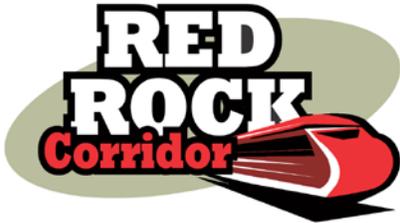


Red Rock Corridor Commission
UPDATED Agenda
Thursday April 25, 2013
4:00 p.m.

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

	<u>Action Requested</u>
1. Introductions	Information
2. Consent Items*	Approval
a. Checks and Claims	
b. Minutes of the February 28, 2013 Meeting	
3. Support TH61/CR19 Improvements* - Andy Gitzlaff, WCRRA	Approval
4. AAU Update* - Lyssa Leitner, WCRRA	Information
a. Outreach Summary	
b. Goals and Objectives	
c. Review of Previous Work	
5. Legislative Update – Josh Olson, RCRA	Information
a. State	
b. Federal*	
6. Communication Update* - Andy Gitzlaff, WCRRA	Information
7. Other	Information
a. Next Scheduled Meeting – May 30, 2013	
8. Adjourn	Approval

* *enclosures*



DATE: April 18, 2013
TO: Red Rock Corridor Commission
FROM: Staff
RE: Checks and Claims

Attached is the

App E Website & Communication Services Invoice #1 (March - April) \$ 2,666.64

Note: Percent of contract utilized = 33%

TOTAL \$ 2,666.64

Detailed invoices can be made available upon request.

Action Requested: Approval



Meeting Minutes

February 28, 2013
Cottage Grove City Hall
4:00 p.m.

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

Ex-Officio Members	Agency	
Ron Allen	Goodhue County	
Bob Kastner	City of Red Wing	
Marc Mogan	Prairie Island Indian Community	X
Ken Bjornstad	Goodhue County	X

Staff	Agency	Present
Andy Gitzlaff	Washington County RRA	X
Lyssa Leitner	Washington County RRA	X
Josh Olson	Ramsey County RRA	
Joe Morneau	Dakota County RRA	
Adele Hall	Hennepin County RRA	

Others	Agency
Carl Jensen	MnDOT
Bill Lambert	Stantec Consulting
Graeme Masterton	Stantec Consulting
Ciara Schlichting	Stantec Consulting
Katie White	Met Council

The meeting was video recorded and can be viewed online at:
http://swctc.granicus.com/MediaPlayer.php?view_id=2&clip_id=4171

Chair Lehrke called the meeting to order.

Agenda Item #1: Introductions

Introductions were made by those present.

Agenda Item #2: Consent Items

a. Minutes of the January 31, 2013 Meeting

b. Checks and Claims

Motion made by Peterson to approve the January 31, 2013 meeting minutes and checks and claims. Seconded by Slavik. **Roll call vote: Members Higgins, Rettman, Peterson, Lehrke, Slavik, and Hollenbeck in favor.** Motion carried.

Agenda Item #3: Facebook Usage and Disclaimer Policy

Gitzlaff discussed the Facebook Usage and Disclaimer Policy as outline in the packet stating it is a good thing to have in place so that everyone knows what the intent of the Facebook page is. He referred to the staff recommendations listed on page 10 of the packet. The intent is to go live with the Facebook page prior to the open house for the AAU to help reach a broader audience and generate some excitement.

Rettman clarified that staff would be correcting inaccuracies posted on the wall and would not be 'cherry-picking' comments to be removed unless they fell under the disclaimer. Gitzlaff said that's correct. Rettman suggested, in addition to Amtrak, there be a link under information about other transit improvements to Hoffman Yards and freight so that people know what's going on.

Peterson said there has been a lot of spamming recently on their City Facebook page, and asked if staff would be monitoring that. Gitzlaff said staff would discuss that with the County IT Department; however, if someone notices spam on the Facebook page, they should bring it to his attention. He added that anytime something is posted, and email is sent to the administrator; therefore, we are being notified right away.

Higgins commented that we need to keep the Facebook page fresh; there's nothing like a Facebook page that doesn't have anything new on it to make people not go there again.

Motion made by Peterson to approve the Facebook Usage and Disclaimer Policy as recommend by staff. Seconded by Hollenbeck. **All in favor.** Motion carried.

Agenda Item #4: AAU Update/ Workshop Preview

Leitner stated members of the consultant team are here today to talk about Map 21 items that are relevant to the corridor as well as some information on BRT and commuter rail. Leitner update the Commission that it was decided to hold one Public Workshop/Public Open House for the AAU this session and direct resources in other

creative ways to generate as much feedback as possible. It will be held at the St. Paul Park City Hall on Tuesday, March 19, from 6:00 – 8:00 p.m. In addition, there will be a survey developed for distribution and listening sessions will be scheduled with various groups. She added that the first meeting of the Community Advisory Committee (CAC) is scheduled for March 11. Currently, there are about 15 people on the committee and staff is working on finalizing the member list. The goal is to try to get a member from each area along the corridor involved with the CAC.

a. Transit Mode Overview

Leitner distributed copies of a Power Point Presentation and discussed various modes of transit. She introduced Bill Lambert and Graeme Masterton from Stantec Consulting who continued the presentation.

b. Map 21

Lambert continued the presentation that included information on Map 21 and funding sources for transit.

Chair Lehrke welcomed members Gordon and Brendmoen to the meeting.

Gordon asked how we would know the difference between express bus service, BRT-light, and BRT. Masterton said express bus service is typically a 40-foot bus that picks up in the suburbs and goes straight into downtown; there is not much investment in station environment. BRT is having various stations and movement between those stations. BRT-light would have higher-end vehicles, but not the dedicated infrastructure. It tends to use existing infrastructure but may put in things like transit signal priority at a congested intersection. Express busses tend to be mixed in with traffic and don't stop at a lot of places. BRT is trying to develop two-way ridership and build in smaller sections.

Gordon asked if BRT is eligible for Map 21 funding. Masterton said that when at least 50% is dedicated, then it is the higher class BRT. If it can be considered bus only, running only during peak times, then it would not be. Leitner commented that it is somewhat undetermined and the region and Met Council have been requesting the definition from the FTA. She said they are hoping to get that definition within the next few months.

Gordon asked about the capacity difference between BRT and commuter rail, and what's the maximum amount that could be moved using BRT. Leitner said locally, Bottineau could have used BRT, but operationally, they couldn't get all those busses downtown; it's more a matter of downtown congestion and one train verses five or six busses. Lambert said, in terms of people, an articulate bus fits 80 to 120 depending on standees and your standing policy. The difference tends to be how big the volume is and how short amount of time it is to move them.

Gordon asked, relating to the evaluation criteria and cost effectiveness, is it still based on how many people can be moved in a short amount of time. Leitner said that has changed drastically since the Hiawatha days; it used to be that if the Cost Effective

Index (CEI) number wasn't at a certain point, the project wouldn't compete. The CEI is a piece of it, but how it's calculated is different and it has less weight.

Peterson commented that Vancouver is converting from BRT to commuter rail and asked for comments on that conversion. Masterton said they replaced one of their two B-lines with light rail and are in the middle of a debate about what the second line should be replaced with; rail versus bus and above ground versus below ground. The other item is their commuter rail is too successful; to supplement, the West Coast Express train-bus (a bus painted to look like a train) was added for evening, midday, and weekend runs when they couldn't buy time from CN/CP, Canadian National/Canadian Pacific Railway. It's actually moving away from what a traditional commuter rail would be into an all-day service. A lot of what they're doing in Vancouver is looking at the data and taking steps to make sure they don't eliminate the opportunity to do what they ultimately want to do by doing things like purchasing right-of-way.

Peterson asked about familiarity of combination use of commuter rail during the peak and some sort of midday bus service to supplement. Masterton said the West Coast Express in Vancouver is an example of that.

Lehrke said BRT is based on service all day long and asked if about situations where service was reduced down to commuter rail running during peak times. Masterton said it would depend on what the ridership would be. In a situation in Vancouver, they ran the commuter rail for two-hour periods during the peak times and supplemented with 40-foot busses during the day until the ridership increased.

Higgins commented that BRT will allow the use of good transit lines that wouldn't likely be useable by rail.

Agenda Item #5: Legislative Update

Gitzlaff referred Commission members to the State and Federal updates listed in the packet.

Agenda Item #6: Other

Lehrke said the next scheduled meeting is Thursday, March 28th at 4:00 p.m.

Agenda Item #7: Adjourn

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

Meeting adjourned at 5:04 p.m.



DATE: April 18, 2013
TO: Red Rock Corridor Commission
FROM: Staff
RE: Cottage Grove Grant Application for TH 61 / CSAH 19 Interchange Improvements

The City of Cottage Grove is currently in the process of submitting a grant application through the 2013 Transportation Economic Development (TED) Program. This request, which is due April 30, 2013, is seeking \$7 million dollars towards the \$13.5 million total project cost for the TH 61/CSAH 19 Interchange Improvement Project.

The proposed interchange improvement is located on TH 61 at CSAH 19 in Cottage Grove. The project consists of replacing the existing bridge with a new wider bridge with an angle alignment that is more conducive to future roadway connections. In addition, CSAH 19 will be widened to accommodate the proposed bridge design, along with frontage road connections. The goal is to provide for safe and efficient traffic movements at the intersection that serves 3M Cottage Grove, the Cottage Grove Business Park, existing commercial properties, and a future commercial, retail, and mixed housing development located at the northwest quadrant of the intersection. The interchange project is the first phase of a multi-phase project. The total cost of all three phases is \$35 million; this grant request is only for Phase 1.

The grant application requires the inclusion of letters of support from elected officials, local businesses, adjacent communities, and others that are impacted or see benefit from the completion of the project. The City of Cottage Grove has requested a letter of support from the Red Rock Corridor Commission.

The proposed project will respond to the transportation needs of the Red Rock Corridor by improving transportation infrastructure through roadway improvements and enhanced access to transit. The project will also provide better access and improved site readiness to surrounding parcels, thus increasing potential redevelopment and development opportunities in the corridor. An increase in densities in the Red Rock Corridor near potential transit stops or stations will benefit the corridor by promoting increased ridership both on the existing express bus system and the future transitway system.

Action Requested:

Approve sending a letter of support by signature of the Chair for the Cottage Grove grant application for TH 61 / CSAH 19 Interchange Improvements



Commission Members

Washington County
Regional Railroad Authority

Dakota County
Regional Railroad Authority

Ramsey County
Regional Railroad Authority

Hennepin County
Regional Railroad Authority

City of Saint Paul

City of Minneapolis

City of Newport

City of Cottage Grove

City of Hastings

Denmark Township

Ex-officio Members

Goodhue County

City of Red Wing

Prairie Island Indian Community

Canadian Pacific Railway

April 24, 2013

Mr. Ryan Schroeder
City of Cottage Grove
12800 Ravine Parkway South
Cottage Grove, MN 55016

Support for City of Cottage Grove Grant Application for TH 61 / CSAH 19 Interchange Improvements

Dear Mr. Schroeder:

The Red Rock Corridor Commission is a joint powers board of the County Regional Rail Authorities and communities along the Red Rock Corridor established in 1998 to address the transportation needs of the corridor. The corridor runs from Hastings, MN through downtown St. Paul to Minneapolis generally following Trunk Highway 61 and Interstate 94.

The Commission is pleased to provide this letter of support for the City of Cottage Grove grant application for improvement of the Trunk Highway (TH) 61 and County State Aid Highway (CSAH) 19 interchange through the 2013 Transportation Economic Development (TED) Program. TH 61 is a major transportation route of regional and national significance.

The proposed project will respond to the transportation needs of the Red Rock Corridor by improving transportation infrastructure through roadway improvements that enhance access to transit. The project will also provide better access and improved site readiness to surrounding parcels, thus increasing potential redevelopment and development opportunities in the corridor. An increase in densities in the Red Rock Corridor near potential transit stops or stations will benefit the corridor by promoting increased ridership both on the existing express bus system and the future transitway system.

Sincerely,

Autumn Lehrke
Chair, Red Rock Corridor Commission

C: Red Rock Corridor Commission Members



DATE: April 18, 2013
TO: Red Rock Corridor Commission
FROM: Staff
RE: Red Rock Corridor Alternatives Analysis Update

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

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

The project is currently nearing the end of phase one and beginning work on phase two.

Outreach Summary

Over the past month multiple outreach efforts have taken place throughout the Red Rock Corridor in order to provide information about the AAU and to collect information on the transit needs in the Corridor. Below is a summary of the meetings:

- Public Workshop
- Listening Sessions:
 - Red Rock 2020
 - Newport Planning Commission
 - Hastings Chamber of Commerce
 - Prairie Island Indian Community
- Presentation at Cottage Grove Chamber of Commerce
- Booth and flyers at St. Paul District 1 Community Council open house

An online survey was also created in order to generate feedback from community members who could not attend the public workshop. Results of all of the outreach efforts are summarized in the attached memo and will be updated with the information gathered at the most recent listening sessions. The information gathered during all the outreach events was used to generate the problem statement, goals and objectives for the AAU.

Problem Statement, Goals and Objectives

The problem statement, goals, and objectives is a critical component of any study looking at transportation alternatives. The purpose is to provide a clear understanding of the transportation problem being addressed and to serve as a framework for determining which alternatives should be considered as reasonable options in a given corridor.



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In the previous Alternatives Analysis prepared in 2007, the project purpose and its related goals and objectives focused heavily on issues related to peak hour mobility to the downtowns of St. Paul and Minneapolis. Community outreach conducted in February and March of this year revealed other issues that residents feel are just as important as those identified in 2007. Therefore, based on input received from these community outreach efforts as well as from the workshop with Commission in March and the latest Project Management Team (PMT) meeting, a new set of problem statements and goals with objectives have been prepared for inclusion into the 2013 Alternatives Analysis Update.

A draft of the problem statement, goals and objectives has been included in the packet for review by the Commission before it is finalized

Review of Previous Work Technical Memorandum

The consultant team has been working with the Project Management Team (PMT) to create a review of all the previous work completed in the Red Rock Corridor. A draft of this technical memorandum will be made available at the Red Rock Corridor Commission meeting. The document will be used as a base for all the technical analysis completed during the AAU.

Action

Discussion



Red Rock Corridor Alternatives Analysis Update

Community Visioning and Engagement

A Report On Results Obtained

~ DRAFT 04/24/13 ~

1. Introduction

About this Report

In early 2013, the Red Rock Corridor Commission began a nine month study to update the alternatives analysis completed for the Corridor in 2007. The Alternatives Analysis Update (AAU) allows the Commission to reassess the goals for the Corridor and the long- and short-term options to increase access to transit along the corridor.

Public engagement is an important component of this project. This report presents a summary of all engagement activities completed thus far (through April 23, 2013).

Public Engagement: Role and Purpose

The purpose of engagement activities included in this project is to:

- Foster community understanding of the transit options being considered,
- Discover the characteristics of transit service that are important to participants,
- Gain information that will help update the vision for the project, and
- Provide a foundation for project recommendations.

Forums for Public Engagement

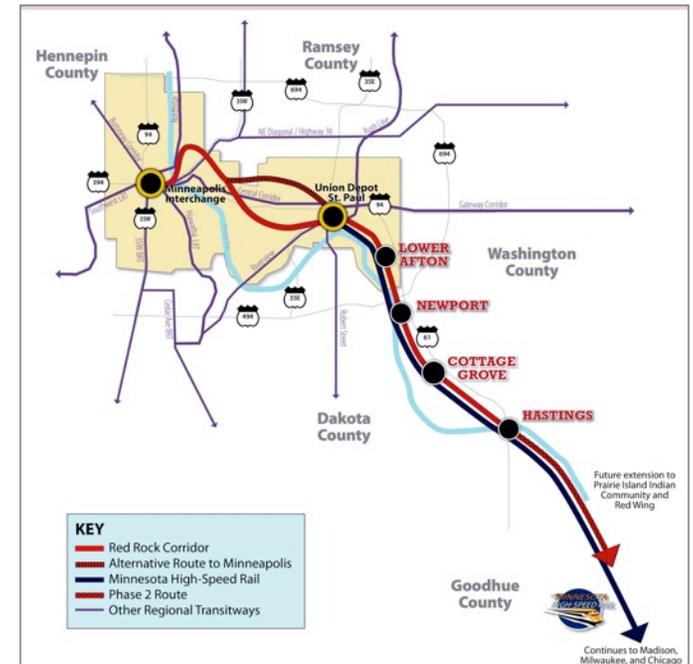
Two main forums for engagement will be used in this project:

- Public meetings (in-person workshops, open houses, and listening sessions), and
- Online surveys and related activities.

Initial activities of each type have already started. A brief overview is presented below, with a summary of results presented over the next pages:

Public Meetings

Information and preferences have been received at each of the meetings that have already taken place:



The Red Rock Corridor will connect communities along Highway 61 with each other and with other destinations in our region.



- Meeting 1: Red Rock Corridor Commission (February 28)
- Meeting 2: Citizens Advisory Committee (March 11)
- Meeting 3: Public Workshop #1 (March 19)

In addition, four listening sessions took place during April 2013:

- Meeting 4: Red Wing 2020 (April 3)
- Meeting 5: Prairie Island Tribal Council (April 10)
- Meeting 6: Newport Planning Commission (April 11)
- Meeting 7: Hastings Chamber of Commerce (April 16)

Results from individual meetings, as well as overall results of engagement, can be found over the following pages.

Additional open houses and other types of public meetings will take place as the project progresses.

Online Survey

Responses have been received from an initial online survey developed to learn about respondents' familiarity with the project, their knowledge about the different transit options being considered, and their opinion on the relative importance of various transit service characteristics. This survey was available to the general public. In addition, two versions of this initial survey are also currently "live" (for members of the Newport Planning Commission and the Hastings Chamber of Commerce and their contacts).

Additional surveys will be developed and deployed as the project progresses.

2. Summary of Meetings

Meeting 1 Summary

Red Rock Corridor Commission

Background

The first meeting for this project was carried out as part of a meeting of the Red Rock Corridor Commission, which is made up of representatives of the cities and counties along the corridor, and which leads the effort to examine transportation improvement options in the corridor.

The meeting took place on Thursday, February 28 from 4:00 to 6:00 pm at the Cottage Grove City Hall at 12800 Ravine Parkway South in Cottage Grove.

Engagement activities began after a brief discussion covering project goals, characteristics of BRT and commuter rail, and an overview of federal transportation funding legislation.

Information Received

Individual Priorities/Post-It Exercise

Top priorities received from individual participants during the “individual priorities” portion of this activity included the desire to have an on-time, reliable service that is competitive with, and provides a better alternative to driving. Travel time, ease of use, and simplicity for scheduling were characteristics that were prominently mentioned. The ability to easily access the vehicles for passengers with strollers or on wheelchairs was also mentioned. In addition, availability throughout the day was mentioned as an important characteristic of desired service.



A member of the project team providing an overview of transit alternatives to members of the Commission.



Commissioners discussing priorities for service during the small-group activity.

Priorities from Small Group Exercise

Participants assembled into two small groups to provide their consensus rankings and priorities for transit service along the corridor. These are listed in the table below:

Rank	Group 1	Group 2
1	Reliable schedule	Reason to ride
2	Speed of service	Reliability and frequency of service
3	Cost of fare	Availability throughout the day
4	Station services, vehicle comfort and amenities	Safety/cleanliness/appeal
5	Location of stations	Parking, walking/biking access to stations

Overall Summary of Responses Received

Priorities collected in the individual and group exercises communicate the importance that participants placed on a transit service which is comparably convenient to using an automobile in terms of availability throughout the day, in cost, and in travel time.

Participants also noted the importance of multi-modal access to stations, along with facilities for in-vehicle bike storage. Additionally, participants expressed desire for a service that does not require extensive planning effort before using - something that they can use without having to worry about being late to a destination or not getting to the right place. Finally, participants expressed the importance of comfort and amenities both at the stations and on the vehicles so that they can work or relax while in transit.

Meeting 2 Summary

Citizens Advisory Committee (CAC)

Background

The second project meeting took place as part of the initial convening of the project's Citizens Advisory Committee (CAC), an advisory body made up of Corridor residents and business representatives and convened by the Red Rock Corridor Commission.

The CAC works closely with the project team to:

- Offer insights and guidance on improvement to this project and its recommendations, and
- Serves as a two-way conduit for information between corridor communities and the project team.

The meeting took place on Monday, March 11 from 5:00 - 7:00 pm at the Washington County Cottage Grove Service Center at 13000 Ravine Parkway South in Cottage Grove. This meeting was open only to members of the CAC, and was attended by fourteen committee members in addition to project staff.

Information Received

Individual Priorities/Post-It Exercise

Top priorities received from participants during the “individual priorities” portion of the activity included ease of use (in terms of route planning and accessibility), availability of all-day service and the ability to use transit service for trips outside of the regular work schedule, safety (both for personal safety at stations and for safekeeping of vehicles at park and ride locations), access to desirable destinations, and the potential of using the service to access entertainment options on weekday and weekend evenings.



CAC members ranking and discussing their individual priorities for service.



Working on consensus priorities in the small-group exercise.

Priorities from Small Group Exercise

Participants assembled into three small groups to provide their common rankings and priorities for transit service along the corridor. These are listed in the table below:

Rank	Group 1	Group 2	Group 3
1	Availability throughout the day	Availability throughout the day	Frequency of service
2	Security of parking	Reliable schedule	Speed of service
3	Speed of service	Connection to other transit services	Vehicle comfort and amenities
4	Vehicle comfort and amenities	Parking at stations	Access to amenities – within cities in corridor
5	Long term strategy – rising gas costs, increased population, increased traffic	Speed of service	Connections to other transit services – access to stations by walking/biking

Overall Summary of Responses Received

Both the individual and group responses indicated a strong desire for a transit service that not only operated during regular commuter schedules, but that also provided service during other times. Reasons named for desiring a flexible and frequent schedule included: needs of family members who may need to unexpectedly return home for the day, desire for weekend travel, and desire for travel for entertainment/recreation reasons.

Other themes included: a desire for easy and quick service that does not require extensive trip planning, and connection to other modes of transportation before and after using transit (including automobiles, biking, walking, and connection to other transit).

Meeting 3 Summary

Public Workshop #1

Background

The third project meeting was the first of three public workshops to be held as part of this project. This public workshop took place on Tuesday, March 19 from 6:00 - 7:30 pm at the St. Paul Park City Hall, 600 Portland Avenue in St. Paul Park.

This meeting was open to the general public, and was also attended by project staff, elected officials, a member of the Red Rock Corridor Commission, and several members of the local media. The purpose of the meeting was to provide an introduction of the goals and purpose of the project and engage the public in an activity centered around vision, goals, objectives, and priorities for enhanced public transit service in the Red Rock Corridor.



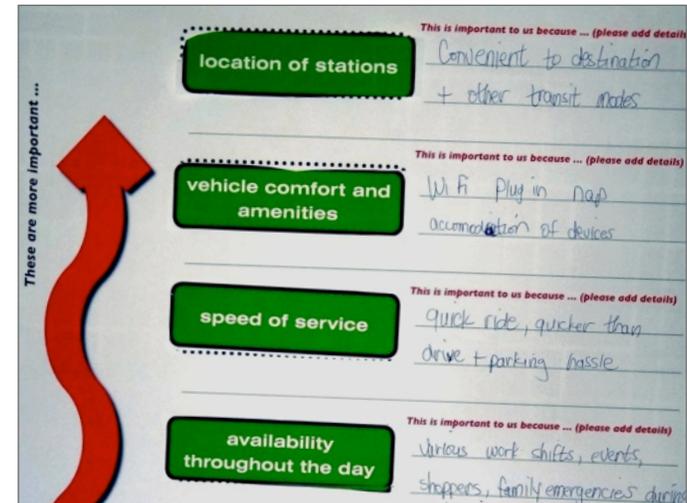
Participants during the small-group activities at the St. Paul Park Public Workshop.

Information Received

Individual Priorities/Post-It Exercise

Top priorities received from participants during the “individual priorities” portion of this activity included:

- Quick ride to destination
- Safe
- Family friendly experience - wow factor
- Reliable
- Convenient times - every 10-15 minutes
- Climate controlled environment at stations
- Gets within one block of my destination with maximum of one transfer
- Leg room



One of the boards from the workshop.

Priorities from Small Group Exercise

Participants assembled into two small groups to provide their common rankings and priorities for transit service along the corridor. These are listed in the table below:

Rank	Group 1	Group 2
1	Reliable schedule	Location of stations
2	Speed of service vs. driving	Vehicle comfort and amenities
3	Availability throughout the day	Speed of service
4	Personal safety	Availability throughout the day
5	Parking at stations	Station service and amenities

Overall Summary of Responses Received

Both the individual and group responses indicated a strong desire for a transit service that is reliable, available, safe, comfortable, convenient, and quick.

In-vehicle characteristics such as leg room, plug-ins, climate controlled vehicles, and wireless internet were indicated as important so that riders can have a pleasant trip and can relax, nap, or work as desired. Comfort and amenities of transit stations were also prominently mentioned.

The location of stations was indicated as being a top priority because participants wished to have convenient access from stations to and from home, work, other modes of transit, and other destinations.

The speed of travel was indicated as being important relative to the time and trouble it takes to use a personal vehicle and to park.

Availability throughout the day was deemed a priority in order for the transit service to be able to accommodate riders working a variety of shifts, as well as offering connection to events throughout the day and week, people using the service for entertainment and pleasure, and necessary trips home during the day for personal needs and emergencies.

Meeting 4 Summary

Listening Session - Red Wing 20/20

Background

The fourth project meeting was the first project meeting to use the listening session format, and was held with Redwing 20/20, whose goal is to further improvement for Red Wing residents' quality of life and to promote economic growth. The meeting took place on Wednesday, April 3rd from 1:00 - 2:00 pm at the Goodhue County Public Works Building at 2140 Pioneer Road in Red Wing.

The meeting was attended by six members of Redwing 20/20. The purpose of the meeting was to provide an introduction of the goals of the project, discuss the status of federal transportation funding legislation for transportation, discuss bus rapid transit, and have the attendees participate in an engagement activity, leading to a discussion of vision, goals, objectives, and priorities.

Information Received

Individual Priorities/Post-It Exercise

Top priorities received from participants during the “individual priorities” portion of this activity included:

- Reliable scheduled service
- Economic - transportation that would cost less
- Speed/time to destination
- Cost competitive
- Favorable schedule
- Convenient



Project Manager Lyssa Leitner presenting an overview of the study to members of the organization.

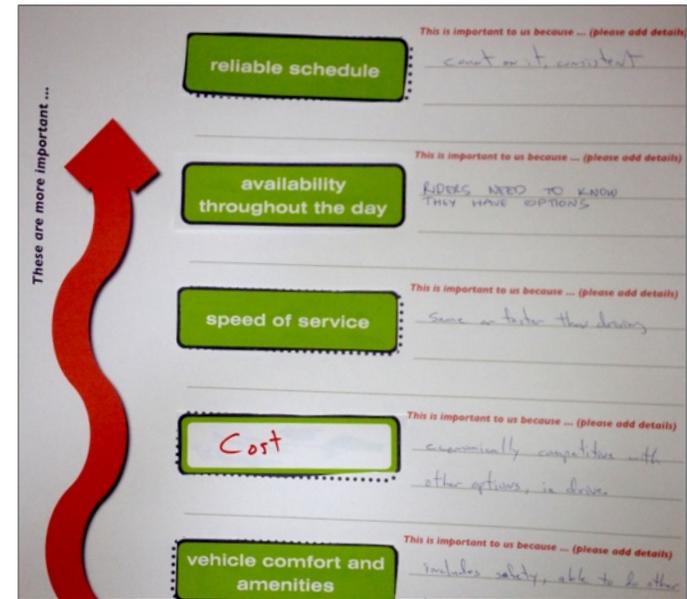


Making choices about priorities for transit service along the corridor.

Priorities from Small Group Exercise

Participants assembled into two small groups to provide their common rankings and priorities for transit service along the corridor. These are listed in the table below:

Rank	Group 1	Group 2
1	Reliable schedule	Reliable schedule
2	Availability throughout the day	Availability throughout the day
3	Speed of service	Affordability/cost
4	Cost	Parking at stations
5	Vehicle comfort and amenities	Connections to other transit



One of the small-group boards from the workshop.

Overall Summary of Responses Received

Both the individual and group responses indicated a strong desire for a transit service that is reliable, available throughout the day, quick, and affordable.

Explanation given for the above priorities include, respectively: being able to count on a consistent service, so riders know they have options, transit service that is the same as or faster than driving, and a service that is economically competitive with other transportation options, particularly driving.

Other characteristics mentioned as priorities were: parking at stations, vehicle safety, comfort, and amenities so that riders can read, sleep, or do other activities during trips, connections to other modes of transit, pedestrian and bicycle access to stations, the number of stations, and services and amenities at stations themselves.

Meeting 5 Summary

Listening Session - Prairie Island Tribal Council

Background

Meeting 5 was held as a listening session with the Prairie Island Tribal Council. The Tribal Council is an elected body of five members who uphold the Tribal Constitution and by-laws of the Prairie Island Indian Community. The Prairie Island Indian Community operates a casino enterprise (Treasure Island Resort & Casino) which is an important tourist destination in the region.

The meeting took place on Wednesday, April 10th from 1:00 - 2:00 pm at the Prairie Island Indian Community Office at 5636 Sturgeon Lake Road in Welch, during a regular meeting of the Tribal Council. The purpose of the listening session was to hear the ideas and concerns that members of the Tribal Council had about transit service along the corridor, to provide an overview of the project, and to facilitate a conversation about vision, goals, and priorities for the project.

Information Received

Individual Priorities/Post-It Exercise

Top priorities received from participants during the “individual priorities” portion of this activity related to the importance of providing all day service along the corridor, with special focus on serving the needs of travelers heading into the casino, both as customers and as employees.

Priorities from Small Group Exercise and Discussion

Participants worked as a small group to provide their common rankings and priorities for transit service along the corridor. These are listed in the table below:



Members and staff of the Tribal Council during the listening session.



Treasure Island casino is an important tourist destination along the corridor.

Rank	Group
1	Frequency of service
2	Availability throughout the day
3	Reliable schedule
4	Station services and amenities
5	Location of stations

The activity was followed with a general discussion of key characteristics and issues for transit service along the corridor, exploring the characteristics that would serve the needs of employees and patrons of the casino, as well as those for workers at the nearby power plant.

Safety, affordability and speed were mentioned as key characteristics for service. Council members also stressed the importance for vehicles and service to accommodate comfortable access and use by seniors and by persons with disabilities.

One important point brought up during the conversation was the role that transit currently plays in supporting visitor travel to the casino as well as for employee travel. Council members discussed the extensive bus service the casino currently operates throughout the Twin Cities to pick up and drop off visitors to the casino. Although Council members did not have access to specific ridership figures during the meeting, they characterized the transit operations as being extensive and constituting an important component of total patronage to the casino.

Tribal Council members also shared some of the difficulties they are currently experiencing regarding employee travel to the casino facility. Lack of work-schedule transit options requires that their employees, many of whom reside in the Twin Cities, to drive their automobile to their work at the casino. Growing driving-related expenses have led to high employee turnover - so much so that the Tribal Council is exploring building a dormitory facility for employees.

The Tribal Council saw frequent and available transit service along the corridor as an important contributor to economic activity and business success not only for their own casino operations but also for other destinations along the corridor, naming Red Wing, for example, as one community that would benefit from easier access and connection with visitors who may be staying at the casino and wished to easily travel to nearby destinations.

Overall Summary of Responses Received

Availability throughout the day emerged as an important characteristics of transit service along the corridor both in the individual and group activities.

Other characteristics mentioned as priorities for a transit service in the corridor were: vehicle comfort and amenities, speed of service, pedestrian and bicycle access to stations, parking at stations, the number of stations, and connections to other transit services.

Meeting 6 Summary

Listening Session - Newport Planning Commission

Background

Meeting 6 was a listening session held within a meeting of the Newport Planning Commission, which makes recommendations on planning and development matters within Newport, and oversees and enforces the zoning, subdivisions, and Comprehensive Plan of Newport. The meeting took place on Thursday, April 11 from 7pm - 8:30pm at the Newport City Hall at 596 7th Avenue in Newport.

This meeting was also open to the public, and was broadcast on a community access television channel. The purpose of the meeting was to provide an overview of the AAU project, to discuss the alternatives being studied, and prompt a conversation with Commission members about the project’s vision, goals, and priorities.

Information Received

After a presentation of the project goals and status, the Newport Planning Commission participated in a facilitated conversation. Questions and issues brought up by Commission members included:

- Potential availability throughout the day, and frequency and speed of service are an important consideration
- Discussion about potential transit service between Newport and Bloomington along Interstate 494
- Role of the future park and ride - location right off highway 61 will be convenient to transit users from outside Newport
- Discussion about the changes that have occurred along the corridor in the last 5 years
- Additional discussion about BRT, and local examples



Andrew Gitzlaff, Acting Transportation Coordinator for Washington County, providing an overview of the AAU to the City of Newport Planning Commission.



Newport is the site for one of the Red Rock Corridor’s transit stations.

- Questions about service extent, and connections to Minneapolis, which is currently an important destination for Newport commuters
- Role of flexibility of routing which would allow direct service to Saint Paul or Minneapolis
- Questions about potential demand for service to Bloomington connecting to the Red Rock Corridor
- Questions about the number of stops that would be provided along the way, and potential cost (in terms of time) for travel speed - concern that service might become too slow if there are too many stops
- Safety and cleanliness named as an important concern - Commissioners named the need to combat the perception of buses as cramped, smelly, and insecure
- Increased amenities, speed of transit might make Newport a more attractive location for development
- Stations, shelter, prepay are important, desirable for ease of use, security
- Important to provide bicycle accommodation on transit vehicles

reliability and attractiveness might bring to the Newport and the Red Rock Corridor.

Overall Summary

Planning Commission members discussed the importance of a transit service that provides access to Minneapolis, as this is an important destination for many residents in Newport.

Commissioners also discussed the importance of the characteristics for a transit service along the corridor: safety and cleanliness, speed, station comfort, safety, and amenities, ability to prepay for service, and ease of use.

The Commission wondered about travel from the Red Rock Corridor to Bloomington, and wished to have further discussion about the possible development that increased transit service

Meeting 7 Summary

Listening Session - Hastings Chamber of Commerce

Background

The fourth listening session was held with members of the Hastings Chamber of Commerce, which is made up of twelve Hastings residents and business owners. The Chamber of Commerce works with local businesses and provides resources to visitors and tourists in Hastings.

The meeting took place on Tuesday, April 16th from 8:00 to 9:00 am at the Hastings Chamber of Commerce Office, located at 111 Third Street East in Hastings. This meeting was held during a regular meeting of the organization and was attended by all twelve of its members.

Information Received

Because of time and space restrictions at the meeting location, a different set of activities was held with members of the Chamber. A brief presentation was followed by a facilitated conversation with members. Some of the main points that were brought up by members include:

- Convenience/accessibility
 - Availability throughout the day is important
- Frequency
 - Transit users should be able to take non-work trips
- Weekend access
- Image and amenities
 - The system must be 'pretty' (clean, appealing)
 - Appeal, cleanliness, technological amenities (wifi, power, etc.)
 - Must be clean and safe



Members of the City of Hastings Chamber of Commerce.



Downtown Hastings. Image via Flickr.

- What can you access from transit hubs within St. Paul and Minneapolis?
 - Will you be dropped off within walking distance from a number of destinations, or will connections to other transit modes be necessary?
- Service needs to be convenient and cheaper than the gas and parking of driving
- [From a Chamber of Commerce member who previously used Express service along Cedar Avenue]: Cedar Ave express bus was cost effective and fairly easy BUT was also crowded, not convenient/frequent enough because it did not run throughout the day
- Convenience
 - All day service
 - Mid-day service
 - Clean convenient, safe
- Trips at any time of day
 - Better than a city/express bus in terms of comfort and appeal
- How will Hastings be affected in terms of taxes?
- What will the cost per rider be?

Overall Summary

Among the concerns and issues mentioned by members of the Hastings Chamber of Commerce, a strong prioritization of transit availability throughout the day and clean, convenient service was clear.

Participants discussed their own past transit experiences, and in what instances they have needed to use it. Most of the participants had used transit only on weekends or irregular work related trips that did not fit into the typical 9:00 am - 5:00 pm commuter schedule. Many respondents also stressed that safety, cleanliness, and amenities were

important qualities that would play a role for their consideration of transit service for their travel.

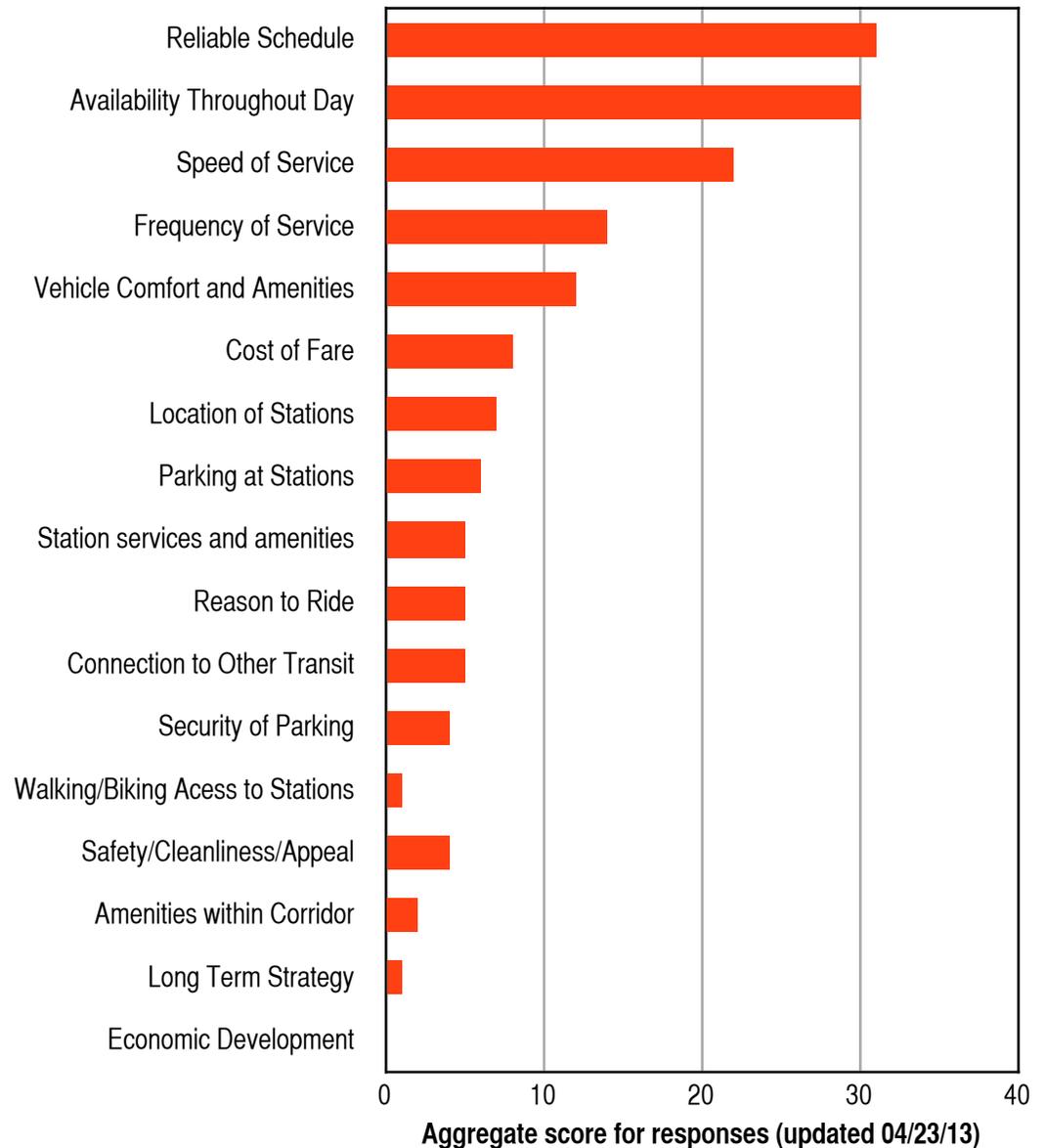
3. Overall Meeting Results

As part of meeting activities, participants were asked to list the characteristics of a potential transit service in the Red Rock Corridor that would attract or influence them to use the service. After developing items individually, attendees were asked to rank them from highest priority to lowest priority. After the priorities were discussed together as a larger group, attendees separated into groups and asked to cut and paste priorities from a pre-defined list on a continuum of importance.

The bar chart on this page depicts the weighted prominence of each of the priorities in the group poster activity across all of the meetings where this activity was conducted. Priorities placed at the highest level were given 5 points, while those placed on the lowest level for each poster were given 1 point. The aggregate results from this group poster exercise are summarized for the meetings that have taken place thus far. Priorities with higher scores on the chart signify that particular priority as one that was placed as a higher priority more often than others in the group poster exercises.

Three transit service characteristics emerged from these group activities as more important priorities than others: **reliable schedule**, **availability of service throughout the day**, and **speed of service**. Common reasons for choosing these as priorities

What are the most important characteristics for transit?



related to a need for a transit system which works not only for 9:00 am - 5:00 pm schedules, but that can also be used for evening entertainment and irregular work schedules.

Additionally, respondents hoped that a new transit system would be comparable to driving in terms of speed, and that it would not limit their ability to make an unexpected trip home during the day if needed. Efficiency, flexibility and reliability are key characteristics listed as most important.

The next most important characteristics were frequency of service and vehicle comfort and amenities, both on vehicles and at stations. Respondents expressed a desire to be able to use Wi-Fi and to work during their trip in comfort and without distractions including noise, bumpiness, and odors. They also wished to have regular transit service so that extensive planning would not be required.

Mid-level priorities included station location, station services and amenities, parking at stations, connections to transit, pedestrian and bicycle access to stations, and cost of fare.

Additional items which were listed but that did not rank as high priorities in comparison to the other items included economic development, and the creation of a long term strategy wherein the transit system relates to such issues as population increase and sustainability.

4. Results From Online Survey

A brief online survey was developed to learn about respondents’ familiarity with the project, their knowledge about the different transit options being considered, and their opinion on the relative importance of various transit service characteristics. In addition, several questions were included to gather respondents’ travel behaviors, location of work and residence, and brief demographic characteristics.

The survey was publicized through the the project’s email lists, Facebook page, news media articles, and flyers announcing the initial public workshop.

Fifty five respondents began the survey (answering at least some of the survey’s questions, but not finishing the survey), while a total of 36 surveys were completed.

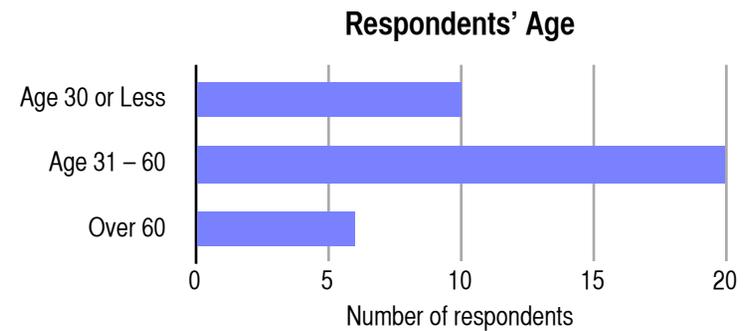
Please see this report’s Appendix for a copy of the initial survey.

Survey Part 1: Overall Characteristics

The first several questions on the survey were designed to gain an understanding of the demographics and basic characteristics of those participating in the survey.

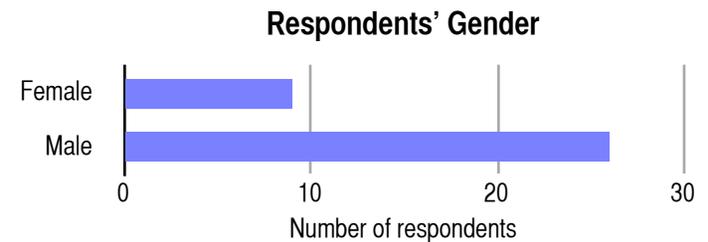
Q1-1: Respondents’ age

The following summarizes respondents’ age, as asked in **Question 1-1**.



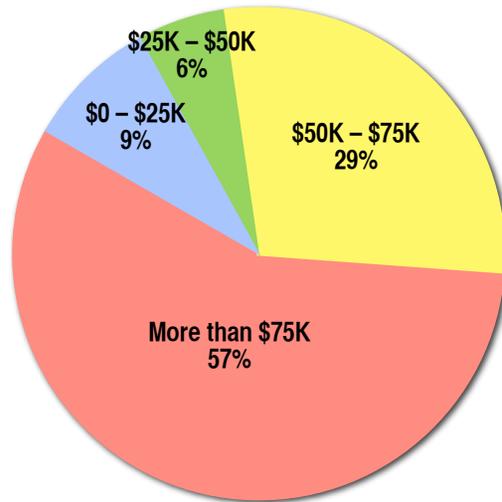
Q1-2: Respondents’ gender

In response to **Question 1-2**, of the 35 individuals who answered this question, **26** indicated they were **male** and **9** indicated they were **female**.



Q1-3: Respondents’ annual household income

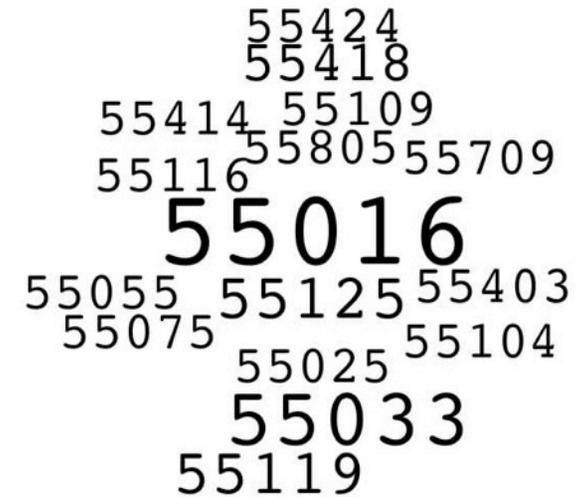
For the year 2012, approximately what was your household’s total yearly income from all sources?”



- 30 of the 35 individuals who answered the question indicated they had an annual household income of \$50,000 or greater.

Q1-4: Respondents’ residential ZIP code

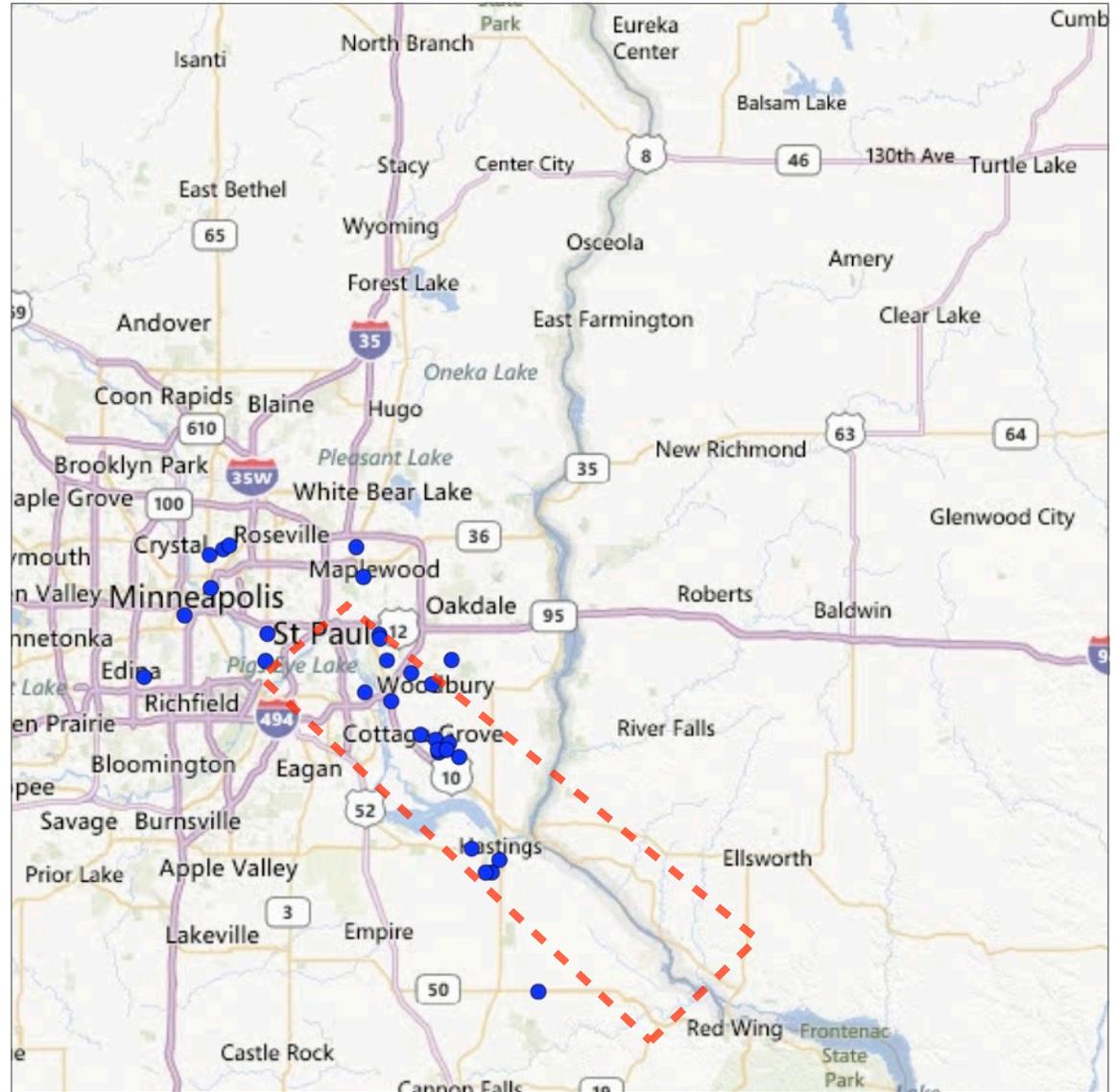
A total of 35 answers were received, with many responses repeating several times. Responses are shown as a “word cloud” - answers received more often are shown in larger size.



- ZIP code 55016 corresponds to Cottage Grove; 55033 to Hastings and 55119 to Saint Paul.

Q1-5: Geocoding of approximate residential address

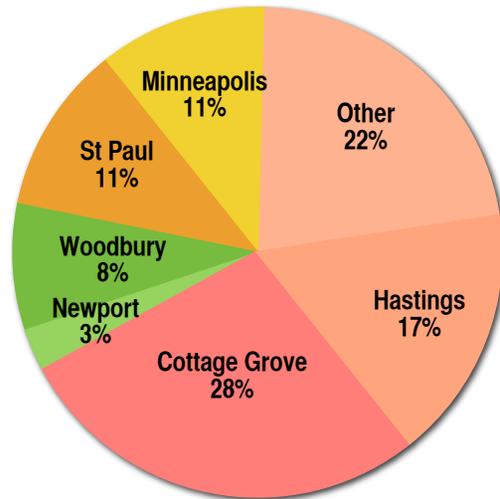
- Cross-street information for the intersection closest to respondents' residential address was provided by 33 respondents. This information is mapped here.



Intersection locations nearest respondents' residential address are marked in dark blue. The Red Rock Corridor area is shown in red outline.

Q1-6: Respondents' place of residence

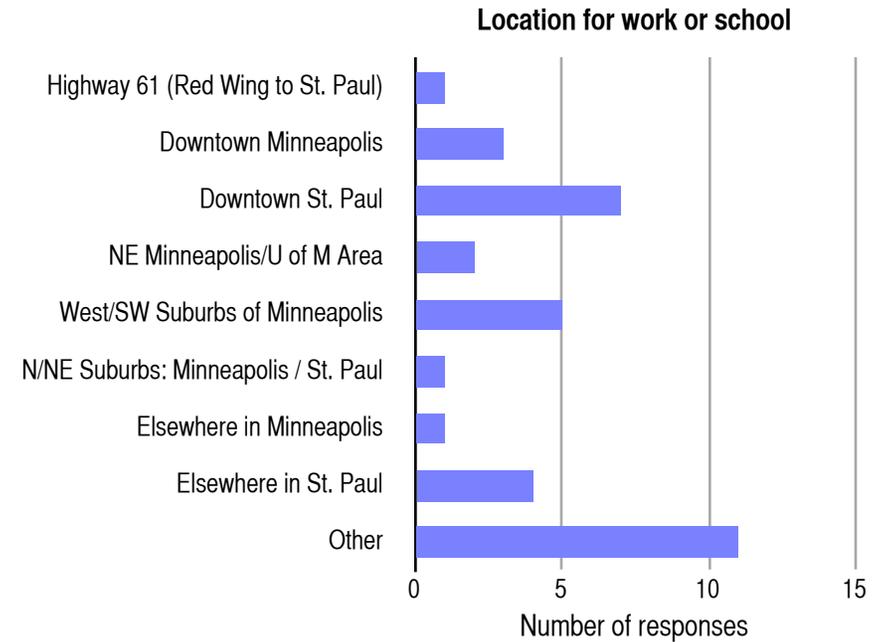
"I live in..."



- More than 40% of respondents (16 of the 36 respondents) live in Hastings or Cottage Grove, while the rest of the respondents indicated that they lived in St. Paul, Woodbury, Newport, Minneapolis, or “other.”
- Places indicated as “other” included Edina, Maplewood, Bloomington, Forest Lake, South St. Paul, and Duluth (all not in the Red Rock Corridor).

Q1-7: Where respondents travel for work or school

"Where do you work or go to school?"



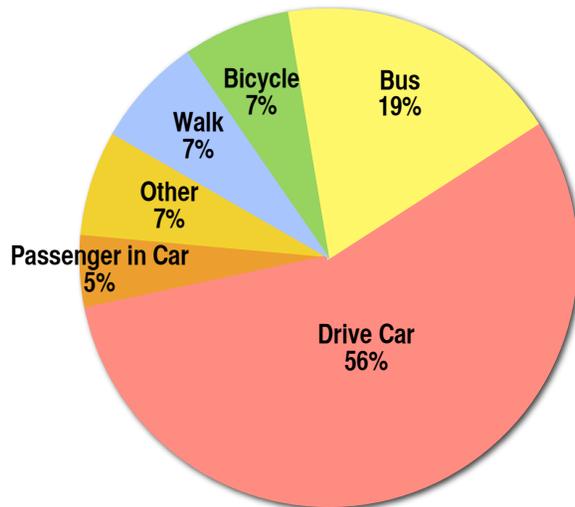
- 36 responses were received.
- The most common destination for work or school was downtown St. Paul.
- Responses under the category of “other” included Maple Grove and Plymouth.

Survey Part 2: Travel Habits

The second part of the survey involved questions on basic travel habits and opinions.

Q2-1: Typical mode of transportation

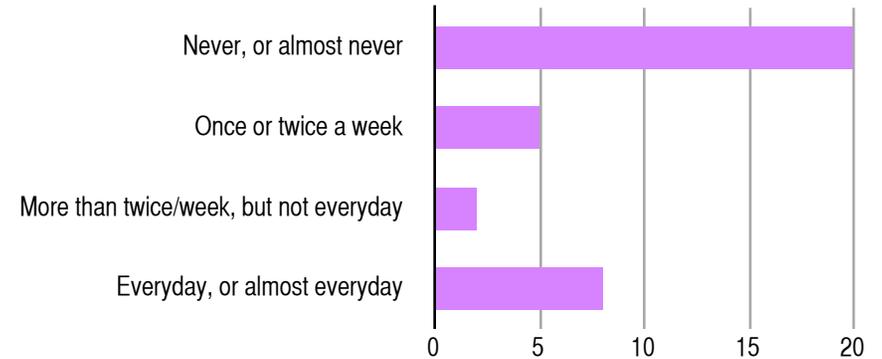
“During the summer months - how do you usually get to your place of work (or school, or other daily destination)? ‘Usually’ means about half of the time.”



- There were a total of 43 responses to this question, as respondents were given the opportunity to select as many choices as applied to their personal situation.
- Roughly 56% of respondents indicated that they drive a personal automobile to their destinations.
- “Other” responses included being retired, being off for the summer, and using light rail.

Q2-2: Use of transit

“During the summer months - how often do you use transit to reach a work, school, or recreation destination?”



- 35 individuals responded to this question.
- 57% of the respondents indicated that they never, or almost never, use transit to reach work, school, or recreation destinations.

Q2-3: Use of transit

“What would help you choose transit more often for at least some of your trips?”

- Open-ended responses included a desire for flexible, convenient, high frequency, fast, and reliable transit options that serve destinations throughout the corridor - please see this report’s Appendix for additional responses.

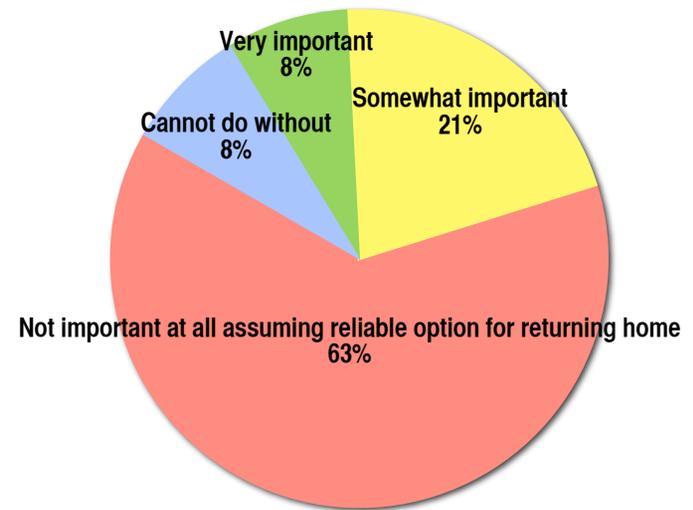
Q2-4: Access to a personal automobile

“I own or have frequent access to an automobile.”

- 35 individuals responded to this question.
- 34 respondents indicated **“Yes,”** they owned or had frequent access to an automobile, while just **1** respondent indicated **“No,”** they did not.

Q2-5: Access to a personal automobile during work or school day

“How important is it for you to have access to a personal automobile during weekdays?”



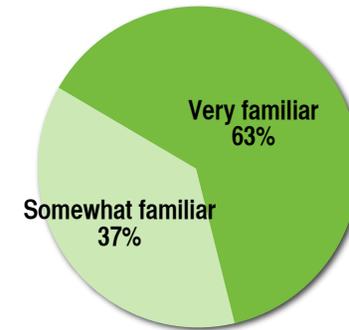
- 35 individuals responded to this question.
- There was an interesting divide on the responses to this question, with about the same number of respondents indicating either that they cannot be without a vehicle or having access to one is “very important,” as those that indicated it was either “somewhat important” or “not important at all if a reliable option for returning home anytime during the work or school day if necessary.”
- The “not important at all” option included the assumption that a reliable option for returning home anytime during the school or work day, if necessary, would always be available.

Survey Part 3: Familiarity and Opinions of Transit in the Red Rock Corridor

The third part of the survey included questions on respondents' familiarity with various types of transit service, and with the Red Rock Corridor Project in general.

Q3-1: Familiarity with commuter rail service

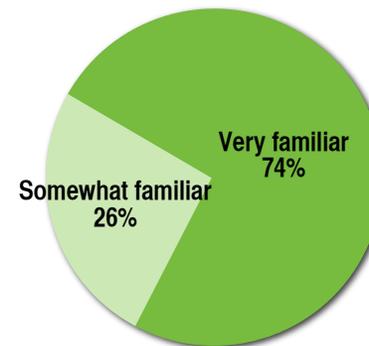
"How familiar are you with commuter rail service?"



- 35 individuals responded to this question.
- All respondents were either “somewhat familiar” or “very familiar.”

Q3-2: Familiarity with light rail service

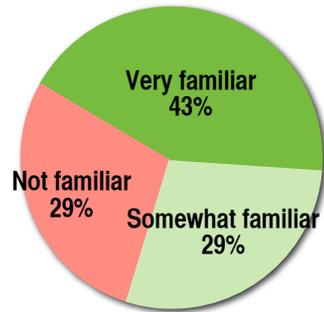
"How familiar are you with light rail service?"



- 35 individuals responded to this question.
- All respondents were either “somewhat familiar” or “very familiar.”

Q3-3: Familiarity with bus rapid transit service

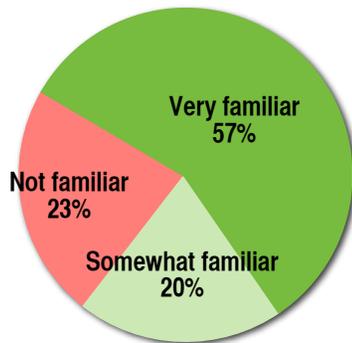
“How familiar are you with bus rapid transit service?”



- 35 individuals responded to this question.
- Bus rapid transit represented the greatest unfamiliarity among all of the modes.

Q3-4: Familiarity with express bus service

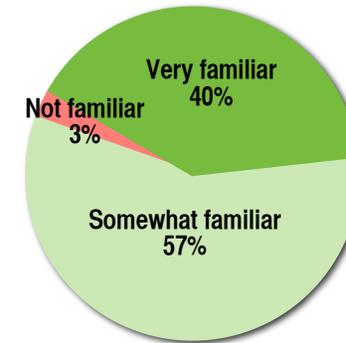
“How familiar are you with express bus service?”



- 35 individuals responded to this question.
- There was some level of unfamiliarity among respondents as it pertained to express bus relative to other modes.

Q3-5: Familiarity with the Red Rock Corridor Project

“How familiar are you with the Red Rock Corridor Project?”



- 35 individuals responded to this question.
- There was generally widespread familiarity with the Red Rock Corridor Project, with all but 1 respondent indicating that they were either “very familiar” or “somewhat familiar” with the project.

Survey Part 4: Ranking of Priorities for Transit in Red Rock Corridor

The fourth and final part of the survey included a question on respondents’ desired characteristics for potential transit service in the Red Rock Corridor.

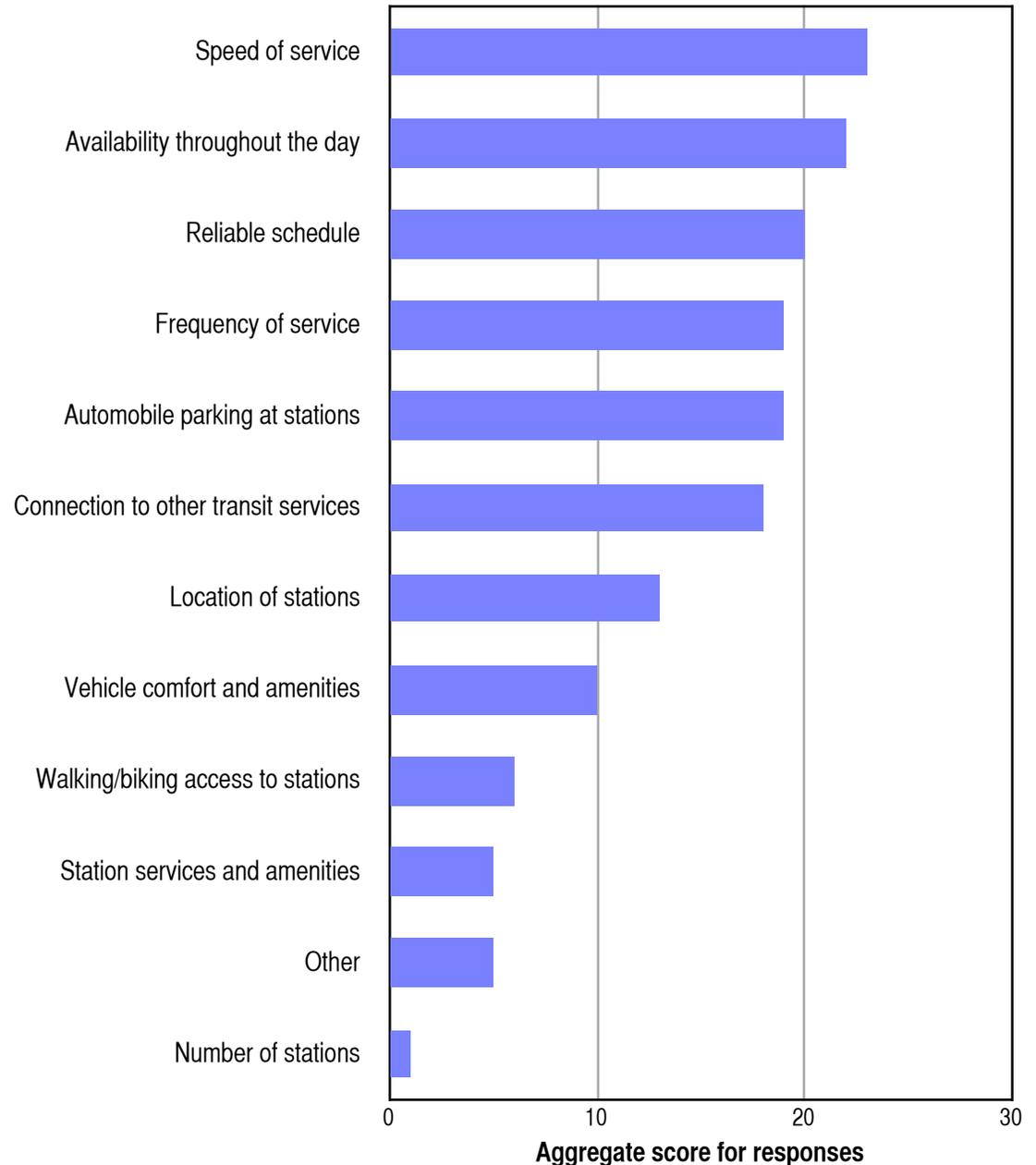
Q4-1: Ranking important characteristics of public transit service in Red Rock Corridor

“Which are your top 5 most important characteristics for transit service along the Red Rock Corridor? (Think about what would help make this transit service an attractive option for your travel and please select the five most important characteristics).”

Respondents could select five characteristics for this question. Characteristics shown with higher scores on the following chart were more frequently mentioned as highly important by respondents.

- A total of 161 selections were made in response to this question.
- Speed, availability throughout the day, and reliability emerged as the top desired characteristics among respondents.
- “Other” responses included desire for a permanent, fixed system, a specific pick-up and drop-off location, and concerns about user fees relative to use and overall costs of the system.

Characteristics for Red Rock Corridor Transit Service





Red Rock Corridor 2013 Alternative Analysis Update
DRAFT Problem Statement, Goals and Objectives

Prepared for Red Rock Corridor Commission
April 18, 2013

2013 Alternative Analysis Update Problem Statement

The 2007 Red Rock Alternatives Analysis focused heavily on issues related to peak hour mobility to the St. Paul and Minneapolis downtowns. Additional analysis is needed to better understand historical, current and future transit markets in the corridor, including off-peak and reverse commute service demand, local access demand, railroad access, new station locations, connections to new transit services, level of service, and efficient use of transit infrastructure.

Communities in the Red Rock corridor between St. Paul and Red Wing do not currently have all-day fixed route transit service, having at most peak period express bus and dial-a-ride services. Community members have expressed a desire for more off-peak/all day transit service with more access.

2013 Alternatives Analysis Update Goals and Objectives

The goals and objectives are intended to lay the framework for how alternatives will be evaluated in the AAU. For goals one and two, measureable data points will be analyzed for each objective. Goals three and four do not have set data points to be evaluated. Instead, a summary will be prepared for each goal that will address how each alternative meets (or does not meet) the goal and objectives.

1. Goal: Provide Mode Choice and Service Plan that Meets the Demonstrated and Forecasted Needs of Corridor Communities

Objectives

- a. A transit option which is time competitive to the private automobile
- b. Reliable service
- c. Improve mobility throughout the day for both work and non-work trips by providing flexible duration of service
- d. A transit option that maximizes the number of riders and the transit modal share, among both transit-dependent and non-transit-dependent populations
- e. Provide connectivity among existing and planned transit/bike/pedestrian services and infrastructure throughout the region, expanding the destinations corridor transit users can access

2. Goal: Cost Effectively Address Transportation Problems in the Corridor

Objectives

- a. Implement a system with operating costs per rider that are consistent with other transit systems in the region
- b. Create a transit service with capital costs that are commensurate with the level of service provided
- c. Implement a system for which the funding of capital costs are not dependent on other transportation projects

3. Goal: Increase Opportunities for Community and Economic Development Throughout the Corridor

Objectives

- a. Support local initiatives to create higher density housing and mixed-use commercial/retail areas within walking distance of the station areas and throughout the Corridor
- b. Support a vibrant business community by increasing access for workers and customers to businesses in the corridor.
- c. Increase connectivity and access from population centers to employment concentrations along the Corridor

4. Goal: Improve Quality of Natural and Built Environment

Objectives

- a. Limit adverse impacts to natural, cultural, and other resources in the study area
- b. Reduce emissions
- c. Provide a fair and equitable distribution of impacts and benefits across the various population groups in the study area
- d. Address existing and future safety issues along corridor

TO: Counties Transit Improvement Board
FROM: Dennis McGrann // Andy Burmeister
DATE: April 17, 2013
RE: Counties Transit Improvement Board Federal Update

Below you will find the April update for the *Counties Transit Improvement Board (CTIB)*. The House and Senate have returned to work following a two-week recess for the Easter and Passover Holidays. In the administration, the process of sequestration is proceeding as Departments continue to make across-the-board cuts to their budgets. In Congress, discussions over the past several weeks have been focused on immigration, gun safety, and the budget numbers released as a part of the President's budget.

The following provides an update of activities of importance to CTIB which have occurred over the past month, and provides an outlook of issues and opportunities for CTIB to engage during the upcoming year.

FISCAL YEAR 2013 APPROPRIATIONS:

Late last month Congress passed a continuing resolution to which would fund federal Departments through the end of the Fiscal year on September 30, 2013. With the exception of a few Department of Defense and Department, Veterans Affairs, and Agriculture programs, the Continuing Resolution largely funded at last year's levels. This essentially finishes the legislative funding process for fiscal year 2013. Attention will now focus on the Fiscal Year 2014 appropriations process with release of the President's budget recommendations on April 10, 2014.

ACTION ITEM: Now that a Continuing Resolution has been passed, Congress will now focus their attention to the FY 2014 appropriations process. We will keep you apprised of this process and alert you of any items which it may be beneficial to weigh in on.

PRESIDENT'S FY 2014 BUDGET RECOMMENDATIONS:

On April 10, 2013 the President releases his Fiscal Year 2014 budget recommendations. The \$3.77 trillion budget which would traditionally be released in the early days of February, would propose additional revenues and budget cuts. In all, the budget provides increases to spending in FY14 by nearly \$160 billion beyond what the CBO projected in February and cuts to spending set to phase in toward the end of the 10-year budget window; experts predict the deficit would drop to \$744 billion or 4.4 percent of GDP.

Pertaining to transportation. After emphasizing the need to invest in infrastructure in his State of the Union Address, President Obama's unveiled a budget that provides a total of \$76.6 billion in discretionary and mandatory budget resources for the Department of Transportation, which is an increase of 5.5 percent about the 2012 enacted level. Included in his Transportation investments was a \$40 billion rail reauthorization proposal that would go ward intercity passenger rail services, new high speed rail corridors and investments in the country's freight rail system.

Over the next six years, the White House has asked Congress to provide \$214 billion for a new Transportation Trust Fund, which is a significant cut from last year's budget that asked for a \$476 billion road, bridge and transit program. White House officials have said the \$214 billion proposal would be offset by the savings associate with declining costs of military ops in Iraq and Iran.

With an additional \$50 billion in immediate investment to help fund infrastructure projects like roads, bridges, railways, runways and border crossings, the President's budget directs \$40 billion to "Fix it First" investments to improve existing infrastructure and \$10 billion to help grow innovation development at the state and local level.

Additionally, the President's budget request includes \$2.5 billion for formula-based transit capital assistance grants for capital maintenance of the nation's transit capital infrastructure in urban and rural areas and \$3 billion for projects to improve existing intercity passenger rail or develop new intercity passenger rail corridors as grants made available would have 100 percent Federal share.

Of note, the president's proposal would cap tax-exempt municipal bonds of 28% of some tax benefits and interest. This cap would apply to new and outstanding bonds. As you know, this is a major mechanism for the financing of public infrastructure. This issue is expected to be debated further in Congress.

The Congressional Black Caucus's alternative called for a \$255 billion increase in transportation funding over the next 10 years. That total sum calls for a \$138 billion immediate infrastructure infusion in 2014, \$69 billion in 2015 and \$23 billion in 2016, in addition to small annual bumps in the years following until 2023. The CBC also wants to create a national infrastructure bank and make a "large investment" in high-speed rail. The budget offers \$4.2 trillion in potential revenue raising provisions to pay for the infrastructure and other investments but does not propose a transportation-specific pay-for. Other budget proposals will continue to come forward as the process proceeds.

The Partnership for Sustainable Communities is a partnership between HUD, DOT, and the EPA. The President's budget includes request includes \$685 million for the Partnership for Sustainable Communities program (HUD, DOT, EPA): \$400 million to transform 30 neighborhoods of extreme poverty into sustainable, mixed-income communities, \$200 million to target some of our

nation's hardest hit, slowest recovering areas, \$10 million in additional Section 8 subsidies for redeveloping distressed public housing, and \$75 million to coordinate housing and land use with transportation investments to reduce costs for working families and improve community economic competitiveness.

ACTION ITEM: Although the President's budget is a recommendation, it would, if enacted, provide significant resources for transportation and transit projects. The budget now faces the scrutiny of Congress. Additional clues as to how the budget will be received in Congress will become available as the Appropriations process proceeds. There will be a number of opportunities for CTIB to weigh in on budget discussions and we will keep you posted as this issue progresses.

SEQUESTRATION:

With the exception of a few programs exempted from the across-the-board cuts, sequestration measures are currently occurring in federal Departments. It appears that the cuts will continue through the end of the fiscal year and, unless agreement is reached, could extend into the new fiscal year and beyond. In order to avert a new round of the 10-year across-the-board cuts, Congress would need to identify funding to replace the cuts and enact legislation to accomplish it. There do not currently appear to be efforts afoot to replace the sequester but we do expect this issue to get considerable attention in the near future.

Of note, the sequester had been set to impact General fund transfers into the Highway Trust Fund which would have resulted in a cut by approximately \$471 million. The Continuing Resolution included provision to restore this funding.

ACTION ITEM: We will continue to keep you updated on the status of sequestration as this issue will continue to be at the forefront of discussions for weeks, months, and possibly years to come. Additional impacts of these cuts will likely be seen in the coming months.

INTERMODAL TRANSPORTATION:

House Transportation and Infrastructure Chairman Bill Shuster (R-PA) has tapped six committee members to help formulate a national intermodal freight plan that will tie together road, rail, air cargo, ports and inland waterways infrastructure planning and policy. Rep. John J. Duncan Jr., (R-TN) will head the special panel, which will work for six months to produce a series of recommendations that will be a cornerstone of the next highway bill. The current authorization expires in September 2014.

ACTION ITEM: *Given your variety of interests we thought you would be interested in hearing this information. As you can see, the House Transportation Committee is working on moving forward on new Transportation Authorization legislation. As things move forward progresses, we will keep you apprised of the status of their progress and of opportunities to weigh in on transit related topics.*

UPCOMING DATES OF NOTE:

April 15, 2013 - House and Senate are required to adopt a budget resolution for FY2014. If legislators fail to meet deadline, their pay will be put into escrow beginning April 16th.

May 15, 2013 - The date after which the House may consider FY14 appropriations bills even if a final budget resolution has not been adopted.

May 19, 2013 - Three-month suspension of the debt-ceiling expires, meaning the U.S. risks breaching the debt limit unless Congress acts again.

July 1st, 2013 - Congress' July Fourth recess begins, which also marks the informal deadline set by House leaders to pass all 12 regular appropriations bills.

Mid-July - Target for President Obama to submit his mid-session review of the budget to Congress, which includes revised deficit estimates.

August 5, 2013 - Congressional summer recess begins.

October 1, 2013 - Fiscal 2014 begins, meaning a stopgap continuing resolution would be required to finance any agency whose appropriations bill has not been enacted.

ACTION ITEM: *We will keep you apprised of additional dates of note as they become available.*

2013 FEDERAL WORKPLAN RECOMMENDATIONS:

As we have done so in years past, the following recommendations have been provided to assist CTIB with the planning of events, meetings, and other actions which seek to help the Board in advancing your short-term and long-term priorities. They are aimed at strengthening your profile on Capitol Hill. As is per usual, we will provide additional recommendations and information on transportation and transit related events as the year progresses.

- **CTIB Washington DC Fly-In:** We recommend that the Board once again consider a trip to Washington to meet with the Minnesota Delegation and key Administration officials. We believe that this provides CTIB as a whole, the opportunity to update key officials on the progress of transit development in the Twin Cities. Should the Board decide to move forward, we stand ready to provide some possible dates which would assist in maximizing your time in Washington.
- **Minnesota Delegation Staff Summit and/or Transit Tour:** We recommend that the Board once again consider a Congressional briefing at which the Board can provide Minnesota Congressional Delegation Staff an update as to the status of CTIB's short-term and long-term priorities. Furthermore, it might be beneficial to either couple or replace this meeting with a tour of a transit facility/transit line of which CTIB played an intimate role in developing. A tour often helps highlight the role that CTIB plays. With this said, it would be beneficial to discuss whether and in what form you would like to do a meeting like this. We believe it is very beneficial to create strong relationships with local Congressional staff who have the ability to become internal advocates for CTIB priorities. We stand ready to assist in the development of such a meeting/tour. Finally, this tour idea can be used to engage not only with staff but with Members of Congress themselves.
- **In-District/Office Meetings with Delegations Members/Staff:** As you know, Members of Congress and their staff often face tight timetables and typically have a limited amount of time to meet with their constituents. With this said, it might be beneficial for CTIB Members and staff to consider meeting with Delegation members/staff in their district offices. This would provide an additional opportunity for the Board to connect on issues of importance to the Board. We stand ready to coordinate such meetings.
- **Public Recognition:** We recommend that CTIB Members take every opportunity to recognize the Congressional Delegation for their support of CTIB priorities through the utilization of public events, editorials, letters, resolutions and other opportunities which may present themselves.
- **Transportation Authorization/MAP-21:** The House and Senate will once again take up transportation legislation as the current law was only created for two years. We recommend that CTIB examine the efficiencies and deficiencies of current transportation laws, discuss whether there are any items which the Board wishes to raise in Washington, and follow-up by communicating these issues. Furthermore, we would recommend that the Board consider weighing in on positive and negative rules promulgated by the Federal Transit Administration as it pertains to the New Starts program. It is likely that technical corrections may need to be made and the Board may have an opportunity to influence what corrections are made.

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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.



DATE: April 18, 2013
TO: Red Rock Corridor Commission
FROM: Staff
RE: Facebook and Website Communication Update

Website

At the February meeting, the Commission approved entering into a 12 month contract with App E to host the website, www.redrockcorridor.com, create a new page tab for the AAU study and manage the e-news list. The new "transit study" tab for the AAU is now live on the website. An e-news was also sent out on March 12th to over 400 subscribers promoting the AAU outreach efforts. There were also a total of 1,661 visitors to the webpage during the 1st quarter of 2013, an approximately 15% increase over the previous quarter.

Facebook

The Facebook page, [RedRockCorridor](https://www.facebook.com/RedRockCorridor) was launched on March 12th 2013 there are now a total of 42 likes. There have been no instances where comments needed to be removed from the facebook page in accordance with the Commission's facebook use policy.

Action

Information