Agenda
Red Rock Corridor Commission
Thursday January 27, 2011
3:30 p.m.

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

	Action Requested
1. New Commission Members*	Information
2. Election of Officers*	Election
3. 2011 Meeting Schedule	Approval
4. Consent Items* a. Minutes of the November 18, 2010 Meeting b. Checks and Claims	Approval
5. Intercity Passenger Rail Forum Appointment* - WCRRA	Approval
6. Summary of Activities** - WCRRA a. 2010 Recap b. 2011 Work Plan	Information
7. East Metro Rail Capacity Study Update – RCRRA	Information
8. Station Area Panning Study Update* - WCRRA	Information
9. Legislative Update* – WCRRA a. State b. Federal	Discussion
10. Other a. Next Meeting – Thursday, February 24, 2011	Information

** Enclosures*
***Handouts at Meeting*

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

DATE: January 20, 2011

TO: Red Rock Corridor Commission

FROM: Staff

RE: New Corridor Commission Members

The Red Rock Corridor Commission Joint Powers Agreement calls for Commission Members to be elected officials of the organization that they represent. With the start of 2011, there are some changes to member representation on the Red Rock Corridor Commission (RRCC).

Autumn Lehrke – Washington County Commissioner

Gary Kriesel (Alternate) – Washington County Commissioner

Steve Gallagher – Newport City Council Member

If there are other representation changes that we should be made aware of, please let us know. We are also asking each County/City/Twp member to appoint an alternate to the Commission if they have not done so already. Commission members and alternates must be elected members of the County/City/Twp, which appoints them.

Action Requested: Information

DATE: January 20, 2011

TO: Red Rock Corridor Commission

FROM: Staff

RE: Election of Officers

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

The 2010 officers are:

Chair: Myra Peterson, Washington County Regional Railroad Authority

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

At the meeting, the Commission will be asked to elect officers for 2011.

Action Requested: Election of Officers

DATE: January 20, 2011

TO: Red Rock Corridor Commission

FROM: Staff

RE: 2011 Meeting Schedule

The Corridor Commission meeting dates have historically been on the last Thursday of every month 3:30 pm. at the Cottage Grove City Hall, which includes:

January 27
February 24
March 31
April 28
May 26
June 30
July 28
August 25
September 29
October 27
November 24 (Thanksgiving)
December 29

Action Requested:
Approval of the regular meeting date of the Red Rock Corridor Commission for 2011 on the last Thursday of every month. The Commission should also choose November 17th or another date as the alternate date for the November meeting since it falls on a holiday.

Meeting Minutes

November 18, 2010
Cottage Grove City Hall
3:30 p.m.

Members Present:
Myra Peterson, Washington County
Joe Harris, Dakota County
Mark Stenglein, Hennepin County
Janice Rettman, Ramsey County
Lee Helgen, City of St Paul
Barb Hollenbeck, City of Hastings
Cam Gordon, City of Minneapolis
Jen Peterson, City of Cottage Grove
Corbin Hopkins, City of Newport
John Hunziker, City of St Paul Park

Ex-Officio Members Present:
Marc Mogan, Prairie Island Indian Community
Ken Bjornstad, Goodhue County

Others Present:
Josh Olson, Ramsey County Regional Railroad Authority
Andy Gitzlaff, Washington County Regional Railroad Authority
Jon Solberg, MnDOT
Judy Mitchell, Canadian Pacific
Tom Dobbs, Hay Dobbs

Chair Peterson called the meeting to order at 3:35 pm.

Roll Call:
Corb Hopkins, City of Newport
Barb Hollenbeck, City of Hastings
Andy Gitzlaff, Washington County Staff
Myra Peterson, Washington County
John Hunziker, City of St Paul Park
Jen Peterson, City of Cottage Grove
Lee Helgen, City of St Paul
Janice Rettman, Ramsey County
Joe Harris, Dakota County
Mark Stenglein, Hennepin County
Mark Mogren, Prairie Island
Ken Bjornsted, Goodhue County
Tracy Guild, Washington County Staff

Agenda Item #1 Consent Items

a. Minutes of the October 28, 2010 Meeting

b. Checks and Claims

Commission Member John Hunziker moved the approval of the Consent Items. The motion was seconded by Commission Member Stenglein and passed unanimously.

Agenda Item #2 2011 Work Plan and Budget - WCRRA

Mr. Gitzlaff indicated the 2011 Work Plan and Budget were discussed a few times at previous meetings, so he would only review the changes in the work plan and budget. He referred the Commission Members to page 4 of 7 of the budget. The proposed budget is to continue the standard $70,000 budget amount, but would make a change for travel and advocacy trips to bring the amount down to zero and put the remaining funds into a contingency fund. He referred to item 3 in the operating budget notes: 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. He noted that the travel policy decision would be pushed into the next year's discussion with the new Red Rock Corridor Commission.

Commission Member Rettman acknowledges her appreciation of the changes in the budget language but noted that it doesn't change the bottom line in the budget. Commission Member Jen Peterson questioned if some board decisions could be made by email. Mr. Gitzlaff indicated that the current by-laws don't allow for this, but this could be something that could be changed in the future. He emphasized the need for every county or city to appoint a member and an alternate to allow for a fill-in when the member is unable to attend the meeting. If this happens it may not be an issue. Commission Member Rettman indicated that she doesn't feel email voting would be a viable option and would be reluctant to approve that change. Mr. Gitzlaff noted that a change in the by-laws would have to be adopted by the Commission and it may need to be approved by the each member of the Commissions respective agency.

Commission Member Stenglein moved the approval of the 2011 Work Plan and Budget. The motion was seconded by Commissioner Member Hopkins and passed unanimously.

Agenda Item #3 2011 State Legislative Platform - WCRRA

Mr. Gitzlaff indicated the State Legislative Platform is on the agenda for approval tonight. He reviewed the platform priorities included in the agenda packets.

1. Support for Newport Park-and-Ride.
2. Support for High Speed Passenger Rail.
3. Support for Union Depot.
4. Support for Hoffman Junction/Interlocking Improvements.
5. Support for the Minneapolis Interchange.
6. Red Rock Corridor commuter bus service to Hastings and Newport.

He instructed the Commission Members to review the handout they received today, about the Minneapolis Interchange. He reminded the Members that the intermodal project team were out here and presented some information in January, but would also come out at a later date to give another presentation if the Commission desired. He noted that in a discussion recently with the project manager, he indicated that the opposition to this project was specifically referring one of the rail yard potential locations. One of these locations was the Harrison neighborhood also known as Basset Creek. There had been an ongoing discussion in regard to the affect of development if there is a rail yard located in that neighborhood. Mr. Gitzlaff noted that he had been in contact with Hennepin County and currently there is nothing proposed for this area. Currently, their legislative platform remains focused on connecting the central and southwest corridors together. They will continue to do outreach as this area develops, as well as further analysis and any necessary environmental mitigation.

Commission Member Rettman expressed her concern that there is a large sum of money being spent on The Union Depot and understands there are potential lawsuits that might result from ownership issues on this property. Commission Member Stenglein confirmed that the intermodal and interchange property Hennepin County does own. He indicated that the neighborhood opposition was in regard to the storage tracks west of there. This was additional land that they were going to purchase but has been off the table since November 2, 2010. There are two functioning trains coming in there now; so central is a reality and southwest a possibility. Commission Chair Peterson suggested the Board goes forward to continue to advocate for this on our platform; but the reality is that there may not be funds at the federal & state level. Commission Member Stenglein noted that the Central Corridor will be a reality due to open in 2014. Commission Member Rettman is concerned with supporting this interchange and would like to take this item off the platform. Commission Member Harris indicated he is not interested in taking this off the platform and feels we should be supportive of transit outside of the Red Rock Corridor area. Commission Chair Peterson reminds the Commission Members that this is a vision and we need to be supportive, and not dwell on picking apart some items. She preferred to vote on the platform as one item, but if there is a motion to separate them out and address each item individually, we could also do that.

Commission Member Rettman wanted the minutes to clearly reflect her concerns about the Minneapolis Interchange project being part of the legislative platform.

Commission Member Stenglein moved the approval of the 2011 State Legislative Platform. The motion was seconded by Commission Member Jen Peterson and passed unanimously.

Commission Chair Peterson suggested that the Commission have a presentation in regard to the Minneapolis Interchange in early 2011. It was reminded to all Board Members that the platform is not in any specific order. Additionally, this platform is something that each member needs to incorporate into their individual corridor platform. Mr. Gitzlaff will send out our legislative agenda to all our legislature members in the corridor.

Agenda Item #4 Station Area Planning Study Update – Hay Dobbs

Tom Dobbs presented an update on the Station Area Planning Study. He provided a power point presentation of the progress of the Station Area Planning Study.

He stated that we are currently in the Community Outreach, Process and Feedback stage which includes:

Community Newsletters
Newsletter #1 (Oct. 2010) Newsletter #2 (Dec 2010). Total of four newsletters
Website updates – (ongoing)
E-News Blasts (ongoing)
North Star Maintenance Facility Tour (Nov 2010)
CP/BNSF RR Review and Comment (October 2010)
Planning Commission & Council Updates (TBD)
PMT and CAC Monthly Meeting (Ongoing)
Second Public Meeting/Open House (January, 2011). He presented the Commission members a handout of the update of the open house, with the dates in January of January 10, 11, 12 and 13.

Mr. Dobbs indicated that, since the last meeting, there has been a process to select the preferred site in Cottage Grove for the red Rock station. The project team presented both sites; (Hamlet Park & Langdon Village) in visioning sessions and at public meeting #1 where they used an audience response system to gain real-time feedback from participants. He continued to present some of the results of the study. These results included who participated in the study and where they lived and worked. Commission Chair Peterson reminded the Commission that the Langdon Village site is in the true center of the city. Additional questions specifically focused on which site best met the City's needs now and in the future, as well as each individuals preferred location. Langdon Village Station was the preferred location in both situations. The project team shared these results with the Cottage Grove City Council and the Railroads. He confirmed that since then, the City of Cottage Grove has endorsed the Langdon Village Site. Both Commission Chair Peterson and Commission Member Jen Peterson commented on how effective the use of the audience response system was at that public meeting.

Mr. Dobbs continued to provide an update on the proposed station sites.

<u>Lower Afton Station:</u>
He referred to the parking deck to the north with a bus feeder loop and a car drop-off loop with an overhead bridge that comes up to the platform. All of this is consistent with what we have seen prior, but in more detail now. Buses and dial a ride can come in and circulate down and drop off. There is a small plaza near Point Douglas Road as well as a small civic amenity. The fall of the landscape slopes down from Point Douglas Road to the river, so upon entry you are at grade and then it drops down to the ramp lower level. Existing Park-and-Ride facility will be returned to storm water management and open space. He noted that the distance coming across the parking ramp is about 250 feet.

This is the shortest distance due to the existing constraints where the current rail way is, and the infrastructure will be enclosed similar to the Coon Rapids Station. This will keep people out of elements, but will not be heated or cooled. Commission Member Stenglein questioned the platform length. Mr. Dobbs indication it is 600 feet with a 5 -6 car train set with the ability to extend to a 7 – 8 car train set. They wouldn't accommodate a 10 car train due to cost. Mr Dobbs. Noted that during the design phase this question may arise again. Additionally, there is a planned MnDOT trail connecting to Battle Creek Park, providing bike and pedestrian access down to the platform itself. The plan is for a 265–car-single-deck parking structure to begin with and upgrade to a double deck as needed. The current Park-and-Ride is over capacity at 110 stalls.

Newport:

Mr. Dobbs indicated that through dialogue with the railroads and those participating in the visioning sessions, it had been determined to allow for some industry to stay and become a quieter eco-industrial park. This will allow for a multi-modal interface with the emphasis in developing Maxwell Avenue as the primary roadway, which is a change from the previous models. The County parcel to the north would be developed over time and phased into these components. The existing rail spurs will stay which service the cold storage facility. The dashed line on the long term 2040 model, suggested a roadway extension. Due to the existing petroleum tanks, it had been determined to keep the industrial nature of the area rather than promote residential growth; which would mean, light assembly, light manufacturing, office, or office warehouse. The new scheme respects the existing plat, and just adds a new segment to the existing streets. It is a fairly inexpensive scheme to development, with new uses in one area but the existing uses will stay. It is believed that this is a better path to success in the overall plan.

Langdon Village:

Mr. Dobbs continued to explain that the Near-Term- 2020 focus on Langdon Village is on property already owned by the City of Cottage Grove. This will allow for the development of a Park-and-Ride facility in the near-term as a surface lot that will be developed in the long-term as a structured facility that then will connect to the transit plaza and the platform. Most changes won't occur until we see the commuter rail system is in place. In the Long- Term 2040; development will be on the historic city grid. Its main focus is on a public open space to connect the eastern edge of the station back to the transit plaza itself. The automobile orientated uses will remain on the edge of the development. The north-northwest area will remain mixed use for office and retail. The south area will be a residential village. The overall plan allows for a commonsense approach which allows for reasonable development without massive infrastructure changes.

Hastings:

Mr. Dobbs indicated that the model for the Hastings site is the same as we have reviewed in the past. It focuses on the Park-and-Ride north of Second Street fronted by commercial and mixed use buildings. It could then be expanded to the north as development progresses. The potential for an open-air-use public plaza would be in the center. The southern end would focus on new multi-family residential development. A new addition to the model is in an Interpretive Center or Information Center on the Riverfront.

Mr. Dobbs informed the Commission Members of the timeline progress of the Station Area Planning Study:

Current Focus:
(November to January)
Refining the plans – Incorporate the environmental historical aspects
Develop Illustrations & Models
Develop Rail Platform Components- Modeled from the North Star Rail
Quantify Potential Development & Required Infrastructure
Develop Outline Cost Estimates
Public Meetings/Open Houses-Round 2

Mr. Dobbs referred the Commission Members to the hand out provided today with the upcoming dates and locations for the Open Houses in January.

1/10/11 Newport at the Newport City Hall
1/11/11 Hastings at the Hastings City Hall
1/12/12 Cottage Grove at the Cottage Grove City Hall
1/13/14 St Paul at the Battle Creek Recreation Center

Agenda Item #5 East Metro Rail Capacity Study Update – RCRRA

Josh Olson indicated that the Project Manager Mike Rogers was unable to make this presentation. He noted that they will come back after the New Year to make a full presentation. The East Metro Rail Capacity Study started earlier this year and it is an 18-month study. The study is to evaluate railroad capacity on the east metro; specifically focused around The Union Depot but also all the railroad corridors that enter St Paul through the east and the south. The study is about getting trains in and out of The Union Depot and up and down the Corridor. He reminded the Commission that 5% of all freight rail in the country enters and leaves the Hoffman Yard. It is an important area in the railroad yard. Mr. Olson informed the Commission Members that they have been conducting Stakeholder meetings with the Railroads, Cities and Counties. At this phase they are gathering vital information, key issues and constraints. Additionally, they have conducted community engagement meetings that are focused at keeping all residents informed that live near this area. It is a highly congested and active place. The project team is working closely with our railroad partners to find solutions or modifications that might increase capacity through this yard.

He indicated to the Commission Members that they had a very productive meeting on October 27 prior to the High Speed Rail Summit. They were able to have representatives from three of the railroads. All came away with a positive outlook on the progression of this project. They have been meeting with the railroads individually and together to outline the parameters of the next phase of the project, which is modeling. In this phase they will work closely with the key stakeholders to ensure the parameters for this phase meet their needs. He reminded the Members that by early next year we will have more information. Chair Peterson reminded the Commission the importance of this

study, and thanked Ramsey County for working so closely with the Railroad partners to enhance the metro region.

Commission Member Rettman observed that freight is a very important aspect of rail. Our country was built on the freight system and the Railroad Partners own the rail lines. Their accommodation and participation for the development of passenger transportation is greatly appreciated.

Commission Member Hopkins questioned plans for intermodal container site in the St Paul area. Commission Member Rettman indicated that there are currently two in St Paul; one is at the Hwy 280 & Pierce Butler area. She noted that this is an important aspect of rail. Commission Chair Peterson agreed on this importance and reminded the Commission Members that one ton of freight going 426 miles will use only 1 gallon of fuel.

Agenda Item #6 Legislative Update - RCRRA

a. State

Mr. Gitzlaff informed the Commission that we are waiting on the outcome in the Governor's race. There was a big shift in the State Legislature. Not only a change to a Democratic controlled Senate but an overall 30% change in new members. With the new Legislature coming in, there remains some uncertainty with regard to projects and the bonding bill. Some suggestions are that there may be a small bonding bill to no bonding bill. Also he noted that the committee appointments were recently announced. Denny McNamara will be the committee chair for the State Governor Finance Committee. In regard to other changes for representation, the Commission should look closely at the new members as to who we should target for our platform planks.

b. Federal

Andy Gitzlaff informed the Commission Members that there is more uncertainty at the Federal Level. The Senate has a slim Democratic majority. In the House side, Minnesota lost Oberstar. This will result in new committee chairs, most notably the committee that Oberstar chaired will now be replaced with John Mica from Florida. He has stated support for Highways and transit; but has had skepticism for high speed rail and the grants programs of the Obama administration. Additionally, the surface transportation bill reauthorization has been extended numerous times; and is now due to be extended to July 4th of next year. Commission Chair Peterson indicated that she received an email this afternoon that suggested that if they can obtain the approval for the extension yet this year, they will try to extend it for two more years. She encouraged all members to email their congress members and suggest the continuation of the Surface Transportation Bill. Lastly, Mr. Gitzlaff noted that in regard to the elections in Wisconsin and Ohio, where the governors indicated that they will return the rail money or reallocated the funding to only road projects; he suggested that we continue to focus on the importance of our projects as this does have a big impact on the future. Commission Chair Peterson additionally noted that Talgo was contracted to manufacture rail cars in Wisconsin bringing in 600-800 jobs, and it has been indicated that if the Governor returns the transportation funding that Talgo will take the manufacturing jobs with them out of state.

Agenda Item #7 Other

a. Next Meeting- Thursday, December 30, 2010

Commission Member Gordon noted an additional item for the agenda. He presented and read Resolution 2010-08, a Resolution thanking Commissioner Myra Peterson for her many years of service, advocacy and leadership on the Red Rock Corridor Commission. He personally noted that he and many other Board members have appreciated her leadership of our Board and her years of advocacy.

Commission Member Helgen thanked Commission Chair Peterson for all her dedication and leadership of her community over all these years.

Commission Member Harris extended his very best wishes to Commission Chair Peterson. He noted it had been a pleasure working with her on many committees and she has been an excellent County Commissioner representing Washington County. You will be missed on the Eastern Side of the Metro area.

Commission Member Rettman referenced the great relationship they have had over the years. She noted the strength that Commission Chair Peterson had in making everyone listen and understand what you said. It will take many others to fill your shoes.

Commission Member Peterson indicated that on behalf of the City of Cottage Grove, thank you for everything, you have been an amazing resource.

Commission Member Hollenbeck extended her appreciation from the City of Hastings. There has never been a stronger advocate for the City of Hastings Commuter Bus Station.

Commission Member Hunziker on behalf of the City of St Paul Park thanked Commission Chair Peterson for her dedication and service. You always had time to listen when anyone had a problem.

Commission Member Hopkins of Newport recognized all the great things you have done for all of us. You will be sorely missed by us all. Thank you.

Commission Member Gordon moved the approval of the Resolution 2010-08. The motion was seconded by Commission Member Hunziker and passed unanimously.

There being no further business Commission Member Gordon moved a motion to adjourn. The motion was seconded by Commissioner Member Hunziker and it passed unanimously.

The Commission adjourned at 4:48 p.m.

DATE: January 20, 2011

TO: Red Rock Corridor Commission

FROM: Staff

RE: Checks and Claims

Attached is the

Hay Dobbs Invoice #14 - SAP Study (October, 2010)		$ 83,745.80
Hay Dobbs Invoice #15 - SAP Study (November, 2010)		$ 26,527.85
Hay Dobbs Invoice #16 - SAP Study (December, 2010)		$ 26,754.63
	TOTAL	**$ 137,028.28**

Action Requested: Approval

INVOICE NO. 09017.000-14

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

Estimated Completion: 50.4 %
(from Column 6 Progress Report)

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

Period Ending: 10/31/10
Invoice Date: 11/17/10 REV 120110

Re: Mn/DOT Contract No. 85937
SP Number: NA
Contract Expiration Date: April 20, 2011
TH Number: NA
Project Description: Southeast Station Area Master Planning and Environmental Analysis

	Total Contract Amount	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1. Direct Labor Costs: (See Exhibit _ for Breakdown)	$466,751.00	$282,314.86	$265,108.95	$17,205.91
2. Direct Expense Costs: (See Exhibit _ for Breakdown)	$60,533.00	$28,485.36	$26,306.01	$2,179.35
3. Subcontractor Costs:	$565,170.00	$247,958.78	$183,598.24	$64,360.54
4. Miscellaneous Professional Services	$57,500.00	$4,617.61	$4,617.61	$0.00
Net Earnings Totals:	$1,149,954	$563,376.61	$479,630.81	$83,745.80
			Total Amount Due This Invoice:	$83,745.80

Contractor: Complete this table when submitting an Invoice for payment

Activity Code	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1	$563,376.61	$479,630.81	$83,745.80
Total*	$563,376.61	$479,630.81	$83,745.80

*Must Match Net Earnings Totals Above

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

Print Name: Gary C. Hay

Title: President/Principal-in-Charge

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

Telephone: (612) 338-4590

Approved for Payment: _____

Date: _____

For Consultant Services Use Only

(CSS Reviewed 4/20/2007)

INVOICE NO. 09017.000-15

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

Estimated Completion: 52.8 %
(from Column 6 Progress Report)

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

Period Ending: 11/30/10
Invoice Date: 12/14/10

Re: Mn/DOT Contract No. 85937
SP Number: NA
Contract Expiration Date: April 20, 2011
TH Number: NA
Project Description: Southeast Station Area Master Planning and Environmental Analysis

	Total Contract Amount	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1. Direct Labor Costs: (See Exhibit _ for Breakdown)	$466,751.00	$305,551.07	$282,314.86	$23,236.21
2. Direct Expense Costs: (See Exhibit _ for Breakdown)	$60,533.00	$29,456.73	$28,485.36	$971.37
3. Subcontractor Costs:	$565,170.00	$250,279.05	$247,958.78	$2,320.27
4. Miscellaneous Professional Services	$57,500.00	$4,617.61	$4,617.61	$0.00
Net Earnings Totals:	$1,149,954	$589,904.46	$563,376.61	$26,527.85
			Total Amount Due This Invoice:	$26,527.85

Contractor: Complete this table when submitting an Invoice for payment

Activity Code	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1	$589,904.46	$563,376.61	$26,527.85
Total*	$589,904.46	$563,376.61	$26,527.85

*Must Match Net Earnings Totals Above

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

Print Name: Gary C. Hay

Title: President/Principal-in-Charge

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

Telephone: (612) 338-4590

Approved for Payment: _____

Date: _____

For Consultant Services Use Only

(CSS Reviewed 4/20/2007)

INVOICE NO. 09017.000-16

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

Estimated Completion: 55.2 %
(from Column 6 Progress Report)

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

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

Re: Mn/DOT Contract No. 85937
SP Number: NA
Contract Expiration Date: April 20, 2011
TH Number: NA
Project Description: Southeast Station Area Master Planning and Environmental Analysis

	Total Contract Amount	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1. Direct Labor Costs: (See Exhibit _ for Breakdown)	$466,751.00	$330,083.46	$305,551.07	$24,532.39
2. Direct Expense Costs: (See Exhibit _ for Breakdown)	$60,533.00	$30,687.23	$29,456.73	$1,230.50
3. Subcontractor Costs:	$565,170.00	$251,270.79	$250,279.05	$991.74
4. Miscellaneous Professional Services	$57,500.00	$4,617.61	$4,617.61	$0.00
Net Earnings Totals:	$1,149,954	$616,659.09	$589,904.46	$26,754.63
			Total Amount Due This Invoice:	$26,754.63

Contractor: Complete this table when submitting an Invoice for payment

Activity Code	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1	$616,659.09	$589,904.46	$26,754.63
Total*	$616,659.09	$589,904.46	$26,754.63

*Must Match Net Earnings Totals Above

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

Print Name: Gary C. Hay

Title: President/Principal-in-Charge

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

Telephone: (612) 338-4590

Approved for Payment: _____

Date: _____

For Consultant Services Use Only

(CSS Reviewed 4/20/2007)

DATE: January 20, 2011

TO: Red Rock Corridor Commission

FROM: Staff

RE: Minnesota Intercity Passenger Rail Transportation Forum Appointments

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

Commissioner Myra Peterson has served as Red Rock Corridor Commission member representative to the Forum since its inception.

With recent elections and personnel changes, Mn/DOT is requesting for its stakeholder members to verify and/or update the current membership to the Forum.

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

Minnesota Department of Transportation
Passenger Rail Office
Mail Stop MS 480
395 John Ireland Boulevard
Saint Paul, MN 55155

Phone: (651) 366-3193
Fax: (651) 366-4248

December 22, 2010

Dear Forum Member:

It has been two years since the formation of the Minnesota Intercity Passenger Rail Transportation Forum (Forum). With elections and potential personnel changes, it is time to verify and/or update the current membership. Attached is the existing list of the Forum member representatives and alternate representatives. Please review the list and respond to the following questions:

1) Are the delegates listed on the attached table the appropriate/current representative(s) and alternate representative for your organization? If yes, please verify or update both the representative's and alternate representative's name and email address. If not, we request you to provide the current name, address and email.

2) In the case where there are multiple representatives for an organization, we request you to select one person each for the representative and alternate representative. This will be helpful in the event a vote is taken at a Forum meeting.

3) Are there other organizations that should be considered for this membership?

This information will be helpful for us in future Forum meetings. We also encourage one representative from each organization to be seated at the table in future Forum meetings. Please respond to Praveena Pidaparthi at praveena.pidaparthi@state.mn.us prior to January 3, 2011 to ensure timely updates for the Forum membership.

Thank you for your continued participation,

Dan Krom, Director
Passenger Rail Office

cc: Tim Henkel, Chair



Member Organization	Representative	Representative's Email	Alternate Representative	Alternate's Email
Amtrak	Derrick James	JamesDe@amtrak.com	Dan Valley	Vall3724@amtrak.com
			Rick Johnson	John0046@amtrak.com
			Charles Monte Verde	Charles.Monte.Verde@amtrak.com
BNSF Railway Company	Brian Sweeney	brian.sweeney@bnsf.com		
Canadian Pacific Railroad	Amber Backhaus	amber.backhaus@leonard.com		
City of Mankato	Pat Hentges	phentges@city.mankato.mn.us		
City of Minneapolis	Peter Wagenius	Peter.Wagenius@ci.minneapolis.mn.us		
City of Red Wing	Bob Kastner	bkastner@charter.net	Mayor John Howe	john.howe@ci.red-wing.mn.us
City of St. Paul	Allen Lovejoy	allen.lovejoy@ci.stpaul.mn.us	Sarah Erickson	sarah.erickson@ci.stpaul.mn.us
Counties Transit Improvement Board	Commissioner Peter McLaughlin	peter.mclaughlin@co.hennepin.mn.us		
Dakota County	Commissioner Will Branning	Will.Branning@co.dakota.mn.us	Sam O'Connell	Sam.OConnell@co.dakota.mn.us
Environmental Organizations - Fresh Energy	Ethan Fawley	fawley@fresh-energy.org		
Fargo-Moorhead Council of Governments	Bob Bright	bright@fmmetrocog.org		
Grand Forks-East Grand Forks MPO	Earl Haugen	ehaugen@grandforksgov.com		
Hennepin County	Marthand Nookala	Marthand.Nookala@co.hennepin.mn.us		
La Crosse-La Crescent MPO	Tom Faella	Faella.tom@co.la-crosse.wi.us		
Metropolitan Council of the Twin Cities	Rick Aguilar	rick.aguilar@metc.state.mn.us	Arlene McCarthy	Arlene.mccarthy@metc.state.mn.us
		richardaguilar@qwestoffice.net	Steve Elmer	
			Cole Hiniker	Cole.hiniker@metc.state.mn.us
Metropolitan Interstate Council of Duluth/Superior	Ron Chicka	rchicka@ardc.org		
Mid-Minnesota Development Commission	Donn Winckler	Donn.winckler@mmrdc.org	Les Nelson	
Midwest Regional Rail Initiative (WisDOT)	Ethan Johnson	Ethan.Johnson@dot.wi.gov	Arun Rao	Arun.Rao@dot.wi.gov
Minnesota Commercial Railway	Joe Richardson	jrichardson@mnnr.net		
Northern Lights Express	Commissioner Steve Raukar	raukars@co.st-louis.mn.us	Commissioner Keith Nelson	
			Bob Manzoline	bmanzoline@rrauth.com
			John Ongaro	ongaroj@co.st-louis.mn.us
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Northstar Phase II	Commissioner Felix Schmiesing	Felix.schmiesing@co.sherburne.mn.us		
Olmsted County	Commissioner Kenneth Brown	brown.ken@co.olmsted.mn.us		
Prairie Island Indian Community	Marc Mogan	mmogan@piic.org		
Red Rock Corridor Commission	Commissioner Myra Peterson	Mr8284@qwest.net		
Rochester-Olmsted Council of Governments	Phil Wheeler	Wheeler.phil@co.olmsted.mn.us		
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Southern Minnesota Area Rapid Transit	John Hubin	newsmir@hcctel.net		
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			Bob Suko	
Union Pacific Railway	Mike Payette	Mikewpayette@up.com		
United Transportation Union	Phillip Qualy	utumnlegbd@visi.com		
Washington County	Ted Schoenecker	Ted.schoenecker@co.washington.mn.us	Andy Gitzlaff	Andy.Gitzlaff@co.washington.mn.us
Member Legislators	Representative Alice Hausman	Rep.Alice.Hausman@house.mn		
	Representative Melissa Hortman	Rep.melissa.hortman@house.mn		
	Representative Terry Morrow	Rep.terry.morrow@house.mn		
	Senator Ann Rest	Sen.ann.rest@senate.mn		
	Senator Katie Sieben	Sen.katie.sieben@senate.mn		

DRAFT

DATE: January 20, 2011

TO: Red Rock Corridor Commission

FROM: Staff

RE: Station Area and Site Master Planning Study Update

Open Houses

The second round of open houses took place in early January in each of the 4 communities within the study area (Newport, Cottage Grove, Hastings and St Paul). At the meetings valuable feedback was received from a wide range of stakeholders on the revised concept plans. The meetings were well attended by members of the public, local elected and appointed officials and members of the citizen's advisory committee and project management team.

Next Steps

Feedback collected at the open houses will help refine the development plans for each station area. The next steps include preparing detailed station plans, 3D models, cost estimates, and a transit-oriented development (TOD) implementation guide for the corridor communities. The project is expected to finish on schedule in April, 2011.

Communication

An update on the website is included under separate memo.

Action Requested: Information

Tunheim Partners
A Strategic Communications Company

1100 Riverview Tower
8009 34th Avenue South
Minneapolis, MN 55425-1661
952.851.1600
952.851.1610 FAX
www.tunheim.com

MEMORANDUM

To: Red Rock Corridor Commission

From: Tunheim Partners

Date: January 19, 2011

Re: Red Rock Corridor Website Analytics (December 2010)

The attached document is the Google analytic report for the Red Rock Corridor website from December 1, 2010 – December 31, 2010. The report outlines important statistical information regarding the website. Below is a guide for understanding the numbers and percentages in the report as well as trends we've observed during the nine months since the website relaunched:

Visits: This number represents the total number of unique visitors to the website. In December, there were 307 unique visitors to the Red Rock Corridor website. In 2010, the website averaged 503 unique monthly visitors.

Pageviews: This is the total number of pages that were viewed by visitors. Each person who visits a website will view anywhere from 1-5 pages during a visit. In December, there were 907 total pageviews on the Red Rock Corridor website. The average monthly pageviews on the Red Rock Corridor website was 1,498 in 2010.

Pages/Visit: This section of the Google analytic report gives an average amount of pages visited on the website. The average visitor visited at least 2.95 pages within the Red Rock Corridor website in December. The average amount of monthly pages visited on the website in 2010 was three. This means the majority of people are looking beyond the initial page they land on.

Percent Bounce Rate: The bounce rate represents the number of people who visit the Red Rock Corridor website, view only one page (almost always the homepage) and leave the site completely. This past month, the bounce rate was 51.14. Any bounce rate that is at 50 percent is considered average; and the Red Rock corridor website has maintained an average of 42 percent for its bounce rate throughout the life of the website so the rate for December is normal.

Avg. Time on Site: The average person spent more than two minutes on www.redrockrail.org. The average time a person usually spends on a new website is one minute, and visitors Red Rock Corridor website visitors have consistently spent an average of more than two minutes on the site in 2010. Visitors continue to spend an above average time on the Red Rock Corridor website reading content and learning more about the project.

Percent New Visits: The percentage of new visits in the last month for the Red Rock Corridor website was 80.46. The site has averaged 77 percent in new visits each month in 2010.

Traffic Sources Overview: The three descriptors (Referring Sites, Search Engines and Direct Traffic) have to do with the source of where the visitor found the website link. The majority of people, 40.72 percent, found the Red Rock Corridor website through referring sites – this means people clicked a referral link (inside an email, another webpage, etc.) to get to the website. Referring sites directed the majority of traffic to the Red Rock Corridor website in 2010. Search engines made up 31.6 percent of the traffic in December and directed an average of 34 percent of the traffic to the website in 2010. Finally, direct traffic made up 27.69 percent, which represents the number of people who typed the link into their web browser or used a bookmark saved on their browser to get to the website. In 2010, direct traffic resulted in an average of 26 percent of the traffic to the Red Rock Corridor website.

Referring Sites: The following sites have contributed to the most referring links that successfully directed traffic to the Red Rock Corridor website in December:

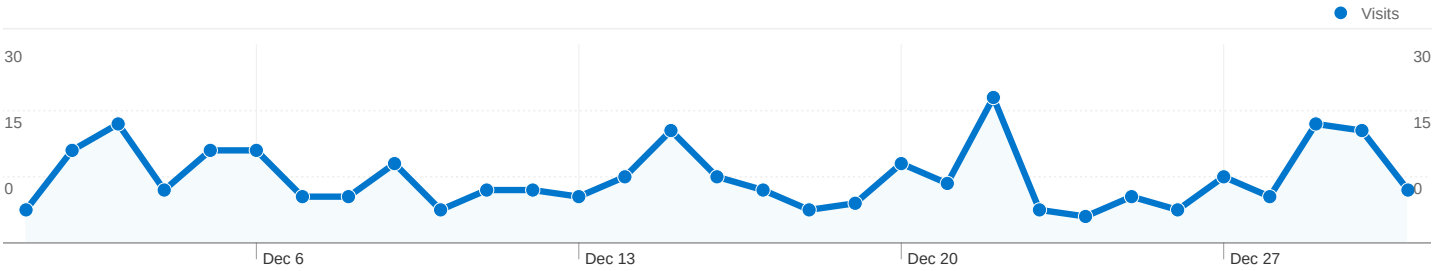
- Wikipedia.org [Wikipedia's mainpage] – 28 views
- Dot.state.mn.us [Minnesota Department of Transportation's website] – 24 views
- Co.dakota.mn.us [Dakota County's website] – 8 views
- Hennepin.us [Hennepin County's website] – 8 views
- Cottage-grove.org [City of Cottage Grove's website] – 5 views
- Regionalrail.org [Regional Rail's website] – 5 views

Content Overview: The content overview section shows the pages within the Red Rock Corridor website with the most traffic. In 2010, the homepage was consistently the most visited page on the website, followed by the station planning page. The following web pages were visited in December:

- Homepage 369 (40.68 percent)
- Station planning page 135 (14.88 percent)
- Cottage Grove station page 67 (7.39 percent)
- Red Rock Corridor route page 55 (6.06 percent)
- Hastings station page 52 (5.73 percent)

Please let us know if you have any questions regarding the Red Rock Corridor website, or any of the Google analytic terms.

Dec 1, 2010 - Dec 31, 2010
Comparing to: Site



Site Usage

307 Visits

907 Pageviews

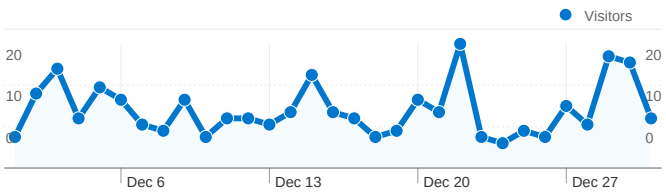
2.95 Pages/Visit

51.14% Bounce Rate

00:02:10 Avg. Time on Site

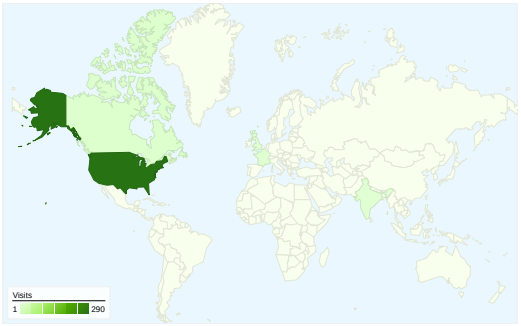
80.46% % New Visits

Visitors Overview

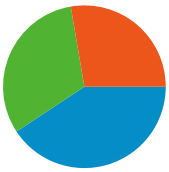


Visitors
277

Map Overlay



Traffic Sources Overview



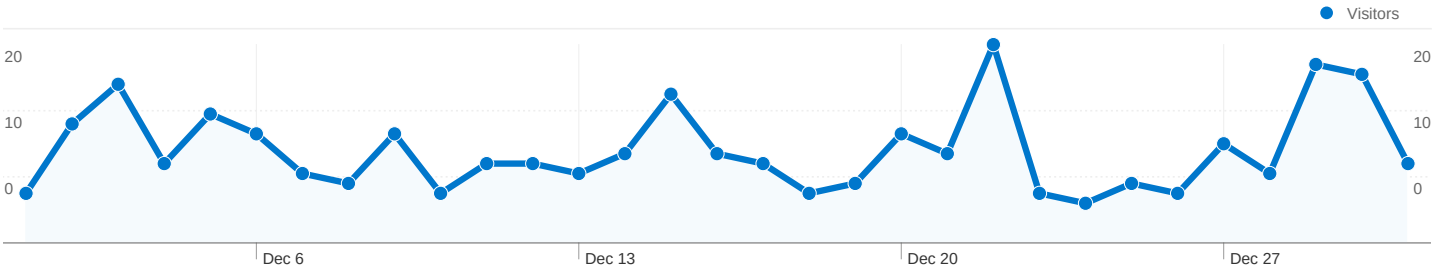
- **Referring Sites** 125.00 (40.72%)
- **Search Engines** 97.00 (31.60%)
- **Direct Traffic** 85.00 (27.69%)

Content Overview

Pages	Pageviews	% Pageviews
/	369	40.68%
/station-planning	135	14.88%
/station-planning/cottage-grove	67	7.39%
/route	55	6.06%
/station-planning/hastings	52	5.73%

Visitors Overview

Dec 1, 2010 - Dec 31, 2010
Comparing to: Site



277 people visited this site

307 Visits

277 Absolute Unique Visitors

907 Pageviews

2.95 Average Pageviews

00:02:10 Time on Site

51.14% Bounce Rate

80.46% New Visits

Technical Profile

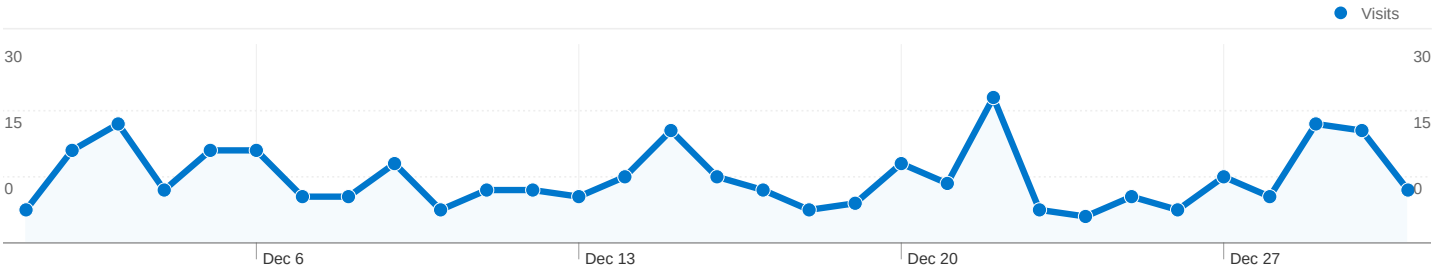
Browser	Visits	% visits
Internet Explorer	171	55.70%
Firefox	69	22.48%
Safari	40	13.03%
Chrome	22	7.17%
Konqueror	3	0.98%

Connection Speed	Visits	% visits
Cable	103	33.55%
T1	71	23.13%
DSL	67	21.82%
Unknown	63	20.52%
Dialup	2	0.65%

www.redrockrail.org

Traffic Sources Overview

Dec 1, 2010 - Dec 31, 2010
Comparing to: Site



All traffic sources sent a total of 307 visits

27.69% Direct Traffic

40.72% Referring Sites

31.60% Search Engines

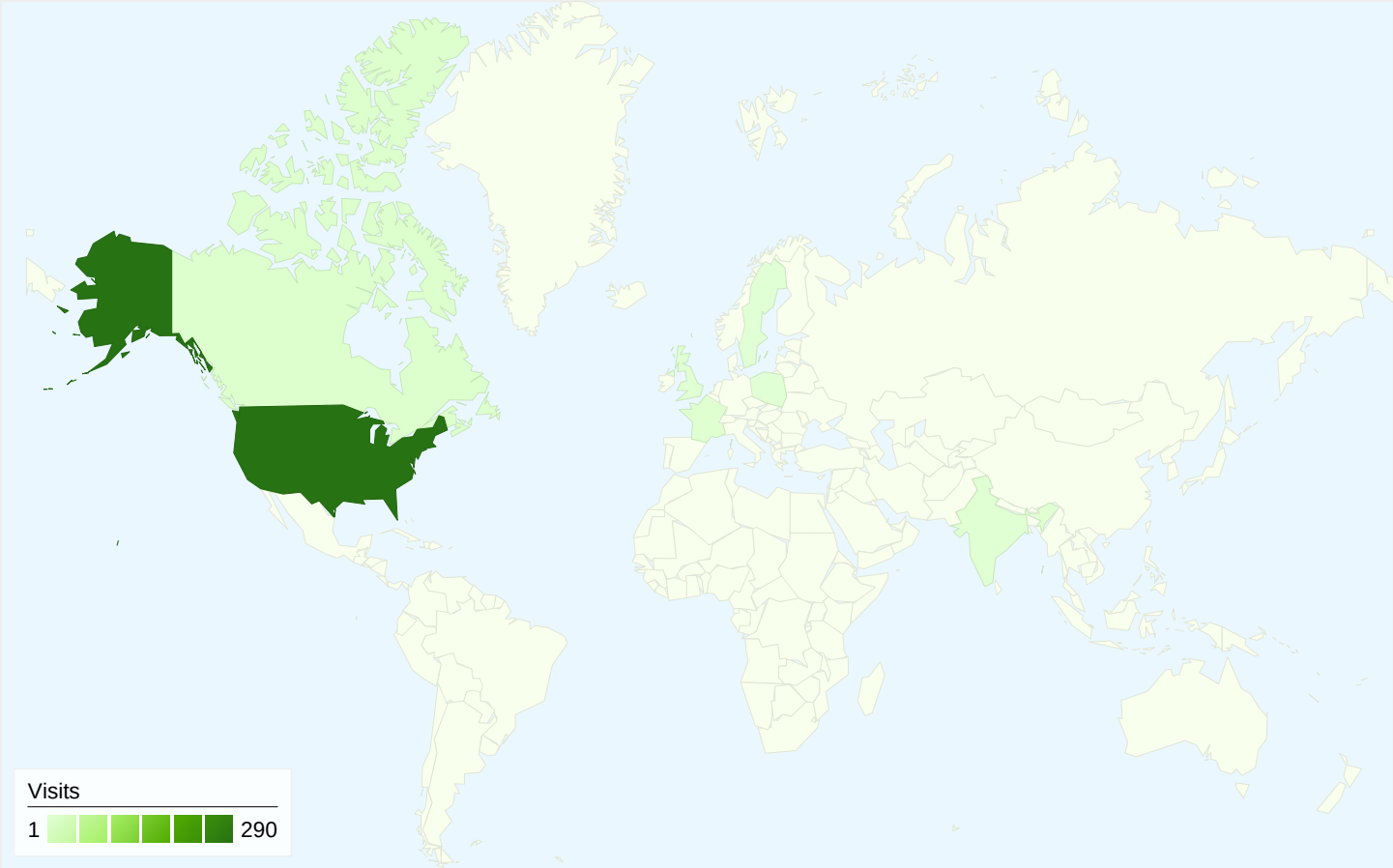


Referring Sites
125.00 (40.72%)
Search Engines
97.00 (31.60%)
Direct Traffic
85.00 (27.69%)

Top Traffic Sources

Sources	Visits	% visits
(direct) ((none))	85	27.69%
google (organic)	77	25.08%
en.wikipedia.org (referral)	28	9.12%
dot.state.mn.us (referral)	24	7.82%
bing (organic)	9	2.93%

Keywords	Visits	% visits
red rock corridor	24	24.74%
red rock rail	6	6.19%
red rock commuter rail	4	4.12%
red rock cooridor	3	3.09%
hastings transit	2	2.06%



307 visits came from 7 countries/territories

Site Usage

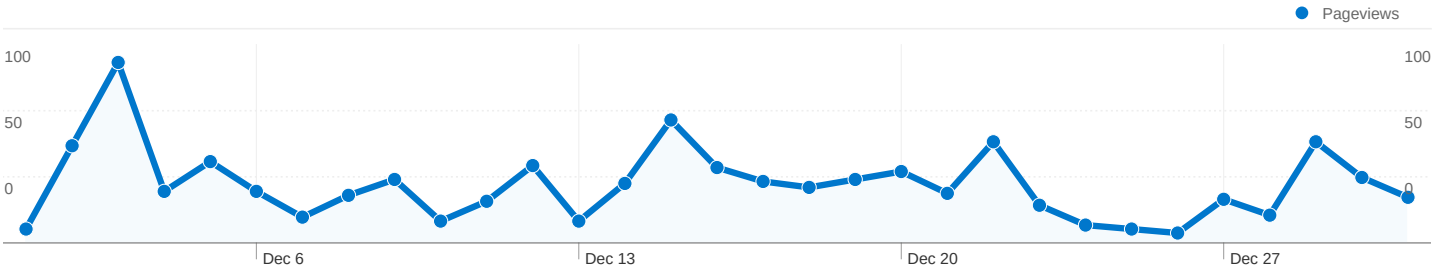
Visits	Pages/Visit	Avg. Time on Site	% New Visits	Bounce Rate
307 % of Site Total: 100.00%	2.95 Site Avg: 2.95 (0.00%)	00:02:10 Site Avg: 00:02:10 (0.00%)	80.46% Site Avg: 80.46% (0.00%)	51.14% Site Avg: 51.14% (0.00%)

Country/Territory	Visits	Pages/Visit	Avg. Time on Site	% New Visits	Bounce Rate
United States	290	2.97	00:02:06	79.66%	51.03%
Canada	7	3.86	00:05:55	85.71%	57.14%
France	4	2.00	00:00:32	100.00%	75.00%
United Kingdom	2	2.00	00:01:15	100.00%	0.00%
India	2	1.50	00:05:43	100.00%	50.00%
Poland	1	3.00	00:00:42	100.00%	0.00%
Sweden	1	1.00	00:00:00	100.00%	100.00%

1 - 7 of 7

Content Overview

Dec 1, 2010 - Dec 31, 2010
Comparing to: Site



Pages on this site were viewed a total of 907 times

907 **Pageviews**

593 **Unique Views**

51.14% **Bounce Rate**

Top Content

Pages	Pageviews	% Pageviews
/	369	40.68%
/station-planning	135	14.88%
/station-planning/cottage-grove	67	7.39%
/route	55	6.06%
/station-planning/hastings	52	5.73%

DATE: January 20, 2011

TO: Red Rock Corridor Commission

FROM: Staff

RE: State Legislative Update

At its meeting in November 2010 the Commission approved a state legislative platform for the 2011 state session. The legislative platform includes support for the following in no particular order:

The Newport Park-and-Ride
The High Speed Passenger Rail from Twin Cities to Chicago
The Union Depot
The Minneapolis Interchange
Hoffman Junction/Interlocking Rail Improvements
Express bus service to Hastings and Newport

In order to inform legislators about the Red Rock Corridor project and our 2011 legislative platform copies of the approved platform and corridor fact sheet will be sent to all of the representatives along the corridor and key members of both the house and senate.

The Commission may also wish to invite legislators to attend the next Commission meeting on February 24th to introduce them to the Commission, bring them up to speed on the Red Rock corridor project and to look at what is coming in the next months to years.

Action Requested: Discussion

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MEMORANDUM

TO: Counties Transit Improvement Board

FROM: Dennis McGrann // Andy Burmeister

DATE: January 14, 2011

RE: Federal Update

Below you will find an update for the *Counties Transit Improvement Board* (CTIB) which outlines recent relevant federal activities; reviews the fiscal year 2011 appropriations process; provides an outlook on the fiscal year 2012 appropriations and transportation authorization process; outlines the expected legislative agenda for the 112th Congress; and provides strategy recommendations for the upcoming year.

Congressional Update:

The 112th Congress began on January 5th with the swearing in of new Members of Congress. In total, 87 Republicans and 9 Democrats were sworn into the House of Representatives. This represents a net Republican gain of 62. This is the largest freshman class in more than 60 years. The Senate began the 112th Congress with a Democratic majority of 53-47. Both the House and Senate spent most of the first week organizing their respective Chambers. Following the first week the Senate adjourned for two weeks.

Since the start of the new Congress, the House has voted to cut their operating budgets by approximately 5%, spent the last week honoring Congresswoman Gabrielle Giffords (D-AZ), and are preparing to bring a healthcare repeal measure to the floor the week of January 17th. At this point, the agenda in the House and Senate for the rest of the week and session remains relatively unclear.

House Passed Rules:

Included in the House passed rules is language that could negatively affect the flow of federal transportation funding to states. Specifically, the House passed rules which calls for the elimination of an existing "point of order" that prevents the House from taking up any legislation

that includes spending levels for highway and transit programs that are lower than what is guaranteed in authorization law.

Numerous House Republicans and Democrats - including John Mica (R-FL)- the incoming Chairman of the House Transportation and Infrastructure Committee, indicated their opposition to the rule and have indicated that they will do what they can to minimize the its impact on transportation funding.

ACTION ITEM: Should this rule come into play we will work with CTIB to recommend specific actions to educate Minnesota's delegation about the negative impacts it could have on State transport.

Fiscal Year 2011 Budget Process (Review and Status):

The Fiscal Year 2011 appropriations process began much like that of years past. The President released his budget requests, Congress held hearings, worked behind the scenes to shape the bills, held more hearings, and passed the bills out of Committee. This year however (as has happened several times in the modern era), the House and Senate failed to pass a majority of their annual appropriations measures. This made it necessary for the Congress to pass multiple "Continuing Resolutions" (CR's) which have kept the federal government operating since the new fiscal year began on October 1.

To date, Congress has passed and the President has signed four CR's, the latest of which will keep the government funded through March 4, 2011. Unlike years past, Congressional Leaders opted against a resolution which would fund the government through the next fiscal year. With this said, Congress has to address fiscal year 2011 funding prior to that date to prevent a government shutdown.

Although some options are more likely to occur than others, several remain open to lawmakers including:

- The passage of long-term Continuing Resolution funding the government through the end of the fiscal year (October 1).
- The passage of a series of short-term Continuing Resolutions until the end of the year
- The passage of full an Omnibus Appropriations measure

Traditionally no Congressionally Directed Spending items have been included in Continuing Resolutions and it is not expected that this practice will change upon completion of the fiscal year 2011 process.

Congress will have to continue work on the fiscal year 2011 budget while simultaneously working on the fiscal year 2012 budget.

ACTION ITEM: We will continue to monitor the fiscal year 2011 budget process and alert the Board of any changes that will affect your transportation priorities.

Fiscal Year 2012 Budget Process (Process and Outlook):

Although already having begun behind the scenes in the Administration, the fiscal year 2012 budget process will unofficially begin when the President outlines his priorities to Congress during the State of the Union on January 25th. The President will then be sending "love" to Congress in the form of his budget request on February 14, 2011.

Congress will then hold hearings where department officials will state their case as to why each program should be funded at the level that the President requested. During this process, Congress traditionally (although they did not last year) assembles a non-binding budget blueprint which is debated and voted on. This acts as a guide for the appropriations committee to set up their funding measures. Work then proceeds behind the scenes to assemble their appropriations measures in keeping with Congress' desired level of funding for each program.

Last year, House Republicans self-imposed a one-year moratorium on requesting Congressionally Directed Spending items. As you may recall, this only affected House Republicans and was not imposed by the Democratic Leadership.

This year, House Republicans have once again self-imposed a moratorium on the requesting of Congressionally Directed Spending items. With control of the Chamber, it is expected that the House Leadership will fully enforce this moratorium on both Republicans and Democrats by refusing to take up any bills that include individual spending items requested by Members.

However, the Senate which is still controlled by Democrats have not indicated whether or not they will include Congressionally Directed Spending items in their fiscal year 2012 appropriations measures.

With this in mind, we continue to encourage the board to prepare your fiscal year 2012 priorities should the opportunity to submit those priorities for Congressional consideration be presented.

Transportation Authorization (Outlook):

With federal transportation programs currently operating under an extension and efforts to fully reauthorize the program having fallen short in the last session of Congress, transportation advocates on and off the Hill have signaled their desire for a new Transportation Authorization measure. With the Highway Trust Fund increasingly incapable of keeping up with the demand for transportation infrastructure, significant questions remain about how to fund our nation's infrastructure.

Although a divided Congress and Administration may make movement difficult for large legislative packages, Republicans and Democrats on the Hill and in the Administration have publicly agreed that Transportation is one of those issues that the new Congress should be able to work together on.

In addition, Republicans and Democrats have been on record suggesting that needed infrastructure improvements should not be considered "earmarks" and that it is the role of the federal government to fund these projects. Although it is still unclear if any transportation measure will include local projects, these statements suggest it is possible.

With this in mind, we strongly believe that Transportation Authorization will be a top agenda item in the 112th Congress and we will work closely with CTIB to ensure that you and your priorities are at the forefront of the discussion.

Strategy Recommendations:

Last year at this time we recommended a number of actions aimed at strengthening CTIB's profile on Capitol Hill through enhanced communication. Some of these recommendations have been acted on while others have not. With this in mind, we respectfully submit the following for your consideration.

- *Federal Transit Administration and Congressional Delegation Fly-i*n: This annual fly-in would allow CTIB leaders to interact with high ranking FTA officials and promote on-going transit projects in Minnesota. The FTA Fly-in is an excellent opportunity to engage the administrative branch and relay to them the support of our Congressional Delegation.

- *Minnesota Staff Summits:* Summits would be held in Minnesota with our Congressional Delegation and/or their local and D.C. staff to highlight and/or tour a specific project or facility. This focused approach to individual corridors and projects will give staff a unique perspective and an interactive experience with each project. Spacing these events out will also allow CTIB to have multiple opportunities to showcase their federal priorities.

- *CTIB Monthly Reports*: Frequent updates from CTIB staff provided to all Minnesota Delegation staff and Members in order to keep our federal partners aware of any and all developments regarding CTIB priority projects. This will enhance their level of engagement with projects and give helpful background on project history.

- *CTIB Congressional Briefing*: Congressional briefing to be held in Washington, D.C. hosted by CTIB staff to provide information on individual corridors and projects. This forum will raise the visibility of CTIB and allow for House, Senate, and Committee staff

to have an opportunity to learn more substantial background on the projects and be able to relay pertinent information to their Member.

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

Looking Ahead

The incoming Republican majority unveiled a 2011 House calendar that deviates considerably from next year's Senate calendar. The 112th Congress convened on Wednesday, January 5th, 2011. The House GOP has set December 8th, 2011 as a target adjournment date; Senate Democrats have not set a target adjournment date. The two chambers have very different plans for their time off beyond a shared recess week in February, two weeks off at the same time surrounding Easter in April, and the same five-week August break.

These are the recesses planned for the House next year:

- Week of Jan. 17 (MLK Day) for the Senate only
- Week of Jan. 31 for the House only
- Week of Feb. 21 (Presidents Day) for both chambers
- Week of March 21 for both chambers
- Weeks of April 18 and April 25 for both chambers (Passover begins the evening of Monday, April 18; Easter Sunday is April 24)
- Week of May 16 for the House
- Week of May 30 (Memorial Day) for the Senate
- Week of June 6 for the House
- Week of June 27 for the House
- Week of July 4 (Independence Day) for the Senate
- Week of July 18 for the House
- Week of Aug. 8 through Labor Day, Sept. 5, for both chambers
- Week of Sept. 26 for the House
- Week of Oct. 17 for the House
- Week of Oct. 24 for the Senate, which has nothing noted on its calendar after that
- Week of Nov. 7 for the House
- Week of Nov. 21 (Thanksgiving) for the House

- - - - -

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