



Agenda
Red Rock Corridor Commission
January 28, 2010
3:30 p.m.

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

	<u>Action Requested</u>
1. New Commission Members*	Information
2. Election of Officers*	Election
3. Consent Items	Approval
a. Checks and Claims*	
4. Legislative Update – WCRRA	Information
a. State*	
b. Federal*	
5. Red Rock 2010 Legislative Platform* - WCRRA	Approval
6. Station Area and Site Master Planning Overview* – Hay Dobbs	Approval
a. CAC Appointments	
7. Minneapolis Interchange Project Overview – HCRRA	Information
8. Draft State Rail Plan Final Report Comments*	Approval
9. Administration	Discussion
a. 2009 Budget Summary*	
b. Draft 2010 Work Plan and Budget*	
10. Other	Information
a. Invitations for Ex-Officio Membership	
b. APTA High Speed Rail Conference, Chicago 2/9 – 2/11*	

* *Enclosures*



DATE: January 25, 2010
TO: Red Rock Corridor Commission
FROM: Staff
RE: New Corridor Commission Members

The Red Rock Corridor Commission Joint Powers Agreement calls for Commission Members to be elected officials of the organization that they represent. With the start of 2009, one new city representative and one new County representative have been appointed to the Red Rock Corridor Commission. The member and their alternates include:

Jen Peterson - Alternate, Cottage Grove City Council Member

Janice Rettman - Ramsey County Commissioner

Jim McDonough – Alternate – Ramsey County Commissioner

Action Requested: Information



DATE: January 25, 2010
TO: Red Rock Corridor Commission
FROM: Staff
RE: Election of Officers

The Red Rock Corridor Commission Bylaws call for the election of officers at the first Red Rock Corridor Commission meeting of the calendar year. The bylaws call for the Commission to elect a chair and a vice-chair person from its membership.

The 2009 officers are:

Chair: Myra Peterson, Washington County Regional Railroad Authority
Vice-Chair: Joseph Harris, Dakota County Regional Railroad Authority

At the January 28, 2010 meeting, the Commission will be asked to elect officers for 2010.

Action Requested: Election of Officers



DATE: January 25, 2010
TO: Red Rock Corridor Commission
FROM: Staff
RE: Checks and Claims

Attached is the

Hay Dobbs Invoice - SAP Study (December, 09)	\$ 17,158.64
IXfactor – Website Hosting	\$ 149.70
Red Rock Breakfast Event (General Activities Budgeted Item)	\$ 1,182.66
TOTAL	\$ 18,491.00

Action Requested: Approval

(Unit Rate)
INVOICE NO. 09017.000-02

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

Estimated Completion: 3.5 %
 (from Column 6 Progress Report)

Copy: State's Project Manager: Andy Gitzlaff

Period Ending: 12/31/09
 Invoice Date: 01/11/10

Re: Mn/DOT Contract No. 85937 Contract Expiration Date: April 20, 2011
 SP Number: _____ TH Number: _____
 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)	\$466,751.00	\$23,938.33	\$23,938.33	\$ 16,697.55
2. Direct Expense Costs: (See Exhibit for Breakdown)	\$60,533.00	\$0.00	\$0.00	\$461.09
3. Subcontractor Costs:	\$565,170.00	\$0.00	\$0.00	\$0.00
4. Miscellaneous Professional Services	\$57,500.00	\$0.00	\$0.00	\$0.00
Net Earnings Totals:	\$1,149,954	\$23,938.33	\$23,938.33	\$ 17,158.64
Total Amount Due This Invoice:				\$17,158.64

Contractor: Complete this table when submitting an invoice for payment			
Activity Code	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1	23,938.33	23,938.33	\$17,158.64
Total*	23,938.33	23,938.33	\$17,158.64

*Must Match Net Earnings Totals Above

For Consultant Services Use Only

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

Signature: Lianne Perryman

Print Name: Lianne Perryman

Title: Office Manager / Designer

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

Telephone: (612) 338-4590

Approved for Payment: _____

Date: _____



10539 165th Street West, Lakeville, MN 55044

Phone 952-693-2201 Fax 952-693-2241
Email CustomerService@ixfactor.com
Website Http://www.ixfactor.com
Support: Support@ixfactor.com

Red Rock Corridor Commission
14949 62nd St N
Stillwater, MN 55082

Accou...

Invoice: 20094514

Billing Date: 1/6/2010

Due Date: 1/15/2010

Amount Due: \$149.70

If payment by Check, please include your Account Number

Amount Paid: _____

iXfactor Hosting Services	Qty	Rate	Amount
January 2010 - March 2010 quarterly hosting fees for redrockrail.org	3	24.95	74.85

Pay your bills online at:
<https://www.intuitbillpay.com/ixfactor>

Total Current Charges \$74.85

Total Amount Due 1/15/2010 \$149.70

Visa, MasterCard, American Express accepted

To setup automatic payments, please visit <Http://www.ixfactor.com/autopay.pdf>.



INVOICE

Nº 27705

Tinucci's Restaurant & Catering
Cocktails - Catering - Deli - Since 1958
 (651) 459-3211 • 396 21st Street, Newport, MN 55055 • (651) 459-9011
 www.Tinuccis.com

Date 1-22-10

SOLD TO [WASH - CO.] DELIVER TO [ANDY]

MEALS ORDERED	MENU DESCRIPTION	PRICE PER PERSON	TOTAL
64	BRUNCH	15 ⁰⁰	960 ⁰⁰
<p style="text-align: center;">THANK YOU</p> <p style="text-align: right;">15% SERVICE</p>		DELIVERY	144 ⁰⁰
		SUB TOTAL	1104 ⁰⁰
		SALES TAX	78 ⁶⁶
		TOTAL	1182 ⁶⁶

We Appreciate Your Business

INVOICE DUE WITHIN 10 DAYS. NO OTHER INVOICE TO BE SENT.



Alliance Legislative Update

January 22, 2010

Capital Bonding Bill Will Move Quickly

Legislators are planning to move very quickly on passage of a capital investment bill this session. Committees have already begun to have hearings despite the fact that the Legislative Session begins on February 4th. House Capital Investment Committee Chair Alice Hausman has said that she plans to introduce the capital bonding bill on February 4th and would like to get it through the House during the first two weeks of session.

House Transportation Committee Chair Bernie Lieder has scheduled hearings on January 26th and 28th to hear testimony on transportation bonding requests. Senate committees are also scheduling hearings on bonding bills. It's not clear what the ultimate timeline will be. Legislators want to move quickly so that projects can move with the start of the construction season in the spring.

This week the House Capital Investment Committee met to go over the Governor's capital bonding proposal. The Governor has proposed GO bond proceeds of \$685 million. For transportation, his request is for \$109.5M in GO bonds, \$26.4M in TH bonds and \$22.8M in Trunk Highway cash.

The committee also heard from the office of Minnesota Management and Budget regarding new guidelines for determining the level of debt that the state can manage. The previous guideline, which was not a law, calculated the amount of GO bonds that could be issued by looking at the debt service on GO bonds and restricting the amount of debt service to 3% of the total general fund. There are three new guidelines that look at all debt, not just GO bonds, and relate the amount of total outstanding debt to a percentage of total state personal income. So rather than considering the amount of tax revenue in the general fund, the new guidelines look at the estimated personal income of everyone in the state. The first guideline calls for total tax-supported principal outstanding to be 3.25% or less of total state personal income. Under that guideline, the state could afford \$1.7 billion in total debt including GO bonds, trunk highway bonds and other outstanding debt. The previous guidelines did not include trunk highway bonds.

Senator Murphy Announces He Will Not Seek Re-Election

State Senator Steve Murphy, Chair of the Senate Transportation Committee, announced today that he will not seek another term in the Senate.

"Over the past 17 years, I have had the privilege of representing my friends, family, and neighbors in southeastern Minnesota at the State Capitol," said Sen. Murphy. "It has been an honor to serve as their voice in the Legislature.

"I never viewed public service as a career, but rather as an opportunity to make our community and state a better place for working families. With the help of my colleagues on both sides of the aisle, we have made tremendous progress in expanding access to health care, improving the state's schools, fixing our roads and bridges, protecting the environment, and honoring our veterans," he said.

Senator Murphy has been a strong Chair and advocate for transportation in Minnesota. He worked on numerous transportation funding bills including the bill with the proposed constitutional amendment to dedicate all of the motor vehicle sales tax revenue to transportation and the comprehensive transportation funding bills vetoed by the Governor in 2007 and 2008. With the veto override by the legislature in 2008, the state has seen the first increases in the gas tax since 1988 and a new schedule for the motor vehicle registration tax along with authorization for local governments to implement a local sales tax for transportation purposes.

The Transportation Alliance recognized Senator Murphy for his leadership and commitment to transportation with our Legislator Advocate Award. It has been a great privilege to work with him and he will definitely be missed by the transportation community.

Congress Back in Session - Will Stimulus II Move?

President Obama will deliver his State of the Union Address next week and White House press secretary Robert Gibbs said this week that, "the primary focus will be on creating jobs." Hopefully the President will talk about the need for greater investments in transportation infrastructure to create jobs and spur economic activity.

The big question now: will the Senate move on a Jobs bill and if so, when? Prior to the Holiday break, the House passed the Jobs for Main Street bill with funding for highways and transit that was almost identical to that included in the American Recovery and Reinvestment Act (ARRA). There was a great deal of expectation that the Senate would follow suit when it reconvened in January. Senate Finance Committee Chairman Max Baucus, D-MT, announced that his committee will mark up its portion of the jobs bill the first week in February. In addition to tax issues and extension of unemployment benefits, the Finance Committee would have jurisdiction over provisions in the bill that could provide an infusion of \$19.5 billion to the Highway Trust Fund, with \$14.7 billion going to the Highway Account and \$4.8 billion to the Mass Transit Account. The next deadline for Congress to act to keep federal funds flowing to the states is February 28th.

The outcome of the election in Massachusetts means that Democrats no longer have a 60 vote majority (the majority needed to prevent a filibuster) and the implications for health care reform and other issues is not clear. The House Jobs bill passed with no votes from Republicans. We'll have to stay tuned to see how the Senate agenda takes shape.

Transportation Events

Transportation Day at the Capitol – March 4th Kelly Inn, St. Paul

Sign up today for this important event featuring key legislative leaders. This is your chance to speak out for transportation funding at the state level with other transportation colleagues from across the state. **Sign up today at:** www.transportationalliance.com

Reauthorization Listening Tour – January 25th, Humphrey Institute

US DOT Secretary Ray LaHood and Congressman Jim Oberstar are the featured speakers. The event is currently full. We will report on the discussion of this event in our next Update.

Gubernatorial Candidate Forum – January 25th – 6:30-8:30 p.m. – Kagin Commons, Macalaster College, focusing on transportation, land use and the environment. Visit www.tlcmnnesota.org for more information.

**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
FR: Dennis McGrann // Emily Gehrman
DT: January 20, 2010
RE: Federal Update

Below you will find an update for the *Counties Transit Improvement Board* (CTIB) on federal transportation funding and policy initiatives in the second session of the 111th Congress.

Congressional Schedule

The House officially returned from their holiday recess and began legislative work on Wednesday January 13th. The Senate returned Tuesday January 19th and is expected to begin work on Wednesday the 20th on a bill to increase the debt limit. Work on major health care legislation is still pending as is the Senate's consideration of jobs legislation. Timing for consideration of a major transportation reauthorization bill is still being determined.

FY 2011 Appropriations

The Fiscal Year 2011 appropriations process has already begun. We have contacted all Congressional offices to determine their process and deadlines. The following is the information provided by the offices. We will keep you updated as more deadlines are announced and confirmed and forms are released.

Member	Deadline	Forms
Ellison	February 22 nd 4 PM Central	Electronic, Attached below
McCollum	TBD (Likely Early March)	Not Yet Released
Paulsen	TBD (After February 19 th)	Not Yet Released
Klobuchar	February 19 th	Forms to be Released week of January 19 th
Franken	TBD	Not Yet Released

Congressman Ellison has provided the following additional information regarding his appropriations request process:

Congressman Ellison is accepting applications for FY 2011 Appropriation Funding. Cited below are important links to the websites which will help you through the process.

Application Instructions:

http://ellison.house.gov/index.php?option=com_content&view=article&id=393:submitting-an-appropriations-request&catid=14:services&Itemid=5

Appropriation Request Form:

<http://forms.house.gov/ellison/fy2011.html>

Appropriation Request Checklist:

http://ellison.house.gov/images/stories/FY_2011_Appropriations_Checklist.pdf

In addition, Congressman Ellison is conducting two (2) informational workshops on the 5th Congressional District's FY 2011 Appropriations process. If you are interested in pursuing FY 2011 Earmark funding, please plan to attend one of the following sessions:

Monday, January 25, 2010

Minneapolis Urban League
2100 Plymouth Ave N
Minneapolis, MN 55411
Minneapolis Board Room
2:30 PM – 3:00 PM

Or

Tuesday, January 26, 2010

Minneapolis Urban League
2100 Plymouth Ave N
Minneapolis, MN 55411
Minneapolis Board Room
1:30 PM – 2:00 PM

Federal Transit Administration Policy Change

As you are aware, on Wednesday, January 13th Transportation Secretary Ray LaHood announced that the Federal Transit Administration will abolish the current practice of using the "Cost Effectiveness Index" as the major factor used when evaluating the validity of proposed transit projects across the country. Secretary LaHood proposed that new funding guidelines for major transit projects be based on livability issues such as economic development opportunities and environmental benefits, in

addition to cost and time saved, which are currently the primary criteria. In a letter dated January 13th, Secretary LaHood states “*We are making this change in order to give meaningful consideration to the full range of benefit that transit can provide. These include not only mobility-oriented benefits such as transit travel time, but also important economic developments, environmental, social and congestion relief benefits.*” According to the letter, the FTA’s regulatory framework will be changed in order to reflect these criteria and the Administration will begin a rule making process shortly to achieve this goal. We are working with Member offices and Administration officials to determine exactly what impact this policy change will have on specific proposed transit corridors in the Twin Cities Metro area. We will work to keep you updated on the rule making process and likely timelines for policy implementation.

Department of Transportation Secretary Ray LaHood Visit to the Twin Cities

As you may be aware, US Department of Transportation Secretary Ray LaHood and House Transportation and Infrastructure Committee Chairman Jim Oberstar (D-MN08) are hosting a town hall meeting to solicit the views of key stakeholders on ways to improve the delivery of surface transportation programs. We have attached the full announcement attached.

Time: Monday, January 25, 2010 9:30 a.m. to 3:30 p.m.

Location: Hubert H. Humphrey Institute of Public Affairs, University of Minnesota, West Bank Campus, 301 19th Ave South, in Minneapolis.

RSVP: Name and Organization to ReauthRSVP@dot.gov by **5 PM on Wednesday, January 20.**

Jobs Legislation

On December 15th, 2009 the House passed the “Jobs for Main Street Act of 2010” Among other things, this legislation redirects billions of dollars of Troubled Asset Relief Program (TARP) funding to infrastructure projects. House Transportation and Infrastructure Committee Chairman Oberstar worked diligently with Chairman Obey of the House Appropriations Committee to make sure the following funding was included in the bill:

- **Transit: \$8.4 billion** for public transportation investments including \$6.15 billion for urban and rural formula grants; \$500 million for capital investment grants for new or expanded fixed guideway projects; and \$1.75 billion in formula funds to address repair needs of existing subway, light rail and commuter rail systems. Public transportation saves Americans time and money, saving as much as 4.2 billion gallons of gasoline and reducing carbon emissions by 37 million metric tons each year.

- **Highway Infrastructure:** \$27.5 billion to make additional highway infrastructure investments. These projects seek to support jobs in the short term while saving commuters time and money in the long term.

- **Amtrak:** \$800 million for capital grants to Amtrak for the acquisition and rehabilitation of rolling stock and passenger equipment which seeks to improve the speed and capacity of intercity passenger rail service.

Transportation Authorization

Although no action has been taken on the reauthorization of a 6-year transportation bill, we have provided a brief overview of the status of action taken thus far.

Three Senate Committees approved bills that would extend the authorization through March 2011, as the Obama administration recommended. With the House and Senate at an impasse, current law has been extended several times, with the latest extension running through February 28th. House Transportation and Infrastructure Committee Chairman James Oberstar readied a \$450 billion, six-year surface transportation authorization bill, but action on it stalled over financing troubles. The White House and the Senate wanted Congress to extend current law (PL 109-59), which expired in October, for 18 months. Oberstar, wanted shorter extensions, which he believed would put pressure on Congress to complete work on a multi-year bill. What resulted was a stalemate that forced Congress to extend the 2005 highway law through short-term, stopgap spending measures.

As always, Lockridge Grindal Nauen will continue to monitor these and any other pertinent transportation issues. Please do not hesitate to contact Dennis McGrann at (202) 544-9840 or dmmcgrann@locklaw.com or Emily Gehrman at (202) 544-9896 or ejgehrman@locklaw.com if you have any questions.



DATE: January 25, 2010
TO: Red Rock Corridor Commission
FROM: Staff
RE: 2010 Legislative Platform

A draft of the 2010 State Legislative Platform was presented at the December 10, 2009 Commission meeting for review. The final draft of the Legislative Platform includes the following funding and policy priorities:

The proposed changes since the last meeting have been highlighted in italics below each platform statement.

1. A request for \$500,000 for environmental analysis, engineering, acquisition of real property or interests in real property and construction of a park-and-ride facility for the Red Rock Corridor Transit Way.

This request has been expanded from its previous focus on Hastings to the entire corridor to give the Commission the additional flexibility to utilize these funds for additional eligible projects and activities.

2. A request for \$3,600,000 for the implementation of commuter bus service for 3 years to/from Hastings with a potential stop in Newport and service to both St Paul and Minneapolis.

This request has been expanded to identify the two potential funding sources. 1. Minnesota Department of Transportation (Mn/DOT) General Highway funds for bridge mitigation 2. State General Funds.

3. Support the States efforts for the planning, development and implementation of high speed passenger rail service in the River Route Corridor as part of the State Rail Plan and the MWRRRI and request by the Ramsey County Regional Railroad Authority (RCRRA) for \$10 million for the Mn/DOT to develop high speed rail from the Twin Cities to Chicago.

This support statement has been expanded to include support for the bonding request submitted by the RCRRA.

4. Support request for \$8.5 million by RCRRA to match federal funding available for environmental, engineering, rehabilitation, property acquisition and construction work at the Union Depot Multi-modal Transit Hub.

This support statement has been added

5. Support request by the RCRRA for \$13.5 million to be allocated to the Mn/DOT for Hoffman Yard Interlocking capacity improvements.

This support statement has been added

Action Requested:

Approval



Red Rock Corridor Commission

2010 Legislative Platform

Who We Are

The Red Rock Corridor Commission (RRCC) is a Joint Powers Board of the County Regional Rail Authorities and communities established in 1998 to address the transportation needs of the along the Red Rock Corridor from Hastings through St Paul to Minneapolis.

2010 Funding Priorities

1) Construction of a Park-and-Ride Facility in Hastings

Request:

The Red Rock Corridor Commission (RRCC) is requesting \$500,000 to be appropriated from bond proceeds to the Metropolitan Council for a grant to the Red Rock Corridor Commission for environmental analysis, engineering, acquisition of real property or interests in real property and construction of a park-and-ride facility for the Red Rock Corridor Transit Way.

Rational:

In 2007, the RRCC complete an Alternatives Analysis (AA), which recommended a phased in approach to transit service starting with expanded bus service and new park-and-ride construction to a long-term plan of implementing commuter rail in the corridor.

One of the park-and-rides/transit stations identified in the AA is located in Hastings, which is currently owned by the City of Hastings and is a gravel parking lot. Currently, there is no express or local bus service provided to the City of Hastings. To determine potential transit ridership, the RRCC undertook a Commuter Bus Feasibility Study in 2009. The results of this study showed favorable ridership from Hastings to St Paul and Minneapolis.

In addition, the Minnesota Department of Transportation will begin construction of the TH 61 Hastings Bridge over the Mississippi River and the Lafayette Bridge into St Paul in the Fall of 2010. While it is anticipated that there will not be a reduction in the travel lanes, the construction impacts could be expected to create significant congestion through the area. The construction of a park-and-ride with bus service to Hastings could help to mitigate the congestion that may be associated with the construction project.

Support

Support will come from the City of Hastings, Dakota County, Washington County and others associated with the implementation of multi-modal transportation options.

Opposition

Opposition may come from those opposed to expansion of the express bus service in the region.



No Action:

If the proposal is not enacted, it is unlikely that other funding sources will be available to design and construct the park-and-ride.

Previous Consideration:

The Red Rock Corridor was included as an eligible corridor to receive funding from the 2008 State Bonding Bill for design and construction of park-and-rides in the Corridor.

Financial Implications:

There will be an impact on state finances due to the sale of \$500,000 in bonds for the design and construction of the park-and-ride lot.

2) Red Rock Corridor commuter bus service to Hastings and Newport

Request:

The RRCC requests special legislative approval for \$3,600,000 to be allocated to the Red Rock Corridor Commission for the implementation of commuter bus service for 3 years to/from Hastings with a potential stop in Newport and service to both St Paul and Minneapolis.

Rational:

In 2007, the RRCC complete an Alternatives Analysis (AA), which recommended a phased in approach to transit service starting with expanded bus service and new park-and-ride construction to a long-term plan of implementing commuter rail in the corridor. Two of the park-and-rides/transit stations that were identified in the AA are located in Hastings and Newport. Currently, there is no regular route or local bus service provided to the City of Hastings and limited local and express service provided in Newport. To determine potential transit ridership, the RRCC undertook a Commuter Bus Feasibility Study in 2009. The results of this study showed favorable ridership from Hastings to St Paul and Minneapolis.

In addition, the Minnesota Department of Transportation will begin construction of the TH 61 Hastings Bridge over the Mississippi River and the Lafayette Bridge into St Paul in the Fall of 2010. While it is anticipated that there will not be a reduction in the travel lanes, the construction impacts could be expected to create significant congestion through the area. The construction of a park-and-ride with bus service to/from Hastings could help to mitigate the congestion may be associated with the construction project.

Support:

Support will come from the Red Rock Corridor Commission, the City of Hastings, Dakota County and others associated with the implementation of multi-modal transportation options.

Opposition:

Opposition may come from those opposed to expansion of the express bus service in the region.



No Action:

If the proposal is not enacted, it is unlikely that other funding sources will be available to provide expanded commuter bus service in the Red Rock Corridor.

Previous Consideration:

There have been no previous considerations for implementing commuter bus service in the Red Rock Corridor.

Financial Implications:

There will be an impact on state finances for the implementation of this commuter bus service due to the use of \$3,600,000 from either the general fund or allocated from Mn-DOT trunk highways funds for construction mitigation. State bonding funds cannot be used for transit operations.

2010 Policy Priorities

1) Support for High Speed Passenger Rail

Position:

The Red Rock Corridor Commission supports the States efforts for the planning, development and implementation of high speed passenger rail service in the River Route Corridor as part of the State Rail Plan and the MWRRI.

Rational:

State funding is critical for developing high speed passenger rail in Minnesota connecting the Twin Cities to Chicago as part of the Midwest Regional Rail Initiative (MWRRI) Passenger Rail System. The system is predicated on three key approaches: 110-mile-per-hour service; significantly increased frequencies; and next generation trains that will bring a faster, more reliable, more service-focused mobility option to travelers. These funds can also be used to maximize the potential use of federal money designated for the development of high speed rail through the Passenger Rail Investment and Improvement Act (PRIIA) of 2008 the American Recovery and Reinvestment Act (ARRA) of 2009.

The Minnesota Department of Transportation is currently undertaking a State Passenger and Freight Rail Plan that is to be completed by the end of 2009. This study is examining all of the potential corridors within Minnesota for the implementation of passenger rail service. One of the potential routes is the federally designated "River Route," which runs from the Twin Cities along the Mississippi River to Le Crescent and then crosses into Wisconsin and continues to Madison, Milwaukee, and Chicago.



The River Route corridor shares the same tracks from Minneapolis-St Paul to Hastings with the Red Rock Corridor commuter rail line. This will allow both systems to benefit from any track and service improvements, thus making the implementation of commuter rail in the Red Rock Corridor much more feasible.

Support

Support will come from other sponsors of the Midwest Regional Rail System (Indiana, Illinois, Iowa, Michigan, Missouri, Nebraska, Ohio, and Wisconsin), the Minnesota High Speed Passenger Rail Commission, the Minnesota Department of Transportation, On Board Midwest Coalition and others associated with the implementation of multi-modal transportation options.

Opposition

Opposition may come from those opposed to passenger rail transportation. These people/organizations may argue that the cost associated with implementing and operating rail systems cannot be justified by the benefits they produce, or that any inter-city rail system should be self-sustaining.

No Action:

If the proposal is not enacted, the Minnesota Department of Transportation may allocate bonding funds towards other passenger rail corridors.

Previous Consideration:

The 2008 State Bonding Bill included \$26,000,000 for capital improvements and betterments for intercity passenger rail projects as identified in the statewide freight and passenger rail plan.

Fiscal Impacts

There will be an impact on state finances due to the sale of bonds for the engineering, environmental, design and construction of the high speed rail corridor.

2) Union Depot

Position:

The Red Rock Corridor Commission supports the request of \$8.5 million by Ramsey County Regional Railroad Authority to match federal funding available for environmental, engineering, rehabilitation, property acquisition and construction work at the Union Depot Multi-modal Transit Hub.

Rational:

This request is for \$8.5 million in state bonding to match \$50 million in federal funding provided for Minnesota's Union Depot multi-modal transit hub. This project is a multi-year effort to connect Minneapolis and Saint Paul with the Central Corridor light rail line at the Union Depot multi-modal hub, and it will include AMTRAK, interstate bus lines, inter-city bus lines, Rush and Red Rock commuter rail, high-speed rail, the Robert Street Corridor, and other future light rail lines. The new hub will serve as a focal point for economic development in the east metropolitan area.



A purchase agreement has been signed by the Ramsey County Regional Rail Authority to purchase the Depot concourse property from the U.S. Postal Service.

Support:

Support will come from the Ramsey County Regional Railroad Authority, LOCATE Task Force, Amtrak, BOMA, Capitol River Council, Central Corridor Coordinating Committee, Greyhound Lines, Jefferson Lines, Lowertown Redevelopment Corporation, Metropolitan Council, Mn/DOT, Representative Betty McCollum, Rush Line Corridor, St. Paul Chamber of Commerce, St. Paul City Council, St. Paul PED, St. Paul Port Authority, St. Paul Riverfront Corporation, Senator Norm Coleman, City of Saint Paul, various community and neighborhood groups, Congressional Members, and Legislators support this legislative request.

Opposition:

Opposition may come from those opposed to investments in passenger rail. Railroads will be concerned about any potential impacts on their operations, but they do not oppose the development.

No Action:

If the proposal is not enacted, the Ramsey County Regional Railroad Authority will have to look for other funds to match federal funds for Union Depot.

Previous Consideration:

The Red Rock Corridor was included as an eligible corridor to receive funding from the 2008 State Bonding Bill for design and construction of park-and-rides in the Corridor.

Financial Implications:

There will be an impact on state finances due to the sale of \$8,500,000 in bonds for the design and construction work at the Union Depot Multi-modal Transit Hub.

3) Hoffman Yard

Position

The Red Rock Corridor Commission supports the request by the Ramsey County Regional Railroad Authority for \$13.5 million to be allocated to the Minnesota Department of Transportation for Hoffman Yard Interlocking Capacity Improvements.

Rational:

Hoffman Interlocking/Hoffman Junction is one of the current major freight bottlenecks in the State of Minnesota. Three of the four Class I railroads operating in the State have facilities that interchange in this area. Union Pacific trains must cross Canadian Pacific and Burlington Northern Santa Fe train tracks to travel between the Twin Cities and Chicago. This movement limits capacity on all three rail lines. Potential improvements include a grade separation for the Union Pacific track thereby increasing capacity for all lines.



Improving the capacity of Hoffman Interlocking/Junction is vital to Ramsey County as this bottleneck constricts the amount of passenger trains able to call upon the Union Depot Multi-modal Hub. Without capacity improvements, passenger trains will be limited to the existing Amtrak Empire Builder service. With capacity improvements, High-Speed Rail, Red Rock Corridor Commuter Rail, and passenger rail service to Eau Claire, WI can be added.

The request would be used to fund environmental analysis, engineering, acquisition of real property or interests in real property, and construction relating to capacity improvements. Additionally, it may be used to match federal funds.

Support:

Support will come from the Minnesota High Speed Rail Commission, Red Rock Corridor Commission, Counties Transit Improvement Board, the Minnesota Department of Transportation, and others associated with the implementation of multi-modal transportation options. Freight railroads may also be supportive due to the investment in their system.

Opposition

Opposition may come from those opposed to transit or intercity rail service. These people/organizations may argue that the cost associated with implementing intercity rail cannot be justified by the benefits it produces, or that any passenger rail system should be self-sustaining. Additionally, opponents may object to public money paying for improvements to private freight railroads.

No Action:

There have been no previous considerations for Hoffman Yard as a stand-alone project.

Previous Consideration:

The Red Rock Corridor was included as an eligible corridor to receive funding from the 2008 State Bonding Bill for design and construction of park-and-rides in the Corridor.

Fiscal Impact:

There will be an impact on state finances due to the sale of \$13,500,000 in bonds for improvements to Hoffman Yard interlock



DATE: January 25, 2010
TO: Red Rock Corridor Commission
FROM: Staff
RE: Station Area and Site Master Planning Study Update

The Station Area and Site Master Planning study for the Southeast Stations of the Red Rock Corridor is now underway. These stations include Lower Afton Road in St Paul, Newport, Cottage Grove and Hastings. The work conducted for this study will be utilized in the development of station areas that can serve express bus service in the interim and transition to commuter rail in the long-term. Hay Dobbs PA, has been contracted by Washington County Regional Railroad Authority on behalf of the Red Rock Corridor Commission to complete the work.

Public Involvement Plan

Public education and involvement is a key component of this project. At the December 10, 2009 meeting, the consultant will presented an overview of the project and the proposed public involvement plan to the Commission for review and comment. This public involvement plan is centered on 3 key principals: Re-Launch, Re-Engage and Reinforce.

Kick-off Breakfast Event

On Friday, January 22nd the Red Rock Corridor Commission hosted a kick-off breakfast event at Tunuccis Restaurant in Newport with elected officials and business leaders along the Red Rock Corridor. The event gave members of the Commission the opportunity to announce plans for Red Rock Corridor in front of a large gathering of public officials in the area. A total of 70 council members, commissioners, Met Council and Mn-DOT representatives, business leaders, state legislators and staff members were in attendance at the meeting

Press Conference Announcement

The press conference to officially announce the project has been rescheduled for **9:00 AM on Monday, February 8 at the State Office Building (southwest of State Capitol)**. As Red Rock Corridor Commission members your attendance and participation at this event, as well as getting the message out to others, will be very important. Please plan on arriving 15 minutes prior to the start of the press conference. A summary memo with additional information about the event is attached. The proposed speaker list is still being finalized.

Citizens Advisory Committee

The proposed public involvement plan includes the formation of a Citizens Advisory Committee (CAC) for this study to involve key stakeholders, citizens and business owners in the important decisions that are made in each community. Each of the Cities recommended for a station site in the Alternatives Analysis (St Paul, Newport, Cottage Grove, and Hastings) will be appointing two representatives to the CAC; one from a business organization and one representing the "broader" community. Staff is recommending that the Red Rock Corridor Commission appoint an additional 4 at-large members to the CAC that can represent the entire corridor. The Corridor Commission could also designate one of it's members as a liaison to the CAC.

Corridor Commission members should submit suggested names and contact information for potential CAC members to the Corridor Commission staff. CAC at-large members will be appointed at the meeting.

Action

Appoint CAC Members

MEMORANDUM

Date: January 25, 2009
To: Hay Dobbs, Red Rock Corridor Commission
From: Tunheim Partners
Re: Capitol Press Conference

Purpose

The Capitol press conference has several purposes. First, the presser reintroduces the Red Rock Corridor to the media. Other than the local media within the corridor, the Twin Cities and Capitol media hasn't heard about Red Rock in several years. In the past several years, Red Rock has been replaced with media coverage of Northstar, Central Corridor, Southwest LRT and Bottineau Corridor. In fact, there has been more coverage of a potential commuter rail line to Willmar and Excelsior in the past three months than for Red Rock in the past year.

Second, the press conference is a golden opportunity to publicly ask lawmakers to support the numerous legislative funding requests that are needed to make Red Rock a reality. By shedding some light on these requests, it will help the lobbyists make the case for inclusion in the bonding bill and supplement budgets for agencies.

Lastly, the press conference gives Red Rock supporters something to do. The businesses and local elected officials in the corridor have a new opportunity to tell their story why this is important to their communities, businesses and constituents.

Program

The event would last no longer than 30 minutes. The press conference would have no more than four speakers, each speaking for approximately three minutes. A brief question and answer period will follow the prepared remarks. It is important that the speakers be balanced, with representation through the corridor.

- Speaker #1- Bill author/legislative champion (Sieben, Bigham or McNamara)
- Speaker #2- Local elected official (someone who can speak to the overarching importance of the corridor)
- Speaker #3- Local business owner, Chamber representative, civic leader (someone who can talk about why the corridor is important to their business or community)
- Speaker #4- Someone from outside the corridor to signify a greater level of support that just people within the corridor (Committee chair, legislator, advocacy organization)

Timing Deadlines

January 27	Finalize speakers for the press conference
February 1	Finalize talking points for each speaker Send email to supporters reminding them of the press conference
February 2	Distribute talking points to speakers Draft advisory completed Prepare list of materials needed for press kit
February 4	Send advisory to media Complete press release
February 5	Finalize press release Build press kits Send email to supporters reminding them of the press conference
February 8	Send out release after the press conference



PROJECT BRIEF

Red Rock Corridor Station Area Planning and Environmental Analysis

Corridor Description:

The 30 mile Red Rock Corridor runs along Highway 61 and I-94 from Hastings through the Union Depot in St. Paul, connecting to the Downtown Minneapolis Intermodal Station.

Consultants for the Study:

A team led by Hay Dobbs has been retained by the Washington County Regional Rail Authority (WCRRRA) in partnership with the Red Rock Corridor Commission (RRCC).

Scope of the Study:

Hay Dobbs will complete Station Area Planning, Concept Station Design and Environmental Analysis for the four Southeast Stations of the Corridor including Lower Afton (St. Paul), Newport, Cottage Grove and Hastings. This effort will be utilized in the development of station areas that can serve express bus service in the interim and transition to commuter rail in the future.

Anticipated Work Components :

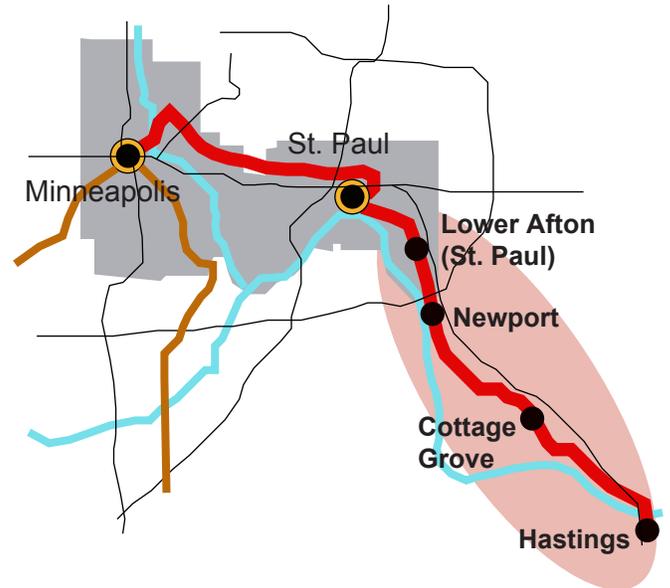
- Public Education and Involvement
- Corridor Website Development
- Corridor and Station Visualization
- Preparation of Station Area Plans
- Preparation of Concept Station Plans
- Environmental Analysis and Documentation
- Market & Transit Oriented Development Analysis
- Cost Estimates
- TOD Implementation Guide
- Project Management and Agency Coordination

Duration of the Study:

The project was started in late 2009. It is anticipated to take 18 months, ending in mid 2011.

Long Term Vision:

The long term vision for this commuter rail corridor will be to extend southward to other communities such as Red Wing and possibly Winona.



The Study will focus on the four Southeast Stations of the Corridor - Lower Afton, Newport, Cottage Grove and Hastings.

Public Involvement:

Public Involvement Efforts will be two-fold:

- 1) Public Education
- 2) Public Involvement and Support

These two efforts will take place concurrently for the duration of the study. The intention is to gain feedback and input into the planning effort while building advocacy and support for the project and corridor. This will include re-launching, re-engaging and re-inforcing activities aimed at building awareness and support for the project now and in the future.

Contact:

Andy Gitzlaff, Project Manager, Washington County Public Works.

Ph. 651-430-4338

Andy.Gitzlaff@co.washington.mn.us



DATE: January 25, 2010
TO: Red Rock Corridor Commission
FROM: Staff
RE: Comments on the Draft State Rail Plan Final Report

Red Rock Corridor Commission staff has completed a review of Draft State Rail Plan Final Report. Staff has prepared a draft comment letter to Mn-Dot from the Red Rock Corridor Commission Chair for the Commission's for review and approval by the Commission.

Action Requested: Approval



Myra Peterson, Washington County
Regional Railroad Authority

Joe Harris, Dakota County
Regional Railroad Authority

Janice Rettman, Ramsey County
Regional Railroad Authority

Mark Stenglein, Hennepin County
Regional Railroad Authority

Barb Hollenbeck
City of Hastings

Jim Keller
Denmark Township

Myron Bailey
City of Cottage Grove

Corbin Hopkins
City of Newport

John Hunziker
City of St. Paul Park

Lee Helgen
City of St. Paul

Cam Gordon
City of Minneapolis

January 25, 2010

Dave Christianson
Project Manager
Minnesota Department of Transportation
395 John Ireland Blvd, MS 470
St Paul, MN 55155

Comments on the Draft Minnesota Comprehensive Statewide Freight and Passenger Rail Plan Final Report

Dear Mr. Christianson:

The Red Rock Corridor Commission appreciates the opportunity to comment on the Minnesota Department of Transportation's (Mn/DOT) Draft Minnesota Comprehensive Statewide Freight and Passenger Rail Plan (State Rail Plan) Final Report. We appreciate your consideration of these comments as you finalize the development of the State Rail Plan.

The Red Rock Corridor Commission is a joint powers board of the County Regional Rail Authorities and communities along the Red Rock Corridor established in 1998 to address the transportation needs of the corridor. The Corridor is generally parallel to Highway 61 and I-94 and utilizes the Canadian Pacific and Burlington Northern Santa Fe transcontinental mainlines. Commuter rail has been identified through an Alternatives Analysis completed in 2007 as the long-term transitway improvement for the Corridor. The Corridor also shares the same alignment as the existing Amtrak Empire Builder and the planned Midwest Regional Rail Initiative (MWRRI) Chicago Hub Network Twin Cities to Chicago federally-designated High Speed Rail Corridor (Canadian Pacific River Subdivision Route). The Red Rock Corridor supports the States continued planning and investment for high speed rail along this corridor as part of the MWRRI and the State Rail Plan.

The State Rail Plan echoes the findings of the Midwest Regional Rail Initiative studies that identified the existing Amtrak route (River Route) as the Twin Cities to Chicago high speed rail corridor. Additionally, the State Rail Plan reiterates that the River Route provides a high level of ridership, and a superior fare box recovery ratio. Finally, a high speed rail investment in the River Route maximizes public benefit through implementing high speed rail to Chicago, Red

Rock Commuter Rail from Hastings to St. Paul and Minneapolis, and increasing freight capacity. These improvements will decrease travel times and improve public safety for all users of the River Route.

The Commission is encouraged to see that Mn/DOT has taken its commitment to the River Route beyond the \$4.5 million in grade crossing and safety improvements already completed. Mn/DOT has submitted grant applications for American Recovery and Reinvestment Act funding for the renovation of the Union Depot (\$137 million) and the completion of high level environmental work along the Twin Cities to Chicago Corridor (\$600,000).

The State Rail Plan's incremental approach to establishing high speed, high quality passenger rail service is consistent with Federal Railroad Administration (FRA) guidance regarding the establishment of high speed passenger rail. As stated at the June Federal Railroad Administration (FRA) workshop in Chicago, "the key to going fast is to not go slow." Focusing incremental improvements on existing freight rail corridors offers the opportunity to make shovel ready high-speed rail a priority. Additionally, an investment along the River Route where nearly 90% of the Corridor is already capable of 60 mph or more will allow passenger trains to travel at 100 mph and above, similar to the travel speeds of the 1930's and 1940's era Milwaukee Road Hiawatha trains.

The Red Rock Corridor Commission continues to view Mn/DOT's data driven approach to the State Rail Plan as the only approach that can achieve statewide support. With this in mind, we appreciate the opportunity to submit the following detailed comments as part of the official comment record for this project:

Chapter 1 – Overview and Vision

- The County is pleased to see that upgrading major junctions and bottlenecks such as Hoffman Yard are identified as a priority investment in the State Rail Plan.
- This Chapter includes recognition that there are synergies between commuter rail and inter-city rail and that it is possible that intercity trains could pick up passengers at a few key outlying commuter rail stops or at the very least interchange with commuter rail service. The County recommends that Mn/DOT conducts further analysis to quantify the potential ridership increase and cost savings generated by these synergies.

Chapter 2 – Existing Rail System

- The section on existing passenger rail does a good job of recognizing the standout performance of the St Paul to Chicago segment of Amtrak's existing Empire Builder route in terms of high level of Minnesota Station boardings, overall ridership and cost-recovery. The Empire Builder route is an important connection for Minnesota travelers and is the first step towards building an enhanced high speed passenger rail service through this corridor.

Chapter 3 – Forecasts

- The plan recognizes that special generators such as Casino's have unique demand characteristics that can significantly increase ridership on a corridor-wide basis. The proposed ridership bump from the Casino in Hinckley is factored into the ridership projections for Northern Lights Express. However, the projected increase in ridership along the river route from the Treasure Island Casino, described by Mn/DOT in a footnote to be 100,000 additional riders resulting in a 5 to 10% increment in overall line ridership, was not included in the ridership projections. Washington County feels that in order to conduct an apples-to-apples comparison of all corridors, the ridership numbers for the Treasure Island Casino should be included in the forecasts.

Chapter 4 – Investment Needs

- The cost assumption for right-of-way (ROW) is at \$50,000 per acre assuming a 150-foot width. It would be helpful to provide additional information on how this number was derived. When comparing the average cost for ROW per mile (\$909,000) to the average cost of purchasing trackage rights per mile (\$1,360,000 assuming 8 train pairs a day), the cost of new alignment or 'Greenfield development' appears to be cheaper. This does not seem to be an accurate depiction based on examples from other rail projects.
- The costs associated with connecting downtown St Paul and Minneapolis are included for the high speed route alignments to Chicago (via the River Route, Rochester and Eau Claire) These costs are not included in any of the other corridors that would benefit from an inter-city rail connection between the two downtowns. It is our recommendation that the costs to connect the two downtowns remain broken out as a separate stand alone corridor and not included a part of the River Route. If it is decided not to include the inter-city connection as a stand-alone corridor, then the costs for this connection should be distributed proportionately to every corridor that will benefit from it.

Chapter 5 – Performance Assessment

- The ability to complete corridor improvements within a reasonable timeframe should be included as a performance measure when evaluating individual corridors.

Chapter 6 – Institutional Relationships

- Washington County supports the development of the proposed state managed travel demand model by Mn/DOT on which all project can be analyzed. This will lead to results that are more consistent between corridors and projects that can compete more effectively for federal funding.
- Washington County agrees with the State Rail Plan recommendation against governmental operation of passenger rail system in favor of a model where the State can contract with a single entity to provide passenger rail service on a system-wide basis.

Chapter 7 – Financial Plan

- The Financial Plan indicates that no more than 25% of the Operating and Maintenance (O&M) costs for passenger service should be subsidized by the State and if there is a gap, the County Rail Authorities could make it up. We do expect there to be a negotiated cost participation from the local agencies for certain capital cost items. However, no assumption should be made for cost participation of O&M costs by the local agencies. The intercity passenger rail system is on par with the Trunk Highway and Interstate freeway systems for the movement of people and goods between regional centers within the State and across State borders. The responsibility for O&M costs of these facilities falls under the Federal Highway Administration (FHWA) and the State Department of Transportation agencies. We would recommend that a similar model be followed for the O&M costs for intercity passenger rail.

The Red Rock Corridor Commission recognizes and congratulates Mn/DOT on the significant amount of work accomplished in completing this State Rail Plan. We look forward to continuing to collaborate with Mn/DOT on planning for an integrated multi-modal transportation system and implementing high speed rail in this corridor. If you have any questions or comments please contact Andy Gitzlaff, Washington County Transportation Planner at 651-430-4338 or Andy.Gitzlaff@co.washington.mn.us.

Sincerely,

Myra Peterson
Chair, Red Rock Corridor Commission

C: Red Rock Corridor Commission Members

R:\Regional Rail Authority\Red Rock Corridor\Red Rock Corridor Commission\Letters\State Rail Plan Comment Letter - Final Report.docx

Red Rock Corridor Commission Accounting Summary
for the Period of January 1, 2009 through December 31, 2009*

	<u>Actual</u>	<u>Budget</u>	<u>Balance Remaining</u>
Revenues:			
Member Contributions*	\$140,000.00	\$140,000.00	
Interest**	\$2,713.00	\$2,300.00	
Total Revenues	\$142,713.00	\$142,300.00	
Expenses:			
Administration/Management/ Coordination	(\$1,632.00)	\$30,000.00	\$28,368.00
Miscellaneous Expenses			
Public Involvement/Advocacy	(\$1,438.00)	\$30,000.00	\$28,562.00
Bus Feasibility Study	(\$63,619.00)	\$63,619.00	\$0.00
Total Expenses:	(\$66,689.00)	\$123,619.00	\$56,930.00
Revenue Less Expenses:	\$76,024.00		

Red Rock Corridor Reconciliation of Fund Balance
For the Period of January 1, 2009 through December 31, 2009*

Fund Balance: Beginning of the Year	\$161,461.89
Add: Revenues	\$2,713.00
Less: Expenses	(\$66,689.00)
Fund Balance: December 31, 2009	\$97,485.89

*Member contributions from DCRRA, RCRRA, HCRRA, & WCRRA not spent in their entirety. The resulting fund balance was utilized for the 2009 budget.

**Interest revenue on 2009 fund balance



DATE: January 25, 2010
TO: Red Rock Corridor Commission
FROM: Staff
RE: Draft 2010 Workplan and Budget

This upcoming year the Commission will be using both state and federal funds designated for the Corridor to fund multiple studies and potential capital improvement projects at station stops along the corridor. The Commission will also be participating in advocacy efforts at both the State and Federal level.

In order to maximize the use of both State and Federal funds for the corridor, Staff recommends that the Red Rock Corridor Commission call a meeting of its Executive Committee to further review and refine the workplan and budget for the upcoming year. The Executive Committee would bring forward a recommended work plan and budget for review and approval by the full Commission at its meeting in February.

The executive committee consists of a representative from each Financial Member (Hennepin, Ramsey, Dakota and Washington Counties). However, attendance at executive committee meetings is open to all members of the Commission

Action

Call a Special Meeting of the Executive Committee

Register Now at
www.apta.com

International Practicum on Implementing High-Speed Rail in the United States

Join us at one of three regional practicums uniquely focused on providing regional, state, and local decision-makers with the critical information needed to implement high-speed and higher-speed rail and transform transportation in America.

February 8-9, 2010
Washington, DC

February 9-11, 2010
Chicago, IL

February 11-13, 2010
Los Angeles, CA



Sponsored by



AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION





AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION

1666 K STREET, NW • WASHINGTON, DC 20006

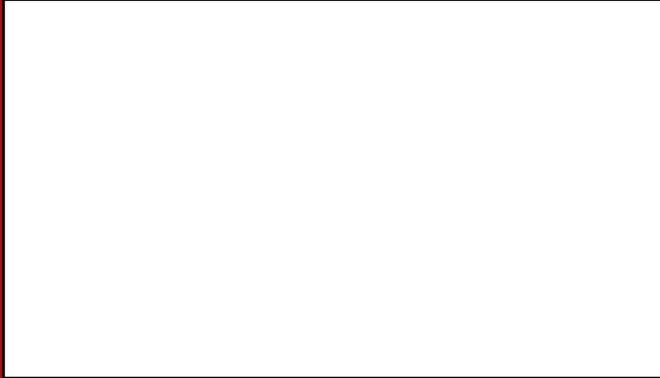
Presort First Class

US Postage

PAID

Suburban, MD

Permit #2295



Printed on 25% recycled paper certified by SmartWood to meet the Forest Stewardship Council (FSC) standards.

Register Now at
www.apta.com

International Practicum on Implementing High-Speed Rail in the United States

Thank you to our early sponsors

UNDERWRITERS

HNTB

AECOM

PB PARSONS
BRINCKERHOFF



PLATINUM SPONSORS



PARSONS

ALSTOM



HDR

HERZOG

URS

BOMBARDIER



SIEMENS

GOLD SPONSORS



SILVER SPONSORS



International Practicum on Implementing High-Speed Rail in the United States

America is poised to take the most significant step toward transforming its transportation network since the interstate highway system was begun more than 50 years ago. Thanks to \$8 billion as part of the American Recovery and Reinvestment Act of 2009 (ARRA), the nation has a down payment to implement high-speed and higher-speed rail. There is now a true vision of high-speed in America — a world-class network of high-speed and higher-speed passenger rail corridors.

The American Public Transportation Association (APTA) and the International Union of Railways (UIC) are joining forces to produce three **International Practicums on Implementing High-Speed Rail in the United States**.

This major reshaping of the nation's transportation system is not without significant challenges. After decades of relatively modest investment in passenger rail, the United States must expand its experience and expertise in the field. That is why the experience and expertise of UIC — the worldwide international organization of the railway sector and a major organizer of the practicums — will prove invaluable. Presentations will focus on best practices, lessons learned, and real world experiences from European and Asian systems, sharing their expertise to enable U.S. systems to meet these challenges head on.

Join us at one of three regional practicums uniquely focused on providing regional, state, and local decision-makers with the critical information needed to implement high-speed and higher-speed rail and transform transportation in America.

February 8-9, 2010
Washington, DC

February 9-11, 2010
Chicago, IL

February 11-13, 2010
Los Angeles, CA



Register Now at
www.apta.com

Practicum Modules

IN ADDITION to the technical presentations provided by the International Union of Railways (UIC), attendees can expect presentations from the leadership of the following:

- » Federal Railroad Administration
- » AASHTO and State DOT Secretaries
- » US Conference of Mayors
- » Regional High-Speed Rail Initiatives
- » Association of American Railroads

OPENING & WELCOME

- » Greetings by local and regional champions for high-speed and higher-speed rail

MODULE 1

Introduction

- » Introduction and general approach to high-speed and higher-speed rail, available technologies

MODULE 2

Infrastructure

- » Process required for building new rail lines
- » Maintenance and renewal needs
- » Comparative overview of high-speed rail infrastructure worldwide
- » Rail infrastructure in the USA: main characteristics, possibilities and challenges for high-speed and higher-speed rail

MODULE 3

Rolling Stock

- » Types of trains
- » Maintenance needs
- » Comparative overview of high-speed rail rolling stock worldwide
- » Rolling stock in the USA: characteristics, possibilities, and potential issues for high-speed and higher-speed rail

MODULE 4

Operations

- » Basic operational principals
- » Operations with mixed traffic
- » Environmental and energy implications
- » Comparative overview of high-speed rail operations worldwide
- » Rail operations in the USA: possibilities and potential issues for high-speed and higher-speed rail

MODULE 5

Market and Customers

- » Importance of connectivity and integration into the regional transportation network
- » Strategies for station location and design
- » Fare strategy





MODULE 6

Economic and Financial Aspects

- » Making the business case for your project
- » Funding and financing strategies

MODULE 7

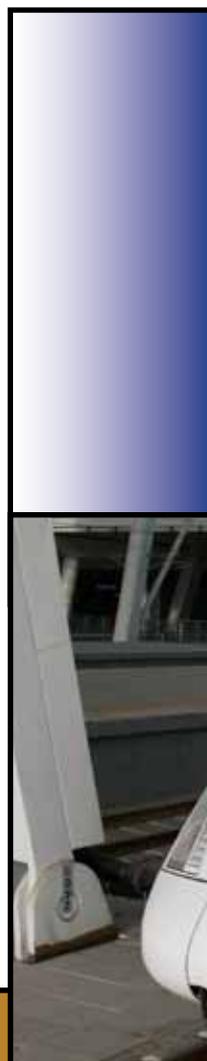
Managerial Aspects

- » Human resource requirements
- » Training, communications, and customer relations

MODULE 8

High-Speed and Higher-Speed Projects in the Region

- » Presentations of regional initiatives



Registration and Hotel Information

February 8 (8 a.m. – 6 p.m.)
February 9 (8 a.m. – 6 p.m.)
Washington, DC →

Hotel Information

Visit www.apta.com for complete hotel information and to make your reservation.

Ritz Carlton, Pentagon City

February 9 (12 noon – 6 p.m.)
February 10 (8 a.m. – 6 p.m.)
February 11 (8 a.m. – 12 noon)
Chicago, IL →

Hilton Chicago

February 11 (12 noon – 6 p.m.)
February 12 (8 a.m. – 6 p.m.)
February 13 (8 a.m. – 12 noon)
Los Angeles, CA →

Millennium Biltmore Hotel

Registration

The public sector/government registration fee for each practicum is \$195. Private sector registration is by sponsorship. Registration fee includes all program materials, lunches, and breaks.

2 WAYS TO REGISTER

FAX

Visit the Meetings & Conferences section at www.apta.com. Choose the relevant (Washington, Chicago, Los Angeles) 2010 High-Speed Rail in the United States: An International Practicum on System Implementation, and download the registration form, and fax completed form to APTA's Meetings Department at 202.496.4331.

MAIL

Visit the Meetings & Conferences section at www.apta.com. Choose the relevant (Washington, Chicago, Los Angeles) 2010 High-Speed Rail in the United States: An International Practicum on System Implementation, and download the registration form, and mail completed form to APTA's Meetings Department, 1666 K Street, NW, Suite 1100, Washington, DC 20006.



Please note your registration will not be processed without payment.

About the Practicum Sponsors



For more than 125 years, the **American Public**

Transportation Association (APTA), has been the leading voice for bus and rail transportation in America. More than 90 percent of passengers using public transportation are carried by APTA members. In addition, APTA's business members include large and small companies with international expertise in financing, construction, maintenance, supply and operation of rail systems worldwide.



The **International Union of Railways (UIC)** is the worldwide

organization for international cooperation among railways. UIC's main missions are to promote rail transport across the world in order to cope with current challenges of mobility and sustainable development, by enhancing international cooperation between its members, building a consistent railway system and achieving projects of global dimension.

Media Partners

HSR
HIGH-SPEED RAIL
UPDATES

RailwayAge

Register Now at
www.apta.com

