

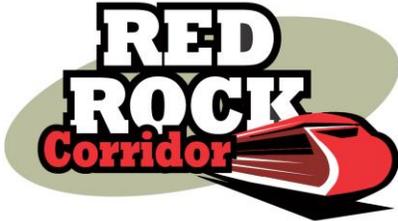


**Red Rock Corridor Commission  
Agenda  
Thursday, October 23, 2014 4:00 p.m.**

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

	<u>Action Requested</u>
1. Introductions	Information
2. Consent Items*	Approval
a. Checks and Claims	
b. Minutes from the August 28, 2014 Commission Meeting	
3. Implementation Plan Scope of Work* - Hally Turner, WCRRA	Approval
4. Intercity Passenger Rail Group Representation*	Appointment
5. Communication Update*	
a. Updated Logo	Approval
b. Website and Social Media	Information
6. Joint Powers Agreement*	Update
7. Draft 2015 Budget Workplan and Budget*	Discussion
8. Legislative Update* – Kevin Roggenbuck, RCRRA	Information
9. Other	Information
a. Next meeting is TBD Regularly scheduled November and December meetings fall on holidays. Dates to consider are: November 20, December 4, 11, or 18	
10. Adjourn	Approval

*\*Enclosures*



**DATE:** October 14, 2014  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Checks and Claims

Included is the:

Johnson Group	
August Invoice	\$150.00
September Invoice	\$562.00
<b>TOTAL</b>	<b>\$712.00</b>

*Detailed invoices can be made available upon request.*

**Action:**  
Approval



## Red Rock Corridor Commission Implementation Workshop Minutes/Notes Thursday August 28, 2014

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

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

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

Others	Agency
Hally Turner	Washington County RRA
Scott Hondl	Johnson Group
Katie White	Metropolitan Council
Chuck Darnell	Hennepin County County
Karla Bigham	Former State Rep and Cottage Grove City Council
Katie Sieben	MN State Senator
Dan Schoen	MN State Rep
Kevin Roggenbuck	Ramsey County RRA

### **Agenda Item #1: Introductions**

Commission members introduced themselves including the new member, Joe Moore, from Denmark Township. Those present included staff from Ramsey, Dakota, and Washington Counties, Metropolitan Council, current and former elected officials, and Scott Hondl with Johnson Group

### **Agenda Item #2: Legislative Update**

Kevin Roggenbuck stated there was not much happening with the state. He reviewed results for the recent Minnesota primary election. Jeff Johnson won the Republican nomination to run against Governor Dayton. Mike McFadden is running against Senator Franken. For District 6, we will have a new representative since Bachman chose to not run for reelection. On the federal side, congress has been in recess. Keven reviewed that President Obama signed the Highway Trust Fund Rescue bill for transportation funding through May 31, 2015. This decision kicks the can down the road.

### **Agenda Item #3: Communication Update**

#### **a. Draft Logos and Branding**

Scott Hondl with Johnson Group provided a communications update for the Red Rock Corridor Commission. He provided background on the project including the fact that his team has been working with Washington County staff for about five weeks to redo the logo. The current logo is rail centric and the goal is to end up with a brand that reflects the current vision for the corridor. Scott showed the commission several concepts. Scott noted that the Commission does not get to pick the color of the corridor in the future. There was some discussion on how to incorporate the color red into the logo. The group preferred the inclusion of "Southeast Corridor." There were five concepts in total. Scott then showed logos from a number of regional transitways. Gateway's logo is more broad and open to other modes of transportation. Lyssa stated that consensus for the logo during the meeting would be great but that Scott could come back with refined options next month. Commissioner Lehrke preferred getting away from the color red and oriented the logo to the southeast. Commissioner Peterson preferred the option that was more governmental and indicated the general direction of the corridor and where the line goes. Commissioner Hollenbeck agreed with Commissioner Peterson. The group requested to see a couple of the options with other fonts and colors at the next meeting. Katie White with the Metropolitan Council clarified that for the final color on the completed line, the color is determined once the Metropolitan Council is involved and the Communications team selects the color. Commissioner Lehrke commented that it would make sense now to not emphasize Red Rock. Commissioner Peterson would like to see the size of RedRock with Southeast Corridor switched. Commissioner Peterson asked if it would be possible to find out the color designation before when finalize the logo. Lyssa said we won't be able to find out but that we can go by deduction since there are only so many colors to choose from. Commissioner Moore asked if it would make sense to choose a more neutral color now like a grey. Regarding the color, Scott recommended taking a guess or going neutral. Though an all neutral logo is not recommended since color will help brand the line. Commissioner Lehrke was okay with keeping the logo red until if and when it changes. Grey was discussed as a good base and red was okay to add to that. Commissioner Lehrke requested a couple of options at the next meeting with different colors and fonts.

#### **b. Social media and website**

Scott updated the Commission on the website domain having been updated from rail to corridor. The next step is to gain consensus on brand in order to push through transitioning the website. Lyssa reviewed general communication metrics including likes and page hits.

**Agenda Item #4: Consent Items**

- a. Checks and Claims
- b. Minutes of the July 31, 2014 Commission Workshop  
Commissioner Slavik moved approval for Checks and Claims and Minutes from the July 31 meeting. Commissioner Peterson seconded the motion. There was no discussion. The motion carried.

**Agenda Item #5: Intercity Passenger Rail Group Representation**

Lyssa Leitner reviewed the request for a Commission member to serve on the Intercity Passenger Rail Group. The position is a voluntary commitment and requires attending meetings six times a year. The representative would be able to call in to most of the meetings. Commissioner Lehrke served in the past. Lyssa asked if the commission would like to appoint a representative. No one expressed interest in serving as part of the group. The group discussed the possibility of Commissioner Rettman serving in a dual role on behalf of the Red Rock Commission.

**Agenda Item #6: Joint Powers Agreement**

Jan Lucke explained the need to review the JPA to see if that agreement reflects the current status. Jan reviewed history including the previous fiscal breakdown which was Hennepin County 17.5%, Ramsey County 37.5%, Washington County 35%, and Dakota County 10%. Minneapolis joined in 2008 and the percent of contribution changed for the fiscal members. Hennepin County has recently expressed interest in transiting to non-funding, ex-officio partner. Since the BRT option no longer reflects a significant capital investment from Hennepin County County anymore, it may make sense for Hennepin County to move to ex-officio statue. It is noted that Hennepin County County is still a strong supporter for the Corridor and wants to continue as a Commission member. Washington County staff is recommending returning to the 2004 arrangement. Jan stressed that the agreement deserves careful consideration and informed the group about a staff meeting for morning of Sept. 8<sup>th</sup>. At that time, staff with analyze any and all options.

Jan explained there is some urgency because counties are currently planning their 2015 budgets and JPA funding breakdown will influence dues, work plans, and budgets. Jan emphasized that the JPA could be revisited anytime and that specific project funding could be negotiated separately with unique cost share. For now, counties need guidance on their annual budgeting purposes.

Lyssa clarified a process piece. The University of Minnesota was included through the current JPA. She clarified that the University of Minnesota should be removed from the document. It is worth making all interested changes now for efficiency purposes since all boards would need to approve changes as well. It is more efficient to cover all changes in one sitting.

Commission Gordon reminded the group that the rail option originally connected all the way to Minneapolis. The Commission Gordon asked the group to consider how valuable do you think Minneapolis involvement is. Commission Gordon asked if it would be possible to modify quorum requirements at this point as well. Since Minneapolis signed on early, Commission Gordon would like to encourage them to stay. Commissioner Peterson explained that though BRT was selected for immediate future, the long term plan could consider commuter rail to Minneapolis. There would be value in having Minneapolis's input. Jan addressed that quorum is separate from JPA. Commissioner Lehrke stated it is difficult to have all members at the meetings and quorum is a consistent issue.

Minnesota State Senator Sieben addressed the commission with concerns over the selection of BRT. Senator Sieben stated that the general public doesn't understand that the route current terminates in St. Paul. The Senator stressed the importance to connect to a larger regional plan. Though there are currently buses continuing on to Minneapolis, it is crucial to work with Hennepin

County County and Minneapolis for a regional plan. Senator Sieben says the community wants to be connected to Minneapolis and Minneapolis should be funding partner with enthusiasm for the region to build parity in the metro area.

Lyssa clarified that it is possible to continue the discussion with Hennepin County. Lyssa added that it is possible to change quorum issues independent of the JPA. Lyssa also stated that with BRT, express buses would stay as is and BRT could possibly extended Minneapolis. Lyssa clarified that because transit infrastructure already exists in the downtowns, Hennepin County did not wish to be a funding partner. The Commission did not prompt this conversation. Hennepin County expressed the interest to not participate. Lyssa stated that the service plan reviewed two options for connecting Minneapolis and Saint Paul. The original Alternatives Analysis looked at direct connection between the two cities. The Alternatives Analysis Update looked at the central corridor as a connector as well. Commissioner Gordon reiterated that BRT terminating at Union Depot as a first step with the possibility of building the corridor up as a worthwhile process. Hennepin County and Minneapolis would likely be more excited at that time. Commissioner Gordon expressed concern that relying on the Green Line will not work well. Commuter rail line straight to Minneapolis would be preferred. Commissioner Gordon commented that the need for six people to make a quorum with two as funding partners was already as low expected and wouldn't support going lower. Commissioner Gordon added the suggestion to go back to Hennepin County to see if the county would be willing to be a smaller funding partner particularly since the infrastructure already exists in Minneapolis. Even 2 to 3 percent would help keep the project sustainable.

Commissioner Gordon asked for clarification between ex-officio and regular members. Lyssa stated that ex-officio membership doesn't impact quorum.

Commissioner Slavik suggested changing allotment 40-40-20 (Ramsey-Washington-Dakota) for the operation of commission but not projects. Commissioner Slavik stated that since the JPA mainly helps with annual work plan and budget, the same share could be used for other projects, negotiated accordingly, or base share off of the phase of the project at the time. Commissioner Slavik expressed Dakota County's concerns of Hennepin County's leave on Dakota County. Commissioner Slavik would love Hennepin County involved to help alleviate financial pressure on Dakota County. Commissioner Slavik stated it would be important to get Hastings in the transit district since people using the busses are not from areas contributing to the transit district. Commissioner Slavik reiterated that there would be greater burden initially on Hastings and Dakota but it could shift to others based on phase.

Commissioner Lehrke clarified the need for suggestions related to Hennepin County specifically and Commissioner Gordon offered the possibility of a lower fee for Hennepin County with the split possibly based on transit stations.

Minnesota Representative Dan Schoen reminded the Commission that the regional economy competes with the world and this relates all the way down the corridor. Representative Schoen stated the need to remember that we've got to get to Minneapolis. The long term vision needs to carry on and asked Commissioner Gordon to hang on. Representative Schoen stated that the community wants and needs the transportation and asked the commission to urge Hennepin County to fight for regional focus and more equity in the east. Commission Lehrke reiterated the need for feedback from Ramsey County and stated to give suggestions to Lyssa.

### **Agenda Item #7: Liability Insurance**

This is an annual item. Lyssa explained that the Commission holds insurance through the League of Minnesota Cities. The Commission was asked if they wanted to waive statutory tort liability limits and the Commission chose not to waive such statutory tort liability limits in the past. The

approval of this insurance would continue coverage for 2014-2015 and the limits not be waived. All commissioners were given a copy of the memo. Commissioner Gordon moved the motion. Commissioner Hollenbeck seconded the motion. There was no discussion. The motion carried.

### **Agenda Item #8: Transit Development Next Steps**

#### **a. Implementation Plan**

Lyssa reviewed the implementation discussion from the previous workshop and noted that the wording in the memo was verbatim from the workshop discussion. Lyssa reviewed the Commissions priorities including specific capital and construction costs, enter the Locally Preferred Alternative process with Metropolitan Council, determine the current funding plan, assess a staged implementation approach, and update market analysis and station area planning. Previous planning efforts centered around a rail option with individuals coming and going only at rush hour. The information did not look into the possibility of people at transit stops 16 hours a day and how development would change with that fact. Red Line attracted commercial, retail and housing development. The Commission needs the updated market analysis to help cities along and comp plan changes would likely be needed. The Commission is interested in planning and implementation, not another study. Red Line implementation plan happened in two parts and cost \$500,000. Washington County added some of their scope of work to our own implementation plan. Public involvement, project management, transit demand and ridership, service plan, operating plan, branding/signage are very important. Lyssa requested feedback on additional scope of work items. Lyssa reviewed timeline with a start date of January with a 12-15 month timeline. There was no discussion. Commissioner Slavik wouldn't add anything and stated this information was a good summary and reflected last month's workshop.

#### **b. Resolution of Support—CTIB Grant Application**

Washington County is requesting \$400,000 from CTIB for the implementation plan. 3% guarantee for Washington County would apply for \$360,000 and the Commission would need local match for 10%. Funding splits for the local match could be based on the 40-40-20 model. Resolutions of support are needed for the County to apply for the grant. Funding partners would secure the 10% and it could possibly be covered by carried over dues. Commissioner Gordon moved the motion. Commissioner Slavik seconded the motion. Lyssa took the roll.

### **Agenda Item #9: Transportation Policy Plan**

#### **a. Red Rock Corridor Language in the TPP**

This is an information only item due to full agenda. The information is included for potential further discussion at September's meeting and the Commission will need full quorum then to approve a letter to the Metropolitan Council. The TPP is currently out for comment. Red Rock Corridor is listed but is not included in the current revenue scenario. Washington County staff will come back with items to include in a comment letter which is due at the beginning of Oct.

#### **b. Station Area Planning Land Use Guidelines**

Lyssa explained that land use changes will probably facilitate most of the discussion at the next meeting. All communities are not classified the same way. Communities should review the land use guidelines prior to the next meeting and think about station area planning requirements relevant to the implementation plan.

### **Agenda Item #10: Rail~Volution**

Lyssa discussed that Commission members should have received snail mail invitation to Rail~Volution. The conference is being hosted locally this year and Metropolitan Council, MnDOT, and CTIB are the local hosts. Counties and cities are invited to come for Local Day on Sunday to

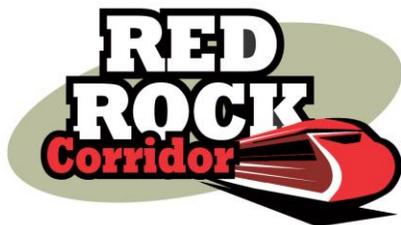
have policy conversation of transitway development at the regional level. You do not to be registered to attend. Lyssa had more copies of the invitation available.

**Agenda Item #11: Other**

a. Next Meeting is September 25, 2014

**Agenda Item #12: Adjourn**

Commission Peterson moved a motion to adjourn. Commissioner Slavik seconded the motion. The motion carried.



**DATE:** October 14, 2014  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Red Rock Corridor Implementation Plan Scope and Timeline

Washington County Regional Railroad Authority (WCRRA) on behalf of the Red Rock Corridor Commission (Commission) seeks consultant services for an Implementation Plan for the Red Rock Corridor. The anticipated cost of the Implementation Plan is \$400,000 and will take 12 to 15 months to complete. A full scope of work is included in the meeting packet. The following is an outline of the budget, scope of work, and timeline for the Implementation Plan.

### **Budget**

The total budget of \$400,000 is provided by a \$360,000 grant from the Counties Transit Improvement Board and a 10% local match of \$40,000 from the Red Rock Corridor Commission's 2015 dues. Budget details will be covered in Item 7 in the agenda.

### **Scope of Work**

The following is a list of the proposed tasks for the Implementation Plan scope of work and a summary of what would be accomplished in each task.

#### Project Management and Administration

- Completion of Project Management Plan
- Meeting preparation and attendance

#### Review of Previously Completed Work

- Previously Completed Work Memorandum

#### Innovative Public Engagement and Agency Coordination

- Public Involvement Plan Technical Memorandum
- Meeting organization, preparation, and attendance
- Preparation of content for Red Rock Corridor fact sheets, e-newsletters, and website

#### Ridership Forecast

- Technical memorandum containing the methodology prior to the initiation of analysis
- Ridership forecasts for Year 2040 for the no build, Bus Rapid Transit (BRT), and Commuter Rail alternatives

#### Service Plan Development

- Technical memorandum containing the methodology and service plans for opening day for no-build and BRT station-to-station service relative to the staged Implementation Plan

#### Capital and Operating Costs

- Technical memorandum containing the methodology and capital cost to prospective construction year per the staged Implementation Plan
- Technical memorandum containing the operating cost estimate for 2040

#### Update Station Planning to Reflect BRT Investment

- A technical memorandum detailing the methodology used to complete the market analysis, the results, and any changes needed to the envisioned development at stations from the 2012 Station Area Planning Study

#### Implementation and Financial Plan

- A phased Implementation Plan providing:
  - A schedule for improvements on expected expansion of development and service demand in the corridor
  - Potential funding sources for each element or phase
  - Matrix that identifies responsible parties for each phase of work and implementation feature identified

#### Locally Preferred Alternative (LPA) Process with the Metropolitan Council

- Development of a locally preferred alternative (LPA) recommendation summary report
- A LPA recommendation report for the Metropolitan Council's use in selecting the LPA and amending it into the 2040 Transportation Policy Plan

#### Draft and Final Report

- Compilation all recommendations in a draft final report following the acceptance of technical memoranda under each work task. The final report will be provided after the WCRRA, Technical Advisory Committee, Community Advisory Committee, and Commission review the draft report

#### **Timeline**

The Implementation Plan is expected to take 12 to 15 months. The following outlines the schedule for the selection of a consultant, award of the contract, and estimated completion:

October 23, 2014 RRCC Mtg: Approve key tasks for scope of work and schedule

October-January: RFP released, review proposals

January, 2015 RRCC Mtg: Approve consultant selection

February 2015: Award contract, Begin work on Implementation Plan

Spring 2016: Complete Implementation Plan

#### **Action**

Approval of Scope of Work to Release the Implementation Plan RFP

# REQUEST FOR PROPOSALS

## Red Rock Corridor Implementation Plan



**Issue Date:** October 29, 2014

**Proposals Due:** Monday December 3, 2014 by 2:00 PM local time

**Issued by:**

**Washington County Regional Railroad Authority  
on behalf of the Red Rock Corridor Commission**

# Request for Proposals

## Red Rock Corridor Implementation Plan DRAFT Scope of Work

### I. Scope of Services

#### A. General

The following section outlines tasks to be completed, key responsibilities and key deliverables to be included in the study. The proposal work plan should demonstrate an understanding of study needs and propose an efficient study process, accounting for the inter-relationships among the task elements. The consultant proposal work plan should aspire to provide the most effective process possible within the resource limits identified in this RFP.

##### 1. Project and Governance Structure

The Red Rock Corridor Implementation Plan contract will be administered by the Washington County Regional Railroad Authority (WCRRA) on behalf of the Red Rock Corridor Commission. The consultant will report to the WCRRA Project Manager and coordinate with established project committees and groups as appropriate.

##### 2. Interagency Coordination

While the WCRRA retains the responsibility for overall coordination and contact with the interested agencies including but not limited to jurisdictions, local interest groups, transit providers, etc., it is recognized that the consultant will require certain information from these agencies in order to properly complete certain key task elements. All briefing of the agencies, request for information from the agencies and contact with the agencies will be done with the full knowledge and active participation of the WCRRA.

#### B. Key Task Elements

The anticipated scope of work for the Implementation Plan includes, but is not limited to, the following tasks:

1. Project Management and Administration
2. Review of Previously Completed Work
3. Innovative Public Engagement and Agency Coordination
4. Ridership Forecast
5. Service Plan Development
6. Capital and Operating Costs
7. Update Station Planning to Reflect BRT Investment
8. Implementation and Financial Plan
9. Locally Preferred Alternative (LPA) Process with the Metropolitan Council
10. Draft and Final Report
11. Miscellaneous Services—Contingency

### **Task 1: Project Management and Administration**

WCRRA will be the project manager for the Implementation Plan. The consultant's project manager will prepare a project management plan (PMP) that will be reviewed and approved by WCRRA at the start of the contract. The PMP should specifically address quality assurance/quality control and document control/archiving. The consultant shall prepare monthly project progress reports and invoices, establish and maintain a project schedule with key milestones, a contact reporting system, and an issues tracking system. The work plan should assume the consultant will be responsible for the preparation and maintenance of corridor mailing and contact lists.

Unless otherwise specified by WCRRA, the proposal work plan should assume the consultant's project manager and key members of the consultant team will attend:

- Weekly meetings or conference calls with WCRRA. Other staff from Dakota, Hennepin, and Ramsey County Regional Rail Authorities will be included as needed.
- Every other month Community Advisory Committee (CAC) meetings. The CAC is anticipated to be created at the beginning of the project based on the CAC from the AAU. Updating the structure and participation of specific stakeholders is to be determined.
- Technical Advisory Committee (TAC) monthly meetings. The TAC members from the AAU Study will be reevaluated to ensure that the proper staff and policy makers are participating in the Implementation Plan.
- The policy advisory role for the Implementation Plan will be held by the Red Rock Corridor Commission.
- All public meetings held throughout the project process.

Deliverables:

- Project Management Plan.
- Monthly reports and progress payment requests.
- Status narratives submitted via email describing the work conducted to date, providing a one-month look ahead to identify the work to be completed, an identification of delays and why they occurred, and the overall anticipated effect on schedule and cost.
- Meeting preparation and attendance. This includes agendas, information packets, presentation exhibits, electronic presentations (e.g. Electronic) and meeting minutes for all technical, policy, work groups and staff meetings.
- Quality Assurance/Quality Control plan for the tasks described below and technical memo describing process.

### **Task 2: Review of Previously Completed Work**

A Previously Completed Work Memo was completed in 2013 for the AAU. The proposer should update this document paying special attention to and add content to address the Alternatives Analysis Update (2014), Thrive MSP 2040, the Metropolitan Council's Transportation Policy Plan and any relevant portions of recently modified or completed

studies and any Comprehensive Plans, Area Studies, Site Plans, Ordinances or Design Standards completed by the Corridor Communities since the 2013 document was completed. Address in the proposal any relevant information as it relates to the Implementation Plan.

Deliverables:

- Previously Completed Work Memorandum

### **Task 3: Innovative Public Engagement and Agency Coordination**

A Public Involvement Plan (PIP) will be developed to identify opportunities of public engagement and facilitate agency coordination. The PIP will document the unique techniques and strategies designed to inform and exchange knowledge with the public and affected agencies during the project development process. The consultant should prepare a PIP that, at a minimum, contains the following activities:

- Presentations to the Regional Railroad Authorities for Washington, Hennepin, Dakota, and Ramsey counties and city councils as directed by WCRRA staff: Attend meetings to provide an update on Implementation Plan activities. Consultant may need to prepare electronic presentations for such meetings.
- Red Rock Corridor Commission Meetings: As directed by WCRRA staff, attend and prepare to communicate Implementation Plan activities to the public during scheduled meetings. Consultant should plan on at least five Red Rock Corridor Commission meetings during the course of the contract.
- Public Meetings: Innovative public engagement will be a focus of the Implementation Planning process. The consultant team will prepare materials such as electronic presentations, handouts and collateral materials for each event. At each public meeting, a feedback and response database/log will be created to document all comments received by members of the public. All public meetings will be conducted in accessible locations and provisions will be made to accommodate persons with disabilities. WCRRA will assist in securing the location, staffing and preparation of materials for each public event. Online engagement should also be considered.
- Collateral Material Development: It is paramount that all project support materials are designed to clarify the issues and use language that is easily understood by a variety of project stakeholders. Collateral materials will be created and presented in a manner that will be informative for a variety of stakeholders. Collateral materials include:
  - Updated map graphics
  - Two informational project brochures/fact sheets
  - Web site and newsletter content
  - Display boards for open houses
  - Identification of issues and resolution of issues from each meeting attended.

Item of Note: Johnson Group is currently under contract for communications related to website upgrades, hosting and content management, and branding and graphic design

services for the Red Rock Corridor. The Johnson Group will be focusing their efforts on strategic communications for the corridor as a whole. The consultant for the Implementation Plan will be expected to contribute to communication efforts relating to the Implementation Plan specifically. Communications will include contributing material for e-newsletters, the website, and social media.

Deliverables:

- Public Involvement Plan Technical Memorandum.
- Meeting organization, preparation, and attendance. This includes agendas, information packets, presentation exhibits, electronic presentations and meeting minutes for all technical, policy and staff meetings.
- Support materials and attendance at public meetings (including any online engagement proposed).
- Public meeting documentation and minutes will be provided for review and comment to all meeting attendees.
- Prepared content for Red Rock Corridor fact sheets, e-newsletters, and website for dissemination.

#### **Task 4: Ridership Forecast**

The consultant will be responsible for travel demand forecasting work associated with this corridor. The starting point for forecasting will be the model used for the Red Rock Corridor AAU (the Hastings to Minneapolis section, not geographic areas south of Dakota County). Model inputs, including highway networks, transit networks, and socioeconomic forecasts, will be reviewed and updated as needed by the consultant, in consultation with the Metropolitan Council and other relevant agencies and jurisdictions, based on current planning assumptions and reviewed for any errors. Specifically, the consultant will:

- Validate the regional model in the Red Rock Corridor for the base year against observed data. This will include examination of trip generation, destination choice, mode choice, and network statistics.
- Park-and-Ride capacity needs implications on the surrounding roadway system including reductions of vehicle miles traveled.
- Input for air quality assessment.
- Maximum loads for calculating vehicle needs.
- Document the unmet need for transportation facilities and services of the proposed transitways when implemented.
- Perform Year 2040 model runs for no-build, BRT, and Commuter Rail in order to validate the conclusions from the AAU.
- Outputs should be consistent with the requirements of Small Starts projects.

A key part of the modeling effort and the study process will be close coordination with Metropolitan Council staff regarding regional model input assumptions and results validation. Examples of key issues to be addressed include;

- Working with Corridor Communities and the Metropolitan Council to update regional data to reflect Year 2040 forecasts.
- Conformance with up-to-date modeling assumptions in alignment with the past modeling efforts in the region.
- The consultant will work closely with Metropolitan Council staff to ensure transit improvements correctly reflect and include the Red Rock project no-build and build forecast model networks.

Deliverables:

- Technical memorandum containing the methodology delivered to and approved by WCRRA staff prior to the initiation of analysis.
- Ridership forecasts for year 2040 for the no build, BRT, and Commuter Rail alternatives. Additional sketch models may need to be performed in accordance with the proposed staged implementation plan.

**Task 5: Service Plan Development**

Once the modeling has been established, the consultant will determine the characteristics conducive to optimizing transit services as it relates to travel patterns, travel time, employment and residential densities, commute distance and station spacing for the Corridor. The consultant will identify service levels for station-to-station, express and local services paying special attention for opportunities to utilize other transitway investments like the Union Depot, Gateway Corridor, and Arterial BRT. Service currently exists in the corridor and a recommendation should be based on current service and future needs. Information to be developed will include days of operation, hours of service, frequency, dwell times and transfer opportunities. Such service information will also generate data that will identify the appropriate fleet size and vehicle characteristics that will serve the transitway and its multiple transit markets. Metropolitan Council and Metro Transit staff will provide technical assistance to the consultant to develop the operating and fleet plan.

Deliverable:

- Technical memorandum containing the methodology and service plans for opening day for no-build and BRT station-to-station service relative to the staged Implementation Plan.

**Task 6: Capital and Operating Costs**

The consultant will develop a current year and construction year(s) inflated capital cost estimates. At a minimum, the capital costs should include: guideway, stations and park and rides (including BRT ITS features), vehicles, utilities, structures, OMF, right-of-way, signals/communications, and contingencies. The capital cost estimates for BRT should be consistent with other transitway corridors in the region and with FTA Small Starts guidance and templates. For comparison purposes the commuter rail capital and

operating costs should be revised, if necessary, from the AAU. Operating costs should be identified in accordance with the years identified in the staged Implementation Plan.

Some of the key /unique components of the Red Rock Corridor cost estimates which need to be developed as part of this task include:

- Property acquisition (partial and full).
- Surrounding street system improvements directly associated with the implementation of a transitway concept. This may include street system improvements needed to accommodate reoriented traffic, associated intersection closures/alterations and traffic control improvements.
- Additional capital needs including equipment, maintenance and support facilities, advanced traveler information technology and potential corridor enhancements.

Deliverables:

- Technical memorandum containing the methodology and capital cost to prospective construction year per the staged Implementation Plan.
- Technical memorandum containing the operating costs estimate for 2040.

#### **Task 7: Update Station Planning to Reflect BRT Investment**

Station area planning for the Red Rock Corridor was oriented for commuter rail and was completed in 2012. There have been a number of changes since 2012 that could impact station area planning for the Red Rock Corridor including:

- Red Rock Corridor Commission completed an Alternatives Analysis Update (AAU) in 2013 which selected Bus Rapid Transit (BRT) as the preferred alternative. All station planning assumptions were tied to commuter rail before the recession.
- The Metropolitan Council is drafting a Transportation Policy Plan which includes information regarding land use for station area planning guidance.
- The Federal Transit Administration drafted guidelines for New Starts and Small Starts projects.

It is important to review the station area plans to ensure that the plans meet current guidelines.

The consultant will conduct an evaluation of the adequacy of existing, planned and programmed transit station facilities for the Red Rock Corridor to support the projected ridership and proposed service plan. Include any modifications (i.e. expansion, addition, or deletion) to the purpose, location, size, and functionality of all stations and existing park and ride locations within the transitway based on the transit demand analysis. Market analysis data for development should also be updated based on the service and ridership characteristics of BRT as opposed to Commuter Rail.

Deliverable:

- A technical memorandum detailing the methodology used to complete the market analysis, the results, and any changes needed to the envisioned development at stations from the 2012 Station Area Planning Study.

### **Task 8: Implementation and Financial Plan**

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

A staged Implementation Plan will be created based on the public engagement and data acquired through this contract. The Implementation Plan should also reflect any potential for long term investment in other transitways such as commuter rail. BRT will be the focus of the plan at this stage though.

Included in the implementation and financial plan will be an assessment of:

- Capital, operating and maintenance needs for the transitway.
- Potential funding sources for each need and the degree to which funding sources are available and dedicated.
- Recommend funding sources which may be available.
- Determine and recognize dedicated funds.

All funding must be defined in terms of source, magnitude, availability, and reliability. Project phasing and associated costs will be updated to reflect this analysis.

Deliverable:

- A phased Implementation Plan providing:
  - A schedule for improvements, with accompanying cost estimates, based on expected expansion of development and service demand in the corridor.
  - Potential funding sources for each element or phase of each upcoming project including listing each year of project including listing each year of project development activities. The report should include a summary of project funding needs for each phase generally and each project individually.
  - Matrix that identifies responsible parties for each phase of work and implementation feature identified.

### **Task 9: Locally Preferred Alternative (LPA) process with the Metropolitan Council**

The consultant will prepare an analysis comparing the transportation, social, economic, and environmental impacts of each alternative studied to assist the PMT, CAC, TAC, and

Red Rock Corridor Commission with determining the alternative that best addresses the needs of the corridor, the Locally Preferred Alternative.

Deliverables:

- Development of a locally preferred alternative (LPA) recommendation summary report.
- Public meetings and public hearings associated with continued analysis concept development, technical analysis and evaluation efforts.
- An LPA recommendation report for the Metropolitan Council's use in selecting the LPA and amending it into the 2040 TPP.
- Provide technical assistance in drafting resolutions of support for the LPA from all affected cities through which the transitway passes.

#### **Task 10: Draft and Final Report**

The consultant will compile all recommendations in a draft final report following the acceptance of technical memoranda under each work task. The draft report will be provided for WCRRA, TAC, CAC, and Commission review.

The final report will incorporate any comments on the draft final report from the PMT and TAC as well as include the public comments received.

Deliverable:

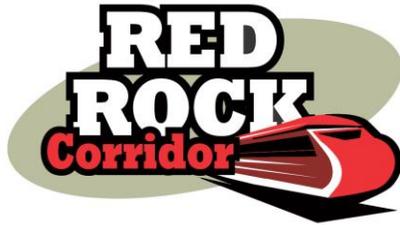
- Electronic copy of draft final report
- Fifteen (15) bound copies and a reproducible electronic version of the final report that includes an Executive Summary will be provided by the consultant.
- All project electronic presentations, collateral materials, and accompanying maps and visual aids presented by the consultant will also be submitted in their original format.

#### **Task 11: Miscellaneous Services—Contingency**

Task 11 tasks will only be performed upon written direction from the WCRRA. The consultant will provide services, support, or assistance not defined in Tasks 1-10 as necessary and as authorized by the project manager. The hours and expenses for these tasks should be 10 percent of total expenses for the defined scope of work (Tasks 1-10).

Deliverable:

- To be determined by project manager.



**DATE:** October 14, 2014  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Minnesota Intercity Passenger Rail Transportation Forum Appointment

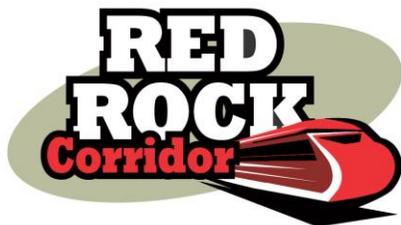
In 2008, the Minnesota Department of Transportation (Mn/DOT) established a stakeholder group called the Minnesota Intercity Passenger Rail Transportation Forum (Forum) to recommend and coordinate rail projects, through a consensus process, and advise the Commissioner of Transportation in an ongoing process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

Commissioner Autumn Lehrke has served as Red Rock Corridor Commission member representative to the Forum since 2011 and Councilmember Peterson has served since the beginning of 2014. Councilmember Peterson is unable to attend the meetings due to another commitment. The Forum meets approximately 6 times per year and the meetings are typically held on the first Monday of the month from 10 am – 12 pm at the State Office Building in St. Paul with the ability to call-in via conference call.

It is not required that the Commission appoints a person to this Forum; it is an option that the Forum provides to the Commission.

**Action:**

Appoint a representative from the Red Rock Corridor Commission to the Minnesota Intercity Passenger Rail Transportation Forum.



**DATE:** October 14, 2014  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Communication Update

***Item 7a***

**Draft Logos and Branding**

Johnson Group has been working with staff to prepare draft logos for the Red Rock Corridor. The draft logos were presented at the August Commission meeting. Refinements were made and Commission members provided input via a survey. The final logo based on all the feedback will be presented at the meeting for the Commission to discuss and review.

***Item 7b***

**Website**

A total of 459 people visited the Red Rock website in August and 449 in September.

**Facebook**

The Facebook page is now up to 164 likes. There have been no instances where comments needed to be removed from the Facebook page in accordance with the Commission's facebook use policy.

**Action:**

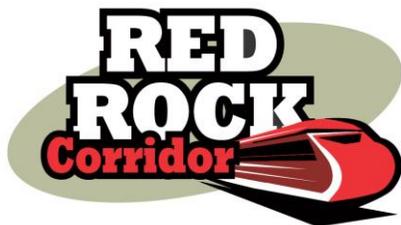
Discuss and Approve updated logo



**DATE:** October 14, 2014  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Joint Powers Agreement

At the August Red Rock Corridor Commission meeting there was a discussion about the Joint Powers Agreement (JPA). Initial conversations with Hennepin County indicated that they wanted to explore moving from a full member to an ex-officio member. Since the last Commission meeting, Hennepin County has decided to remain a full member through 2015. Their initial desire to become an ex-officio member was directly tied to the service plan for bus rapid transit in the Corridor. The Implementation Planning process in 2015 will help provide the Commission and Hennepin County with information to have a substantive conversation about the JPA and Commission participation.

**Action:**  
Information



**DATE:** October 14, 2013  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Draft 2015 Workplan and Budget

### **Background**

Attached is the draft 2015 work plan and budget for the Commission. The key items in the workplan are also listed below:

- Oversee and guide the work of the Implementation Plan consultant in the preparation of the plan, public outreach and the advancement of a preferred alternative into the Metropolitan Council process.
- Offer guidance, monitor progress and prepare formal comments on studies that are being conducted or that could have an impact on the activities in the Red Rock Corridor.
- Build on the communication efforts from the AAU including ongoing use of social media and updating the website to coincide with the next steps in the Corridor implementation.
- Informing state and federal legislators of the need for a transitway improvement in the Red Rock Corridor.
- Continue to actively engage the business community, community advocacy groups, and the various other stakeholders in the corridor.

The proposed 2015 budget is \$90,000. It includes funding for corridor administration, the implementation plan, and public involvement activities such as events and ongoing communication services. Contributions would be split between the four counties based on the established formula. The total contribution amount has been offset by using half of the existing fund balance.

Staff will provide an overview of the draft work plan and budget at the meeting and will seek input from the Commission. The final work plan and budget will be on the next Commission agenda for approval.

### **Action**

Discussion

# Red Rock Corridor Commission

## 2015 Work Plan

*Status: Final Draft for Approval at the final Red Rock Corridor Commission meeting in 2015*

### 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, the Minnesota Department of Transportation (MnDOT), the Minnesota High Speed Rail Commission (MNHSRC) and the Railroads as needed to continue the advancement of the Red Rock Corridor. To accomplish this, the RRCC will do the following:

1. Offer guidance, monitor progress and prepare formal comments on studies that are being conducted or that could have an impact on the activities in the Red Rock Corridor.
2. Work with state and local agencies to identify regional priorities for all transportation modes in the corridor.

### 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 funding at the state and federal level to advance the development of the Red Rock Corridor.
3. Coordinating legislative initiatives with the CTIB and other transitway corridors.
4. Coordinating legislative initiatives with potentially impacted freight railroads.
5. Establishing positions on legislative initiatives that affect the Red Rock Corridor.
6. Strengthen partnerships with the business communities and partner communities.

### 3. **Public Involvement**

The Commission's public involvement activities will build on communication efforts from the alternatives analysis update study (AAU). The Commission's activities will include:

1. Continue role of the Citizens Advisory Committee (CAC) formed as part of the Alternative Analysis Update (AAU) study to act as liaisons engaging local stakeholders, business members and citizens in the planning process enabling two-way communication between the project and the community. Membership should be as inclusive as possible.
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 through 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 utilize social media.
7. Host events or tours to build awareness for the Red Rock Corridor to better inform project stakeholders and the general public

#### **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. Implementation Plan**

In 2014 the Commission adopted the results of the Alternatives Analysis Update (AAU). As outlined in the final chapter of the AAU, there are broad and ongoing strategies that will be pursued by the Commission. Based on these strategies a scope of work has been prepared. The highlights of that scope of work are as follows:

- Innovative Public Engagement and Agency Coordination
- Ridership Forecast
- Service Plan Development
- Capital and Operating Costs
- Update Station Planning to Reflect BRT Investment
- Implementation and Financial Plan
- Locally Preferred Alternative (LPA) Process with the Metropolitan Council

The consultant will be responsible for developing an implementation plan accordingly.

The Red Rock Corridor Implementation Plan contract will be administered by the Washington County Regional Railroad Authority (WCRRA) on behalf of the Red Rock Corridor Commission.

# 2015 Draft Budget

## 2015 Operating Expenditures

<b>Expenditure Category</b>	<b>Amount</b>
Corridor Administration / General Activities <sup>(1)</sup>	
- Corridor Insurance	\$ 3,000
- Materials / Postage / Printing / Memberships	\$ 3,500
- Events / Tours / Advertising	\$ 3,500
- Travel to a National Transit Conference <sup>(2)</sup>	\$ 0
- Travel to learn about another transit System <sup>(2)</sup>	\$ 0
Subtotal	\$10,000
Advocacy and Legislative Coordination	
- Travel to Washington D.C. <sup>(1)</sup>	\$ 0
- Federal/State Advocacy	\$ 0
Subtotal	\$ 0
Public Involvement	
- Website Hosting / Content Management	\$ 5,000
- Communication Services	\$ 30,000
Subtotal	\$ 35,000
Contingency	\$ 5,000
<b>TOTAL</b>	<b>\$ 50,000</b>

Notes:

1. The county regional railroad authorities are conducting administrative functions, including mailings. Such items are eligible for reimbursement as approved by the Commission.
2. 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 unless the Commission's Financial Members unanimously approve the use of contingency funds to pay for travel.

## 2015 Capital Revenue

Revenue Source	Amount
Anticipated CTIB Grant for Implementation Plan	\$ 360,000
<b>TOTAL</b>	<b>\$ 360,000</b>

## 2015 Capital Expenditures

### Implementation Plan

The Implementation Plan budget is \$400,000. \$360,000 is anticipated from CTIB guaranteed funds to be approved in November by CTIB. The Commission agreed to pay for the 10% local match totaling \$40,000 at the August Commission meeting.

Expenditure Source	Amount
Anticipated CTIB Grant for Implementation Plan	\$ 360,000
RRCC Local Match	\$ 40,000
<b>TOTAL</b>	<b>\$ 400,000</b>

## 2015 Budget Summary

Operating Total:	\$50,000			
Capital Total:	\$40,000			
<b>Total Red Rock Budget:</b>	<b>\$90,000</b>			
Revenue Source	% Due	Amount Due	Fund Balance <sup>(1)</sup>	Dues/ Amount
Regional Railroad Authority				
- Ramsey County	37.5%	\$33,750	\$15,000	\$ 18,750
- Washington County	35%	\$31,500	\$14,000	\$ 17,500
- Hennepin County	17.5%	\$15,750	\$7,000	\$ 8,750
- Dakota County	10%	9,000	4,000	\$ 5,000
<b>TOTAL</b>	<b>100%</b>	<b>\$ 90,000</b>	<b>\$40,000<sup>(2)</sup></b>	<b>\$ 50,000</b>

Notes:

1. \$40,000 of the Commission's projected \$80,000 2014 end of year fund balance will be used to offset the 2015 budget contribution and the remaining \$40,000 will be held in reserve.
2. This is only an estimate of expected end of year fund balance based on projected revenues and expenses. The fund balance total is subject to change based on actual revenues and expenses incurred.



**DATE:** October 14, 2014  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Legislative Update

**8a State Update**

There is no state update at this time.

**8b Federal Update**

Please see the attached federal update prepared by Lockridge Grindal Nauen (LGN).

**Action**

Information

**Weekly Update for Week of September 15th**

Federal lawmakers returned from August recess for a two week session to handle several critical items before heading back to the campaign trail. While the House is adjourning later today, September 19, the Senate will remain in town to work on September 22 and 23. Following that, Congress will not reconvene until after the midterm elections in November. This week lawmakers were able to pass a Continuing Resolution (CR) that will avoid a government shutdown and fund federal government operations until December 11, 2014, reauthorize the Export-Import Bank, and provide qualified support to Syrian rebels.

**In this Update:**

[\*\*A Continuing Resolution Passes the House and Senate\*\*](#)

[\*\*Expectations for the Lame Duck Session\*\*](#)

[\*\*PILT Funding Expected in Omnibus\*\*](#)

[\*\*Key Upcoming Dates\*\*](#)

[\*\*Special News, Notes, and Events\*\*](#)

[\*\*Minnesota Delegation Notes\*\*](#)

[Additional Media](#)

## **A Continuing Resolution Passes the House and Senate**

On Wednesday, the House passed a CR, H.J. Res. 124, authorizing \$1.012 trillion to keep the government open through December 11, 2014. In the House, the continuing resolution was passed by 319-108. The Senate took up the CR on Thursday where it passed with a 78-22 vote. Representative Michelle Bachmann (R-MN-06) was the only Member of the Minnesota delegation to vote against the measure.

The CR includes an amendment from the House authorizing limited military training and equipment for Syrian rebels. While the House held a separate vote on this amendment, the Senate did not. Earlier in the day, Senator Rand Paul (R-KY) had asked to call up an amendment he said would set up separate votes on the CR and provisions that would authorize support of Syria. But Senate Appropriations Chairwoman Barbara Mikulski (D-MD) objected, pointing out that the measure is temporary and lawmakers will have an opportunity to more fully consider those issues later.

The CR also designates \$88 million for efforts to stop the spread of the Ebola virus in West Africa, provides additional funding for the Department of Veterans Affairs to help process disability claims, and extends the operating authority of the Import-Export Bank through June 2015.

## **Expectations for the Lame Duck Session**

Many senior Members of Congress on both sides of the aisle will likely push for an omnibus in the lame-duck session in order to allow for maximum financial certainty for federal agencies and to conclude all fiscal year 2015 work before the new Congress arrives. The ranking Republican Member on Senate Appropriations, Senator Richard Shelby (R-AL), said an omnibus is possible if both parties are willing to negotiate with "reasonable expectations." House Appropriations Chairman Hal Rogers (R-KY) and Senate Appropriations Chairwoman Barbara Mikulski (D-MD) have already started to advocate for a 12-bill, lame-duck omnibus, hoping a similar outcome to last year where a spending package that included line-by-line spending for every corner of the federal government was passed.

## **PILT Funding Expected in Omnibus**

County officials, many from rural communities, are in Washington, DC this week to urge lawmakers to fund the Payments in Lieu of Taxes program (PILT), a funding mechanism that allows the federal government to reimburse counties for untaxed federal land. PILT payments historically have come from appropriations bills, however, with increasing

uncertainty about the appropriations process this is something that has started to worry local officials. In recent years, lawmakers' have found creative methods to fund the program through alternative means, including a Bush administration stimulus bill, a 2012 highway bill, and this year's farm bill.

Congress has not funded the program for fiscal year 2015 and advocates were unable to attach it to the CR passed this week. Local officials are now looking to include it in the omnibus spending bill for fiscal year 2015 that Congress is expected to take up in December.

### **KEY UPCOMING DATES**

#### **November 4, 2014**

General Election day for all 435 seats in the United States House of Representatives, 33 of the 100 seats in the United States Senate, as well as 38 state Governorships.

#### **November 12, 2014**

Congress returns to Washington, DC for a "lame-duck" session.

#### **December 11, 2014**

The stop-gap funding solution passed by Congress this week will expire.

#### **March 15, 2015**

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

### **SPECIAL NEWS, NOTES AND EVENTS**

#### **Reception Honoring Congressman Rick Nolan**

*Monday, September 22<sup>nd</sup>, 1:00-2:00 PM CST*

Lockridge Grindal Nauen

100 Washington Avenue South, Suite 2200

Minneapolis, Minnesota 55401

#### **Reception Honoring Congresswoman Betty McCollum**

*Monday, September 22<sup>th</sup>, 5:30-7:30PM CST*

At the home of Barbara and Jim Joers

152 Avon Street South

Saint Paul, MN

**Minnesota Salutes Congresswoman Betty McCollum**

*Monday, September 29<sup>th</sup>, 5:30-7:30PM EST*

Capitol Hill

Washington, D.C. 20003

**Reception Honoring Congressman John Kline**

*Tuesday, October 7<sup>th</sup>,*

*3:30PM - 4:30PM CST*

Lockridge Grindal Nauen

100 Washington Avenue South, Suite 2200

Minneapolis, Minnesota 55401

**Reception Honoring Congressman Erik Paulsen**

*Monday October 13<sup>th</sup>, 5:30-7:00 PM CST*

Good Day Café Bad Day Bar

5410 Wayzata Blvd

Golden Valley, MN 55416

**MINNESOTA DELEGATION NOTES:**

**Senator Amy Klobuchar, (D-MN)**, urged the administration to provide critical support to Minnesota communities impacted by devastating flooding. Read more [here](#).

**Senator Al Franken, (D-MN)**, expressed disappointment that bill to help Minnesotans reduce student loan debt was blocked in Senate. Read more [here](#).

**Congressman Tim Walz, (D-MN-01)**, toured New Ulm Quartzite, talks opportunity and jobs for southern Minnesota. Read more [here](#).

**Congressman John Kline, (R-MN-02)**, championed bipartisan legislation in the House to reform the Child Care and Development Block Grant program. Read more [here](#).

**Congressman Erik Paulsen, (R-MN-03)**, sent a bipartisan, bicameral letter to the Centers for Medicare and Medicaid Services requesting an explanation for recent policy changes impacting millions of Americans living with ALS. Read more [here](#).

**Congresswoman Betty McCollum, (D-MN-04)**, made a statement at the Change the Mascot Press Conference with Native American Leaders. Read more [here](#).

**Congressman Keith Ellison, (D-MN-05)**, issued a statement about his support of McKeon amendment to aid Syrian rebels. Read more [here](#).

**Congresswoman Michele Bachmann, (R-MN-06)**, is scheduled to emcee a fundraiser on Saturday for a campaign against the rollout of Minnesota's anti-bullying law. Read more [here](#).

**Congressman Collin Peterson, (D-MN-07)**, was honored as a Guardian of Small Business by National Federation of Independent Business. Read more [here](#).

**Congressman Rick Nolan, (D-MN-08)**, introduced a bill naming portion of Highway I-35 for Congressman Jim Oberstar which passed out of the House Transportation Committee. Read more [here](#).

### **ADDITIONAL MEDIA**

#### **"House to Include Device Tax Repeal in Jobs Package"**

**By Alan K. Ota, CQ Roll Call**

Rep. Erik Paulsen says House Republican leaders plan to include his proposal to eliminate the 2.3 percent medical device in a job creation package on the House floor this week, and vows to push for post-election action on the issue.

The Minnesota Republican said he got word from party leaders that the bill, a catch-all of tax and regulatory plans, would include his measure to end the excise tax on medical device taxes that took effect in January 2013. The tax, which funds part of the national health care law (PL 111-148, PL 111-152), has strong opposition in both parties but has proven difficult to undo because of the high cost.

"There is strong support for repeal," Paulsen said referring to the 275 cosponsors of his medical device tax repeal bill (HR 523).

The repeal proposal carries an estimated price tag of about \$29 billion, but a final Treasury Department inspector general report recently reported that collections of the excise tax were less than expected.

House Republicans opted not to duplicate hardball tactics from September 2013, when 17 Democrats joined Republicans to approve, 248-174, a Paulsen medical device tax repeal add-on to a continuing resolution (HJ Res 59). The stopgap proposal also included a one-year delay in implementation of the health care overhaul and set the stage for the 16-day government shutdown.

With GOP leaders focused on averting another shutdown, Republicans are preparing to put the medical device tax repeal proposal on a package of fiscal measures that includes permanent extensions of tax breaks such as bonus depreciation.

Sen. Amy Klobuchar, D-Minn., another supporter of repealing the medical device tax, said she hopes the House vote will help to build consensus for elimination of the medical device tax that was created by the health care overhaul. She said lawmakers also had considered several alternatives including a proposal to suspend the tax for several years. A two-year suspension of the tax would cost roughly \$4 billion over 10 years.

Opponents of full repeal of the medical device tax, such as Sen. Barbara Boxer, D-Calif., have floated the idea of eliminating the tax for small businesses. Another option would be a proposal to shift the focus of the tax away from sales to actual profits on medical devices

J.C. Scott, head of government affairs for the 400-member Advanced Medical Technology Association, a trade group for manufacturers, praised House leaders for continuing to "prioritize repealing the medical device tax" and recognizing the device tax "at its core is a jobs issue."

"We are hoping to build positive momentum from the House vote and look for an appropriate opportunity to get repeal across the finish line," Scott said.

The health care law initially envisioned \$438 billion in new revenue, including roughly \$20 billion from the medical device tax between 2013 and 2019.

Companies are required to send regular payments, or deposits, to the IRS to cover their liability for excise taxes on sales to distributors, other businesses and institutional customers like hospitals. But the Treasury inspector general found the IRS had only collected about \$913 million medical device excise taxes for the first half of 2013, short of the projected \$1,2 billion in revenue for that period.

The Treasury IG report called for new efforts by the IRS to ensure accurate reporting and payment of the medical device tax.

"While the IRS has taken steps to educate medical device manufacturers of the medical device excise tax during implementation, it faces challenges to definitively identify manufacturers subject to the medical device excise tax reporting and payment requirements," said J. Russell George, Treasury Inspector General for Tax Administration.

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