



**Red Rock Corridor Commission
Agenda
Thursday January 23, 2013 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. Election of Officers	Election
3. Consent Items*	Approval
a. Checks and Claims	
b. Minutes of the December 12 th , 2013 Meeting	
4. AAU Study Public Hearing * - Lyssa Leitner, WCRRA	Public Hearing
5. Financial Mgmt. Services Agreement – Andy Gitzlaff, WCRRA	Approval
6. 2014 Website Services* - Andy Gitzlaff, WCRRA	Approval
7. Communications Update* - Andy Gitzlaff, WCRRA	Information
8. Legislative Update* – Josh Olson, RCRRA	Information
a. State	
b. Federal	
9. Other	Information
a. Next Meeting February 27 th 2013	
10. Adjourn	Approval

**Enclosures*



DATE: January 17, 2014
TO: Red Rock Corridor Commission
FROM: Staff
RE: Election of Officers

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

At the meeting, the Commission will be asked to elect officers for 2013.

Action Requested: Election of Officers



DATE: January 17, 2014
TO: Red Rock Corridor Commission
FROM: Staff
RE: Checks and Claims

Included is the

App E Website Services Invoice #6 (December 2013) \$ 667.00

Note: Percent of contract utilized = 92%

TOTAL \$ 667.00

Detailed invoices can be made available upon request.

Action Requested: Approval



Draft Meeting Minutes

December 12, 2013
Cottage Grove City Hall
4:00 p.m.

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

Ex-Officio Members	Agency	
Bob Kastner	City of Red Wing	
Marc Mogan	Prairie Island Indian Community	X
Jess Greenwood	Goodhue County	

Staff	Agency	Present
Andy Gitzlaff	Washington County RRA	
Lyssa Leitner	Washington County RRA	X
Jimmy Shoemaker	Ramsey County RRA	
Joe Morneau	Dakota County RRA	
Josh Olson	Ramsey County RRA	X

Others	Agency
Katie White	Met Council
Jay Demma	STANTEC
Deborah Carter McCoy	RCRRA
John M Burbank	City of Cottage Grove
Chuck Darnell	Hennepin County
Stuart Krahn	STANTEC
Patricia Johnson-Keller	Citizen

The meeting was video recorded and can be viewed online at: http://swtc.granicus.com/MediaPlayer.php?view_id=2&clip_id=4681

Chair Lehrke called the meeting to order at 4:02 p.m.

Agenda Item #1: Introductions

Introductions were made by those present.

Agenda Item #2: Consent Items

- a. **Checks and Claims**
- b. **Minutes of the October 31, 2013 Meeting**

Motion made by Higgins to approve the October 31, 2013 meeting minutes and checks and claims. Seconded by Slavik. **All in favor.** Motion carried.

Agenda Item #3: AAU Study

- a. **Public Outreach Update**

Lyssa Leitner gave an update on the Alternatives Analysis Update Public Outreach as presented in the packet.

- b. **Review Implementation Plan and Next Steps**

Leitner gave an update on the Alternatives Analysis Update Implementation Plan and Next Steps in a PowerPoint presentation.

Rettman requested adding the words freight into the first ongoing strategy because many of their lines are being used and it would be consistent with several of the things that Red Rock has supported or have been involved with in the past. Chair Lehrke clarified the first ongoing strategy to read “advocate for integrated multi-modal investments including pedestrian and bicycle facilities, freight, rail, highway and transit improvements that support mobility throughout the Red Rock Corridor.” Rettman stated it would also be good to include passenger into the first ongoing strategy. Chair Lehrke agreed that it would be good to add both of those modes to the first ongoing strategy. Leitner stated those changes will be made.

Commission member Gallagher joined the meeting at 4:10 p.m.

Leitner stated that historically the long term thought process has always been Commuter Rail. This study has shown that with Bus Rapid Transit there is an emerging mid-day market that is a less expensive option that could serve more people with a broader range market. There are Express Buses which are a completely different market than BRT. Leitner stated these buses could benefit from some of the capital improvements including pedestrian ways or on and off ramps. The peak period market will always be a very high demand and is a different market from the all-day station-to-station in both direction BRT service. The express service is what would potentially be transitioned to something else in the future. Leitner stated the third ongoing strategy is being put in to look long term that BRT is what the Commission would be looking to implement in the near future and then continuing to monitor the Express Bus, so when it hits capacity that is inefficient to support buses, the option of adding Commuter Rail could be looked at. Commuter Rail and BRT could act parallel to one another and would

be complimentary services just like Express Bus and BRT would be. Leitner stated Commuter Rail would be long term beyond 2030 unless there were changes in development patterns or other items.

Rettman asked if there is a paragraph in the Draft AAU Report that states this is the thought process and that Commuter Rail is not being ruled out because in 2007, Commuter Rail was the mode of choice. Leitner stated it would be appropriate to add more narrative about this. Slavik stated he is concerned that it would be going into too much detail, but addressing it in the foreground would be more acceptable. Chair Lehrke stated she agreed with adding it to the foreground, but is concerned that another mode might be the next progression and not just Commuter Rail.

c. Release Draft AAU Report for Public Comment

Leitner gave an update on the Draft Alternatives Analysis Update Report for public comment in a PowerPoint presentation and handed out a document that summarizes the AAU.

Leitner let the Commission members know that copies of the summary document are available for them if they would like to hand them out or just have available at their office. Leitner stated they have not been printed yet, so changes can still be made. Chair Lehrke requested the website be changed to read redrockcorridor.org. Rettman requested the time of the public comment to be changed to starting at 4 pm. instead of 4-4:30 pm. Higgins requested the word “and” replace all ampersands.

Rettman suggested on page iii in the Draft AAU Report to change “transportation problems” to needs, issues or opportunities because it is a problem, but also an opportunity. Rettman also suggested on page vii, to change the third bullet point to include jobs. Leitner stated the wording was taken from the objectives, but the word jobs can be added. Gallagher suggested the third bullet point state “create and expand employment opportunities.” Rettman suggested adding the word “freight” on page 2.39 under the Union Station Assessment.

Motion made by Slavik to approve the Draft AAU Final Report for release for public comment. Seconded by Keller. **All in Favor.** Motion carried.

Agenda Item #4: 2014 Work plan and Budget

Leitner discussed the 2014 work plan and budget as presented in the packet.

Rettman asked if there is any other fund balance other than the \$30,000 that will remain in contingency. Leitner stated she is unaware of any other fund balance. Josh Olson stated he believed there were some additional funds beyond the \$30,000 but it has been drawn down on in the last couple of years and that staff would check into it.

Motion was made by Rettman to approve the 2014 work plan and budget. Seconded by Gallagher. **All in favor.** Motion carried.

Roll Call Vote: Commissioners Lehrke, Slavik, Rettman, Higgins, Hollenbeck, Keller, Peterson, and Gallagher in favor. Motion carried. Franke, Brendmoen and Gordon absent.

Agenda Item #5: Support Red Rock Bonding Request

Leitner discussed the Resolution Supporting State Bond Fund Request for Red Rock Corridor as presented in the packet.

Motion was made by Peterson to approve the Resolution Supporting Washington County State Bond Fund Request for Red Rock Corridor. Seconded by Hollenbeck. All in favor. Motion carried.

Roll Call Vote: Commissioners Lehrke, Slavik, Rettman, Higgins, Hollenbeck, Keller, Peterson, and Gallagher in favor. Motion carried. Franke, Brendmoen and Gordon absent.

Agenda Item #6: 2014 Meeting Schedule

Leitner discussed the 2014 meeting schedule as presented in the packet. Slavik suggested combining the November and December meetings to one meeting and having meetings on the fourth Thursday of each month. Higgins asked if the meetings could be held every other month. Leitner stated this year the meetings were cancelled almost every other month and it is up to the Commission to decide which way they would like it. Rettman stated it is better to have it on the calendar and take it off then try to add a meeting to the calendar and also likes the fourth Thursday of every month.

Leitner clarified the January meeting will change to the 23rd, the May meeting will change to the 22nd, the July meeting will change to the 24th and the October meeting will change to the 23rd. Chair Lehrke requested an updated meeting schedule be sent to the Commission members. Leitner stated the public hearing date will change from the 30th of January to the 23rd and notices will be sent out with the changed date.

Motion was made by Hollenbeck to approve the 2014 meeting schedule as amended. Seconded by Peterson. **All in favor.** Motion carried.

Agenda Item #7: Communications Update

Leitner discussed the Facebook and website communication update as presented in the packet.

Agenda Item #8: Legislative Update

a) State

Olson discussed the State Legislative Update as presented in the packet. The MnDOT Commissioner Charlie Zelle and Met Council Chair Sue Haigh are having town halls and the last one is on December 17 at Burnsville High School.

b) Federal

Olson discussed the Federal Legislative Update as presented in the packet. There was a bipartisan deal reached on the budget on the House side. It is a positive deal for transit as it only represents a 2% cut in transit specific to New Starts, TIGER and Amtrak. Olson stated this is not a done deal as there still needs to be an agreement between the House and the Senate.

Rettman stated Intercity Passenger Rail was talking about the legislation in terms of funding the request for bonding as well as some of the transportation funding that is needed. All of the counties have received a copy of the draft resolution and would like to have it here for everyone to look at it. Commissioner Zelle has not approved it yet. Chair Lehrke requested a copy of the draft resolution be sent out to the Commissioners. Leitner will send copies out to the Commissioners.

A motion was made by Peterson to ask for support for the bonding request from the cities. Seconded by Rettman. **All in favor.** Motion carried.

Agenda Item #9: Other

a) Newport Transit Station Ground Breaking Recap

Chair Lehrke recapped the Newport Transit Station Ground Breaking. Lehrke stated the turnout was incredible with the tent being so packed, people were outside the tent. Senator Amy Klobuchar, Congresswoman Betty McCollum, state officials, city officials, and several others were in attendance. Chair Lehrke stated it was a historic day for the City of Newport. Gallagher stated the County did an excellent job putting the event together and the City of Newport was proud to showcase what the future could look like.

b) Next scheduled meeting is Thursday, January 23, 2014 at 4:00 p.m.

Agenda Item #10: Adjourn

Motion made by Slavik to adjourn. Seconded by Higgins. **All in favor.** Motion carried.

Meeting adjourned at 4:51 p.m.



DATE: January 16, 2014
TO: Red Rock Corridor Commission
FROM: Staff
RE: AAU Study Update

Work began on the Alternatives Analysis Update (AAU) in January 2013. Below are the three phases of the study:

1. Reviewing previous work and reassessing the vision and goals for the Corridor
2. Alternatives development, analysis and evaluation
3. Implementation Plan and Final Report

The project has completed all three phases and the Draft Final Report has been posted for public comment.

Public Comment Period

Since the Red Rock Corridor Commission meeting, the Draft Final Plan was posted for public comment on the Red Rock Corridor website. Information regarding the comment period and public hearing were distributed via Facebook, press release, e-newsletter, and we requested that the PMT and CAC distribute the information via their community channels. Attached to this memo are the comments that have been received to date. The comment period began on December 18th, 2013 and will close on February 14th, 2014.

Public Hearing

A public hearing for the Draft Final Plan will take place at the beginning of the January 23rd, 2014 Commission meeting. The public hearing is an opportunity for anyone who wants to speak directly to the policy makers to have their voices heard. The hearing will last until all public comments are taken. Attached to this memo are instructions for taking public comment that is typical for public meetings. Each person choosing to speak will be asked to fill out the form before the meeting begins. The forms will be provided to the Chair in order to facilitate the hearing in a timely manner.

Next Steps

All comments received at the public hearing and during the comment period will be included in the packet for the February Red Rock Corridor Commission meeting. Staff will have responses to any questions that are submitted for the Commission's consideration. At the February meeting, it is at the discretion of the Commission to approve the Draft Final Plan as-is or request staff to make edits based on the comments received.

Action Information



Alternatives Analysis Draft Final Plan – Public Hearing Information

The public hearing will begin at the start of the Red Rock Corridor Commission meeting. The Chair will facilitate the public hearing process. The hearing will end once all public comments have been heard.

If you wish to provide comments, please fill out a comment card before the meeting begins and give it to project staff. The Chair will ask you to stand, state your name and address, and present your comments.

- We ask that your comments be presented in a respectful manner.
- You are encouraged to limit your presentation to no more than 5 minutes.
- The Chair reserves the right to limit an individual's presentation if it becomes redundant, disrespectful, or is not relevant to the Alternatives Analysis Update Draft Final Plan
- Visitor comments will be summarized and included in the record of all comments received during the AAU Draft Final Plan comment period.

Alternatives Analysis Draft Final Plan – Public Hearing Form

Please fill out the information below and provide it to staff before the public hearing begins.

Name:

(please print clearly)

Address: (street address, city, state, zip code)

Red Rock Alternatives Analysis Draft Final Plan Comments

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

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

If it's SUCH a great idea and in demand you should be able to charge a ticket price to at the VERY least cover your running costs (estimated at \$3.8 million) but no. It'll be a failed line just like the red line corridor in Apple Valley:

<https://www.facebook.com/notes/washington-county-watchdog/findings-at-the-red-line-corridor-what-it-means-for-washington-county/623803327670499>

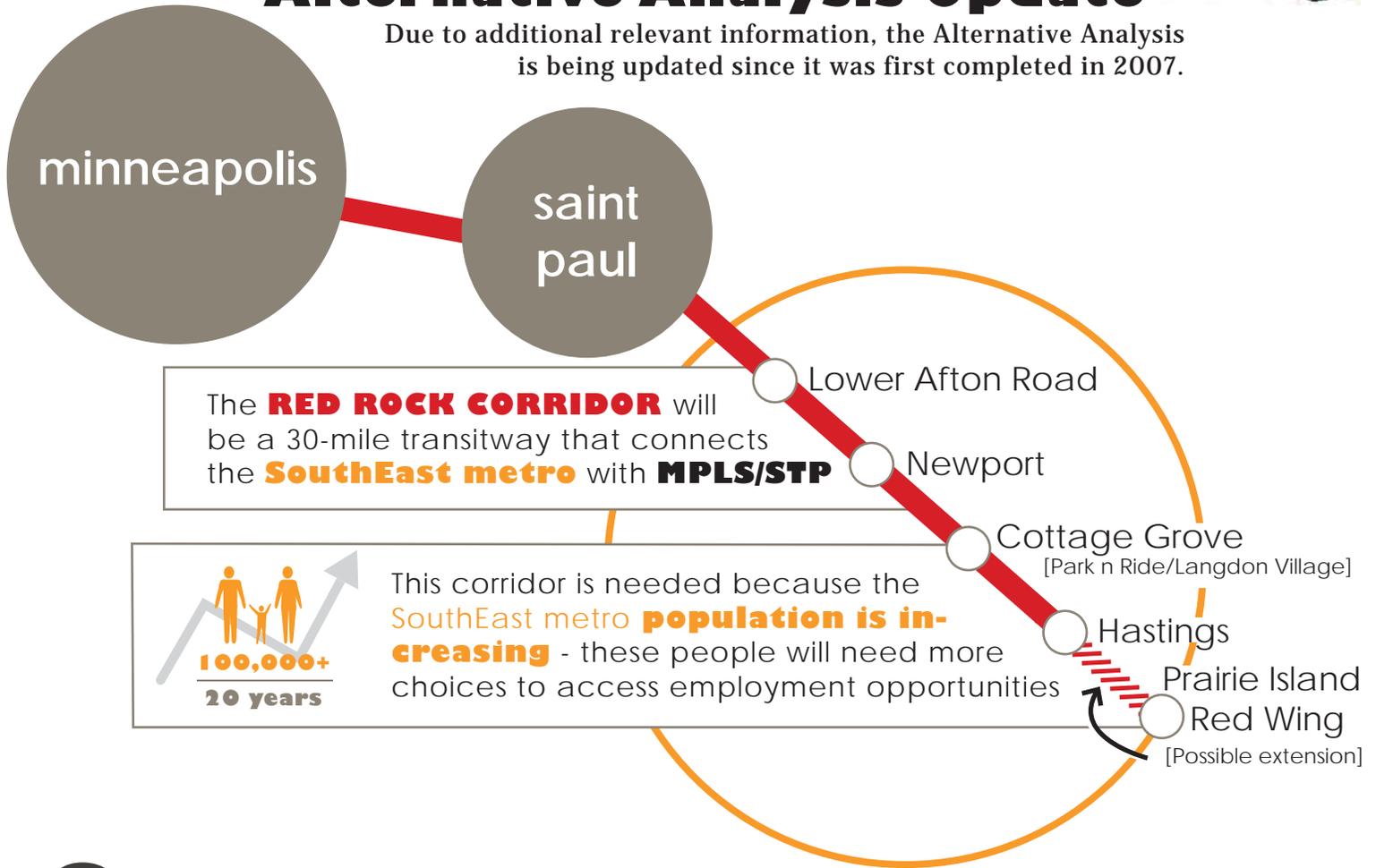
please stop lying to the public with your bunk surveys and swayed interpretations. We don't want this! Pay for it yourself!

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



Alternative Analysis Update

Due to additional relevant information, the Alternative Analysis is being updated since it was first completed in 2007.



ALTERNATIVE ANALYSIS is a process that helps narrow down the best options for this transportation connection. The goals and objectives that guide decision making:



MOBILITY

Goal: Meet the demonstrated + forecasted need of Corridor Communities

1. Transit time that is competitive to the private automobile.
2. Reliable service
3. Improve mobility for work/non-work.
4. Maximizes ridership for everyone.
5. Connect to other transit/pedestrian/bike ways



COST

Goal: Cost effectively address transportation problems in Corridor 1+2.

1. Keep these transit route costs and capital costs comparable to similar systems within region.
2. Keep cost effectiveness independent of other transportation means.



ECONOMIC DEVELOPMENT

Goal: Increase opportunities for Community + Economic Development in Corridor

1. Support local initiatives to create lively, pedestrian-friendly Transit-Oriented Developments.
2. Support business community by increasing access by workers and customers within corridor.
3. Increase general connectivity and access to & from where people live & work.



ENVIRONMENT

Goal: Improve quality of Natural and Built Environment

1. Limit negative impacts to natural, cultural, & other resources.
2. Reduce emissions.
3. Provide a fair & equitable distribution of impacts and benefits across various populations.
4. Address existing and future safety issues along the corridor.



Alternative Analysis Update

OPTIONS UNDER CONSIDERATION



NO BUILD

Current conditions remain in place.

Future changes assumed are that frequency of service would increase as ridership grows and that priority bus shoulder lanes would be added depending on traffic levels.



EXPRESS BUS

Bus routes maintained and **peak-only express bus is added** that would serve stations in Red Wing, Prairie Island, Hastings, & Newport. Priority bus shoulder lanes would be added depending on traffic levels



BUS RAPID TRANSIT

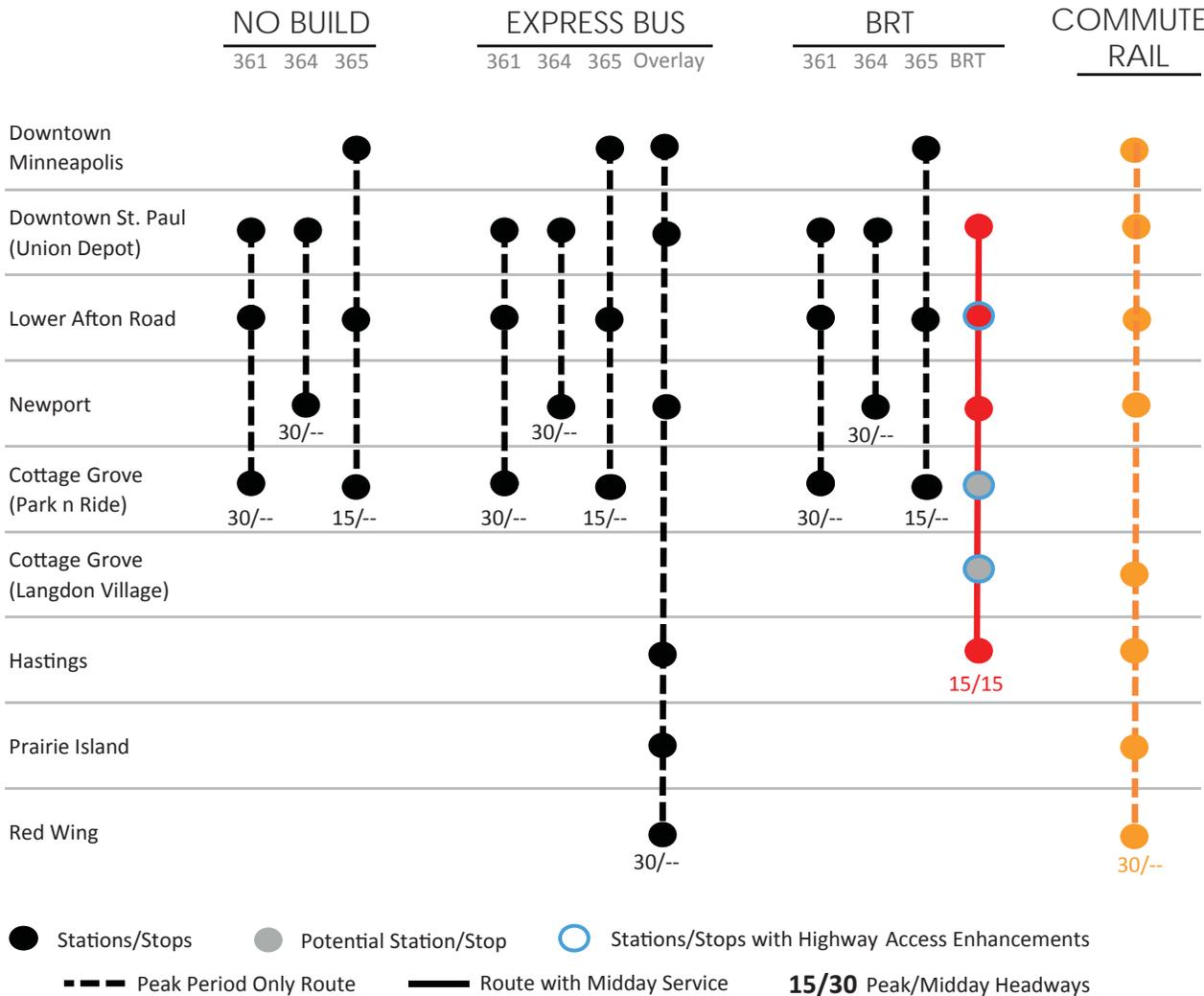
Bus routes are maintained and a **peak-only and mid-day service is provided via a BRT route** from Hastings to St. Paul via the Union Depot. This alternative would include highway and station enhancements to improve vehicle speeds, reliability, and customer experience.



COMMUTER RAIL

Replaces the current bus routes with **peak-only commuter rail service** with stops at all existing and currently proposed stations.

SERVICE LEVEL RESULTS of proposed alternatives with respect to **stop location & frequency.**





Alternative Analysis Update

EVALUATION RESULTS

Through a detailed evaluation, each goal and objective was analyzed.

Here is the summary:



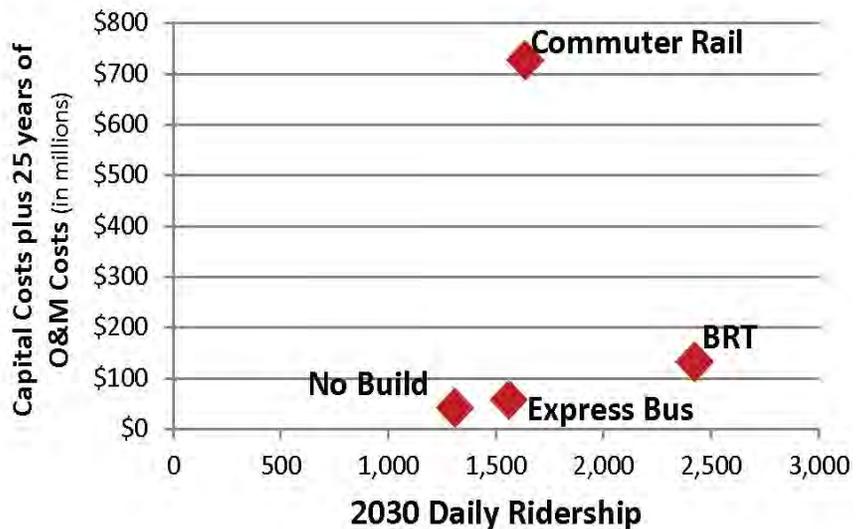
		Mobility	Cost	Development	Environment	TOTAL with 40/40/10/10 weighting
	Current Conditions					
Express Bus (Peak Only)						
	Bus Rapid Transit (BRT)					
Commuter Rail (Peak Only)						

The column on the far right is a weighted composite of the four goals and indicates overall performance.

RIDERSHIP vs 25-YEAR COST RESULTS

Transportation investments need to be analyzed by the up front costs to construct them as well as the ongoing dollars needed to operate and maintain them.

Comparing costs over 25 years is a way to test the economy of various transportation alternatives, telling us how much they might be able to serve us (ridership) and cost us (capital costs plus 25 years) during their lifetime.





Alternative Analysis Update

RECOMMENDATIONS

Based on technical information, current land use, growth projections, and the goals and objectives evaluation, it has been concluded that BRT is the alternative that is best aligned with the Red Rock Corridor Commission's approved objectives. This conclusion has been made in consultation with representatives on the Citizens Advisory Committee (CAC) and presented to the public in a variety of forums and media. As BRT is further evaluated for implementation, below are other broad and ongoing strategies that will be pursued by the Red Rock Corridor Commission:

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

COMMUNITY ENGAGEMENT PERIOD

The Red Rock Corridor Commission has released a draft AAU report and implementation plan based on the recommendation above. **WE WANT TO HEAR FROM YOU !!!**
Please provide your thoughts, comments, and questions by February 14, 2014.

A public hearing on the AAU report/recommendation will be held at the beginning of the Red Rock Corridor Commission meeting for people to express their thoughts in person.

The meeting is scheduled:

January 23rd, 2014 // Starting at 4:00pm
Cottage Grove City Hall
[12800 Ravine Parkway S, Cottage Grove, MN 55016]

The Commission will review all written and verbal comments before a final recommendation is approved.

FOR MORE INFORMATION

PERSON

Lyssa Leitner
ph: 651-430-4300
email: lyssa.leitner@
co.washington.mn.us

ONLINE



<http://www.redrockcorridor.org/>



<https://www.facebook.com/RedRockCorridor>



DATE: January 16, 2014
TO: Red Rock Corridor Commission
FROM: Staff
RE: Financial Management Services Agreement Renewal

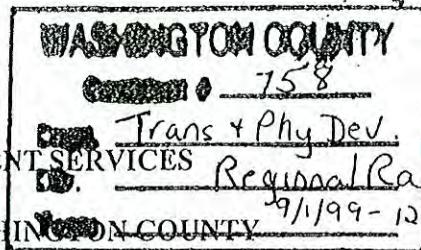
The joint powers agreement (JPA) for the Commission states that the Commission may contract with any of its members to provide contract management, legal review and budgeting services as the Commission's fiscal agent. The Washington County Regional Railroad Authority (WCRRA) has been serving as the fiscal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

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

Action

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

DEPARTMENT
COPY



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

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

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

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

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

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

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

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

ARTICLE I

PURPOSES

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

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

ARTICLE II

SERVICES

Section 2.1 Budgeting and Accounting Services.

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

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

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

ARTICLE III

TERM OF AGREEMENT

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

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

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

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

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

Approved as to form:

[Signature] 9/23/99
Assistant County Attorney/Date

Approved as to form:

Assistant County Attorney/Date

WASHINGTON COUNTY
REGIONAL RAIL AUTHORITY

By: *[Signature]*
Board of Commissioners Chair
Date of Signature 10/5/99

Attest: *[Signature]*
By: *[Signature]*
Clerk to the Board

RED ROCK CORRIDOR
COMMISSION

BY: *[Signature]*
Chair of its Commission

Date: 10/5/99

AMENDMENT NO. 1

AGREEMENT FOR FINANCIAL MANAGEMENT SERVICES

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

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

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

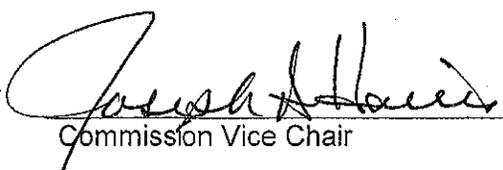
2. Article III, Section 3.2, Termination is deleted and restated as follows: "This Agreement shall terminate upon the occurrence of one of the following events:
 - a. Upon written agreement of all parties.
 - b. On December 31, 2014.
 - c. Upon sixty days written notice of interest to terminate by either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

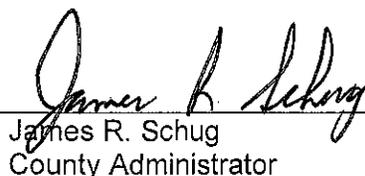
All other terms and conditions of Contract #758 thereto not expressly amended herein remain in full force and effect.

WASHINGTON COUNTY REGIONAL
RAILROAD AUTHORITY

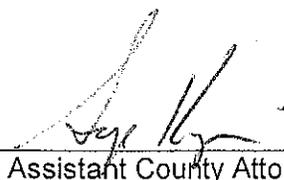
RED ROCK CORRIDOR COMMISSION


Chair, Regional Railroad Authority 12-21-10
Date


Commission Vice Chair 12/3/10
Date


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

Approved as to form:


Assistant County Attorney 12/13/10
Date

AMENDMENT NO. 2

AGREEMENT FOR FINANCIAL MANAGEMENT SERVICES

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

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

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

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

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

**WASHINGTON COUNTY REGIONAL
RAILROAD AUTHORITY**

RED ROCK CORRIDOR COMMISSION

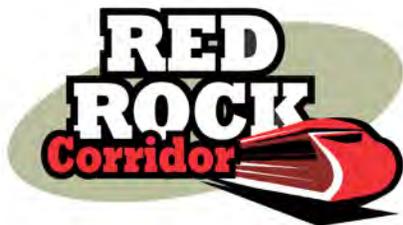
Chair Date

Commission Vice Chair Date

Molly O'Rourke Date
County Administrator

Approved as to form:

County Attorney Date



DATE: January 17, 2014
TO: Red Rock Corridor Commission
FROM: Staff
RE: 2014 Website and Communication Services

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

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

Staff has identified the following needs for 2014 website and communication services:

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

Since additional services are needed for 2014, staff recommends that the Commission seek requests for proposals (RFP) from vendors.

Action

Approval for staff to prepare and release an RFP for 2014 website and communication services



DATE: January 17, 2014
TO: Red Rock Corridor Commission
FROM: Staff
RE: Communication Update

Website

A total of 547 people visited the Red Rock website for the month of December, slightly above hits from the previous month.

Facebook

The Facebook page is now up to 141 likes. A direct URL has also been created for the page <https://www.facebook.com/RedRockCorridor>

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

Enewsletter

An e-newsletter announcing the release of the AAU report and recapping the Newport Transit Station groundbreaking event was sent out to the list of over 400 subscribers on December 18th.

Action

Information

Audience Overview

All Visits
100.00%

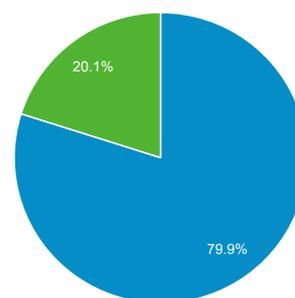
Overview



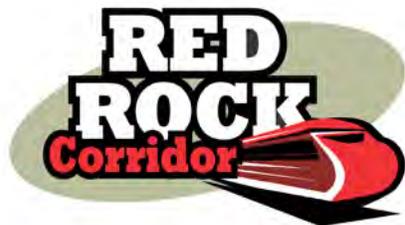
477 people visited this site



■ New Visitor ■ Returning Visitor



Language	Visits	% Visits
1. en-us	530	96.89%
2. en	7	1.28%
3. de-de	2	0.37%
4. c	1	0.18%
5. en_us	1	0.18%
6. en-gb	1	0.18%
7. es-es	1	0.18%
8. fr	1	0.18%
9. nl	1	0.18%
10. ru	1	0.18%



DATE: January 17, 2014
TO: Red Rock Corridor Commission
FROM: Staff
RE: Legislative Update

8a State Update

The Governor released his bonding proposal on Wednesday January 15th for the upcoming 2014 legislative session. The Governor's proposal calls for \$986 million in general obligation bonds and Minnesota Housing Finance Agency bonds. His entire proposal calls for \$1.4 billion in new investments. Recommended projects include spending on publicly-owned property on college campuses to regional civic centers to bridge replacement projects. The proposal also includes funds to finish the state Capitol renovations and a variety of additional projects throughout the state. The proposal only included \$17 million for transit projects in the metro (the Lake Street Station and the Snelling Avenue BRT).

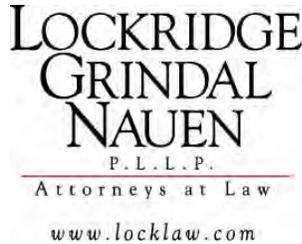
The entire list of projects recommended by Governor Dayton can be [found online](#).

Washington County has submitted a bonding request for \$1 million for Red Rock that has been supported by the Commission. With session starting on February 25th it is important to be prepared early for committee hearings. The Commission should identify who will testify on the bill to support Washington County.

8b Federal Update

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

Action
Information



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MEMORANDUM

TO: Counties Transit Improvement Board
FROM: Dennis McGrann // Andy Burmeister
DATE: January 14, 2014
RE: Counties Transit Improvement Board Federal Update

Below you will find the January update for the *Counties Transit Improvement Board (CTIB)*. With the House and Senate having returned to Washington after the holidays, much of the discussion has focused on the impending expiration of the Continuing Resolution on January 15, 2014 and the need to pass a new Continuing Resolution or Appropriations measures to keep the government funded. There has been significant progress on this front in the last several days. Keeping this context in mind, the following update focusses on actions in Washington which could impact CTIB priorities in the short-term and long-term. In addition, it provides an outlook and analysis of issues, and highlights potential opportunities for CTIB to engage as Congress continues its work in 2014.

CONGRESSIONAL SCHEDULE:

The House and Senate will be in session for most of January, February, and March, breaking occasionally for a few brief recesses during the next three months. A few points of interest, on January 28th, 2014, the President of the United States will deliver his State of the Union Address on Capitol Hill, presenting an opportunity for the Administration to outline budget and policy priorities for the upcoming fiscal year. Also of note, the Country is expected to reach its debt ceiling around February 7, 2014, resulting in significant discussions over the next couple of weeks.

RECOMMENDATIONS: As is traditional, the Congressional schedule changes often as circumstances in and outside of Washington DC change. We will keep you apprised of any additional schedule changes as we become aware of them and provide an analysis on how they could impact CTIB priorities.

FISCAL YEAR 2014 OMNIBUS APPROPRIATIONS PACKAGE:

January 14, 2014

Page 2

On Monday January 14, 2014 House and Senate negotiators completed an agreement on a \$1.012 trillion omnibus spending package that would fund nearly every corner of the federal government while sidestepping the most contentious policy questions that have tied up Congress in recent years. Appropriators filed the nearly 1,600-page spending plan after weeks of talks, setting it up for a vote in the House on Wednesday and another later in the week in the Senate.

The package folds in new spending directives for all 12 of the annual appropriations measures and does not include any continuing resolutions, effectively hitting the “reset” button for many domestic programs that have seen their funding and guidance frozen for years. The measure marks a 2.6 percent increase in discretionary spending from the \$986.3 billion, sequester-set level of fiscal 2013. Spending had been set to fall again to again to \$967 billion but the plan adheres to the new caps on defense and domestic discretionary spending set under last month’s House-Senate budget deal of \$520.5 billion and \$491.8 billion, respectively.

TIGER Grant: The appropriations package includes \$600 million for the TIGER grant program which provides transportation grants to the states. This exceeds the administration’s request of \$500 million. In the past, House appropriators not only sought to eliminate funding for the program created by the fiscal 2009 stimulus; the spending bill the committee approved last summer also would have stripped back some unspent funding from previous years.

High-Speed Passenger Rail: The bill would provide no funds for high-speed rail and would cut overall funding for the Federal Railroad Administration by \$34.6 million to \$1.6 billion, according to the committee summary.

Federal Highway Spending: Mandatory funding levels for the federal highway program would total almost \$41 billion, the level set by the 2012 surface transportation authorization and \$557 million more than fiscal 2013 spending.

Community Development Funding: Community planning and development programs would be cut by \$145 million to \$6.6 billion. The bill includes no funding for new, unauthorized sustainable community development programs. The Community Development Block Grant program, popular with many local and state leaders, would get an \$82 million boost to just over \$3 billion.

Overall, the package provides about \$7.1 billion less than the White House requested for transportation and housing programs.

RECOMMENDATIONS: *We will continue to monitor the development of this Omnibus Appropriations package and keep you updated as circumstances on the ground change. We will also alert you of opportunities for CTIB to engage the Minnesota Congressional Delegation as the budget process proceeds.*

SHORT-TERM CONTINUING RESOLUTION:

The House and Senate are expected to take up a short, three-day Continuing Resolution to provide Members in the respective Chambers an opportunity to review the pending Omnibus Appropriations measure. This short-term measure is expected to pass, but the road on appropriations remains unclear.

RECOMMENDATIONS: Although it is likely that an agreement can be made to pass a short-term continuing resolution, we will alert the Board of any snags that might occur in the coming days.

HOUSE TRANSPORTATION AND INFRASTRUCTURE COMMITTEE HEARING:

House Transportation and Infrastructure Committee held its first hearing to develop legislation to reauthorize federal surface transportation programs on Tuesday January, 14, 2013. The federal programs were last authorized under the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law in July 2012 and expires at the end of September 2014. Witnesses included the Governor of the State of Oklahoma on behalf of the National Governors Association; the President of Caterpillar Inc.; the Mayor of Atlanta, Georgia on behalf of the U.S. Conference of Mayors; and the International President of the Amalgamated Transit Union.

RECOMMENDATIONS: We wanted to provide you with an update as Congress proceeds in the development of a new surface transportation authorization measure.

RELEASE OF THE PRESIDENT'S BUDGET RECOMMENDATIONS:

President Barack Obama's Fiscal 2015 budget proposal will likely be delivered late this year, which staff and budget experts say will cause some headaches for congressional budget writers and appropriators but no major disruptions. Budget preparation is running about a month behind schedule, at least partly as a result of drawn-out congressional budget negotiations last year and delays in approving fiscal 2014 appropriations bills. Sources say the White House Office of Management and Budget has yet to send its decisions on agency budget proposals back to the agencies for their review, a process which was to take place last November, but was sidetracked in part by the partial shutdown of the government for the first 16 days of October, the start of fiscal 2014. The Office of Management and Budget may send its budget decisions to agencies for review as early as this week, but it may wait until Congress approves a fiscal 2014 omnibus spending bill, since White House budget writers would then know how much would be spent on various programs in the current year. By statute, the budget is due February 3rd, the first Monday in February, but sources said it may not be delivered until late February or even March. Should Congress receive the President's budget late, it will likely delay the process of writing fiscal 2015 spending bills

The budget has been late in the past, and there is no penalty for missing the deadline. Last year, President Obama did not release his budget proposal until early April. A late budget creates challenges for congressional budget writers, who rely on information contained in the president's proposal, including updates on the pace of agency spending, as they craft annual House and Senate budget resolutions. But the budget committees can produce their fiscal blueprints without a president's budget, as they did last year when both the House and Senate wrote and adopted budget resolutions in March before Obama's budget was released.

RECOMMENDATIONS: The release of the President's budget request for the upcoming fiscal year will help begin the funding process in earnest as Congress will begin evaluation of the budget and proceed with the crafting of their appropriations bills. The decisions that are made during the early stages of this process could significantly impact funding for programs that CTIB utilizes to fund the development of projects in the Twin Cities (i.e. TIGER, New Starts). We will alert the Board of opportunities to weigh in during the budget cycle.

AWARDING OF TIFIA LOANS:

The Administration has been awarding billions of dollars in TIFIA Loans over the last year. Throughout 2013, the Department of Transportation has committed about \$3 billion in low-cost credit through its "TIFIA" program, doling out the finance in quarter-billion and half-billion awards. Sources suggest this may be just the start of an unprecedented flow of federal project lending. Since Congress approved a major expansion of TIFIA's lending power in the 2012 surface transportation authorization, the Transportation Department can now tap into the funding source over the next two years to issue up to \$17 billion in long-term, low-interest loans.

Since state agencies and private investors contribute roughly double the federal piece in additional project finance, the TIFIA expansion could help launch \$50 billion in new transportation construction projects. And all of that is over and above the amounts states receive in highway or transit formula outlays from the Highway Trust Fund. The overall scope of the new investment has escaped widespread attention as the Transportation Department, or state officials, announce these loans on a piecemeal basis.

The program, named for the Transportation Infrastructure Finance and Innovation Act of 1998, authorized the Transportation Department to issue secured loans, guarantees and letters of credit, but it has focused on 35-year loans that right now bear an interest rate below 4 percent. Federal appropriations cover just the risk premium portion, about 10 percent of a loan's total, which can generate 10 times their value in actual lending. The 2012 highway bill surged TIFIA's authorized level from just \$122 million in fiscal 2012 — which could support \$1.2 billion in loans — to \$750 million in fiscal 2013 and 1\$ billion in 2014, which was even more than the administration requested in its budget. Since the creation of TIFIA in July, 2012, the program has provided a total of \$9.2 billion in financing for \$36 billion worth of projects. Each year, requests came in for about 10 times the amount of money it could lend.

Notable projects include a \$546 million TIFIA credit for the Los Angeles County transit authority to build a new light rail line in the city's Crenshaw corridor and a \$300 million credit awarded to Virginia to construct express toll lanes on Interstate 95 in the Washington suburbs.

RECOMMENDATIONS: We have provided this information to provide a glimpse of what the Administration is doing to fund infrastructure through the use of the TIFIA program. We will keep you apprised of opportunities to engage with federal agencies to enhance their understanding of CTIB priority projects.

CONCLUSION:

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