going back to an AA and the Federal process, they are going to want you to look at everything. Gordon commented that getting BRT might be a way to building ridership and create confidence in the line; it could be a stepping stone towards a commuter rail line.

Lehrke commented that right now, express bus is just in the mornings and evenings for commuters, and BRT is more consistent running every 15 to 20 minutes. O'Connell said the Cedar BRT is an all day service and runs every 15 minutes during an 18-hour period. There are significant capital investments with BRT in gaining right-of-way. A key item is that there needs to be reliability. The bus needs to be able get through traffic, snow incidences, and accidents, and part of that is needing more facilities. Lehrke asked, with regard to the $120 million investment, how long the Cedar Corridor is. O'Connell said the majority of the stage-one development is on CSAH 23 and includes station development in Eagan, Apple Valley, and Lakeville. About $58 million was for roadway expansion of the bus shoulder lanes, as well as trail development, signage, and street-scaping. The road improvements were along three to four miles of CSAH 23, and the service area is from Lakeville to the Mall of America, about 16 miles.

Rettman asked how much of the study investment pays off in narrowing down the cost of the EIS and what is the reliability that it doesn't have to be redone. Gitzlaff said the idea is the more you can include up front in the expense of your project, the lower the cost would be in the long run. What makes the EIS expensive is the level of detail; the hopes are that you can identify things to be used before PE and also minimize risk. The environmental process is more prescribed in following Federal guidelines. Rettman asked if we do study Option B or C and update the AA, how much will that cut time or expenditure on the DEIS. Josh Olson said it is difficult to say what the actual cost savings would be. The most expensive piece of one of these processes is the data gathering and the engineering that's being required. If you can do that to a sufficient detail, that is a cost savings down the road; when you do the EIS, you're not employing someone to build this from scratch. Rettman asked about the return on the investment and if you do it now, would it need to be hired out again. Olson said if you follow the Federal process and guidelines on how you develop data, it will be a cost savings because it is less work that will have to be done later down the road. It is important to note that the Federal process can change and also that there is an expiration on environmental work.

Gitzlaff continued the presentation discussing Study Options B, C, and D.

Note: *Commissioner Joe Harris arrived at 5:25 p.m.*
Note: *Commissioner Workman left the meeting at 5:28 p.m.*

Lehrke asked if Option B reevaluates the modes for long-term or short-term. Gitzlaff said the main point of doing that study is getting updated data and facts to make more informed decisions for the Corridor going forward. Long-term, this plan, the modes being looked at, and examining BRT could be included as part of that scope. Lehrke asked if reexamining the modes would be included in the $100-200K price. Gitzlaff said yes, but it wouldn't be a

study that the Met Council or Federal agencies would endorse as official; it would be more of a guiding document for the Commission based on new data that has changed. Lehrke asked if Option C would be just looking at BRT along this Corridor or if it would include updating data and ridership information. Gitzlaff said these options are a guide to what we could do, but we haven't scoped out each one and what's included; we could make each option be what we want to study.

Gordon asked if we get high-speed rail and also move in the direction of BRT, do we run the risk of derailing the commuter rail line. Lehrke commented that we currently don't have the numbers for commuter rail in this Corridor, and maybe the cost of BRT would be less than our share of the cost of the commuter rail. The goal is to provide transit service in some form to develop this Corridor; the best transit mode may be commuter rail, but we don't know that. Doing these studies wouldn't derail anything, but would make a better case for which mode would work best. Gordon commented that he believes rail is a better alternative. It would be more consistent and reliable long-term, and also inspire more investment and development into the future; however, it would be a waste of money if it didn't have the ridership.

Harris asked if there is a timetable on the high-speed rail. Gitzlaff said that the work being done by Mn/DOT over the past year was to get the alignment from a number of different routes down to one. That means that, from the Federal level, it's now recognized that the River Corridor will be the corridor for high-speed rail. It will be going into the environmental process, but funding has not been secured at this point. Rettman said the comment period on the announcement is through January 12, 2012, and there could be some timeline decisions beginning made in February or March.

Gordon asked what staff's recommendation is as it pertains to Study Options A-D. Gitzlaff said the Commission would continue the discussion into 2012, and when there is direction from the Commission to look at something in more detail, staff would present a scope of work. There is no decision making tonight; it's more to put us on a path with the budget.

Rettman commented that if the Commission wants to do Option B and access some of the 5339 funds, we need to move swiftly. Gitzlaff said those funds have been out there for a while, but there is pressure to use those funds for other projects. The other project that is eligible for those funds is Rush Line, which has overlapping Commission members from both Washington and Ramsey Counties. There is a partnership in the dialog to help distinguish which of those funds would go to each project.

Gordon suggested the Commission agree that Option A is something we shouldn't consider at this time.

Lehrke said the City of Cottage Grove did a letter of support on the Advance Alternative Analysis and asked which option they chose. Peterson said they supported the plan that Washington County had drafted. Gitzlaff clarified that Washington County has identified it as a Budget Work Plan that exists; however, there hasn't been a refinement yet as to what that scope of work is. Both Study Options A and B could fit under the definition of Advanced AA because we're doing Advanced AA work. Option A is the full scale work with the environmental association to get a project ready for a New Starts application, and Option B is to relook at the numbers to see what's there and look at the phased and long-term

options. Harris commented that he would hate to spend money on a study that is only recognized by the Commission and asked if the type of work done determines what might be recognized by certain authorities. Gitzlaff said there is a difference between recognized and officially endorsed. Entities will recognize that a study has been done; however, it wouldn't be eligible for New Starts funding unless it goes through the Federal process. Gordon asked why we would not want to stay the course at this time. Rettman said the numbers we have from 2007 have changed, and Option B or C gives the updated information that will be needed for the EIS or for Met Council if we go that far. It would also be nice to make use of some of the East Metro Capacity findings to generate some savings.

Lehrke commented there are four reasons why we don't want to stay the course: capital costs, operating costs, ridership thresholds, and trips per day. BRT gives more service at lower cost, and we want to make a data driven decision; it's worth spending $50 – 100K if we can save millions. Rettman said she would like to see the pros and cons of the options. Given the recent announcement, it would be nice to see what we can tag along with on East Metro or a second Amtrak train.

O'Connell commented that staff has heard the Commissions questions and concerns, and we can detail these options more with the pros and cons to assist in your discussion in January.

Agenda Item #5 Legislative Update - RCRRA

a. State

Nothing was reported.

b. Federal

Olson said it is a quiet month in Washington on the transportation front. There have been lots of discussions on the Super Committee and we hope to see the results of that committee in the next week or so. The information you've received in the packet does identify some moving steps on the transportation front, and there is a glimmer of hope in both the House and Senate.

Agenda Item #6 Other

a. Next Meeting- December 2011:

Peterson said the next meeting is tentatively set for December 29th. Harris said it sounds like we can forgo the December meeting scheduled between the Christmas and New Year's holidays. We've already discussed agenda items for the January meeting.

Motion by Harris to cancel the December meeting. Seconded by Gordon. **Commissioner's Lehrke, Hunziker, Peterson, Harris, Gordon, and Hollenbeck in favor. Commissioner Rettman opposed.** Motion carried 6 – 1.

Next meeting is scheduled for January 26, 2012.

Peterson thanked outgoing members John Hunziker and Lee Helgen for their service to the Commission.

Motion by Lehrke to adjourn. Seconded by Harris. **All in favor.** Motion carried.

Meeting adjourned at 6:02 p.m.

DATE: February 20, 2012

TO: Red Rock Corridor Commission

FROM: Staff

RE: Checks and Claims

Attached is the

Hay Dobbs Invoice #27 - SAP Study (November, 2011)		$ 9,070.98
Hay Dobbs Invoice #28 - SAP Study (December, 2011)		$ 8,043.34
Hay Dobbs Invoice #29 - SAP Study (January, 2012)		$ 16,470.81
	TOTAL	**$ 33,593.13**

Detailed invoices can be made available upon request.

Action Requested: Approval

INVOICE NO.__09017.000-27

Original To: Project Manager: Andy Gitzlaff
Washington County Regional Railroad Authority
Washington County Public Works Department
11660 Myeron Rd North,
Stillwater, MN 55082

Estimated Completion: _95.4_ %
(from Column 6 Progress Report)

Copy: Minnesota Department of Transportation
Consultant Services Section, Mail Stop 680
395 John Ireland Boulevard,
St. Paul, Minnesota 55155

Period Ending: _11/30/11_
Invoice Date: 12/19/11___

Re: Mn/DOT Contract No. 85937
SP Number: NA
Contract Expiration Date: December 31, 2011
TH Number: NA
Project Description: Southeast Station Area Master Planning and Environmental Analysis

	Total Contract Amount	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1. Direct Labor Costs: (See Exhibit _ for Breakdown)	$500,186.74	$500,185.87	$497,568.95	$2,616.92
2. Direct Expense Costs: (See Exhibit _ for Breakdown)	$54,673.00	$52,135.29	$51,910.65	$224.64
3. Subcontractor Costs:	$513,949.95	$490,206.78	$490,206.78	$0.00
4. Miscellaneous Professional Services	$81,144.31	$54,269.52	$48,040.10	$6,229.42
Net Earnings Totals:	$1,149,954	$1,096,797.46	$1,087,726.48	$9,070.98
			Total Amount Due This Invoice:	$9,070.98

Contractor: Complete this table when submitting an Invoice for payment

Activity Code	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1	$1,096,797.46	$1087,726.48	$9,070.98
Total*	$1,096,797.46	$1087,726.48	$9,070.98

*Must Match Net Earnings Totals Above

I certify that the above statement is correct and payment has not been received.
Signature: _____

Print Name: _Gary C. Hay_____

Title: __President/Principal-in-Charge ___

Billing Address:
Hay Dobbs P.A.
220 South Sixth Street, Ste 165
Minneapolis, MN 55445

Telephone: (612) 338-4590

Approved for Payment: _____

Date: _____

For Consultant Services Use Only

(CSS Reviewed 4/20/2007)

INVOICE NO.__09017.000-28

Original To: Project Manager: Andy Gitzlaff
Washington County Regional Railroad Authority
Washington County Public Works Department
11660 Myeron Rd North,
Stillwater, MN 55082

Estimated Completion: _96.2_ %
(from Column 6 Progress Report)

Copy: Minnesota Department of Transportation
Consultant Services Section, Mail Stop 680
395 John Ireland Boulevard,
St. Paul, Minnesota 55155

Period Ending: _12/31/11_
Invoice Date: 01/04/2012___

Re: Mn/DOT Contract No. 85937
SP Number: NA
Contract Expiration Date: December 31, 2011
TH Number: NA
Project Description: Southeast Station Area Master Planning and Environmental Analysis

	Total Contract Amount	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1. Direct Labor Costs: (See Exhibit _ for Breakdown)	$500,186.74	$500,185.87	$500,185.87	$0.00
2. Direct Expense Costs: (See Exhibit _ for Breakdown)	$54,673.00	$52,149.56	$52,135.29	$14.27
3. Subcontractor Costs:	$513,949.95	$490,206.78	$490,206.78	$0.00
4. Miscellaneous Professional Services	$81,144.31	$62,298.59	$54,269.52	$8,029.07
Net Earnings Totals:	$1,149,954	$1,104,840.80	$1,096,797.46	$8,043.34
			Total Amount Due This Invoice:	$8,043.34

Contractor: Complete this table when submitting an Invoice for payment			
Activity Code	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1	$1,104,840.80	$1096,797.46	$8,043.34
Total*	$1,104,840.80	$1096,797.46	$8,043.34

*Must Match Net Earnings Totals Above

I certify that the above statement is correct and payment has not been received.
Signature: _____

Print Name: _Gary C. Hay_____

Title: __President/Principal-in-Charge ___

Billing Address:
Hay Dobbs P.A.
220 South Sixth Street, Ste 165
Minneapolis, MN 55445

Telephone: (612) 338-4590

Approved for Payment: _____

Date: _____

For Consultant Services Use Only

(CSS Reviewed 4/20/2007)

INVOICE NO.__09017.000-28

Original To: Project Manager: Andy Gitzlaff
Washington County Regional Railroad Authority
Washington County Public Works Department
11660 Myeron Rd North,
Stillwater, MN 55082

Estimated Completion: _97.5_ %
(from Column 6 Progress Report)

Copy: Minnesota Department of Transportation
Consultant Services Section, Mail Stop 680
395 John Ireland Boulevard,
St. Paul, Minnesota 55155

Period Ending: _01/31/12_
Invoice Date: 02/02/2012___

Re: Mn/DOT Contract No. 85937
SP Number: NA
Contract Expiration Date: July 20, 2012
TH Number: NA
Project Description: Southeast Station Area Master Planning and Environmental Analysis

	Total Contract Amount	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1. Direct Labor Costs: (See Exhibit _ for Breakdown)	$500,186.74	$500,185.87	$500,185.87	$0.00
2. Direct Expense Costs: (See Exhibit _ for Breakdown)	$54,673.00	$53,754.26	$52,149.56	$1,604.70
3. Subcontractor Costs:	$513,949.95	$493,467.85	$490,206.78	$3,261.07
4. Miscellaneous Professional Services	$81,144.31	$73,903.63	$62,298.59	$11,605.04
Net Earnings Totals:	$1,149,954	$1,121,311.61	$1,104,840.80	$16,470.81
			Total Amount Due This Invoice:	$16,470.81

Contractor: Complete this table when submitting an Invoice for payment			
Activity Code	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1	$1,121,311.61	$1104,840.80	$16,470.81
Total*	$1,121,311.61	$1104,840.80	$16,470.81

*Must Match Net Earnings Totals Above

I certify that the above statement is correct and payment has not been received.
Signature: _____

Print Name: _Gary C. Hay_____

Title: __President/Principal-in-Charge ___

Billing Address:
Hay Dobbs P.A.
220 South Sixth Street, Ste 165
Minneapolis, MN 55445

Telephone: (612) 338-4590

Approved for Payment: _____

Date: _____

For Consultant Services Use Only

(CSS Reviewed 4/20/2007)

DATE: February 20, 2012

TO: Red Rock Corridor Commission

FROM: Staff

RE: 2012 Workplan and Budget Approval

At the November 2011 Red Rock Corridor Commission (Commission) meeting, the Commission discussed the draft workplan and budget and proposed changes to be incorporated into the final version. These changes, listed below, have been incorporated into the final version of the workplan and budget for approval by the Commission:

- In the Work Plan section, under General Activities, collaborating with host railroads as part of corridor studies has been added.
- In the Work Plan section, under Advocacy and Legislative Coordination, informing area legislators and legislative leadership of the need for a transitway improvement in the Red Rock Corridor has been added.
- In the Work Plan section, under Public Involvement, reopening membership and continue role of the Citizens Advisory Committee (CAC) has been added.
- In the Work Plan and Budget sections, the advanced alternatives analysis (AA) study has been further defined and potential funding sources have been identified in the budget section.
- In the Budget section, under 2012 Operating Revenue, it is noted that $28,598 of the Commission's $48,598 end of year fund balance will be used to offset the 2012 budget contribution and the remaining $20,000 will be held in reserve.

Action
Approve 2012 Workplan and Budget

Red Rock Corridor Commission
2012 Work Plan and Budget

Status: ***DRAFT*** *for approval at February 23, 2012 Meeting*

1. General Activities

The Red Rock Corridor Commission (RRCC) will work with corridor municipalities, the Counties Transit Improvement Board (CTIB), the Metropolitan Council (Met Council), Metro Transit, and the Minnesota Department of Transportation (Mn/DOT) to continue the advancement of the Red Rock Corridor. To accomplish this, the RRCC will do the following:

1. Offer guidance on corridor studies
2. Coordinate corridor studies with Mn/DOT, Met Council, Metro Transit, the host railroads and other interested parties
3. Monitor progress on corridor studies
4. Offer formal comments as needed;

2. Advocacy and Legislative Coordination

The Commission will continue to develop policy positions and advocate for improved transit to serve the Corridor and the Twin Cities region. Commission activities include:

1. Informing area legislators and legislative leadership of the need for a transitway improvement in the Red Rock Corridor.
2. Advocating for increased transit funding to improve and expand the existing transit service in the Corridor.
3. Coordinating legislative initiatives with the CTIB and other transitway corridors.
4. Coordinating legislative initiatives with impacted freight railroads to speed the implementation of capacity improvements that benefit passenger and freight rail along the Red Rock and High-Speed Rail corridors.
5. Advocating for High-Speed rail funding at the state and federal level.
6. Establishing positions on legislative initiatives that affect the Red Rock Corridor.
7. Strengthen partnerships with the business communities and partner communities to the south (Goodhue County, Red Wing and the Prairie Island Community).

3. Public Involvement

The Commission's public involvement activities will be separate from, but closely coordinated with the Station Area and Site Master Planning study. The Commission's activities will include:

1. Reopen membership and continue role of the Citizens Advisory Committee (CAC) formed as part of the Station Area Planning study to ask as liaisons engaging local stakeholders, business members and

citizens in the planning process enabling two-way communication between the project and the community.
2. Presentations to civic and community groups throughout the Corridor.
3. Distribution of newsletters and project updates at various public events including fairs and community festivals.
4. Media recognition of Commission meetings and events though print, radio, and public access television.
5. Coordination of updates to the project website to coincide with the multiple studies being undertaken.
6. Host a website and manage content and consider the use of social media.

4. Management, Policy and Administrative Activities

Commission activities will include:

1. Prepare and adopt the annual Work Plan and Budget
2. Prepare the annual financial report
3. Review insurance needs and procure appropriate insurance
4. Provide Commission and staff administration
5. Manage Commission expenses
6. Manage the consultant selected for each of the various work tasks undertaken by the commission
7. Attend regional/national conferences to educate members on transit alternatives and their impact on the built environment.

5. East Metro Railroad Capacity Analysis Study

The purpose of the East Metro Rail Capacity and Engineering Improvements Study (East Metro Rail Capacity Study) is to evaluate railroad capacity to the north and east of downtown St. Paul and determine engineering improvements needed to implement Amtrak, Red Rock commuter rail, Midwest Regional Rail (high speed) and accommodate future freight growth. This study will be very beneficial to establishing a collaborative working relationship with the railroads for identifying solutions that could accommodate all desired uses.

In the fall of 2011 an additional task was added to analyze in greater detail potential track improvements needed on the portion of the Red Rock corridor between Newport and Hastings. The results of the analysis will help to inform future decisions about the Red Rock Corridor.

The East Metro Rail Capacity Study is being led by the Ramsey County Regional Railroad Authority (RCRRA). The study, which began in June 2010, is anticipated to be completed early 2012. The Ramsey County Regional Railroad Authority is the contract manager for the study. The Red Rock Corridor Commission is a project partner for this study.

6. Advanced Alternatives Analysis

In 2007, the commission completed an Alternatives Analysis (AA) study which identified commuter rail as the long-term transit investment for the Corridor. In addition, the study established an incremental and phased approach to lay the groundwork for eventual commuter and high speed rail service in the Corridor. This approach was divided into short-term (0-5 years), intermediate (5-10 years), and long-term strategies (10+ years). Within each strategy, the goal is to build a strong ridership base, plan for the future and consider lessons learned from other transitways, and outline methods of Corridor advocacy that will lead to the ultimate goal of commuter rail service. A key intermediate-term strategy for the Corridor is to revisit the assumptions for the AA and reevaluate its results. Significant changes have taken place in the five years since the AA was completed which warrant a reevaluation of the results of the AA.

The advanced alternatives analysis study of the Red Rock Corridor will allow the assumptions from the previous Alternatives Analysis to be revisited based on the most up to date data. The results will be an assessment of the current landscape which will allow the Commission to make more informed and strategic decisions about the course of action for the Corridor. The scope, project schedule and funding sources will need to be refined with further input from the Commission

2012 Operating Revenue

Revenue Source	Percentage Due	Amount Due	Fund Balance[1]	Dues
Regional Railroad Authority				
- Ramsey County	37.5%	$ 26,250	$ 10,724	$ 15,526
- Washington County	35%	$ 24,600	$ 10,009	$ 14,591
- Hennepin County	17.5%	$ 12,500	$5,005	$ 7,495
- Dakota County	10%	$ 7,000	$ 2,860	$ 4,140
TOTAL	**100%**	**$ 70,000**	**$ 28,598**	**$ 41,752**

2012 Operating Expenditures

Expenditure Category	Amount
Corridor Administration / General Activities[2]	
- Corridor Insurance	$ 2,000
- Corridor Memberships	$ 1,000
- Meeting Supplies/Postage	$ 2,000
- Publishing/Printing/Advertising	$ 3,000
- Training	$ 4,000
- Travel to a National Transit Conference[3]	$ 0
- Travel to learn about another transit System[3]	$ 0
Subtotal	$12,000
Advocacy and Legislative Coordination	
- Travel to Washington D.C.[3]	$ 0
- Federal/State Advocacy	$ 0
Subtotal	$ 0
Public Involvement	
- Website Hosting / Content Management	$ 5,000
- Communication Services	$ 20,000
- Special Events	$ 3,000
Subtotal	$ 28,000
Contingency	$ 30,000
TOTAL	**$ 70,000**

Operating Budget Notes:

1. $28,598 of the Commission's $48,598 end of year fund balance will be used to offset the 2012 budget contribution and the remaining $20,000 will be held in reserve.

2. The county regional railroad authorities are conducting administrative functions, including mailings. Such items are eligible for reimbursement as approved by the Commission.

3. Out of state travel costs to transit conferences, to learn about another transit system, or advocacy trip to Washington D.C. will be the responsibility of each individual member the unless the Commission's Financial Members unanimously approve the use of contingency funds to pay for travel.

2012 Capital Revenue

Revenue Source	**Amount**
Remaining Federal 5339 funds (2006 & 2007)	$ 1,200,000
TOTAL	**$ 1,200,000**

2012 Capital Expenditures

East Metro Railroad Capacity Analysis

This study is under contract and is being funded with $1,680,000 in federal 5309 funds through a grant agreement between RCRRA and Met Council. The local match of $420,000 is from $400,000 in state bond funds designated for the Red Rock Corridor and a $20,000 funding contribution from the Red Rock Corridor Commission in 2011.

Revenue sources for this work are listed below:

Revenue Source	**Amount**
Federal Appropriations (2006 & 2007)	$ 1,680,000
State Bonds (2005 & 2006)	$ 400,000
RRCC Contribution (2011)	$ 20,000
TOTAL	**$ 2,100,000**

Advanced Alternative Analysis

There are approximately $1.2 million in remaining 5339 federal funds designated for analysis of the Red Rock and Rush Line corridors. A portion of this funding may be available for future analysis on the Red Rock Corridor. If these funds are available, they require a 20% non-federal match which has not been budgeted. Depending on the scope of advanced alternatives analysis, contingency and fund balance may provide enough funding to cover the local match.

Revenue sources for this work are listed below:

Revenue Source	**Amount**
Federal Appropriations (2006 & 2007)	$ 1,200,000
Remaining Local Match to be Determined	$ 300,000
TOTAL	**$ 1,500,000**

DATE: February 20, 2012

TO: Red Rock Corridor Commission

FROM: Staff

RE: Red Rock Corridor Advanced Study Options

At the November 2011 Red Rock Corridor Commission (Commission) meeting, staff gave a presentation on the work completed to date to advance the development of the Red Rock Corridor (Corridor) and presented a series of next steps options for the Commission to consider pursuing. The Commission directed staff to further scope each of the 4 options for additional study and prepare an assessment of the pros and cons of each option for further discussion at the next meeting.

The following is a summary of the background and justification and funding capacity for an additional study and an assessment of each of the 4 options.

Background/Justification
In 2007, the commission completed an Alternatives Analysis (AA) study which identified commuter rail as the long-term transit investment for the Corridor. In addition, the study established an incremental and phased approach to lay the groundwork for eventual commuter and high speed rail service in the Corridor. This approach was divided into short-term (0-5 years), intermediate (5-10 years), and long-term strategies (10+ years). Within each strategy, the goal is to build a strong ridership base, plan for the future and consider lessons learned from other transitways, and outline methods of Corridor advocacy that will lead to the ultimate goal of commuter rail service. The implementation program is included as an attachment to this memo.

A key intermediate-term strategy for the Corridor is to revisit the assumptions for the AA and reevaluate its results. Significant changes, which are listed below, have taken place in the five years since the AA was completed which warrant a reevaluation of the results of the AA.

- The Northstar Commuter Rail has been operating for 2 years giving our region actual operating costs and ridership for commuter rail.

- The East Metro Rail Capacity Study is nearing completion and has identified a conceptual plan of necessary capacity improvements for the introduction of commuter and high speed rail while accommodating existing and forecast freight growth.

- In the initial AA, bus rapid transit (BRT) was considered as a possible transit mode but was ruled out early in the process partly because there were no regional examples of BRT to model. With the implementation of I-35W BRT, Cedar Avenue BRT and the adoption of the regional transitway guidelines BRT has been better defined and may warrant additional analysis to determine its applicability to the Red Rock Corridor.

- Results of the 2010 census that capture the demographic changes along the Red Rock Corridor are now available.

- The Met Council is conducting a travel behavior inventory (TBI) survey and is in the process of updating the regional travel demand model allowing for more accurate projections of ridership.

- Transit ridership in the corridor has increased approximately 30% since 2005. A commuter bus feasibility study was prepared in 2009 that more closely looked at potential operating routing and service scenarios for expanding commuter bus service in the Corridor.

- Mn/DOT has selected the existing Amtrak Route (River Route) as the preferred alignment for high-speed rail to Chicago. This is the same route that is identified for commuter rail in the Red Rock Corridor and offers the potential of a 3 for 1 benefit for commuter, high-speed, and freight trains that may warrant further analysis.

Funding Capacity
The draft 2012 Work Plan and Budget includes the Advanced Alternatives Analysis (AAA) and the potential availability of approximately $1.2 million in remaining 5339 federal funds designated for analysis of the Red Rock and Rush Line corridors. A portion of this funding may be available for future analysis on the Red Rock Corridor. If these funds are available, they require a 20% non-federal match which has not been budgeted. Depending on the scope of additional analysis in the Corridor, contingency and fund balance may provide enough funding to cover the local match.

Option A - Advanced Alternatives Analysis (AAA) and Draft Environmental Impact Statement (DEIS)

Scope of Work

The scope of work would include the following:

- A review of the assumptions from 2007 Red Rock Alternatives Analysis and will incorporate most up-to-date demographic and ridership data as well as the findings from other recently completed transit studies.

- Alternatives from the initial AA will be re-evaluated and refined including the no-build and Transportation System Management (TSM) express bus options, commuter rail as well as an additional BRT alternative. Alternatives will need to be examined at a level of detail consistent with the previous AA and other regional transit studies.

- A decision will need to be made at the mid-point of the study on which alternative(s) to include as part of the National Environmental Policy Act (NEPA) scoping document.

- Once the NEPA work is completed and prior to entering into Preliminary Engineering, a single locally preferred alternative will need to be formally adopted by the region.

Schedule and Budget
The anticipated cost is between $2 million and $2.5 million. The study would take a minimum of 2 years to complete.

Pros
Analyzes the costs and benefits of transit improvement(s) based on the prescribed Federal Transit Administration's (FTA) New Starts process will allow the conclusions, costs and benefits to be validated by all potential project funding partners. An AAA and DEIS is necessary for the project to move into the preliminary engineering and construction but does not guarantee funding.

Cons
This is the most intense level of analysis and results in a significant commitment of time, resources and funding ($2 -2.5 million). It typically takes two years to complete a study of this type and the NEPA analysis has a shelf life of 2-5 years, though it can be updated. As the time between completion of the study and the construction of the project lengthens the risk of having to prepare significant updates to the NEPA documents or redo them completely increases.

Funding Capacity
The Commission would need to seek additional outside funding sources for the work which may involve competitive grant programs. It may also take considerable time to arrange local match and a commitment of approximately $500,000

Option B –Alternatives Analysis Update (Revisit Assumptions / Implementation Plan)

Scope of Work
The scope of work would include the following:

- A review of the assumptions from 2007 Red Rock Alternatives Analysis and incorporate the most up-to-date demographics and ridership data as well as the findings from other recently completed studies.

- The service plan and conceptual design for the express bus and commuter rail alternatives from the initial AA will be updated based on new and/or changing circumstances.

- An additional conceptual BRT alternative will be added for comparison to the express bus and commuter rail options

- The results of the study will include an assessment of the current landscape, an update of the phased implementation plan, and an evaluation of the viability of BRT within the corridor as an alternative option to consider.

Schedule and Budget
The anticipated cost is between $150,000 and $250,000. The study would take approximately 6 to 9 months to complete.

Pros
The magnitude of the scope of work is much smaller than the Option A and it will take less time to complete. It relies primarily on evaluating existing data and updating initial assumptions. The results will be an assessment of the current landscape which will allow the Commission to make more informed and strategic decisions about the course of action for the Corridor.

Cons
Although the study will provide some answers, it is not as an intensive of an analysis as Option A and does not meet NEPA requirements. Because it does not meet NEPA requirements, it would not allow for the selection of a locally preferred alternative (LPA), or advancement of the corridor into Preliminary Engineering.

Funding Capacity
If federal funds can be accessed to pay for 80% of the project cost, contingency funds from proposed 2012 budget or reserves could be used to fund the local match.

Option C – Stand-Alone BRT Feasibility Study

Scope of Work
The scope of work would include the following:

- Examine most up-to-date demographic and ridership data as well as the findings from other recently completed transit studies in the region.
- Prepare a service plan and conceptual design for a BRT alternative within the Red Rock Corridor
- Examine the feasibility of implementing BRT services and facilities including funding capacity, ridership potential, capital and operating costs and high-level environmental impacts.

Schedule and Budget
The anticipated cost is between $75,000 and $150,000. The study would take 6 to 9 months to complete.

Pros
This option has a relatively low cost compared to Option A and can be completed in a shorter amount of time and only one alternative is being examined. The study would evaluate the feasibility of implementing BRT in the Corridor as well as the cost and benefits of pursuing this option.

Cons
Although the study will provide some answers, it is not as an intensive of an analysis as Option A and does not meet NEPA requirements. Because it does not meet NEPA requirements, it would not allow for the selection of a locally preferred alternative (LPA), or advancement of the corridor into Preliminary Engineering. Additionally, the study

would not include a direct comparison of commuter rail to BRT and it would not be consistent with the phased implementation plan as set forth in the AA.

Funding Capacity
If federal funds can be accessed to pay for 80% of the project cost, contingency funds from proposed 2012 budget or reserves could be used to fund the local match.

Option D – No study at this time – focus on advocacy

Scope of Work
Advocate for intermediate improvements along the rail corridor in coordination with high speed rail planning efforts, focus on building the ridership base through supporting the expansion of transit service in the corridor and continue to strengthen partnerships with the business communities and partner communities to the south (Goodhue County, Red Wing and the Prairie Island Community).

Pros
Additional funding beyond the commission's standard budget would not be needed. The commission could continue to work on promoting the corridor and expanding support for ongoing projects within the corridor including the development of park-and rides in Hastings and Newport, the East Metro Rail Capacity Study and the environmental work Mn/DOT will be completing for the Twin Cities to Milwaukee segment of the Twin Cities to Chicago high-speed rail corridor.

Cons
If a study is not pursued, a lot of the answers to assumptions updates demographic information will not be available to be addressed. There could be a public perception that with no study, the Commission is not aggressively pursuing transit options for the corridor.

Funding Capacity
NA

Next Steps - Study Options Summary Chart

Options	A – Full AAA and EIS	B – AA Update Revisit Assumptions / Implementation Plan	Option C – Stand Alone BRT Study	Option D – No study
Goal	Build ASAP	Reevaluate	Reevaluate	Stay the Course
Cost	High $2/2.5 million	Low $150-250K	Low $75-150K	Standard budget
Schedule	2 years	6-9 months	6-9 months	Ongoing
Timing	Poor	Good	Good	Good
Anticipated Start Date	2013	2012/2013	2012/2013	Ongoing

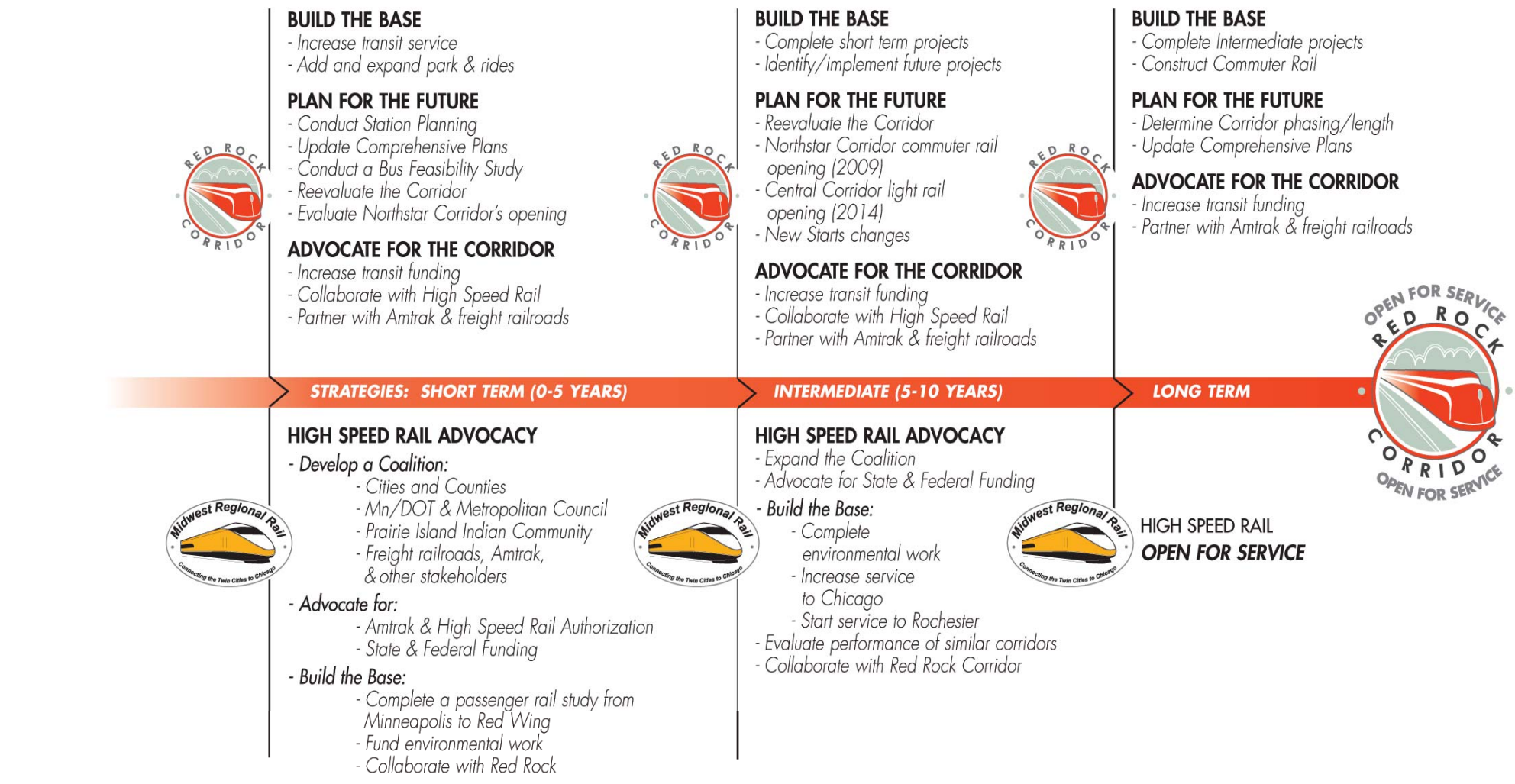
Staff Recommendation
In addition to continuing the advocacy efforts highlighted in Option D, staff recommends that the Commission pursue Option B for the following reasons:

- The magnitude of the scope of work is much smaller than the Option A and it will take less time to complete.

- The results will be an assessment of the current landscape which will allow the Commission to make more informed and strategic decisions about the course of action for the Corridor.

Action
Consider and authorize one of the above options for the Commission to pursue as part of the 2012 Workplan.

Figure 3: Red Rock Corridor Implementation Plan



Kimley-Horn and Associates, Inc.

DATE: February 20, 2012

TO: Red Rock Corridor Commission

FROM: Staff

RE: Support for East Metro Rail Capacity Improvements

The Red Rock Corridor Commission is a partner in the development of the East Metro Rail Capacity Study. The study involves a nationally significant railroad crossroad within the Red Rock Corridor from St. Paul to Hastings. The Study has identified capacity improvements necessary to maintain freight and passenger rail fluidity. The Ramsey County Regional Railroad Authority is leading the development of a FY 2012 TIGER funding application to provide funding for the completion of the East Metro Rail Yards Fluidity Project and is seeking state bond funds to allow the project to be built without further delay.

The attached resolutions support the submittal of the TIGER grant and the use of state bond funds.

Action
Approve Resolutions 2012-01 and 2012-02

Red Rock Corridor Commission
Resolution 2012-01

Resolution supporting the submittal of a FY2012 Transportation Investment Generating Economic Recovery (TIGER) Grant for the East Metro Rail Yards Fluidity Project by the Ramsey County Regional Railroad Authority (RCRRA)

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 Commission, BNSF Railway, Canadian Pacific Railway (CP), Union Pacific Railroad (UP), Twin Cities and Western Railroad (TC&W), Amtrak, Minnesota Department of Transportation, and other stakeholders are partnering in the development of the East Metro Rail Capacity Study (Study), and

WHERAS, the Study involves a nationally significant railroad crossroad within the Red Rock Corridor from St. Paul to Hastings, Minnesota that handles five percent of the nation's freight volume, exports to Canada and Asia, interchanges between BNSF, CP, UP, and TC&W, and the BNSF and CP transcontinental mainlines; and

WHEREAS, the Study has identified capacity improvements necessary to maintain freight and passenger rail fluidity; and

WHEREAS, the BNSF Dayton's Bluff yard, CP St. Paul yard, and UP Hoffman Yard (East Metro Rail Yards) are part of a freight crossroads that is vital to the flow of our nation's freight; and

WHEREAS, if the capacity is not increased, delays will increase for freight and passenger rail impacting the regional and national economy; and

WHEREAS, to improve the flow of our nation's freight and create needed capacity for future growth by separating mainline and yard switching operations and adding two miles of mainline tracks through the East Metro Rail Yards requires private and public funding; and

WHEREAS, the RCRRA is leading the development of a FY 2012 TIGER funding application to provide funding for the completion of the East Metro Rail Yards Fluidity Project; and

WHEREAS, the award of this funding will allow the project to be built without further delay.

NOW, THEREFORE, BE IT RESOLVED that the Red Rock Corridor Commission hereby supports the efforts by the Ramsey County Regional Railroad Authority to seek FY 2012 TIGER funding for the completion of the East Metro Rail Yards Fluidity Project.

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 23rd day of February 2012 as shown by the minutes of said meeting in my possession.

	YES	NO	ABSTAIN	ABSENT
LEHRKE				
HARRIS				
RETTMAN				
STENGLEIN				
HOLLENBECK				
KELLER				
PETERSON				
FRANKE				
GALLAGHER				
BRENDMOEN				
GORDON				

Red Rock Corridor Commission
Resolution 2012-02

Resolution supporting State Bond Funds for Freight Rail Fluidity and Capacity Improvements from downtown St. Paul to Hastings

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 Commission, BNSF Railway, Canadian Pacific Railway (CP), Union Pacific Railroad (UP), Twin Cities and Western Railroad (TC&W), Amtrak, Minnesota Department of Transportation, and other stakeholders are partnering in the development of the East Metro Rail Capacity Study (Study), and

WHERAS, the Study involves a nationally significant railroad crossroad within the Red Rock Corridor from St. Paul to Hastings, Minnesota that handles five percent of the nation's freight volume, exports to Canada and Asia, interchanges between BNSF, CP, UP, and TC&W, and the BNSF and CP transcontinental mainlines; and

WHEREAS, the Study has identified capacity improvements necessary to maintain freight and passenger rail fluidity; and

WHEREAS, the BNSF Dayton's Bluff yard, CP St. Paul yard, and UP Hoffman Yard (East Metro Rail Yards) are part of a freight crossroads that is vital to the flow of our nation's freight; and

WHEREAS, if the capacity is not increased, delays will increase for freight and passenger rail impacting the regional and national economy; and

WHEREAS, to improve the flow of our nation's freight and create needed capacity for future growth by separating mainline and yard switching operations and adding two miles of mainline tracks through the East Metro Rail Yards requires private and public funding; and

WHEREAS, the award of this funding will allow the project to be built without further delay.

NOW, THEREFORE, BE IT RESOLVED that the Red Rock Corridor Commission hereby approves the legislative position to support the inclusion of bond funding in the 2012 bonding bill for the implementation of freight rail fluidity and capacity improvements for between downtown St. Paul and Hastings.

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 23rd day of February 2012 as shown by the minutes of said meeting in my possession.

	YES	NO	ABSTAIN	ABSENT
LEHRKE				
HARRIS				
RETTMAN				
STENGLEIN				
HOLLENBECK				
KELLER				
PETERSON				
FRANKE				
GALLAGHER				
BRENDMOEN				
GORDON				

DATE: February 20, 2012

TO: Red Rock Corridor Commission

FROM: Staff

RE: FTA's Notice of Proposed Rulemaking for New Starts/Small Starts Program:

On January 25, 2012, the FTA published the Notice of Proposed Rulemaking (NPR) for the New Starts/Small Starts Program. Comments are due on March 26, 2012. In general, the goals of the FTA are to streamline and simplify the project development process and to measure a wider range of benefits that transit projects provide. The attached summary provides highlights of the proposed rules. Staff from the Counties will be submitting comments through the Counties Transit Improvement Board (CTIB).

The full NPR can be viewed on the FTA website at http://www.fta.dot.gov/12347_5221.html

Action
Information

Highlights of FTA New Starts/Small Starts Notice of Proposed Rulemaking

Prepared by David Vozzolo, Vice President, HDR Engineering, Inc.

The following is a quick summary of the highlights in the Jan 25, 2012 FTA Notice of Proposed Rulemaking (NPRM) for the evaluation and rating of New Starts and Small Starts projects. Comments are due to FTA by March 26, 2012. FTA also published proposed Policy Guidance for comment, providing more detailed descriptions of the proposed framework, criteria and measures. FTA will try to get the Final Rule published before the end of this calendar year. The Senate Banking Committee and the House Transportation and Infrastructure Committee have just released proposed reauthorization language, which is very similar to the FTA NPRM in regards to proposed changes to the New Starts/Small Starts project evaluation and rating process.

It is important to note that none of the proposed NPRM changes would affect language or requirements as directed in current law. Such changes can only be introduced by Congress, in the new, final Authorization bill. However, FTA is proposing significant changes that fit within the current law's structure and language. The transit industry and advocates, including APTA, the New Starts Working Group and other organizations, are quite excited about the changes proposed by FTA. These organizations have been recommending and commenting on many of the specific changes proposed, including ways to streamline project delivery, simplify the evaluation criteria while considering a multiple-measure evaluation approach, changing the definition of the baseline applied in comparison to the proposed project, and need for a new measure of cost effectiveness eliminating or reducing reliance on FTA's user benefits measure compared to the baseline.

The NPRM includes consideration of the same set of evaluation criteria as identified in current law and in the current regulation. And, FTA has not proposed any changes to the weights assigned to each of the criteria in the project evaluation framework. However, the definition and application of the measures to address these criteria are proposed to be modified significantly. Highlights of key changes proposed in the evaluation and rating of New Starts and Small Starts are summarized below:

Baseline Alternative: Projects will no longer be compared to the "baseline" alternative as defined by FTA, but to the no-build alternative. The current baseline alternative is intended to replicate the same level of transit service as the proposed build alternative, but without a fixed guideway investment. Instead, proposed projects will be compared to the no-build, generally defined as the existing transit system plus investments fully funded in the TIP.

Forecast Time Horizon: Current regulations require that New Starts projects forecast ridership and calculate measures based on the 20-year long range planning horizon, and that Small Starts project forecast based on the opening year. The NPRM proposes that analyses be based on current year for both New Starts and Small Starts, however, a project sponsor may choose to also use a horizon year, and FTA proposes a 10-year planning horizon. If a project sponsor elects to use the horizon year, results from both current and horizon years will be averaged.

Cost Estimates and Betterments: FTA has generally required that project cost estimates used in the evaluation include betterments (e.g., local improvements related to station areas, pedestrian access, etc.). The NPRM proposes that betterments can be excluded from the cost

estimates applied in the evaluation, and includes items such as LEED certified infrastructure and pedestrian improvements.

Expanded Use of "Warrants": APTA proposed introduction of a "warrants" approach, and FTA has included this proposal in the NPRM. Projects and corridors meeting certain conditions and characteristics as defined would be assigned an automatic "medium" rating for that specific measure. A similar approach has been used by FTA for projects in the "very small starts" program. FTA is asking for comments and assistance in identifying specific warrants, conditions and characteristics to implement such an approach.

Now for a brief summary of the specific measures proposed.

Cost Effectiveness: The NPRM eliminates use of the current "Transportation System User Benefit" measure in the calculation of cost-effectiveness. The measure is proposed as annualized capital and operating cost per trip taken on the proposed project, comparing the proposed project to the no-build. The calculation of trips is identical to that applied in the measure of mobility improvements below.

Mobility Improvements: Proposed to be measured as simply the number of trips using the proposed project, reported as an absolute number not compared to a no-build or baseline. FTA proposes that extra weight be given to project trips by transit dependents (as defined locally). FTA is seeking comment on the proposed weight of doubling the trips made by transit dependents in the calculation.

Land Use: This remains a largely quantitative measure focused on existing land use, population and employment densities. FTA is adding existing publically supported housing in the corridor as a factor.

Economic Development: This measure continues to focus on future development, but adds emphasis on affordable housing in the corridor. The measure will also include estimate of number of jobs related to design, construction and operation, as well as monetary values of environmental benefits.

Environmental Benefits: Proposed to include four measures, roughly based on changes in VMT as a result of the project, including changes in total criteria pollutants, energy use, greenhouse gas emissions, and changes in safety.

Operating Efficiencies: Proposed to measure change in operating cost per "place-mile" between either the proposed project and existing conditions or the proposed project and horizon year conditions. Place-mile reflects the passenger capacity of the transit system.

Local Financial Commitment: NPRM proposes changing measures to reflect interdependency of capital and operating funds for the proposed project. New measures identified include Non-New Starts or Non-Small Starts share of the project, current financial condition of project sponsor (for capital and operating), commitment of capital and operating funds, and reasonableness of estimates.

Finally, note that the Final Rule will formally eliminate the option of "exempt" projects. And, the NPRM does not include any provisions for the "very small starts" program introduced by FTA staff in the previous rule.

DATE: February 20, 2012

TO: Red Rock Corridor Commission

FROM: Staff

RE: State and Federal Legislative Update

Attached is an overview of the Governors State of the Union address and a federal update prepared by Lockridge Grindal Nauen for the Counties Transit Improvement Board (CTIB

Action
Information

11660 Myeron Road North, Stillwater, Minnesota 55082-9573
Phone: 651-430-4300 • Fax: 651-430-4350 • TTY: 651-430-6246
www.redrockrail.org
Equal Employment Opportunity / Affirmative Action



Governor Dayton's State of the State Address

Tonight, Governor Mark Dayton delivered his second State of the State address. The Governor proposed for a better Minnesota with three initiatives:

1. Bonding
Governor Dayton's proposed bonding bill would upgrade educational facilities at colleges and universities, repair buildings, improve our state parks and provide financial assistance to projects in several cities for business revitalization. He believes that his bonding bill would create 21,700 jobs with the majority of them being in the private sector, and pressed the legislature to pass his bonding bill yet this month.

2. Stadium
He again asked that the legislature to address the possibility of funding a new "People's Stadium" for the Minnesota Vikings, though he did not discuss details on where the stadium would be located. Governor Dayton expressed his belief that the construction of the stadium would create more jobs and increase revenue for the state.

3. "Jobs Now"
"Jobs Now" tax credit is a new proposal to encourage the hiring of unemployed Minnesotans, Veterans and recent college graduates by reducing taxes for participating businesses. Governor Dayton also proposed the expansion of the GI bill to assist all era Veterans in obtaining further education, because unemployed Veterans may be as high as twice the state average.

The Governor expressed his gratitude in the bipartisan collaboration in government and education reform, like the increase of per-pupil aid and the waiver of No Child Left Behind from the Federal Government. Furthermore, he discussed the importance of our higher education institutions and their innovative projects that are providing greater economic opportunities for our citizens.

Lastly, he proposed his tax plan of raising income taxes on the wealthiest 2% of Minnesotans saying "no more borrowing." This refers to the shift in school funds that balanced the budget last year. He also called for the renovation of the deteriorating Minnesota State Capitol. In closing, Governor Dayton expressed hope for Minnesota's future by working together to build a lasting legacy.

LOCKRIDGE GRINDAL NAUEN
P.L.L.P.
Attorneys at Law
www.locklaw.com

MINNEAPOLIS
Suite 2200
100 Washington Avenue South
Minneapolis, MN 55401-2179
T 612.339.6900
F 612-339-0981

WASHINGTON, D.C.
Suite 210
415 Second Street, N.E.
Washington, D.C. 20002-4900
T 202.544.9840
F 202-544-9850

MEMORANDUM

TO: Counties Transit Improvement Board

FROM: Dennis McGrann // Andy Burmeister

DATE: February 14, 2012

RE: Federal Update

Below you will find the February update for the *Counties Transit Improvement Board* (CTIB). We have included relevant federal activities and an outlook on the fiscal year 2013 appropriations and transportation authorization process. Additionally, we have outlined the expected legislative agenda for the second session of the 112th Congress as framed by the recent debt and deficit discussions and have provided strategy recommendations for consideration by CTIB.

CONGRESSIONAL UPDATE:

Congress returned for the second session of the 112th Congress in January and have been steadily working on a number of items in advance of the 2012 elections in November. The Senate will be in Washington a similar amount to last year. However, the current House legislative calendar appears to have added additional district work weeks which will limit their time in Washington more than in recent years.

Transportation policy has been the main focus of the House and Senate in the first several weeks of session. We expect this issue to garner much attention in the House and Senate over the next couple of weeks and months. Leaders in both the House and Senate have indicated that it is their desire to pass and enact transportation authorization legislation prior to the November elections.

PRESIDENT'S BUDGET REQUEST:

On Monday February 13, 2012, President Obama sent his Fiscal Year 2013 budget to Capitol Hill for Congress' consideration.

Of note, the President's request includes a six-year transportation reauthorization proposal totaling $476 billion. The request proposes to rename the Highway Trust Fund the

"Transportation Trust Fund", change the usual treatment of spending into all mandatory spending, and consolidate 55 programs into five. The plan proposes to pay for its spending beyond what the Highway Trust Fund can support by using the "peace dividend" realized from U.S. withdrawal from the wars in Iraq and Afghanistan.

The President's transportation proposal will likely not be taken up as it came out the same week as the House and Senate work on beginning floor consideration of their own Surface Transportation proposals (HR 7, S 1813).

Additionally, the President's budget request:

- Seeks $47 billion over six years for the high-speed passenger network — $2.7 billion of which would be in fiscal 2013.
- Seeks $50 billion in "immediate investment" into highways, transit systems, railroads and aviation operations.
- Calls for the creation of an independent National Infrastructure Bank, capitalized with $10 billion of unspecified fiscal 2012 funding.

Over the coming weeks and months, House and Senate Committees will hold hearings to examine the President's proposal while they simultaneously work on assembling their Fiscal Year 2013 Appropriations bills. As it has been in years past, we expect many of the President's "recommendations" to be discarded by Congress.

ACTION ITEM: ***We will monitor the President's requests and the annual budget process closely and alert you should there be opportunities to support a proposal which might positively impact the work of CTIB. In addition, we will monitor this process for opportunities to highlight CTIB among key policy makers and the programs which you support.***

TRANSPORTATION AUTHORIZATION:

The House and Senate are preparing to debate their transportation authorization proposals in their respective Chambers this week. The House and Senate Committees of jurisdiction have held hearings and mark-up sessions and have reported their bills to the floor.

House Bill - H.R. 7, the "American Energy and Infrastructure Jobs Act of 2012:

About a week and a half ago, the House Transportation and Infrastructure Committee advanced a multi-year surface transportation reauthorization after spending nearly the entire day working through various amendments. Authors of the bill said the $260 billion measure "would provide stability in transportation funding, consolidate programs, give states more flexibility in how they spend federal transportation funds, speed up delivery of transportation projects by streamlining environmental reviews, and be fiscally responsible."

In addition, the **House Ways and Means Committee** approved legislation which will serve as the revenue title of the $260 billion surface transportation package which the House Transportation and Infrastructure Committee completed marking up early on Friday. Republicans Vern Buchanan (R-FL) Florida and **Erik Paulsen (R-MN-03)** sided with Democrats in voting "no."

The bill would extend taxes on motor fuels, heavy truck sales and use, and certain heavy tires at current rates through fiscal 2018. It would authorize net revenues received from onshore and offshore oil and gas leases to be directed to the Highway Trust Fund.

The Ways and Means Committee-passed revenue title would include an accounting change that **would end the transfer of all motor fuel taxes to the Highway Trust Fund mass transit account,** instead funding it with a one-time $40 billion appropriation and renaming it the "alternative transportation account."

As previously stated, the House is taking up their measure on the floor this week (and likely several weeks to come). There are **hundreds of amendments** which may be considered, including numerous amendments related to transit.

Senate Bill - S. 1813 – the "Moving Ahead Progress in the 21st Century" Act:

As you know, the Senate Environment and Public Works Committee previously passed what would be the main vehicle for their transportation authorization bill. Each Committee of jurisdiction (Environment and Public Works Committee, Finance Committee, Commerce, Science, and Transportation Committee) passed their respective parts which has cleared the way for this week's floor process to begin.

The Senate Transportation bill would provide $109 billion over two years.

To pay for the programs, the bill would extend the excise taxes that finance the Highway Trust Fund, which pays for the bulk of federal surface transportation projects, through fiscal 2015, and the authority to spend money from the fund through fiscal 2013.

It also includes several other provisions, including proposals to transfer $3 billion, as well as dedicate a portion of fuel taxes, from the Leaking Underground Storage Tank Trust Fund to the Highway Trust Fund. In addition, the bill would direct certain import tariffs into the highway fund and deny or revoke passports from those with federal tax debts greater than $50,000.

ACTION ITEM: ***This process will likely proceed for the coming weeks and months as the House and Senate consider each of their bills and if passed, work to iron out the differences between the two versions. We will continue to monitor the House and Senate floor proceedings related to the transportation authorization process and alert you of pending***

amendments and provisions which will impact CTIB objectives. In addition and as the transportation authorization process proceeds, we will alert you of opportunities touch base with Delegation Members in a manner which will assist in advancing your transit objectives related to this bill.

TIGER IV GRANT AVAILABILITY:

On Tuesday, January 31, the U.S. Department of Transportation announced the availability of funds for the next round of the TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grant program. The Fiscal Year 2012 TIGER grant program will make $500 million available for projects having a significant impact on the nation, a metropolitan area or region. In addition, as in prior rounds of funding, this year's TIGER grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis. Projects will be evaluated on primary criteria that include safety, economic competitiveness, livability, environmental sustainability, state of repair and short-term job creation.

ACTION ITEM: ***We will continue to monitor the TIGER Grant program and alert you of any changes that might occur in the TIGER IV application process.***

OUTLOOK: FISCAL YEAR 2013 AND CONGRESSIONALLY DIRECTED SPENDING

The budget process has now begun with the submittal of the President's Budget request. Appropriations Committees will be holding hearings in the next couple of weeks and months and then will put together their annual appropriations bills. There will be numerous opportunities to weigh in as the process proceeds.

Over the last couple of years, Congress has shied away from the practice of directing spending for locally identified projects in their districts. We do not expect this to continue forever and do believe there will be changes made to the process which will enable its return sometime in the future. It is unlikely that the fiscal year 2013 cycle will be that year. All said, we strongly believe it is important to stay engaged with the Minnesota Congressional Delegation and the Administration to ensure that they are up-to-date on your priorities and so CTIB is at the table should the current policy change in the future.

ACTION ITEM: ***As the appropriations process proceeds, we will stay in contact with you and alert you of opportunities to weigh in with delegation Members and key committee stakeholders on programs which CTIB supports.***

2012 WORKPLAN:

The following work plan is currently under consideration by the Board and CTIB leadership. We are able to adjust this to further meet your needs and advance your objectives. In addition, we will be providing you with additional action items as the weeks and months progress.

- **CTIB Washington DC Fly-In:** We recommend that the Board once again consider a trip to Washington to meet with the Minnesota Delegation and key Administration officials. Last year the group came at the end of March. March/April 2012 also looks like a viable option for a visit should the Board so choose.

- **Minnesota Delegation Staff Summit:** We recommend that the Board once again consider a Congressional briefing at which the Board can provide Minnesota Congressional Delegation Staff an update as to the status of CTIB's short-term and long-term priorities. Board has considered June 20th.

- **Washington DC CTIB Congressional Briefing:** We recommend that the Board consider holding an in-depth briefing in Washington DC to provide a venue for Congressional staff to receive an in-depth briefing on the status of the various corridors and projects.

- **Monthly/Bi-Monthly/Quarterly Reports:** We recommend that the Board consider the creation and distribution of a monthly/bi-monthly/quarterly newsletter or report which can be delivered to Members of Congress, their staff, and key Administration officials which can be used to keep them constantly updated on CTIB and it's activities.

- **Public Recognition:** We recommend that CTIB Members take every opportunity to recognize the Congressional Delegation for their support of CTIB priorities through the utilization of public events, editorials, letters, resolutions and other opportunities which may present themselves.

- **Transportation Authorization:** We recommend that CTIB examine the efficiencies and deficiencies of current transportation laws, discuss whether there are any items which the Board wishes to raise in Washington, and follow-up by communicating these issues.

ACTION ITEM: Should you decide to move forward on these items, we look forward to working with you to implement them in a manner that maximizes the financial resources available. We also look forward to providing additional recommendations as conditions in Washington change from day to day and week to week.

As always we will continue to monitor these and others transportation related issues. Please do not hesitate to contact Dennis McGrann at (202) 544-9840 or dmmcgrann@locklaw.com or Andy Burmeister at (202) 544-9844 or arburmeister@locklaw.com if you have any questions or would like additional information.