



Agenda
Red Rock Corridor Commission
Thursday July 29, 2010
2:00 p.m.

Please note the early 2:00 pm start time for the meeting

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

	<u>Action Requested</u>
1. Consent Items	Approval
a. Minutes of the May 27, 2010 Meeting*	
b. Checks and Claims*	
2. League on MN Cities Liability Coverage Insurance* - WCRRA	Approval
3. Distribution of Red Rock State Bond funds* – WCRRA	Approval
4. Resolutions of Support for Union Depot, Red Rock and Rush Line Federal Funding Requests* – WCRRA	Approval
5. Station Area Planning Study Update* - Hay Dobbs	Discussion
6. Draft Travel and Attendance Policy* - WCRRA	Discussion
7. Legislative Update* – WCRRA	Information
a. State	
b. Federal	
8. Other	Information
a. Transportation Alliance D.C. Fly-in Recap - Jen Peterson	
b. Transportation and Infrastructure Summit Event* - Cam Gordon	

* *Enclosures*



Meeting Minutes

May 27, 2010

Cottage Grove City Hall Council Chambers

7516 80th Street South

Cottage Grove, MN

3:30 p.m.

Members Present:

Myra Peterson, Washington County
Joe Harris, Dakota County
Janice Rettman, Ramsey County
Barb Hollenbeck, City of Hastings
John Hunziker, City of St Paul Park
Jen Peterson, City of Cottage Grove
Corbin Hopkins, City of Newport
Cam Gordon, City of Minneapolis

Staff:

Josh Olson, Ramsey County Regional Railroad Authority
Andy Gitzlaff, Washington County Regional Railroad Authority
Ken Bjornstad, Goodhue County

Ex-Officio Members Present:

Bob Kastner, Red Wing
Marc Mogan, Prairie Island Indian Community
Ken Bjornstad, Goodhue County

Others Present:

Linda Jungwirth, Assistant to Ramsey Cty Commission Rettman
Joe Morneau, Dakota County
Mike Rogers, RCRRA
Greg Huber, Mortenson
Michael Bjornberg, HGA
Steve Malloy, URS

Commission Chair Peterson called the meeting to order at 3:40 p.m.

Agenda Item #1 Consent Items

- a. Minutes of the April 29, 2010 Meeting
- b. Checks and Claims

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

Agenda Item #2 Legislative Update - WCRRA

a. State

Andy Gitzlaff reminded the Commission that Senator Sieben was at the last meeting discussing Senate version of the omnibus Transportation Policy Bill. This would allow the Department of Transportation to spend trunk highway funds in fiscal year 2011 for temporary bus service from Hastings to St Paul as part of the highway 61 bridge reconstruction project. This proposal was not in the House side so it went to a conference committee and did pass. Now it is awaiting the Governor's signature. The amount of the bill did get reduced from \$500,000 to \$250,000. Commission Chair Peterson inquired of Commission Member Hollenbeck where the City of Hastings is at with transit service discussions with the Met Council. She indicated that there has not yet been any discussion initiated with the Met Council, but with this potential money allocated it could be an incentive to proceed.

b. Federal

Mr. Gitzlaff informed the Commission Members that at the last meeting the Senate appropriation requests were announced. Franken put in a \$1,000,000 request and Klobashar's request was for \$500,000 for the demonstration bus service and Park-and-Ride facility improvements. He indicated that as of now there have not been any hearings scheduled, but is expected to be occurring sometime throughout the summer and into the fall. Commission Chair Peterson questioned if all the counties involved are on board with this request. Mr. Gitzlaff indicated he believed they were. Mr. Gitzlaff continued to inform the Commission about the Tiger II Grant Program that is now available. He referred to the pre-application deadline of July 16, 2010 and that this program is for projects of national significance; such as, highway bridges, passenger and freight rail transportation as well as port infrastructure investments. There is \$600,000,000 available and there are many projects that need to be done throughout the country, so it will be a very competitive application process. He indicated that there is also \$35,000,000 included in this grant specified for planning grants. This corridor, as well as other corridors around the metro, may consider this an opportunity to submit a regional application for funding. Mr. Gitzlaff will continue to monitor this as it develops. Commission Chair Peterson questioned if these funds could be used for the Hoffman Yard project. Commission Member Rettman indicated that Ramsey County is moving forward with the project with funds they have already set aside. Eventually, they will need additional funding. Commission Chair Peterson recommended that when a request for funding is made for the Union Depot, that the Red Rock Corridor Commission should provide support.

Agenda Item #3 Red Rock State and Federal Funds - WCRRA

Mr. Gitzlaff provided the Commission with an informational item. He explained that the Corridor Commission has historically funded its work through a variety of funding contributions and monies received from State and Federal grants. He referred to the memo included in the packets, that shows what balance of the funds are still available. He reminded the Commission that there are certain restrictions that come with the State and Federal money. All these parameters and restrictions have been considered in our work plan. One of the ways to implement our work plan and match these funds was to distribute the State bonding money to an eligible project such as The Union Depot, and in return have

the in kind match. Recently, The Union Depot moved into a design build phase, and skipped the pre-design work, which is a requirement for use of State bonds. Therefore, Ramsey County can't use the bonds on the Union Depot and those bonds from 2005-2006 are set to expire at the end of 2010. He indicated that our number-one priority is to find eligible projects to put those bonding dollars to use before they revert back to the State. The staff has put together a recommended plan of action. This will remain a discussion item tonight and we will come back at the next meeting for the necessary approvals.

During the last legislative session we were able to amend the language for those 2005-2006 bonds to make them eligible for other tasks such as land acquisition, final design and construction, as well as environmental, so this gives us more flexibility in use. Additionally, we inquired with the Met Council about using \$400,000 of the million dollars for the local match for the east metro rail capacity analysis study being done by Ramsey County Regional Rail. We have the approval from them that those funds could be put towards that project. That leaves \$600,000 remaining that we need to find a place for by the end of this year. These funds could be put towards the Park-and-ride facility in the City of Hastings. He indicated that the recommended course of action would be to put the \$600,000 to the Park-and-Ride in Hastings. Additionally, Ramsey County was going to match some studies for the \$1,000,000 bond, but since they did not get the money we need to portion out the funding for these studies based on the other funding partners.

The second study that is going on is the economic analysis study for the Union Depot with a local match of \$42,500. This study is primarily focused on the depot and primarily benefits Ramsey County. Due to this factor, it would be safe to say that Ramsey County can handle the funding on their own.

The third study is the stationary planning study that we are in the process of right now and through a co-op agreement with Ramsey County, they are already providing a match for that study. Mr. Gitzlaff referred the Commission Members to the chart on the third page of the memo. He indicated that one way to break out the level of commitment for the study is by the number of stations that are being studied in the station area planning study.

Mr. Gitzlaff summarized that at the next meeting we will be confirming that the project to put the bonding money towards is the Hastings Park-and-Ride and in order to provide the match for the remaining fund balance it would be paid for by Washington County and Dakota County as part of next year's funding contributions. This wouldn't be an item right now. It would just be the acknowledgement that this is the appropriate split. Additionally, we will be reviewing the remaining fund balance to consider if there is anything remaining that could be used to pay toward the contribution for the following year.

Commission Chair Peterson inquired why there will not be a request for funding for the Newport Park-and-Ride. Mr. Gitzlaff responded that with the change in bonding language, if bonding money had been used to purchase the site, The Met Council would have to be the owner of the property. That was currently not an acceptable situation and Washington County did recently acquire this property. Additionally, timing wise the station planning is going to determine what is needed and the study is lagging behind a bit to be able to use bonding money. The study needs to be completed first. It was agreed that there is a lot of interest in the community and City Council to get the Newport Park-and-Ride completed.

Commission Rettman asked for some clarity on who made the appropriations so they can get a true picture of what contributions are outstanding. Mr. Gitzlaff indicated that he will work with Ramsey County Staff and Dakota County Staff to get these and can email the document so that we will be able to convey it to our local unit of government. Mr. Gitzlaff noted that this is a complicated issue with the fund balance, and ideally would like to work toward being able to zero out those accounts for final budget of next year and start over.

Commission Member Hollenbeck noted her appreciation on the generous offer of Red Rock to potentially fund the Park-and-Ride in Hastings. She indicated that this step would spur a lot more interest from the public as to the prospect of commuter bus service as well as commuter rail.

Agenda Item #4 Union Depot Project Update–Mortenson Construction

The Mortenson Team: Greg Huber pre-construction manager with Mortenson Construction, Michael Bjornberg lead architect with HGA and Steve Malloy with URS. Mr. Huber presented a power point presentation on the Union Depot Project. He emphasized the main goals of the project are to preserve and restore a historic Minnesota landmark to its original use as a multi-modal transportation hub for the Twin Cities. They also have a goal to create economic viability for the Union Depot, Lowertown District, City of St Paul, Ramsey County as well as regional and the State of Minnesota. He indicated that they currently have many partners such as; Ramsey County Regional Rail Authority, BNS, CP, Amtrak, Greyhound, Jefferson, and Metro Transit. Other partners we are working on obtaining as a partner are; Met Council, Mn/Dot as well as others.

Mr. Huber presented the design build team overview. This includes the Regional Rail Authority overseeing the operation, with Mortenson Construction leading the design team of URS doing the transportation design and engineering as well as some consultants and HGA leading a large team of consultants responsible for the building components of the projects like the historic restoration of the waiting room, great hall as well as new components.

He continued to give an overview of the project schedule:

Procurement Period: beginning to start:	May 2010 – May 2011
Mobilization	October 2010
Interior Demolition & MEP Rough-in	October 2010 – May 2011
Front Plaza	October 2010 – July 2011
Structural Demolition & Site Work	January 2011 - May 2011
Enclosure Refurbishment	April 2011 – October 2011
Structural Concrete Deck	May 2011 – September 2011
Interior Renovations	June 2011 – August 2012
Pavement & Tracks	March 2012 – September 2012
Substantial Completion	September 2012

Mr. Huber referred to the budget and schedule. They are scheduled to complete the design development June 18, 2010, as well as tracking any alternatives. This will allow them to establish the GMP - guaranteed maximum price in the end of July, and present this to the Ramsey County Regional Rail Authority in August.

Michael Bjornberg presented the historic preservation aspect of the project. He began by reviewing the team of historical experts they have assembled, including HGA (Hammel, Green, and Abrahamson), BBB (Beyer, Blinder, Belle Architects), URS, and CCRG (Commonwealth Cultural Research Group). Additionally, the historical architects Mr. Bjornberg and Frank Prial of BBB will lead the team. This project is unique in that not just the building is historic, but the train deck is also which increases the historical space to 30 acres of land. He indicated that the historic structures report has been completed that details the history of The Depot as well as the City of St Paul. Also complete is the condition assessment of the entire area, to assess the existing condition of the property. Mr. Bjornberg indicated that they are currently meeting with representatives of SHPO and HPC for a schematic design meeting every three weeks.

Steve Malloy with URS continued the presentation focusing on schematic design—security. He indicated that, as the design group has been completing the design, the threat and vulnerabilities group has been reviewing these designs and making recommendations with regard to appropriate security measures for the entire facility. Specifically this involves protecting the security office in the head house itself. Other site security elements include gated entries to the parking areas, vehicle access control, camera surveillance, lighting and emergency call buttons. Mr. Malloy indicated that they meet with local law enforcement officials consistently to consult with their development. They will allow for the development of future security systems, like baggage scan and higher security screening, as the building layout is a very open plan which can accommodate these changes.

Mr. Bjornberg continued to explain that they are pursuing a LEED certification. Through the building reuse and energy efficient design as well as conservation of water and materials, he feels that they should receive this certification.

Mr. Huber explained to the Commission that they are very aware of how important a public project this is. They are receiving a lot of input from neighborhood open houses, meetings with MPR, finance and commerce, as well as individual meetings with the Capital River Council. All of this input is shaping the design of the project. He also informed the Commission that community participation opportunities is an important aspect of this project. This includes providing meaningful participation opportunities for women and people of color; small, women and minority owned businesses. He indicated that through the DBE program they are working with the Met Council to set goals for workforce diversity. Through informational workshops and open houses prior to bidding, they are able to encourage and engage minorities to be involved in the project.

Mr. Huber continued to detail the principles that guide The Depot development. This includes to make it transit oriented, so it can stand on its own as a transit facility, much as it did in 1923. The focus is to make it local, beautiful and make it connected. It remains a central hub in the community and they need to understand the regional planning involved taking advantage of the surrounding area such as trails, future ball parks and the central business district.

The team then presented a photo presentation of The Depot project. Mr. Bjornberg indicated that the difference from when it was first built as a train station to now is that it was smoky, dirty and noisy. That whole part of the river was industrial and the City didn't want to even see the station. Now it has become a beautiful park land area. He gave an overview of the schematic design for the plaza. He referred to the high significance of the symmetry, proportion and balance of the design for the up-front plaza. This area has changed uses throughout history and will become a park again. For the Central Corridor East project and the majority of the up front plaza, the low and accepted bidder is HPC.

Access into The Depot will change due to the main access in the head-house not being available. There are many options for entry being explored. One being a carriage way that went underneath the front drive will be expanded and be available for drop off of special events at the head-house. Additionally, they will be removing a bay on Kellogg and Sibley Street and constructing a new access point. This Kellogg access will be the primary vehicular access for bus drop off, short-term parking and taxis. It will also have Amtrak baggage check, rental cars and access to deck and waiting room. The removal of the bay will also allow for a larger sidewalk and a pedestrian plaza.

Mr. Malloy provided the Commission with details on the schematic design of the railroad deck. This is a critical point that they have been reviewing and testing since 2007. Assessment of structural condition of the pilings, columns and deck is very important to the building process. A three acre portion of the southwest corner of the train deck will need the columns replaced entirely. Another five-acre portion of the old deck will sit directly on undisturbed fill. There is a significant portion of the project's budget that will need to be used for the renovation of the parking deck wood due to rotting and decay. This will provide us with the assurance that this facility will support train traffic and train loading for the next fifty years. Some of the areas can be retained.

Mr. Bjornberg presented the headhouse details. He indicated that they had a conservator go through most of the building and has found specific details that will be restored. Additionally, from the research completed, this building has the most historical significance of the entire project. The goal will be to return this space to a place that where events can happen. The waiting room is the second most significant space and will need some renovations also. They will remain very careful on the insertion of the new elements such as ticketing booths for Jefferson and Amtrak. He presented an animated display of the future changes. Mr. Huber indicated that the true vision is to have lowertown function as a hub of development, to help people to get to and from their place of work.

Commission Member Rettman recommended updating some of the presentation so that it focuses also on the high-speed aspect of The Depot, and that this doesn't just affect St Paul but the impact it will have on all of Minnesota as well as the entire region. Commission Chair Peterson also referenced that it is important to address the fact that any improvement made is an improvement for more than just St Paul or Ramsey County, but it has a regional impact as a regional destination. Mr. Huber indicated that they are working on an updated animated version that will reference the entire corridor and the high-speed rail aspect of The Union Depot.

Commission Chair Peterson also indicated her concerns that we make this a seamless connection from one mode to another. She referenced that mobility is going to be an issue for much of the aging population as well as the disabled. Mr. Huber explained that they are very aware of this issue and are planning for this within their design.

Commission Member Gordon questioned a plan for how bikes access the Union Depot. Mr. Malloy indicated that bike access is very important in the design. The regional trail comes up Warner Road to both Silbly and Kellogg to the entrance on the deck. They hope that cyclists may also use this as a commuter facility as they will be providing canopied bike lockers and bike racks. They are also planning on pushing forward the idea that from the upper deck you could move eastward along the train level and make a connection to the Bruce Vento Trail, to make a regional trail connection there.

Commission Member Jen Peterson questioned how much thought has been put into ensuring it is an environmentally friendly facility. Mr. Huber responds that their Leed Certification provides them with the principals that are guiding their planning and development to remain environmentally friendly. The main item is the reuse of the facility, along with new HVAC and opening the sky lights for more energy efficiency. It remains as a core value within our company and is an important aspect of the project. The facility has selected district energy as renewable resource of heating and cooling. Additionally, the majority of the materials used for the renovation are locally purchased. Commission Chair Peterson pointed out that we want the public dollars spent on a building that will be there for another 100 years that we will be proud to use as a regional destination and will enhance our communities.

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

Michael Rogers from the Ramsey County Regional Rail Authority presented a power-point on the East Metro Rail Capacity Study. He reminded the Commission that this study began because of RRCC funding. Within the study capacity issues were identified and dealt with by a lump sum estimate of cost. But mainly, the need for further analysis was identified. The main purpose of this study is to analyze how to move multiple trains through the area. It does build on the Red Rock Corridor Alternatives Analysis.

He explained that the key points to the East Metro Rail Capacity Study are: 'What capacity improvements are needed to implement commuter high-speed rail and passenger rail?' 'How will impacts to freight railroads be mitigated?' And 'How can capacity improvements be phased so that they are implemented only as needed?'

Mr. Rodgers indicated that there are many project partners working together. The study began in April 2010 and has an eighteen month schedule. From April–June 2010 the review of previous studies and review of rail operations. From June–September 2010 they will perform simulations on how things work with real world operations and potential problems into the future. During October- December 2010 they will rank and recommend improvements. In the time frame of December–October 2011 detailed modeling and detailed engineering work will be performed.

He also presented some maps referencing the main study area from Redwing to The Union Depot in St Paul. This is a large area to focus on with a primary study area of intense

improvements being around the Hoffman Yard area. Hoffman Yard represents 5 % of the nation's freight volume being processed through this area, so it is very critical that trains flow well through this area. He also indicated that Westminster Junction is important as trains flow from here to Eau Claire and eventually Chicago. The Union Depot and the Robert Street Lift Bridge are critical areas due to the trains tying up traffic for long periods of time. These are the significant issues on this corridor.

Mr. Rodgers provided a photographic view of what the station looked like years ago and how it looks today. This study is critical in deciding how to use the amenities that are out there today like the park, road, and railroad and make them work well together. In essence, how to fit a lot of passenger trains in a constrictive area.

He explained that the involvement of the railroads is important to implement a plan. The analysis team invited all three railroads to review all proposals for development and to sit on the review board. Canadian Pacific and Union Pacific both did accept these offers and are instrumental in coming to a conclusion on who is the best consultant for the project. The introductory meeting is on June 22, 2010 with the railroads, to come to an agreement of how to create a successful project. In October there will be the mid-term workshop and a final workshop in 2011. Additionally there will be two open houses with the public, one at the beginning of the project and one at the end.

He continued to highlight the eventual outcomes from the study. This included maintaining on time performance of all trains, maintain or improve freight train service and allow for freight and passenger rail growth in the years ahead. He indicated that the preliminary engineering completed on the agreed to capacity improvements, will set us up for funding sources with the railroads. The final outcome will be an outline for a memorandum of understanding between the freight railroads and public sector. This MOU is what is required if you are trying to get larger funding like tiger grants or the passenger rail investment act fund.

Mr. Rodgers referred to the next steps in the analysis is individual freight railroad meetings, baseline development and have the introductory workshops to get the public involvement.

Commission Member Rettman questioned if all three railroads are involved. Mr. Rodgers confirmed that for the West Metro projects BNSF is the lead and East Metro projects Canadian Pacific is the lead. They are working together.

Agenda Item #6 Station Planning Study Update – WCRRA

Mr. Gitzlaff indicated that this is an opportunity to promote the projects going on in the community. He provided the Commission Members with a list of the summer festivals upcoming in the area. These are the events upcoming that we may consider as opportunities for us to publicize the RRC. We have a consultant team that can put together info for the booths, but what is needed is staffing and volunteers to attend these events and operate the booths.

Commission Member Hunziker indicated that the St. Paul Parks Heritage Days is the 3rd weekend of August on Friday, Saturday and Sunday.

Commission Member Hopkins also noted that the Newport Pioneer Day is Saturday, August 7 from 1:00 – 8:00 p.m. Additionally, on Sunday July 11 is the Firemen's Bouya in Newport. Commission Member Hopkins will contact Mr. Gitzlaff to coordinate the details on this event.

Commission Chair Peterson offered an idea at these festivals, to have all of the Red Rock Corridor Members wear Red Rock hats and get T-shirts that say "Ask me about Red Rock"

Mr. Gitzlaff indicated that the projects going on include the first round of public meetings which were four visioning sessions as well as focus groups. We are still in the data gathering and analysis phase and moving towards having the consultants put some concept plans together for people to review. Within the next few months there will be another round of public meetings and visioning sessions followed by open houses.

Mr. Gitzlaff referred to the handout provided in regard to the Red Rock Corridor Website statistics. Specifically he highlighted that people visiting the Red Rock Corridor Website are staying on the website an average of two minutes and forty seconds. The average time people stay on any website is two minutes.

Agenda Item #7 Commission Advocacy and Conference Attendance - WCRRA

Commission Chair Peterson informed the Commission that Commission Member Jen Peterson has decided to attend the Transportation Alliance Conference in Washington on June 8-10. It is the Commission's responsibility to make a motion to approve her attendance. She has estimated her expenses at roughly \$1000 for air and hotel and has tentatively scheduled a spot at the conference. Commission Chair Peterson reminds the Members that there is currently no clear policy written as to where the funds for these conferences, training activities and advocacy, should be spent.

Commission Member Rettman expressed her concerns that we should have a policy in place prior to the approval of the attendance at a national conference. She stated it was a process and procedure issue that should be in place prior to the approval of conference attendance involving expenses. Commission Chair Peterson reminds the Members that we have sent members of the Commission to Portland in years past. It was part of the organization and activities when no written policy was in place. She agreed that we do need to develop a written policy in place, but we do have a Member available to attend a national conference now, and since we are looking for funding, it would benefit us to have a representative there. It would benefit us to have a representative there on this occasion. She indicated that there are also two Washington County Members to be in attendance.

Commission Member Gordon moved the approval of Commission Member Jen Peterson's attendance at the Transportation Alliance Conference in Washington on June 8-10, 2010, for up to \$1500 in expenses. The motion was seconded by Commission Member Hunziker. Commission Chair Peterson opens for discussion. Commission Member Harris offered that in years past the RRCC has sent Commission Members to Portland for a conference with the funds available in the budget. Recently, there had not been any interest by the Commission Members. The motion passed seven to one with Commission Member Rettman opposed.

Commission Member Gordon motioned to direct Staff to prepare a draft travel and attendance policy for the Red Rock Corridor Commission by July 30, 2010. The motion was seconded by Commission Member Hunziker and the motion passed unanimously.

Agenda Item #8 Other

a. National Train Day Recap – WCRRA

Mr. Gitzlaff informed the Commission Members that the National Train Day on May 8th had over 5000 people in attendance. Red Rock Corridor, Ramsey County, CTIB, Central Corridor, and Hennepin County all had booths at the event. He indicated that all in attendance were very enthused about the transit projects. Their biggest question was when it will be done! At the RRCC booth we handed out pamphlets, had a door prize for Red Rock hats and a coloring project for children. Additionally, our newsletter on the website received twenty-five sign-up requests within two days of the event. Overall it was a successful event.

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

The Commission adjourned at 5:30 p.m.



DATE: July 22, 2010
TO: Red Rock Corridor Commission
FROM: Staff
RE: Checks and Claims

Attached is the

Hay Dobbs Invoice - SAP Study (May, 2010)	\$ 101,552.55
Hay Dobbs Invoice - SAP Study (June, 2010)	\$ 58,882.79
Transportation Alliance Fly-in Reimbursement	\$ 1,447.13
TOTAL	\$ 161,882.47

Action Requested: Approval

INVOICE NO. 09017.000-07

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: 25.5 %
 (from Column 6 Progress Report)

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

Period Ending: 5/31/10
 Invoice Date: 06/16/10

Re: Mn/DOT Contract No. 85937
 SP Number: NA
 Project Description: Southeast Station Area Master Planning and Environmental Analysis

Contract Expiration Date: April 20, 2011
 TH Number: NA

	Total Contract Amount	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1. Direct Labor Costs: (See Exhibit _ for Breakdown)	\$466,751.00	\$142,400.56	\$117,233.69	\$25,166.87
2. Direct Expense Costs: (See Exhibit _ for Breakdown)	\$60,533.00	\$13,009.68	\$10,839.66	\$2170.02
3. Subcontractor Costs:	\$565,170.00	\$128,043.14	\$53,827.48	\$74,215.66
4. Miscellaneous Professional Services	\$57,500.00	\$0.00	\$0.00	\$0.00
Net Earnings Totals:	\$1,149,954	\$283,453.38	\$181,900.83	\$101,552.55
Total Amount Due This Invoice:				\$101,552.55

Contractor: Complete this table when submitting an Invoice for payment			
Activity Code	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1	\$283,453.38	\$181,900.83	\$101,552.55
Total*	\$283,453.38	\$181,900.83	\$101,552.55

*Must Match Net Earnings Totals Above

For Consultant Services Use Only

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

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: _____



Red Rock Corridor

Southeast Station Area Master Planning and Environmental Analysis

INVOICE COVER SHEET

Invoice No. 09017.000-7
Invoice Date 06/15/2010

CONSULTANT

CONSULTANT INVOICE

INVOICE AMOUNT

HAY DOBBS P.A.

Task 01	9017.001-9	\$0.00
Task 02	9017.002-8	\$9,280.86
Task 03	9017.003-7	\$499.97
Task 04	9017.004-8	\$9,586.93
Task 05	9017.005-2	\$529.38
Task 06	9017.006-7	\$1,446.43
Task 07	9017.007-1	\$0.00
Task 08	9017.008-4	\$3,146.87
Task 09	9017.009-1	\$441.15
Task 10		\$0.00
Task 11	9017.011-7	\$235.28
Task 12		\$0.00
Direct Expenses	9017.013-7	<u>\$2,170.02</u>
	HAY DOBBS P.A.	Subtotal \$27,336.89

PARSONS BRINCKERHOFF

Task 01	NO. 2	\$2,841.73
Task 02		\$0.00
Task 03		\$0.00
Task 04	NO. 2	\$1,263.47
Task 05		\$0.00
Task 06		\$0.00
Task 07		\$0.00
Task 08		\$0.00
Task 09		\$0.00
Task 10		\$0.00
Task 11	NO. 2	\$578.26
Task 12		\$0.00
Direct Expenses	NO. 2	<u>\$3.12</u>
	PARSONS BRINCKERHOFF	Subtotal \$4,686.58

BONESTROO

Task 01	<u>177033</u>	\$12,803.87
Task 02	<u>178469</u>	\$2,348.29
Task 03	<u>178470</u>	\$11,379.91
Task 04	<u>178471</u>	\$6,192.74
Task 05	<u></u>	\$0.00
Task 06	<u>178472</u>	\$18,006.47
Task 07	<u>178473</u>	\$1,117.46
Task 08	<u></u>	\$0.00
Task 09	<u></u>	\$0.00
Task 10	<u></u>	\$0.00
Task 11	<u></u>	\$0.00
Task 12	<u></u>	\$0.00
Direct Expenses	<u>178474</u>	<u>\$1,002.10</u>
	BONESTROO	Subtotal \$52,850.84

TUNHEIM PARTNERS

Task 01	<u></u>	\$0.00
Task 02	<u>09017.001-.011, No. 5</u>	\$3,573.34
Task 03	<u></u>	\$0.00
Task 04	<u></u>	\$0.00
Task 05	<u></u>	\$0.00
Task 06	<u></u>	\$0.00
Task 07	<u></u>	\$0.00
Task 08	<u></u>	\$0.00
Task 09	<u></u>	\$0.00
Task 10	<u></u>	\$0.00
Task 11	<u></u>	\$0.00
Task 12	<u></u>	\$0.00
Direct Expenses	<u>09017.001-.011, No. 5</u>	<u>\$219.40</u>
	TUNHEIM PARTNERS	Subtotal \$3,792.74

DUAN

Task 01	<u>10-01-01</u>	\$7,100.00
Task 02	<u>10-01-01</u>	\$5,752.50
Task 03	<u></u>	\$0.00
Task 04	<u></u>	\$0.00
Task 05	<u></u>	\$0.00
Task 06	<u></u>	\$0.00
Task 07	<u></u>	\$0.00
Task 08	<u></u>	\$0.00
Task 09	<u></u>	\$0.00
Task 10	<u></u>	\$0.00
Task 11	<u></u>	\$0.00
Task 12	<u></u>	\$0.00
Direct Expenses	<u>10-01-01</u>	<u>\$33.00</u>
	DUAN	Subtotal \$12,885.50

PIERCE PINI & ASSOCIATES

Task 01		\$0.00
Task 02		\$0.00
Task 03		\$0.00
Task 04		\$0.00
Task 05		\$0.00
Task 06		\$0.00
Task 07		\$0.00
Task 08		\$0.00
Task 09		\$0.00
Task 10		\$0.00
Task 11		\$0.00
Task 12		\$0.00
Direct Expenses		<u>\$0.00</u>
	PIERCE PINI & ASSOCIATES	Subtotal
		\$0.00

LANDSCAPE RESEARCH

Task 01		\$0.00
Task 02		\$0.00
Task 03		\$0.00
Task 04		\$0.00
Task 05		\$0.00
Task 06		\$0.00
Task 07		\$0.00
Task 08		\$0.00
Task 09		\$0.00
Task 10		\$0.00
Task 11		\$0.00
Task 12		\$0.00
Direct Expenses		<u>\$0.00</u>
	LANDSCAPE RESEARCH	Subtotal
		\$0.00

PIXEL FARM DIGITAL MEDIA

Task 01		\$0.00
Task 02		\$0.00
Task 03		\$0.00
Task 04		\$0.00
Task 05		\$0.00
Task 06		\$0.00
Task 07		\$0.00
Task 08		\$0.00
Task 09		\$0.00
Task 10		\$0.00
Task 11		\$0.00
Task 12		\$0.00
Direct Expenses		<u>\$0.00</u>
	PIXEL FARM DIGITAL MEDIA	Subtotal
		\$0.00

INVOICE TOTAL \$101,552.55

INVOICE NO. 09017.000-08

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: 30.4 %
 (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: 6/30/10
 Invoice Date: 07/14/10

Re: Mn/DOT Contract No. 85937
 SP Number: NA
 Project Description: Southeast Station Area Master Planning and Environmental Analysis

Contract Expiration Date: April 20, 2011
 TH Number: NA

	Total Contract Amount	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1. Direct Labor Costs: (See Exhibit _ for Breakdown)	\$466,751.00	\$174,983.47	\$142,400.56	\$32,582.91
2. Direct Expense Costs: (See Exhibit _ for Breakdown)	\$60,533.00	\$18,594.26	\$13,009.68	\$5,584.58
3. Subcontractor Costs:	\$565,170.00	\$148,758.44	\$128,043.14	\$20,715.30
4. Miscellaneous Professional Services	\$57,500.00	\$0.00	\$0.00	\$0.00
Net Earnings Totals:	\$1,149,954	\$342,336.17	\$283,453.38	\$58,882.79
Total Amount Due This Invoice:				\$58,882.79

Contractor: Complete this table when submitting an Invoice for payment			
Activity Code	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1	\$342,336.17	\$283,453.38	\$58,882.79
Total*	\$342,336.17	\$283,453.38	\$58,882.79

*Must Match Net Earnings Totals Above

For Consultant Services Use Only

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

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: _____



Red Rock Corridor

Southeast Station Area Master Planning and Environmental Analysis

INVOICE COVER SHEET

Invoice No. 09017.000-8
Invoice Date 07/14/2010

CONSULTANT

CONSULTANT INVOICE

INVOICE AMOUNT

HAY DOBBS P.A.

Task 01	9017.001-11	\$0.00
Task 02	9017.002-9	\$13,097.78
Task 03	9017.003-8	\$558.79
Task 04	9017.004-10	\$14,624.09
Task 05	9017.005-3	\$2,068.24
Task 06	9017.006-8	\$969.38
Task 07	9017.007-1	\$0.00
Task 08	9017.008-5	\$823.48
Task 09	9017.009-2	\$323.51
Task 10		\$0.00
Task 11	9017.011-8	\$117.64
Task 12		\$0.00
Direct Expenses	9017.013-8	<u>\$5,584.58</u>
	HAY DOBBS P.A.	Subtotal
		\$38,167.49

PARSONS BRINCKERHOFF

Task 01	NO. 3	\$601.84
Task 02		\$0.00
Task 03		\$0.00
Task 04	NO. 3	\$1,847.80
Task 05		\$0.00
Task 06		\$0.00
Task 07		\$0.00
Task 08		\$0.00
Task 09		\$0.00
Task 10		\$0.00
Task 11		\$0.00
Task 12		\$0.00
Direct Expenses	NO. 3	<u>\$106.74</u>
	PARSONS BRINCKERHOFF	Subtotal
		\$2,556.38

BONESTROO

Task 01	179994	\$222.64
Task 02		\$0.00
Task 03	179995	\$4,953.65
Task 04	179996	\$5,445.09
Task 05	179997	\$461.81
Task 06	179998	\$392.40
Task 07		\$0.00
Task 08		\$0.00

Task 09	_____	\$0.00
Task 10	_____	\$0.00
Task 11	_____	\$0.00
Task 12	_____	\$0.00
Direct Expenses	<u>179999</u>	<u>\$8.00</u>
	BONESTROO	Subtotal \$11,483.59

TUNHEIM PARTNERS

Task 01	_____	\$0.00
Task 02	<u>09017.001-.011, No. 6</u>	\$3,578.61
Task 03	_____	\$0.00
Task 04	_____	\$0.00
Task 05	_____	\$0.00
Task 06	_____	\$0.00
Task 07	_____	\$0.00
Task 08	_____	\$0.00
Task 09	_____	\$0.00
Task 10	_____	\$0.00
Task 11	_____	\$0.00
Task 12	_____	\$0.00
Direct Expenses	<u>09017.001-.011, No.6</u>	<u>\$601.72</u>
	TUNHEIM PARTNERS	Subtotal \$4,180.33

DUAN

Task 01	_____	\$0.00
Task 02	<u>10-01-02</u>	\$2,495.00
Task 03	_____	\$0.00
Task 04	_____	\$0.00
Task 05	_____	\$0.00
Task 06	_____	\$0.00
Task 07	_____	\$0.00
Task 08	_____	\$0.00
Task 09	_____	\$0.00
Task 10	_____	\$0.00
Task 11	_____	\$0.00
Task 12	_____	\$0.00
Direct Expenses	_____	<u>\$0.00</u>
	DUAN	Subtotal \$2,495.00

PIERCE PINI & ASSOCIATES

Task 01	_____	\$0.00
Task 02	_____	\$0.00
Task 03	_____	\$0.00
Task 04	_____	\$0.00
Task 05	_____	\$0.00
Task 06	_____	\$0.00
Task 07	_____	\$0.00
Task 08	_____	\$0.00
Task 09	_____	\$0.00
Task 10	_____	\$0.00
Task 11	_____	\$0.00

Task 12	_____	\$0.00
Direct Expenses	_____	<u>\$0.00</u>
	PIERCE PINI & ASSOCIATES	Subtotal
		\$0.00

LANDSCAPE RESEARCH

Task 01	_____	\$0.00
Task 02	_____	\$0.00
Task 03	_____	\$0.00
Task 04	_____	\$0.00
Task 05	_____	\$0.00
Task 06	_____	\$0.00
Task 07	_____	\$0.00
Task 08	_____	\$0.00
Task 09	_____	\$0.00
Task 10	_____	\$0.00
Task 11	_____	\$0.00
Task 12	_____	\$0.00
Direct Expenses	_____	<u>\$0.00</u>
	LANDSCAPE RESEARCH	Subtotal
		\$0.00

PIXEL FARM DIGITAL MEDIA

Task 01	_____	\$0.00
Task 02	_____	\$0.00
Task 03	_____	\$0.00
Task 04	_____	\$0.00
Task 05	_____	\$0.00
Task 06	_____	\$0.00
Task 07	_____	\$0.00
Task 08	_____	\$0.00
Task 09	_____	\$0.00
Task 10	_____	\$0.00
Task 11	_____	\$0.00
Task 12	_____	\$0.00
Direct Expenses	_____	<u>\$0.00</u>
	PIXEL FARM DIGITAL MEDIA	Subtotal
		\$0.00

INVOICE TOTAL \$58,882.79

Andy,

6/18/10

2,
320.

12.

8.90

5.40

1.41

25.00

25.00

397.71
Total

Here are the expenses incurred on my trip to Washington DC as part of the Transportation Alliance, 6/8-6/10.

Thank You, Jen Peterson

651-271-2287

Susdewitt II partnership
Thank you for eating at McDonald's

MCDONALD'S HEAGAN NATIONAL AIRPORT
ARLINGTON, VA 22202

THANK YOU!

SUSDEWITT II PARTERS TEL# (301)577-1304
931 KENDS Jun.10'10(Thu)18:30
STORE# 32255

Order #593 EAT IN

1 VANILLA CONE	1.29
SUB TOTAL	1.29
EAT IN TAX	0.12
	1.41
CASH TENDERED	2.00
CHANGE	0.59

06/08/10 09:21	CASH	AMT-TEND	CHANGE	TALLY
		20.00	11.10	8.90
				8.90

Validation code: _____
This receipt with validation code is required to redeem offer. Offer valid for 10 days after purchase. COUPON CODE #732

2105-B0021-02063
Validation code: _____

THANK YOU!

Tell us about your experience and receive a \$1 OFF YOUR PURCHASE on your next visit. Visit WWW.TELLCARIBOU.COM within 3 days and tell us about your experience.
Code#: _____

F15 LAKESIDE NEWS
MSP AIRPORT

10459 FLORDEL I

TRN 1946 JUN08'10 9:58AM

016000505827	
1 CHEX MIX JALA CH	2.19
071720850008	
1 MASON DOTS ASST	2.99
SUBTOTAL	5.18
TAX	0.22
AMT PAID	5.40
Cash	10.00
CHANGE DUE	4.60

Thank You
HMS Host
F15 Lakeside News
Minneapolis \ St. Paul Int'l
Questions and Comments
612.355.4705
sharon.adler@hms.host

LIFE IS SHORT ...
STAY AWAKE FOR IT!

06/08 09:21 TOTAL:	8.90
Sub Total:	8.29
Tax:	0.61
YODIT A SWICK:117 9:21 06/08/10	
1 ML-LATTEI, med 16oz, skim,	4.39
sf vanilla	
1 BREAKFAST, bananabread	2.15
1 BOTTLED BEVS, 7oz water	1.75

Concourse F Store #122
(612)727-1750

TAXICAB RECEIPT



Time: 10pm
Date: 6/9

Origin of trip: Sam Harrys
Destination: Lenfant
Fare: 12.00 Sign: Jen

Jen Peterson

DELTA

JENNIFERE/PETERSON
NOT VALID FOR
**TRANSPORTATION*

PASSENGER RECEIPT 00
08JUN10 0066 US
DL/KI MSP FTO

EXCESS BAGGAGE
TICKET

THIS IS YOUR RECEIPT

PSGR TICKET 0062178784869

FOR CONDITIONS OF
CONTRACT - SEE
PASSENGER TICKET AND
BAGGAGE CHECK

MSP DL RMT
PIECE 25.00
EBC 25.00

CHARGED DL

USD 25.00

1 VXXXXXXXXXXXX6781/089906

NOT VALID FOR TRAVEL

USD25.00

0 006 8216285028 3

0 006 8216285028 3

DELTA

PETERSON/JENNIFERE
NOT VALID FOR
**TRANSPORTATION*

PASSENGER RECEIPT
10JUN10 0066 US
DL/LR DCA FTO

EXCESS BAGGAGE
TICKET

THIS IS YOUR RECEIPT

PSGR TICKET 0062178784869

FOR CONDITIONS OF
CONTRACT - SEE
PASSENGER TICKET AND
BAGGAGE CHECK

DCA DL MSP
PIECE 25.00
EBC 25.00

CHARGED DL

USD 25.00

1 VXXXXXXXXXXXX6781/0824836

NOT VALID FOR TRAVEL

0 006 8216127387 2

0 006 8216127387 2

1

Jen Peterson

Trip Locator: 49NILJ

JENNIFER PETERSON

Thursday 17 June 2010

Tour

Tour

DELTA VACATIONS

Cost: 320.00 USD

Confirmation:XXX

Remarks:

DEPART DATE-17JUN RETURN DATE-17JUN
MSP BALTIMORE 08JUN
DCA NATIONAL MSP ST PAUL 10JUN
PAID IN FULL BY JEN PETERSON

Agency Remarks

TICKET NON REFUNDABLE

PLEASE REVIEW ALL DOCUMENTATION IMMEDIATELY

MANY AIRLINES ARE NOW CHARGING FOR A 1ST AND/OR
2ND CHECKED BAG. CHECKED BAGGAGE POLICIES VARY BY
AIRLINE. TO FIND OUT IF AN AIRLINE CHARGES FOR
1ST AND/OR 2ND BAGS YOU CAN VISIT THE AIRLINES
WEBSITE OR CONTACT OUR AGENCY

TIGHTENED AIRPORT SECURITY REQUIRES PHOTO I.D. AND
CHECK-IN AT LEAST 90 MINUTES PRIOR TO YOUR FLIGHT
FOR DOMESTIC AND 150 MINUTES FOR INTERNATIONAL

Jen Peterson

The MN Transportation Alliance Inc
 525 Park St Ste 240
 Saint Paul, MN 55103-2106

INVOICE

Invoice Number: 7820
 Invoice Date: Jun 14, 2010
 Page: 1

Bill To:

Red Rock Corridor Commission
 11660 Myeron Rd N
 Stillwater, MN 55082-9572

Questions? call (651) 659-0804:

Executive Director Margaret
 Events Donahoe
 Accounting Kathy Jensen
 Bill Merrill

Fax: (651) 659-9009
 www.transportationalliance.com

The MN Transportation Alliance

Customer ID	Customer PO	Your Vendor No.
redrock		

Quantity	Description	Unit Price	Amount
1.00	Event registration: Washington Fly-In, June 8-10, 2010, attendee Jen Peterson	525.00	525.00

Contract# _____
 B.U.# 215000
 Obj.# 630700.805
 W.O.#/Subs. _____
 Date 6/21/10 U.T. _____
 Auth. [Signature]

WASHINGTON COUNTY
 JUN 16 2010
 PUBLIC WORKS

Subtotal	525.00
Sales Tax	
Total Invoice Amount	525.00
Payment/Credit Applied	
Pay this amount:	525.00

Check/Credit Memo No:

Make checks payable to: The MN Transportation Alliance Inc

The MN Transportation Alliance Inc
 525 Park St Ste 240
 Saint Paul, MN 55103-2106

INVOICE

Invoice Number: 7845
 Invoice Date: Jun 17, 2010
 Page: 1

Bill To:

Red Rock Corridor Commission
 11660 Myeron Rd N
 Stillwater, MN 55082-9572

Questions? call (651) 659-0804:

Executive Director Margaret
 Events Donahoe
 Accounting Kathy Jensen
 Bill Merrill

Fax: (651) 659-9009
 www.transportationalliance.com

The MN Transportation Alliance

Customer ID	Customer PO	Your Vendor No.
redrock		

Quantity	Description	Unit Price	Amount
1.00	Event: Washington Fly-In, June 8-10, 2010, attendee Jen Peterson, room at L'Enfant Plaza Hotel June 8-9	524.42	524.42

WASHINGTON COUNTY
 JUN 18 2010
 PUBLIC WORKS

Contract# _____
 B.U.# 215000
 Obj.# 623000
 W.O.#/Subs. _____
 Date 6/2/10 U.T.
 Auth. [Signature]

Subtotal	524.42
Sales Tax	
Total Invoice Amount	524.42
Payment/Credit Applied	
Pay this amount:	524.42

Check/Credit Memo No:

Make checks payable to: The MN Transportation Alliance Inc



DATE: July 22, 2010
TO: Red Rock Corridor Commission
FROM: Staff
RE: Liability Coverage Insurance

The Red Rock Corridor Commission's insurance policy with the League of Minnesota Cities will be up for renewal in September 2010. The Red Rock Corridor Commission needs to decide whether or not to waive the statutory tort limit for liability coverage.

Red Rock Corridor commission staff is consulting with Washington County's risk management staff to determine if this additional coverage is necessary and will bring forth a recommendation at the meeting.

Action
Approval



530 North Robert Street
St. Paul, Minnesota 55101
T 651.227.8405
F 651.227.0507
www.bearence.com

June 24, 2010

Andrew Gitzlaff
Red Rock Corridor Commission
c/o Washington County
11660 Myeron Road
Stillwater, MN 55082

Dear Andrew:

I have enclosed the League of Minnesota Cities application form which we are requesting you review and complete so that we can obtain a renewal quotation and policy for you. Most important is page 12, the Expenditure page. You may complete this or just enclose a copy of the most recent budget. I would ask that you briefly review all pre-filled answers to make sure they are still correct. Please make changes to any information that is incorrect.

I have also included a Waiver of Statutory limit form. The board needs to decide on whether or not to waive the statutory limit and that decision needs to be indicated on the enclosed form, signed and returned to us.

I would ask that you forward this updated application back to me when you have a chance and be sure to contact us with any questions you may have. Thank you.

Regards,

A handwritten signature in black ink, appearing to read 'Tracy Haile', is written over a light blue horizontal line.

Tracy Haile
Client Manager

WASHINGTON COUNTY
JUN 25 2010
PUBLIC WORKS

SECTION I: LIABILITY COVERAGE WAIVER FORM

Cities obtaining liability coverage from the League of Minnesota Cities Insurance Trust must decide whether or not to waive the statutory tort liability limits to the extent of the coverage purchased. The decision to waive or not to waive the statutory limits has the following effects:

- *If the city does not waive the statutory tort limits*, an individual claimant would be able to recover no more than \$500,000. on any claim to which the statutory tort limits apply. The total which all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would be limited to \$1,500,000. These statutory tort limits would apply regardless of whether or not the city purchases the optional excess liability coverage.
- *If the city waives the statutory tort limits and does not purchase excess liability coverage*, a single claimant could potentially recover up to \$1,500,000. on a single occurrence. The total which all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would also be limited to \$1,500,000., regardless of the number of claimants.
- *If the city waives the statutory tort limits and purchases excess liability coverage*, a single claimant could potentially recover an amount up to the limit of the coverage purchased. The total which all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would also be limited to the amount of coverage purchased, regardless of the number of claimants.

Claims to which the statutory municipal tort limits do not apply are not affected by this decision.

This decision must be made by the city council. **Cities purchasing coverage must complete and return this form to LMCIT before the effective date of the coverage.** For further information, contact LMCIT. You may also wish to discuss these issues with your city attorney.

Red Rock Corridor Commission accepts liability coverage limits of \$ _____ from the League of Minnesota Cities Insurance Trust (LMCIT).

Check one:

- The city **DOES NOT WAIVE** the monetary limits on municipal tort liability established by Minnesota Statutes 466.04.
- The city **WAIVES** the monetary limits on tort liability established by Minnesota Statutes 466.04, to the extent of the limits of the liability coverage obtained from LMCIT.

Date of city council meeting _____

Signature _____ Position _____

Return this completed form to LMCIT, 145 University Ave. W., St. Paul, MN. 55103-2044



DATE: July 22, 2010
TO: Red Rock Corridor Commission
FROM: Staff
RE: Distribution of Red Rock State Bond Funds

Background

The Red Rock Corridor Commission (RRCC) has historically funded its work through a combination of funding contributions from the Regional Rail Authorities (Washington, Ramsey, Hennepin and Dakota Counties) and from monies received through State and Federal sources.

The following state and federal funds are designated for the Red Rock Corridor:

Funding Sources

State Bonds (2005 & 2006)	\$1,000,000
Federal 5339 Funds (2006 & 2007)	\$3,050,000
Federal 5309 Funds (2001 & 2002)	\$950,000

RRCC has identified a number of studies to be completed with the remaining state and federal funds designated for the Red Rock Corridor. These studies are either in process or have identified work scopes. Federal funds require a 20% local match. In addition, State bonding funds cannot be used for studies and the specific language of these bills limits the eligible tasks to preliminary engineering and environmental work along the Red Rock Corridor. These restrictions have made it difficult to find eligible tasks to use these funds on before they are set to expire at the end of 2010.

In order to maximize the use of both State and Federal funds, in April 2009 the RRCC approved the distribution of the \$1,000,000 in state bonding monies to the Ramsey County Regional Railroad Authority (RCRRA) for the reimbursement of eligible preliminary engineering work for the Union Depot. In return, RCRRA agreed to provide in-kind matches of their levy funds to match federal funds for the completion of the following studies identified in the RRCC workplan.

	<u>Local Match (20%)</u>	<u>Total Project Cost</u>
Southeast Station Area and Site Master Planning	\$237,000	\$1,187,500
East Metro Rail Capacity and Engineering Improvements Study	\$400,000	\$2,000,000
Economic Analysis of the Union Depot	\$42,500	\$212,500
Coordination of Corridors into Union Depot	\$72,000	\$350,000
East Metro Travel Time benefit Study	\$250,000	\$1,250,000

Recent Developments

Due to pre-design requirements governing the use of State bonds, the Union Depot is unable to utilize Red Rock's State Bonds. The RCRRA hired an at-risk construction manager to expedite completion of the project, which eliminated the need for standard pre-design work.

This development will require the RRCC to develop a plan of action for the use of the State bond funds before they expire at the end of 2010.

Recommendation

The specific language of the State bonding bills was amended this session to allow flexibility for the funds to be used for additional tasks including land acquisition, final design and construction.

Staff has inquired about and received preliminary approval from the Metropolitan Council for \$400,000 of the \$1,000,000 in State bond funds to be used as the local match for the East Metro Rail Capacity and Engineering Improvements Study that is being led by RCRRA on behalf of the RRCC.

The remaining \$600,000 in State Bond funds could be used for eligible work at a park-and-ride along the Corridor. The City of Hastings had previously prepared preliminary plans and cost estimates for the design and construction of a park-and-ride lot on city-owned property at the Hastings Depot site. The site could initially serve as a park-and-pool lot until express bus service and eventual commuter rail service is provided. According to City of Hastings Staff, this project is ready to go and the bonds could be put to use before the end of the year deadline.

Due to the Union Depot being ineligible for Red Rock bond funds, the RCRRA no longer has the funding capabilities to provide the entire \$1,000,000 local match for all of the studies identified above. Additionally, the RCRRA should not bare the entire cost to match all four studies since the benefits for most of these studies are shared by the Corridor and are not specific to an individual Regional Railroad Authority. Staff has identified the following adjustments for the RRCC workplan in order to equitably balance the funding contributions between the partner Regional Railroad Authorities:

- RCRRA would no longer be responsible for matching the East Metro Rail Capacity and Engineering Improvements Study. State bond funds would be used to provide the \$400,000 local match to federal funds.
- RCRRA would continue to be responsible for providing the \$42,500 local match for the Economic Analysis of the Union Depot Study. The study primarily benefits Ramsey County and the study area is entirely in Ramsey County.
- The RCRRA through an existing cooperative agreement with WCRRA has committed to providing the \$237,500 local match to federal funds for the Southeast Station Area project. However, with the ineligibility of the Union Depot to receive Red Rock's state bond funds, the RCRRA should not be solely responsible for providing the local match to a study that has benefits that go beyond Ramsey County. A more equitable funding formula is needed that better represents the benefits derived from the Study. This would result in the following:

Rail Authority	Number of Stations	Percentage of Project	Total Contribution
RCRRA	1	25%	\$ 59,375
WCRRA	2	50%	\$ 118,750
DCRRA	1	25%	\$ 59,375
HCRRA*	0	0%	\$ 0

Note: Hennepin County Regional Railroad Authority is not included in this formula because they are already providing the local match for Minneapolis Intermodal study.

If implemented, the WCRRA and DCRRA would be responsible for paying its share of the Station Area Master Planning project as part of the 2011 funding contribution. If there is remaining fund balance at the end of 2010 budget cycle, those funds could potentially be used to pay a portion of these costs.

- The funding contribution for the local match for the additional studies (\$376,250) that have not been started would need be determined once those projects are closer to startup.

This item was discussed at the Red Rock Corridor Commission meeting in May.

Action Requested:

Approve the resolution authorizing the distribution of Red Rock State Bond funds.

**Red Rock Corridor Commission
Resolution 2010-04**

**Resolution Approving the distribution of Red Rock Corridor State
Bond Funds**

WHEREAS, the Red Rock Corridor Commission (RRCC) was granted State bond funds in 2005 and 2006 totaling \$1,000,000 through the Metropolitan Council (Met Council) for the completion of environmental and engineering work for the Red Rock Corridor; and

WHEREAS, on April 30th 2009 the RRCC approved by Resolution (2009-02) the distribution of the \$1,000,000 in state bond funds to the Ramsey County Regional Railroad Authority (RCRRA) for the reimbursement of eligible preliminary engineering work for the Union Depot; and

WHEREAS, in return, RCRRA agreed to provide in-kind matches of their levy funds to the RRCC to match federal funds for the completion of the following studies along the Red Rock Corridor in the amounts listed below:

1. \$237,500 to match federal funds for Station Area and Site Master Planning for the Southeast Stations; and
2. \$400,000 to match federal funds for the East Metro Railroad Capacity Analysis Study; and
3. \$42,500 to match federal funds for the Economic Analysis of the Minnesota Union Depot Study; and
4. \$250,000 to match federal funds for the East Metro Travel Time Benefit Study; and
5. \$70,000 to match federal funds for the Coordination of Corridors into downtown St. Paul Study; and

WHEREAS, due to pre-design requirements governing the use of State bonds, the Union Depot is no longer an eligible project to utilize Red Rock's State Bonds; and

WHEREAS, this development requires the RRCC to develop an action plan for the use of these State bond funds before they expire at the end of 2010.

NOW THEREFORE BE IT RESOLVED, that the RRCC approves the distribution of up to \$600,000 of the \$1,000,000 in State bond funds to the City of Hastings to be used for eligible work for the design and construction of the Park-&-Ride in Hastings; provided that said funds can be obligated prior to their expiration on December 31, 2010; and

BE IT FURTHER RESOLVED, that the RRCC approves the distribution of up to \$400,000 of the \$1,000,000 in State bond funds to RCRRA to be used as the local match for the East Metro Rail Capacity and Engineering Improvements Study that is being led by RCRRA on behalf of the RRCC; and

BE IT FURTHER RESOLVED, that the following adjustments to the RRCC workplan will need to be made in order to equitably balance the funding contributions between the partner Regional Railroad Authorities:

1. RCRRA shall no longer be responsible for matching the East Metro Rail Capacity and Engineering Improvements Study. State bond funds would be used to provide the \$400,000 local match to federal funds; and
2. RCRRA shall continue to be responsible for providing the \$42,500 local match for the Economic Analysis of the Union Depot Study; and
3. RCRRA shall be responsible for funding up to \$59,375 or 25% of the local match to federal funds for the Southeast Station Area project since the benefits derived from the study go beyond RCRRA; and
4. WCRRA shall be responsible for funding up to \$118,750 or 50% of the local match to federal funds for the Southeast Station Area project; and
5. DCRRA shall be responsible for funding up to \$59,375 or 25% of the local match to federal funds for the Southeast Station Area project; and
6. The funding contribution for the local match for the additional studies that have not been started shall be determined once those projects are closer to startup.

BE IT FURTHER RESOLVED, that approval is contingent upon approval by similar resolution from the Regional Rail Authorities of Washington County, Ramsey County and Dakota County

Approved:

Chairperson

Date Approved by Commission

I hereby certify that the foregoing resolution is a true and correct copy of the Resolution presented to and adopted by the Red Rock Corridor Commission at a duly authorized meeting thereof held on the ____ day of ____, 2010 as shown by the minutes of said meeting in my possession.

	YES	NO	ABSTAIN	ABSENT
PETERSON	_____	_____	_____	_____
HARRIS	_____	_____	_____	_____
RETTMAN	_____	_____	_____	_____
STENGLEIN	_____	_____	_____	_____
HOLLENBECK	_____	_____	_____	_____
KELLER	_____	_____	_____	_____
BAILEY	_____	_____	_____	_____
HUNZIKER	_____	_____	_____	_____
HOPKINS	_____	_____	_____	_____
HELGEN	_____	_____	_____	_____
GORDON	_____	_____	_____	_____



DATE: July 21, 2010
TO: Red Rock Corridor Commission
FROM: Staff
RE: Station Area Planning Study Update

Upcoming Meetings

The first round of visioning sessions and focus group meetings took place during the months of April and May. At the meetings valuable feedback was received from a wide range of stakeholders on their collective vision for the station areas. The consultant team is wrapping up the data inventory and analysis phase and has started the concept planning and design work for the station sites and surrounding areas. A second round of visioning sessions took place in each community in July to present initial concepts. The concept plans are now being refined and will be presented to the broader public during a series of open houses identified below in each community in August.

Public Open Houses

August 17, Public Meeting-Open House, Hastings City Hall, 7:00 PM
August 18, Public Meeting-Open House, Newport City Hall, 7:00 PM
August 19, Public Meeting-Open House, Cottage Grove City Hall, 7:00 PM
August 25, Public Meeting-Open House, St. Paul District 1, Battle Creek Community Center, 7:00 PM

The project consultant team, Hay Dobbs, will provide an overview of the work completed-to-date and will present the initial concept plans to the RRCC for feedback before they are presented to the broader public.

Action

Discussion



DATE: July 21, 2010
TO: Red Rock Corridor Commission
FROM: Staff
RE: Draft Attendance and Travel Policy

The Red Rock Corridor Commission's annual Work Plan and Budget includes the expenditure of funds for attendance at national conferences, training activities and advocacy trips to Washington D.C. The Corridor Commission travel budget is approximately \$25,000 per year and allows reimbursement for items such as airfare, lodging, conference registration fees and meals. Historically, the Commission has sparsely used its travel budget. Potential travel could be for the following:

- National Transit Conference (APTA, Railvolution)
- Other transit seminars/training
- Lobbyist trip to DC
- Trips to learn about transit in other regions

Research

As part of the process we wanted to gain a better understanding of how out-of-state travel is addressed by other Joint Powers Commissions / Coalitions involved in transit. Staff sent out requests for information to other Commissions / Coalitions and received the following responses.

Northern Lights Express Alliance (NLX)

- No formal travel policy has been adopted
- All commissioners, staff and others travel expenses are paid for by their respective agencies
- Minimal travel budget that can be used upon approval by the Alliance Board
 - Typically for staff meetings out-of-state

Counties Transit improvement Board (CTIB)

- No formal travel policy has been adopted
- All commissioners, staff and others travel expenses are typically paid for by their respective agencies
- Board addresses any requests for travel reimbursement and either approves or not.
 - But all requests for travel reimbursement are addressed prior to the travel.

Northstar Corridor Development Agency (NCDA)

- Have an adopted Travel Policy Governing Members of the Joint Executive/Capital Budget Committee. Highlights of the policy include the following:
 - Travel outside of Minnesota requires the approval of the Executive Committee.
 - A written request for travel authorization must be approved in advance of the travel departure date and must contain: the number of days, purpose, location, and approximate cost of the travel.
 - For the purpose of traveling to Washington, D.C. to meet with members of Congressional Delegation and staff, the Executive Committee may approve no more than one travel authorization request for each member the Joint Executive/Capital Budget Committee per year.
 - The Executive Committee does not authorize or reimburse travel expenses for staff traveling to Washington, D.C. for this purpose.
 - Reimbursement of expenses requires appropriate documentation.

The attached travel policy is based on Washington County's adopted travel policy for Commissioners and is in compliance with relevant Minnesota Statutes.

Draft Attendance and Travel Policy

The following policy items have been identified for additional discussion by the Red Rock Corridor Commission

- Does the Commission want to continue to reimburse travel, lodging and registration costs or have individual members pay their own way as is done with some other Joint Powers Commissions?
- If so, which cost should be reimbursed by the Corridor Commission? The draft travel and attendance policy identifies travel, lodging, meals and registration fees as eligible reimbursable expenses. Is this appropriate?
- Who should be eligible for the reimbursement of travel expenses? Should Corridor Commission staff be included? Should a distinction be made between funding and non-funding partners?
- Should travel be considered as part of the budget process for each upcoming year to identify priorities and make necessary travel arrangements ahead of time?

Action

Discussion.



TRAVEL AND ATTENDANCE POLICY GOVERNING MEMBERS OF THE RED ROCK CORRIDOR COMMISSION

Policy

Members of the Red Rock Corridor Commission may be reimbursed for reasonable and necessary expenditures for out-of-state travel including meals, lodging and travel that serve a public purpose relevant to the objectives of the Corridor Commission.

The Red Rock Corridor Commission travel policy complies with MN Statute 471.661 (Chapter 471, January 1, 2006) requiring the adoption of a travel policy for all political subdivisions which specifies when travel outside the State is appropriate; sets applicable expense limits and procedures for approval of travel.

The following reasons qualify as an appropriate public purpose for Red Rock Corridor Commission Members to travel outside the state of Minnesota on official business:

1. To lobby or meet with state and federal legislators and officials.
2. To view, study, or meet individuals involved in such types of projects which the Red Rock Corridor Commission is pursuing, or in which it is involved.
3. National Transit Conference (APTA, Railvolution)
4. Other transit seminars/training

When out-of-state travel is contemplated for Red Rock Corridor Commission members, the travel request must be approved in the following manner:

1. All out-of-state travel for Red Rock Corridor Commission members to a specific location, conference or event that is included in the annual budget shall be approved in advance of the travel departure date by the Red Rock Corridor Commission.
2. In situations where travel to a specific location, conference or event was not identified in the annual budget, a written request for travel authorization shall be approved in advance of the travel departure date by the Red Rock Corridor Commission and shall contain: the number of days, purpose, location, and approximate cost of the travel.
3. A reimbursement request shall include a signed detail of expenses and be submitted to the Red Rock Corridor Commission for approval.



Red Rock Corridor Commission members may be reimbursed for eligible costs for out-of-state travel, lodging, and meals using the following reimbursement guidelines:

- **Conference Attendance**

Red Rock Corridor Commission members may be reimbursed for registration and attendance fees for out-of-state conference, training, or seminars. It is the individual Corridor Commission member's responsibility to register for the events in advance unless discounts can be received for registering all conference attendees at a group rate.

- **Out-of-State Travel and Lodging**

Red Rock Corridor Commission members may be reimbursed for eligible travel related expenses including lodging, airfare, mass transit, vehicle rental, parking and taxi fees. It is the individual Corridor Commission member's responsibility to make all travel arrangements and obtain the most cost-effective rates for travel arrangements which should include booking flights and hotels within a reasonable timeframe in advance of departure where possible.

Red Rock Corridor Commission members will comply with Minnesota Statutes that require the county to have on record a policy that controls travel outside of the State of Minnesota for elected officials, which specifies when travel outside the State is appropriate; applicable expense limits and procedures for approval of travel; and that all travel credits and benefits earned by elected officials be credited to the public agency when travel is paid by that public agency and in the event the issuing airline will not honor a transfer or assignment of any credit or benefit, the individual passenger shall

In accordance with MN Statutes elected officials whose airline travel is paid by the Red Rock Corridor Commission or must transfer to the Red Rock Corridor Commission any credits or benefits issued by the airline in connection with such travel unless the airline does not allow transfers. When transfers are not allowed, elected officials must report their earned credits or benefits to the Red Rock Corridor Commission as within 90 days of receipt.

- **Meals**

Red Rock Corridor Commission Members may be reimbursed for meals and incidental costs (e.g., concierge tips, porter tips, snacks, refreshments, etc.) up to the rates published in the most current Travel Per Diem Rate Index (Appendix A) and the default value for cities not included in the index.

The amount of the index to be reimbursed to employees will be prorated at a rate of 25% for breakfast (2:00A.M. – 10:30A.M.), 30% for lunch (10:30AM-3:30P.M.), and 45% for dinner (3:30 P.M. – 2:00 A.M.) for periods of travel that are less than a full day.

Alcoholic beverages are not reimbursable.

Meals & incidental expenses in excess of the limit will be the responsibility of the Red Rock Corridor Commission Member.



Responsibility

The Red Rock Corridor Commission Chair is responsible for ensuring compliance with the travel policy.

Source

MN Statute 471.661 (Chapter 471, January 1, 2006)
Washington County Governance Policy #5032 and #6009



APPENDIX A TRAVEL PER DIEM RATE INDEX

Source: U.S. General Services Administration (2010)

DAILY MEAL LIMITS		
City	State	Daily Meal Limit
AKRON	OH	\$48.00
ALBANY	NY	\$54.00
ALBUQUERQUE	NM	\$52.00
ALLENTOWN/BETHLEHEM	PA	\$47.00
ANAHEIM/ORANGE COUNTY	CA	\$59.00
ANCHORAGE	AK	\$54.00
ATLANTA	GA	\$67.00
AUSTIN	TX	\$55.00
BALTIMORE	ME	\$62.00
ABATON ROUGE	LA	\$50.00
BILLINGS	MT	\$46.00
BIRMINGHAM	AL	\$54.00
BOISE	ID	\$54.00
BOSTON/CAMBRIDGE	MA	\$74.00
BUFFALO	NY	\$62.00
BURLINGTON	VT	\$51.00
CHARLESTON	WV	\$47.00
CHARLOTTE	NC	\$56.00
CHEYENNE	WY	\$47.00
CHICAGO	IL	\$73.00
CINCINNATI	OH	\$58.00
CLEVELAND	OH	\$63.00
COLUMBIA	SC	\$48.00
COLUMBUS	OH	\$50.00
DALLAS	TX	\$62.00
DAYTON	OH	\$52.00
DENVER	CO	\$62.00
DES MOINES	IA	\$43.00
DETROIT/DEARBORN	MI	\$56.00
EL PASO	TX	\$50.00
FARGO	ND	\$47.00
FORT LAUDERDALE	FL	\$56.00
FORT WORTH	TX	\$51.00
GRAND RAPIDS	MI	\$51.00
GREENVILLE/SPARTANBURG	SC	\$49.00
HARRISBURG	PA	\$56.00
HARTFORD	CT	\$58.00



HONOLULU	HI	\$63.00
HOUSTON	TX	\$69.00
INDIANAPOLIS	IN	\$52.00
JACKSON	MS	\$47.00
JACKSONVILLE	FL	\$50.00
KANSAS CITY	MO	\$60.00
KNOXVILLE/OAK RIDGE	TN	\$46.00
LAS VEGAS	NV	\$52.00
LEXINGTON	KY	\$46.00
LITTLE ROCK	AR	\$52.00
LOS ANGELES	CA	\$74.00
LOUISVILLE	KY	\$59.00
MADISON	WI	\$52.00
MANCHESTER	NH	\$46.00
MEMPHIS	TN	\$50.00
MIAMI	FL	\$60.00
MILWAUKEE	WI	\$55.00
MINNEAPOLIS	MN	\$61.00
MOBILE	AL	\$50.00
NASHVILLE	TN	\$62.00
NEW HAVEN	CT	\$50.00
NEW ORLEANS	LA	\$59.00
NEW YORK - MANHATTAN	NY	\$97.00
NEWARK	NJ	\$58.00
NORFOLK	VA	\$52.00
OAKLAND/BERKELEY	CA	\$63.00
OKLAHOMA CITY	OK	\$47.00
OMAHA	NE	\$45.00
ORLANDO	FL	\$58.00
PEORIA	IL	\$46.00
PHILADELPHIA	PA	\$59.00
PHOENIX	AZ	\$58.00
PITTSBURGH	PA	\$63.00
PORTLAND	ME	\$52.00
PORTLAND	OR	\$58.00
PROVIDENCE	RI	\$57.00
RALEIGH	NC	\$51.00
RICHMOND	VA	\$57.00
RIVERSIDE/SAN BERNARDINO	CA	\$51.00
ROCHESTER	NY	\$55.00
SACRAMENTO	CA	\$60.00
SAINT LOUIS	MO	\$71.00
SAINT PAUL	MN	\$54.00
SALT LAKE CITY	UT	\$55.00
SAN ANTONIO	TX	\$61.00



SAN DIEGO	CA	\$67.00
SAN FRANCISCO	CA	\$71.00
SAN JOSE/SILICON VALLEY	CA	\$63.00
SCRANTON/WILKES-BARRE	PA	\$46.00
SEATTLE	WA	\$76.00
SHREVEPORT	LA	\$47.00
SIOUX FALLS	SD	\$47.00
SPOKANE	WA	\$56.00
SPRINGFIELD	MA	\$50.00
SYRACUSE	NY	\$46.00
TAMPA	FL	\$61.00
TOLEDO	OH	\$49.00
TUCSON	AZ	\$47.00
TULSA	OK	\$48.00
WASHINGTON	DC	\$80.00
WICHITA	KS	\$48.00
WILMINGTON	DE	\$50.00
YOUNGSTOWN	OH	\$44.00

Other Cities \$38.00



Federal Update – Week of July 12th, 2010

CONGRESS IN ACTION

Congress returned to Washington after their annual 4th of July work period during which Members of the House and Senate fanned out across their districts to meet with constituents. With approximately thirty days left on the legislative calendar and the August recess quickly approaching, House and Senate leaders have identified numerous items they hope to get accomplished before they recess for the mid-term elections.

This week, the House and the Senate Appropriations Committees continued their respective efforts on moving Fiscal Year 2011 appropriations measures forward. In addition, Senate leaders continued to work behind the scenes on a path to move the Fiscal Year 2010 supplemental appropriations measure through the Chamber, made plans to move an extension of long-term unemployment benefits, voted on the financial overhaul conference report, and worked on legislation aimed at assisting small businesses. Consideration of the Elena Kagan Supreme Court nomination was originally scheduled to proceed this week but was pushed back until next week.

Energy:

Senate Majority Leader Harry Reid (D-NV) announced his intention to bring an energy bill to the floor as early as the week of July 26. Although it is unclear if they have enough votes to move legislation, sources have indicated that the comprehensive bill will include four parts: an oil spill response, a clean-energy and job-creation title based on work done in the Senate Energy and Natural Resources Committee, a tax package from the Senate Finance Committee, and a section that deals with greenhouse gas emissions from the electric utility industry.

In other energy related news, the Congressional Budget Office (CBO) released a report which stated that the biofuels industry no longer needs tax credits to drive production. The report suggested that a Renewable Fuel Standard that mandates increasing use of biofuels in vehicles has encouraged investment by farmers and biofuels refiners by guaranteeing a market for their product. Furthermore, the report concludes that tax credits may reduce costs to biofuel producers and consumers but will no longer drive production. On the Hill, the report is expected to hinder legislative efforts to renew the incentives. With this in mind, the House Ways and Means Committee is strongly considering cutting the value of the ethanol tax credit by 20 percent according to the summary of a bill that the Committee may take up next week.

Health Care:

This week the House passed a bill which would make a number of changes to health care provisions under current law, including the health care overhaul laws (PL 111-148, PL 111-152) enacted this year. Among other things, the measure would clarify Medicare eligibility for those also eligible for the military's TRICARE program, stipulate how affiliated hospitals would be treated when residency spots are allocated, and make children's hospitals eligible for discounts for orphan drugs used to treat rare diseases. The measure also would adjust the funding that would be available in future years for the Medicare Improvement Fund to offset some of the measure's increased mandatory spending. It is estimated that the measure would reduce mandatory spending by up to \$50 million.

Transportation:

As you may recall, the House Appropriations Subcommittee passed their version of the Fiscal Year 2011 Transportation, Treasury, Housing and Urban Development appropriations measure before the fourth of July recess. Of note, the House measure includes:

- \$45.2 billion for the Federal Highway Administration, an increase of \$3.9 billion above the President's request.
- Over \$11.3 billion for public transportation programs, an increase of \$508 million above the president's request.
- A total of \$3.2 billion for Amtrak, the High Speed and Intercity Passenger Rail program and investments in positive train control.

Financial Overhaul:

The Senate voted, 60-39, to adopt the conference report (HR 4173 — H Rept 111-517) on legislation that would overhaul the nation's financial regulatory system, thus clearing the bill for the president's signature. The measure would establish a council of regulators to monitor large financial companies, create a new federal agency to monitor financial products sold to consumers, and bring the financial derivatives market under government supervision.

Appropriations:

House Subcommittee hearings continued this week for Fiscal Year 2011 Appropriations bills. At this point, bills for Homeland Security; Commerce, Justice, Science; Agriculture; State and Foreign Operations; Transportation-HUD; the Legislative Branch; Military Construction-VA; Energy & Water; and Labor, HHS, Education have been considered and passed by their respective House subcommittees. Links to these bills and any special project funding included are below. The House is expected to continue consideration of their remaining bills as the month continues; however, a schedule for full committee hearings has not been released.

Homeland Security

http://appropriations.house.gov/index.php?option=com_content&view=article&id=657:2011-homeland-security-appropriations-subcommittee-bill&catid=3:press-releases&Itemid=120&Itemid=4

Commerce, Justice, Science

http://appropriations.house.gov/index.php?option=com_content&view=article&id=661:2011-commerce-justice-science-and-science-appropriations-subcommittee-bill&catid=3:press-releases&Itemid=120&Itemid=4

Agriculture

http://appropriations.house.gov/index.php?option=com_content&view=article&id=664:2011-agriculture-appropriations-&catid=3:press-releases&Itemid=120&Itemid=4

State and Foreign Operations

http://appropriations.house.gov/index.php?option=com_content&view=article&id=665:2011-state-and-foreign-operations-appropriations-subcommittee-bill&catid=3:press-releases&Itemid=120&Itemid=4

Transportation-HUD

http://appropriations.house.gov/index.php?option=com_content&view=article&id=669:2011-transportation-housing-and-urban-development-appropriations-subcommittee-bill&catid=3:press-releases&Itemid=120&Itemid=4

Legislative Branch

http://appropriations.house.gov/index.php?option=com_content&view=article&id=667:2011-legislative-branch-appropriations-subcommittee-bill&catid=171:homepage-legislative&Itemid=4

Military Construction-VA

http://appropriations.house.gov/index.php?option=com_content&view=article&id=675:2011-military-construction-and-veterans-affairs-appropriations-subcommittee-bill&catid=3:press-releases&Itemid=120&Itemid=4

Energy & Water

http://appropriations.house.gov/index.php?option=com_content&view=article&id=693:2011-energy-and-water-appropriations-subcommittee-bill-&catid=181:press-releases&Itemid=4

Labor, HHS, Education

http://appropriations.house.gov/index.php?option=com_content&view=article&id=691:2011-labor-health-and-education-appropriations-subcommittee-bill-&catid=181:press-releases&Itemid=4

Meanwhile, **Senate Appropriators** began marking up its fiscal 2011 spending bills this week. At this point, the Military Construction-VA and Homeland Security have been considered and passed by the Appropriations Committee, clearing the way for possible action on the floor. Links to these bills and any special project funding included are below. Senate Appropriations

Chairman Daniel K. Inouye (D-HI) said he hopes to move most of the panel's 12 spending bills through the committee before the Senate leaves for its August recess.

Military Construction-VA

<http://appropriations.senate.gov/news.cfm?method=news.view&id=11a98484-6ffd-4af1-84f9-1c1b6346e65d>

Homeland Security

<http://appropriations.senate.gov/news.cfm?method=news.view&id=c416cfd6-edc0-4c90-9678-79b30b0c46f2>

Agriculture

<http://appropriations.senate.gov/news.cfm?method=news.view&id=319334ac-e52a-414a-a4e3-6d1f8377dc5d>

2010 Supplemental Appropriations:

Sources indicate that the fiscal year 2010 supplemental appropriations bill which includes money for military action in Iraq and Afghanistan will likely remain stalled for several weeks as negotiators discuss ways to offset certain domestic spending items which were included in the bill. The Senate passed a version of the supplemental (HR 4899) in May that included \$58.8 billion for the wars, disaster relief, and veterans. The House added \$22 billion for various domestic programs when it passed its version July 1, including the \$10 billion for local school districts. Congressional advocates are fighting to keep teacher funding in the bill while opponents of the current bill have suggested that quick action on the measure is needed to ensure that funding is appropriated for ongoing operations in Afghanistan and Iraq.

SPECIAL NEWS, NOTES, AND EVENTS

Event Honoring Congressman Erik Paulsen (R-MN03)

Thursday, July 8th, 2010

The Lockridge Grindal Nauen State and Federal Government Relations Group hosted an event in their Minneapolis offices honoring Congressman Erik Paulsen. Congressman Paulsen, who is serving his first term in Congress, sits on the House Financial Services Committee and serves as a co-chair of the House Medical Technology Caucus.

Special Event Honoring Senator Amy Klobuchar (D-MN)

Friday, July 9th, 2010

The Lockridge Grindal Nauen State and Federal Government Relations Group hosted an event honoring Senator Amy Klobuchar in their Minneapolis offices. Senator Klobuchar is a Member of the Senate Agriculture, Nutrition, and Forestry Committee, the Senate Environment and Public Works Committee, the Commerce, Science and Transportation Committee, the Judiciary Committee, and the Joint Economic Committee.

Department of Housing and URBAN Development: Transforming Rental Assistance (TRA) Conference Call

Tuesday, July 13th, 2010

Lockridge Grindal Nauen participated in a conference call hosted by the Department of Housing and Development regarding the Transforming Rental Assistance (TRA) program. The program is designed to streamline the affordable housing assistance program in order to make the program more cost efficient and responsive to the needs of the community. To achieve this end, HUD is looking to implement a merger of existing renting assistance programs, placing more emphasis on the private sector and using vouchers to help people transition out of the system.

Minnesota Counties Conference Call with Senator Franken

July 14, 2010

Minnesota Counties across the state participated in a conference call with senior staff from Senator Franken's office to discuss opportunities in the Older American's Act OAA. The OAA is being reauthorized next year and Senator Franken sits on the Health Education Labor and Pensions HELP committee that will be writing the bill. If you are interested in participating in future calls or events with Senator Franken to work on this important legislation please contact Megan Knight at mgknight@locklaw.com

DOT Webinar: Transportation Reauthorization Outreach

Thursday, July 15, 2010

Lockridge Grindal Nauen participated in a webinar hosted by the Department of Transportation to seek input on a new Surface Transportation Bill. The DOT commented on its desire to see more funds allocated to projects that work with alternative energy sources, increased housing infrastructure to promote responsible transportation habits, and the need for more fluidity in how entities can use their funds.

HUD/DOT/EPA Briefing

Thursday, July 15, 2010

Lockridge Grindal Nauen representatives attended question and answer session on sustainable communities hosted by the Department of Transportation (DOT), the Department of Housing and Urban Development (HUD), and the Environmental Protection Agency (EPA). Representatives discussed the urgency of developing mass transit fuel alternatives, emerging methods of evaluating the costs and benefits of transportation and infrastructure initiatives, the impact of community design on individual health, and methods of community economic development in urban neighborhoods.

MINNESOTA DELEGATION NOTES

Senator Amy Klobuchar (D-MN) was one of a number of Senators who sat down for lunch this week with President Obama to discuss options facing Majority members looking to pass energy legislation prior to the August recess. For full details on the meeting, [click here](#).

Senator Al Franken (D-MN) partnered with colleagues **Senator Klobuchar (D-MN)** and **Congressman Ellison (D-MN05)** to announce a \$1.2 million grant awarded by the U.S. Department of Transportation to improve bus service in the metro area. For the press release detailing the Senator's comments, [click here](#).

Congressman Tim Walz (D-MN01) was honored by the National Association of County Veteran Service Officers (NACVSO) last week when they presented him with their "Legislator of the Year" award. The full press release and Congressman Walz' remarks can be found [here](#).

Congressman John Kline (R-MN02), the leading Republican on the House Education and Labor Committee, hosted a jobs fair at Inver Hills Community College on Monday featuring 60 different employers and 750 prospective employees. For a full review of the event, [click here](#).

Congressman Erik Paulsen (R-MN03) was recently appointed co-chair of the Korea Free Trade Agreement (KORUS) working group whose objectives include a significant reduction in the number of tariffs between the U.S. and Korea in an effort to promote economic growth in both nations. [Click here](#) for the full story.

Congressman Betty McCollum (D-MN04) is encouraging Minnesotans to take advantage of a new national healthcare website, HealthCare.gov, mandated in the passage of the new health care law of 2009. To learn about more about it, [click here](#).

Congressman Keith Ellison (D-MN05) gave an interview during which he discussed national security issues pertaining to American Muslims and the county as a whole. For more information, see the interview [here](#).

Congresswoman Michele Bachmann (R-MN06) recently met with business owners in Saint Cloud to discuss the impact of the slow-recovering economy on Minnesota businesses. For full coverage of the three sites visited by the Congresswoman, [click here](#).

Congressman Collin Peterson (D-MN07) applauded a recently-released plan from the Veteran's Administration that facilitates the applications process for Veterans seeking care for Post-Traumatic Stress Disorder (PTSD). For more information on the plan, [click here](#).

Congressman Jim Oberstar (D-MN08) spoke in support of Congresswoman Betsy Markey (D-CO) for introducing legislation designed to redirect unused earmark dollars from states to the federal treasury where they will be used to pay down the national deficit. For full details, [click here](#).

ADDITIONAL MEDIA

CQ TODAY ONLINE NEWS – THE WEEK AHEAD
July 15, 2010 – 8:38 p.m.

Week Ahead: Supplemental, Unemployment Benefits Wait Behind Small-Business Bill

By Niels Lesniewski and Frances Symes, CQ Staff

House leaders are hoping to see final action next week on two significant pieces of legislation that have stalled in the Senate — the war supplemental (HR 4899) and an extension of eligibility for unemployment benefits (HR 4213).

But first, the Senate on Monday will consider a small-business lending bill (HR 5297), which includes a \$30 billion small-business lending fund. No roll call votes are scheduled. Democratic leaders are continuing to work on an agreement to consider the amendments to the bill, aides confirmed.

The unemployment extension package has been languishing in the Senate for months, but passage is expected as early as Tuesday, after a new Democratic senator from West Virginia is seated. West Virginia's Democratic Gov. Joe Manchin III is expected to name the appointee Friday.

Republican Sens. Susan Collins and Olympia J. Snowe of Maine have previously voted with all Democrats except Ben Nelson of Nebraska to limit debate on the most recent version of the measure, and that vote is scheduled for reconsideration Tuesday afternoon.

Senate prospects for the war supplemental remained in flux, in large part because of the domestic spending the House added when it passed the measure July 1. The White House has threatened a veto of the measure as a result of an offset for the added costs that would cut President Obama's education programs.

“It is my intention that certainly by the time we leave here [for the August recess] we make sure the troops have the resources they need.” House Majority Leader Steny H. Hoyer, D-Md., said, adding that the current funding is expected to last through Aug. 7.

House Considers Oil Spill Bills

Early next week, the House is expected to consider numerous measures under suspension of the rules, including a pair of oil spill research measures.

Sponsored by Democrat Lynn Woolsey of California, the first bill (HR 2693) would expand a federal pollution research program to include a study on preventing and responding to oil spills. The other bill (HR 5716), sponsored by Democrat Bart Gordon of Tennessee, would overhaul a federally funded deep-water drilling research program that the Obama administration has targeted for termination.

Lastly, House leaders have promised to bring to the floor a bill that would include windstorm damage in the National Flood Insurance Program (HR 1264). The bill's sponsor, Democrat Gene Taylor of Mississippi, sought to attach the legislation to a broader flood insurance extension (HR 5114) that passed in the House on Thursday. Taylor's attempt was blocked by the House Rules Committee.

Edward Epstein and Anne L. Kim contributed to this story.

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Round-the-clock coverage of news from Capitol Hill.
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As always, we will continue to keep you updated on any developments as they occur. Please do not hesitate to contact us if you have any questions or would like additional information. Thank you.

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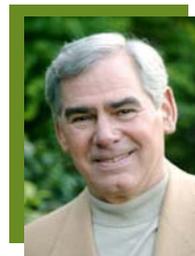
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