



Agenda
Red Rock Corridor Commission
Thursday October 27, 2011
4:00 p.m.

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 August 25, 2011 Meeting	
b. Checks and Claims	
2. Station Area Planning (SAP) Update* - WCRRA	Approval
a. Resolution Approving and Adopting SAP Final Report	
3. Regional Transitway Guidelines Presentation* - Met Council	Information
4. Draft 2012 Workplan and Budget* - WCRRA	Discussion
5. Newport Transit Station Update* - WCRRA	Information
6. Legislative Update – RCRRA	Information
a. State	
b. Federal*	
7. Other	Information
a. Next Meeting – Thursday, November 17, 2011 <i>(moved one week earlier to avoid Thanksgiving)</i>	

* Enclosures



Meeting Minutes

August 25, 2011

Cottage Grove City Hall

4:00 p.m.

Members Present:

Joe Harris, Dakota County
Autumn Lehrke, Washington County
Janice Rettman, Ramsey County
John Hunziker, St Paul Park
Jen Peterson, City of Cottage Grove
Barb Hollenbeck, City of Hastings

Ex-Officio Members Present:

Marc Mogan, Prairie Island Indian Community
Ken Bjornstad, Goodhue County

Others Present:

Andy Gitzlaff, Washington County Regional Railroad Authority
Josh Olson, Ramsey County Regional Railroad Authority
Mike Rogers, Ramsey County Regional Railroad Authority
Joe Morneau, Dakota County Regional Railroad Authority
Jon Solberg, MnDOT
Lisa Weik, Washington County Commissioner
Linda Jungwirth, Commissioner Rettman's Assistant
John M Burbank, City of Cottage Grove

Chair Harris called the meeting to order at 4:01pm.

Agenda Item #1 Consent Items

- a. Minutes of the June 30, 2011 Meeting
- b. Checks and Claims

Commission Chair Harris noted there was an addition to the checks and claims items. This is a \$927.00 invoice from the League of MN Cities Insurance Trust for the period of 2011-2012. Mr. Gitzlaff indicated that he just received this bill two days ago and it is the next action item on the agenda. He recommended that the Commission go ahead and take action on it at this time. Commission Chair Harris recommended we add this item to our checks and claims and deal with the waiver of the liability on the next agenda item. Commission Member Rettman questioned if this was included in our yearly budget. Mr. Gitzlaff confirmed that \$3000 is budgeted for yearly insurance expense. Commission Member Rettman moved the approval of the Consent Items. The motion was seconded by Commission Member Lehrke.

Roll Call Vote:

Commission Member Rettman	Yes
Commission Member Lehrke	Yes
Commission Member Hunziker	Yes
Commission Chair Harris	Yes
Commission Member Peterson	Yes
Commission Member Hollenbeck	Yes

Motion passed unanimously.

Agenda Item #2 League on MN Cities Liability Coverage Insurance Coverage

Mr. Gitzlaff indicated that this is an annual question to waive or not waive the tort liability requirements. Risk Management staff has recommended to not waive the tort liability requirement of the coverage. The requested action today is to not waive the tort liability requirement of the coverage for the upcoming year. The coverage will then be renewed with the League of MN Cities as was approved in the Checks and Claims in Agenda Item #1.

Commission Member Hunziker motioned to approve not waiving the tort liability coverage requirement with the insurance policy through the League of MN Cities for the upcoming year. The motion was seconded by Commission Member Peterson and passed unanimously.

Agenda Item #3 East Metro Rail Capacity Study Update- RCRRA

a. Resolution Approving Funding Contribution

Mike Rogers presented a power point presentation and provided a handout with an update on the East Metro Rail Capacity Study. He began with an overview of the railway partners and who is impacted by these improvements in the east metro area. He proceeded to provide maps detailing the three major railroad routes, and the problems created by the areas where they overlap. These areas are Westminster Junction, Robert Street Bridge, and Hoffman Interlocking/Wye area as well as the freight yards to the south.

Mr. Rogers reminded the Commission Members they are in the Initial Phase of analyzing what alternatives may work and selecting a preferred concept. Future stages will be engineering, the environmental process, as well as the final design and construction. He continued to explain the study objectives which include: identifying capacity needs addressing long-term needs first, phasing opportunities, contributions to congestion and technical issues and constructability. He indicated that the study approach concentrated on the biggest benefit with the least amount of cost. Some of these items include: the change of scheduling and dispatching of trains so there is less interference, train re-routing, as well as lower cost capital items such as sidings, crossovers or additional yard tracks. Additionally, higher cost capital items may include: dedicated passenger tracks, additional freight tracks, grade separations and river crossings.

He indicated that through the study approach four build alternatives as well as a no build alternative were developed. The first alternative was to have no improvements or changes. There are four build scenarios, which were designed with the railroads input and remained within the railroad right-of-way. The four build alternatives were very similar north of the Cottage Grove area. This area included yard improvements and a third main line built from the Union Depot to the Newport area. The goal is to get the through trains and the yard trains separated and keep the speeds up for the high-speed trains. The area south of Cottage Grove focused on some uncommon elements. This area north of Hastings on the St Croix River focused on grade separations. The question remains where to put a third track, up along Highway 61 or along the river.

The study approach had the following requirements:

- Must accommodate 150+ existing freight moves in Hoffman Yard, which is 10,000 freight cars a day, as well as yard operations for BNSF, CP & UP. These freights do not want their schedules changed.
- Must accommodate existing passenger trains.
- Must accommodate growth of about 36% including ten Red Rock Trains and twelve high speed trains to Chicago as well as some additional passenger trains.

Mr. Rogers provided a review of a graph detailing the four options. This indicated that option four offers the most changes and is the most capital intensive. It also detailed that there will be significant speed reductions due to congestion by the freight if there are no improvements made. To solve this problem, some improvements must be made as these problems will become worse with the addition of passenger trains.

He continued to review the effects of the four options with the addition of passenger trains. With option one the average congestion and unplanned delay per train increases dramatically with the addition of passenger trains and no capital improvements. As capital improvements are done to increase capacity, the delays go way down.

Specifically, he noted what they have learned from the study:

1. Cottage Grove Auto Facility
 - a. Servicing the facility reduces the railroad to a single track
2. Dayton's Bluff Yard
 - a. Yard work dramatically reduces the capacity of Hoffman Interlocking
3. Hoffman Interlocking
 - a. An increase in turnout speed is needed
 - b. Separation of yard and through movements will increase capacity
 - c. Crew changes impact tract capacity.

Mr. Rogers reviewed the four options and a new option that only recently developed called option 5. In this option only Area C will change. The BN Track will go up the bluff alongside the CP track. This would create a one-rail corridor from the St. Croix to Newport. It would include three main line tracks minimum. This option will eliminate the BNSF/CP crossover and the St Croix flyover as well as future flyover at Newport. Both the railroads are indicating that this option does hold some merit and should be further analyzed. He indicated that to proceed with the analysis of Option 5 the following would need to be completed: modeling simulations, conceptual engineering with geotechnical engineering to determine what material the bluffs are made out of, as well as track design. These steps will delay the project one to two months. He indicated that staff is in agreement that it is worth the time to consider this option now.

Mr. Rogers then discussed the additional costs needed to conduct the Option 5 analysis. The additional cost is \$100,000 and through the funding sources 80% is a Federal match (5339) and \$20,000 in a local match. This \$20,000 is the request today for the Red Rock Corridor Commission. This additional funding will allow us to keep moving forward on the study which is expected to be done towards the end of 2011 or early 2012. Commission Member Lehrke questioned what the cost difference would be if this option is analyzed at a different time, later into next year. Mr. Rogers indicated that

there is efficiency in doing the analysis in the early stages of development. To go back later and decide to review Option 5 would be very costly when the whole analysis is in more detail. She noted that the Washington County Commissioners recently submitted a grant request for the Federal Livability Grant to look at an advanced alternative analysis on modes. The original analysis ruled out BRT right away due to the bluffs and the river, but now there are some hybrid versions of BRT that could be very cost effective to implement in this corridor. She indicated her interest in conducting an alternative analysis in this corridor for BRT, and that the RRCC could be approached to become a funding partner if this grant is approved. She noted that they will know more in October or November and questioned if they could table this item until then. Mr. Rogers indicated that now is the time to complete this work. If we wait until November or December the weather is not conducive to surveying or obtaining the borings that are needed. From the study timeline it is much more efficient to complete this work now. Commission Member Lehrke questioned if we waited until next year to complete this work, would the cost remain the same. Mr. Rogers answered that he was not certain on the cost next year. He noted that the reason for the price now is due to the expectation that we can determine which option is the correct option without following through with both options all the way to the end of the process. Mr. Gitzlaff indicated that in regard to the application submitted by Washington County for the advanced alternatives analysis, the results of this study could be plugged into the AA total task and it could bring the total cost of that project down.. He also noted that this is only the Federal portion. Even if we are successful with that grant, there is still a 20% local match that would most likely go back to the four funding partners. This local match funding split would be the same as is agreed for all dues. He indicated that the grant application was for two million in Federal Funds and the total cost would be 2.5 Million, so it would be a \$500,000 total match from all the funding partners. Commission Member Rettman commented that if we need to research going up the bluff as a viable alternative this could help leverage more dollars. Mr. Gitzlaff confirmed that there remains a \$30,000 contingency in the budget. The East Metro Rail Capacity Study is in our work scope and could be used with these funds. He reminded the Commission Members that these funds have been equally proportioned with the funding partners at the rates of: 37.5% from Ramsey County, 35% from Washington County, 17.5% from Hennepin County and 10% from Dakota County. This is the standard contribution rate this is followed for all funding for the Red Rock Corridor.

Commission Member Peterson motioned to approve the resolution for the \$20,000 funding contribution to the East Metro Rail Capacity Study. The motion was seconded by Commission Member Hunziker and brought to a vote.

Roll Call Vote:

Commissioner Rettman	Yes
Commissioner Lehrke	Yes
Commissioner Hunziker	Yes
Commissioner Harris	Yes
Commissioner Peterson	Yes
Commissioner Hollenbeck	Yes

Motion passed unanimously

Agenda Item #4 Station Area Planning Study Update- WCRRA

Mr. Gitzlaff indicated that there are three things to update on the Station Area Planning Study. At the last meeting the Commission approved the release of the draft of the report for public review, comments and endorsement by the cities. It has been busy since then getting on city and county board agendas giving updates and going through the approval process. So far, the Newport City Council has accepted the report. Cottage Grove is scheduled for an update to the City Council on September 7th to approve the report. Additionally, the presentation to the Transportation Committee of the City of St. Paul was given on July 11, and now their planning commission will hold their own public hearing and comment period that may continue until early October. In Hastings, the report was presented to the Planning Commission and Council, and they are going to be sending a resolution of support at their September 7th meeting. Additionally, an update was given to the Washington County Regional Rail Authority Board on August 2nd and the Ramsey County Regional Rail Authority Board on August 16th. He indicated that they have received some comments and feedback, and most of it remains technical in nature. Nothing major yet. He noted this Commission is scheduled for approval next month and at that time he will provide details of any comments and changes necessary. Mr. Gitzlaff informed the Commission Members that they had originally targeted October to finish the study but Washington County recently extended the contract with Hay Dobbs until the end of the year to allow them to assist with final updates, communication services and website management.

Finally, Mr. Gitzlaff referred the Commission to the specialized service task for this project which was the creation of a short three-minute video. This video highlighting the Red Rock Corridor will be available for upcoming meetings, cable channels, the website and the You-Tube page. The Commission Members then viewed the video.

Commission Member Lehrke commented on the responses in the video that referenced taking the train to the ball game, yet this is commuter rail system that will not be available at ball game times. She is concerned with the false impression that is given in this video. Mr. Gitzlaff indicated that the comments offered in the video are not scripted comments, just the feedback that people have given. The commuting aspect is still the primary goal. He indicated that this video will be available on our website front page as well as the You-Tube page. It will also be sent out to local media and cable access. This remains another resource that staff and commissioners have to get the Red Rock message distributed. Commission Member Lehrke questioned what stage this video was in, and if it was possible to edit any portion. Mr. Gitzlaff indicated he would check with the consultants and see if there are any funds available to provide some edits. Commission Member Peterson recommended that we send this out to the area Chamber of Commerces for them to put on their websites. Commission Member Rettman reminded the Commission Members that this process is about building up the whole corridor, not just getting a ride one place; it is about a complete two way trip.

Agenda Item #5 Legislative Update - RCRRA

a. State

Josh Olson informed the Commission that since the last meeting a lot has happened. He referred the Members to the hand-out in the agenda packet which provides more detail on the State and Federal Legislatures. He continued to provide the highlights at

the State level. Highlights of the budget include: passenger rail was funded for \$500,000 for the 2012 -2013 year; and Metro Transit bus service was funded at \$39 Million for 2012 and 2013 for a total of \$78 Million, which is less than was requested. That gap in funding was filled in with CTIB funding as well as cuts to the suburban transit providers (opt outs). Additionally, the bonding bill was approved and the RRCC received some funds associated with this. They have initially allocated \$500,000 to the Newport Park-and-Ride.

b. Federal

Josh directed the Commission Members to the debate on debt ceiling and the potential cuts to transportation as well as cuts in other discretionary funding. He indicated that there are two transportation bills in process, one in the Senate and one in the House. In the House, Congressman John Mica is proposing a six year \$230 Billion Dollar package, and on the Senate side a two year \$109 Billion package is proposed. He noted there is a substantial difference between the two and they will continue to monitor the situation. Additionally, he noted there is a new round of Tiger Grants put out by the Federal DOT, with the pre-applications due by the first of October and the applications due the end of October.

Agenda Item #6 Other

a. Next Meeting- September 29, 2010

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

The Commission adjourned at 5:00 p.m.



DATE: October 20, 2011
TO: Red Rock Corridor Commission
FROM: Staff
RE: Checks and Claims

Attached is the

Hay Dobbs Invoice #24 - SAP Study (August, 2011)	\$ 69,895.64
Hay Dobbs Invoice #25 - SAP Study (September, 2011)	\$ 10,844.42
TOTAL	\$ 80,739.42

Detailed invoices can be made available upon request.

Action Requested: Approval

INVOICE NO. 09017.000-24

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: 91.4 %
 (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: 08/31/11
 Invoice Date: 09/13/11

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

Contract Expiration Date: December 31, 2011
 TH Number: NA

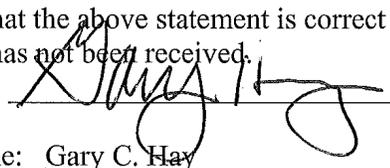
	Total Contract Amount	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1. Direct Labor Costs: (See Exhibit _ for Breakdown)	\$500,186.74	\$492,952.46	\$486,541.90	\$6,410.56
2. Direct Expense Costs: (See Exhibit _ for Breakdown)	\$54,673.00	\$48,552.23	\$48,391.23	\$161.00
3. Subcontractor Costs:	\$513,949.95	\$470,827.17	\$418,236.69	\$52,590.48
4. Miscellaneous Professional Services	\$81,144.31	\$31,412.46	\$20,678.86	\$10,733.60
Net Earnings Totals:	\$1,149,954	\$1,043,744.32	\$973,848.68	\$69,895.64
Total Amount Due This Invoice:				\$69,895.64

Contractor: Complete this table when submitting an invoice for payment			
Activity Code	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1	\$1043,744.32	\$973,848.68	\$69,895.64
Total*	\$1043,744.32	\$973,848.68	\$69,895.64

*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: _____

INVOICE NO. 09017.000-25

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: 92.4 %
 (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: 09/30/11
 Invoice Date: 10/04/11

Re: Mn/DOT Contract No. 85937 Contract Expiration Date: December 31, 2011
 SP Number: NA TH Number: NA
 Project Description: Southeast Station Area Master Planning and Environmental Analysis

	Total Contract Amount	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1. Direct Labor Costs: (See Exhibit _ for Breakdown)	\$500,186.74	\$495,393.49	\$492,952.46	\$2,441.03
2. Direct Expense Costs: (See Exhibit _ for Breakdown)	\$54,673.00	\$48,695.44	\$48,552.23	\$143.21
3. Subcontractor Costs:	\$513,949.95	\$474,272.33	\$470,827.17	\$3,445.16
4. Miscellaneous Professional Services	\$81,144.31	\$36,227.48	\$31,412.46	\$4,815.02
Net Earnings Totals:	\$1,149,954	\$1,054,588.74	\$1,043,744.32	\$10,844.42
Total Amount Due This Invoice:				\$10,844.42

Contractor: Complete this table when submitting an Invoice for payment

Activity Code	Total Billing to Date	Amount Previously Billed	Billed This Invoice
1	\$1,054,588.74	\$1043,744.32	\$10,844.42
Total*	\$1,054,588.74	\$1043,744.32	\$10,844.42

*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: _____



DATE: October 20, 2011
TO: Red Rock Corridor Commission
FROM: Staff
RE: Station Area Planning Study Update

Remaining Tasks

The contract between WCRRA and Hay Dobbs has been extended to the end of December 2011 to allow for the completion of activities and deliverables related to the adoption of the SAP Final Report and associated communication efforts. The Hay Dobbs team will continue to host and manage the corridor website, send out important news updates and prepare final printed and web-ready versions of the final report.

SAP Final Report Review and Approval

At its July 30th meeting, the Commission approved the release of the draft of the Station Area Planning Final Report for review, comment and adoption/endorsement by the City and County partners.

Below is a list of the meetings held to review and approve the Station Area Planning Final Report and a synopsis of the comments received.

Newport

- July 21st – Newport Planning Commission – Report Review
- July 21st – Newport City Council – Report Review/Acceptance

Comments: *No comments were received during the public review process.*

Official Action: *Report accepted by resolution and found consistent with the City's comprehensive plan.*

Cottage Grove

- August 8th – Cottage Grove Parks Commission– Report Review
- August 22nd – Cottage Grove Planning Commission– Report Review
- September 7th – Cottage Grove City Council– Report Acceptance/Adoption

Comments: *No comments were received during the public review process.*

Official Action: *Report Approved by Resolution*

Saint Paul

July 11th – St Paul Transportation Committee – Report Review
July 22nd – St Paul Planning Commission – Report Review / Public Comment
September 2nd – St Paul Planning Commission – Public Hearing
Sept 19 – St Paul Transportation Committee – Recommends Approval
Sept 30 – St Paul Planning Commission – Recommends Approval
November 2 (tentative consent agenda) - – City Council – Report Approval

Comments: A comment letter was received from District 1 Community Council supportive of the overall plan for the Lower Afton Station.

Official Action: Station Area Plan anticipated to be approved and adopted by the City Council

Hastings

July 14th – Hastings EDRA – Report Review
July 25th – Hastings Planning Commission
August 1st – Hastings City Council – Report Review
September 5th – Hastings City Council – Resolution Passed

Comments: Comments from the Planning Commission on the preferred locations and orientation of the park-and-ride structure were received.

Official Action: A resolution was passed supporting the station area plan for the Hastings Transit Station.

WCRRA

August 2nd – WCRRA Board Presentation – Report Overview

Official Action: Approval is anticipated after RRCC takes action

DCRRA

To be determined – Approval anticipated after RRCC takes action

Official Action: Approval is anticipated after RRCC takes action

RCRRA

August 16th -RCRRA Board Presentation – Report Overview

Official Action: Approval is anticipated after RRCC takes action

Other Comments

A comment letter was received from Canadian Pacific Railway on July 20th 2011 acknowledging the importance of having a common vision for passenger rail connections and the need to continue to coordinate station planning efforts with the rail capacity planning being done as part of the East Metro Rail Capacity Study. Additional technical comments and requests for clarification were received from staff at the Minnesota Department of Transportation (Mn/DOT), Ramsey County, Washington County and the City of St Paul during the public review process

Recommend Action

The final report incorporates the technical, grammatical and clarifying comments received from the project partners and includes updated graphics and formatting changes. The latest version intended for review and adopted by the Commission at the October meeting will be emailed to Commission members ahead of time. A limited number of printed copies will also be available at the meeting.

Action

Approve Resolution #2011-3 Adopting and Approving the Red Rock Corridor Station Area Plan Final Report

**Red Rock Corridor Commission
Resolution 2011-03**

**Resolution Approving and Adopting the Red Rock Corridor Station
Area Planning Final Report**

WHEREAS, the Red Rock Corridor Commission was established in 1998 to address transportation needs in the Red Rock Corridor; and

WHEREAS, the Red Rock Corridor Commission in partnership with the Cities of St Paul, Newport, Hastings and Cottage Grove undertook a Station Area and Site Master Planning and Environmental Analysis (SAP) study to plan for the areas around the proposed Red Rock transit stations; and

WHEREAS, the SAP Final Report lays out a vision for the station area that is reflective of the input received by the community throughout the planning process; and

WHEREAS, the SAP Final Report is consistent with the recommendations of the Alternatives Analysis for a phased approach to building transit service in the Red Rock Corridor; and

WHEREAS, the Red Rock Corridor Commission will continue to work with local communities to collaboratively plan for future transit improvements in the Red Rock Corridor and the surrounding land uses within the station areas; and

NOW, THEREFORE, BE IT RESOLVED that the Red Rock Corridor Commission hereby approves and adopts the SAP Final Report.

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 _____, 2011 as shown by the minutes of said meeting in my possession.

	YES	NO	ABSTAIN	ABSENT
LEHRKE	_____	_____	_____	_____
HARRIS	_____	_____	_____	_____
RETTMAN	_____	_____	_____	_____
STENGLEIN	_____	_____	_____	_____
HOLLENBECK	_____	_____	_____	_____
KELLER	_____	_____	_____	_____
PETERSON	_____	_____	_____	_____
HUNZIKER	_____	_____	_____	_____
GALLAGHER	_____	_____	_____	_____
HELGEN	_____	_____	_____	_____
GORDON	_____	_____	_____	_____

HASTINGS CITY COUNCIL
RESOLUTION NO. 9-05-11

RESOLUTION SUPPORTING THE STATION AREA PLAN FOR THE HASTINGS
TRANSIT STATION

Council member Nelson introduced the following Resolution and moved its adoption:

WHEREAS, the Red Rock Corridor Commission was established in 1998 to address transportation needs in the Red Rock Corridor; and

WHEREAS, the City of Hastings is an active member of the Red Rock Corridor Commission; and

WHEREAS, the Red Rock Corridor Commission in partnership with the Cities of St Paul, Newport, Hastings and Cottage Grove have undertaken a Station Area Planning (SAP) study to plan for the areas around the proposed Red Rock transit stations; and

WHEREAS, the plan for the Hastings transit station is consistent with the City's adopted Comprehensive Plan; and

WHEREAS, the plan lays out a vision for the station area that is reflective of the input received by the community throughout the planning process; and

WHEREAS, the City will continue to work with the Red Rock Corridor Commission to plan for future transit improvements in the Red Rock Corridor and the surrounding land uses within the station areas; and

NOW, THEREFORE, BE IT RESOLVED that the City of Hastings supports the Station Area Plan.

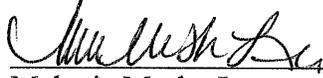
Council member Schultz moved a second to this resolution and upon being put to a vote it was unanimously adopted by all Council Members present.

Adopted by the Hastings City Council on September 6, 2011, by the following vote:

Ayes: Mayor Hicks, Councilmembers Alongi, Balsanek, Nelson, Slavik
Nays: None Hollenbeck, and Schultz

Absent: None

ATTEST:

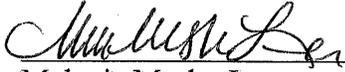


Melanie Mesko Lee
City Clerk


Paul J. Hicks, Mayor

(City Seal)

I HEREBY CERTIFY that the above is a true and correct copy of resolution presented to and adopted by the City of Hastings, County of Dakota, Minnesota, on the 6th day of September 2011, as disclosed by the records of the City of Hastings on file and of record in the office.



Melanie Mesko Lee
City Clerk

(SEAL)

This instrument drafted by:
City of Hastings (JWH)
101 4th St. E.
Hastings, MN 55033

CITY OF COTTAGE GROVE
RESOLUTION NO. 2011-107

RESOLUTION SUPPORTING THE FINDINGS, CONCLUSIONS, AND DESIGNS
FOUND WITHIN THE RED ROCK CORRIDOR STATION AREA PLANNING REPORT
INCLUDING THE PLANS FOR THE FUTURE LANGDON VILLAGE TRANSIT
STATION AREA WITHIN THE CITY OF COTTAGE GROVE

WHEREAS, the Red Rock Corridor Commission was established in 1998 to address transportation needs in the Red Rock Corridor; and

WHEREAS, the City of Cottage Grove is an active member of the Red Rock Corridor Commission; and

WHEREAS, the Red Rock Corridor Commission in partnership with the Cities of St. Paul, Newport, Hastings, and Cottage Grove have undertaken a Station Area Planning (SAP) study to plan for the areas around the proposed Red Rock transit stations; and

WHEREAS, the plan for the Langdon Village transit station area is consistent with the City's adopted Comprehensive Plan; and

WHEREAS, the plan lays out a vision for the station area that is reflective of the input received by the community throughout the planning process; and

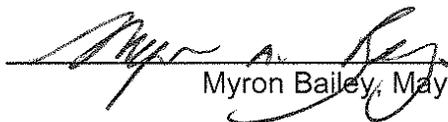
WHEREAS, the City will continue to work with the Red Rock Corridor Commission to plan for future transit improvements in the Red Rock Corridor and the surrounding land uses within the station areas; and

WHEREAS, the Langdon Village plans include the need for significant public and private investment and participation in order for the highlighted plans to come to fruition; and

WHEREAS, the City of Cottage Grove understands that additional public review and comments will be required and necessary in the future as the Langdon Village area modifications are completed to accommodate improved transit opportunities and growth within the community.

NOW, THEREFORE, BE IT RESOLVED that the City of Cottage Grove supports the approval of the 2011 Red Rock Station Area Planning Report by the Red Rock Corridor Commission.

Passed this 7th day of September 2011.



Myron Bailey, Mayor

Attest:



Caron Stransky, City Clerk

Community Council Office

(651) 578-7600 (phone)
(651) 578-7404 (fax)
district1council@aol.com

Police Storefront

(651) 578-7400 (phone)
(651) 578-7404 (fax)
district1CPC@aol.com

To: Saint Paul Planning Commission
From: District 1 Community Council

August 31, 2011

Re: Red Rock Station Area Planning

The District 1 Community Council sent its Executive Director as its representative to the Red Rock Corridor Station Area Planning Citizens Advisory Committee. Over the time the CAC was meeting, our organization assisted with gathering input from affected Saint Paul residents about the future Lower Afton station and kept them informed of the developing plan. Several community meetings were held, articles were published in our neighborhood paper and on our website, and discussions among residents took place in other, less formal settings. Although opinions about the project were not unanimous in the district, everyone recognized that the park and ride station has a strong impact on the community, and that its future design could affect a broader area of our district than a half-mile radius. The design you see in the draft plan is a result of integrating resident input with the unique character and limitations of the surrounding neighborhood. The design respects the Mississippi River Critical Area, our local small area and community plans, the regional parks, and the residential quality of the area around the station. It also increases amenities for residents as well as commuters and visitors to the regional park. We hope that it will also increase bus service as a feeder system to the park and ride is expanded.

The District 1 Community Council stands in strong and unified support of the resulting station area plan for Lower Afton.

Participation in the planning process has already yielded benefits to the immediate vicinity of the current park and ride lot. Residents were empowered, as a direct result of the station area planning, to address issues with potential expansion at the current site. Being able to envision a long-term plan has helped them to identify more immediate needs and to express solutions that will meet those needs.

The District 1 Community Council urges the Planning Commission to adopt this station area plan for the Lower Afton Park and Ride lot of the Red Rock Corridor.



**CANADIAN
PACIFIC
RAILWAY**

501 Marquette Avenue
Minneapolis, Minnesota 55402

July 20, 2011

Mr. Andy Gitzlaff
Senior Transportation Planner
Washington County Public works Department
11660 Myeron Road North
Stillwater, MN 55082

Subject: Red Rock Corridor Station Area Planning Final Report

Dear Mr. Gitzlaff,

Congratulations on compiling the Station Area Planning Study. The final report provides a synopsis of your findings and plans for moving forward with future bus/rail stations and transit-oriented development in the Red Rock Corridor.

As mentioned in the report, the East Metro Rail Capacity Study (EMRCS) was launched during the Station Area Planning Study in order to identify the long term rail capacity improvements required for expanded freight and passenger operations in the East Metro. CP anticipates the final EMRCS recommendations will include phased changes to track and signal systems within the railroad right of way between St Paul Union Depot and Hastings. Moving forward, further study will be required to finalize the EMRCS plans.

The Station Area Planning Final Report notes the preliminary conclusions of the EMRCS with respect to platform, station and pedestrian access along the Red Rock Corridor. Once the final EMRCS report is published, we will have to resolve any discrepancies and align the station and rail capacity plans. Having a common vision for the passenger rail connection will be critical as these initiatives move forward. We look forward to working with you on this.

Sincerely,

Judy Mitchell
Director – Strategic Initiatives
Passenger Rail US



DATE: October 20, 2011
TO: Red Rock Corridor Commission
FROM: Staff
RE: Regional Transitway Guidelines Presentation

Since early 2010, the Metropolitan Council has been working with regional partners to create the Regional Transitway Guidelines, which will provide technical guidance and best practices for the development of corridors where intensive transit investment is planned. The guidelines are not intended to serve as design standards or specifications. Rather, they will establish consistent, general practices, and a foundation on which project partners can build. The guidelines can be expected to evolve over time as the region's experience with transitway continues to grow. An Advisory Committee and 10 technical committees developed the Regional Transitway Guidelines.

The guidelines are now available for public review and comment through November 18th. The draft report is available online: <http://www.metrocouncil.org/planning/transportation/transitways/>. After the public comment period, the Council will review and consider the guidelines for adoption as a standalone document separate from the Transportation Policy Plan.

Michelle Fure from the Metropolitan Council will present an overview of the regional transitway guidelines at the Commission meeting and will be seeking input from Commission members. The Counties Transit Improvement Board (CTIB) will be submitting final comments to the Metropolitan Council on behalf of the member Counties.

Action
Information

Red Rock Corridor Commission

2012 Work Plan and Budget

Status: **DRAFT** for review at October 27th Meeting

1. **General Activities**

The Red Rock Corridor Commission (RRCC) will work with corridor municipalities, the Counties Transit Improvement Board (CTIB), the Metropolitan Council (Met Council), Metro Transit, and the Minnesota Department of Transportation (Mn/DOT) to continue the advancement of the Red Rock Corridor. To accomplish this, the RRCC will do the following:

1. Offer guidance on corridor studies
2. Coordinate corridor studies with Mn/DOT, Met Council, Metro Transit, and other interested parties
3. Monitor progress on corridor studies
4. Offer formal comments as needed;

2. **Advocacy and Legislative Coordination**

The Commission will continue to develop policy positions and advocate for improved transit to serve the Corridor and the Twin Cities region.

Commission activities include:

1. Informing legislators of the need for a transitway improvement in the Red Rock Corridor.
2. Advocating for increased transit funding to improve and expand the existing transit service in the Corridor.
3. Coordinating legislative initiatives with the CTIB and other transitway corridors.
4. Coordinating legislative initiatives with impacted freight railroads to speed the implementation of capacity improvements that benefit passenger and freight rail along the Red Rock and High-Speed Rail corridors.
5. Advocating for High-Speed rail funding at the state and federal level.
6. Establishing positions on legislative initiatives that affect the Red Rock Corridor.

3. **Public Involvement**

The Commission's public involvement activities will be separate from, but closely coordinated with the Station Area and Site Master Planning study.

The Commission's activities will include:

1. Public Involvement as identified in the Station Area and Site Master Planning Workslope.
2. Presentations to civic and community groups throughout the Corridor.
3. Distribution of newsletters and project updates at various public events including fairs and community festivals.

4. Media recognition of Commission meetings and events through print, radio, and public access television.
5. Coordination of updates to the project website to coincide with the multiple studies being undertaken.
6. Host a website and manage content

4. Management, Policy and Administrative Activities

Commission activities will include:

1. Prepare and adopt the annual Work Plan and Budget
2. Prepare the annual financial report
3. Prepare an annual legislative platform
4. Review insurance needs and procure appropriate insurance
5. Provide Commission and staff administration
6. Manage Commission expenses
7. Manage the consultant selected for each of the various work tasks undertaken by the commission
8. Attend regional/national conferences to educate members on transit alternatives and their impact on the built environment.

5. East Metro Railroad Capacity Analysis Study

The purpose of the East Metro Rail Capacity and Engineering Improvements Study (East Metro Rail Capacity Study) is to evaluate railroad capacity to the north and east of downtown St. Paul and determine engineering improvements needed to implement Amtrak, Red Rock commuter rail, Midwest Regional Rail (high speed) and accommodate future freight growth. This study will be very beneficial to establishing a collaborative working relationship with the railroads for identifying solutions that could accommodate all desired uses.

In the fall of 2011 an additional task was added to analyze in greater detail potential track improvements needed on the portion of the Red Rock corridor between Newport and Hastings. The results of the analysis will help to inform future decisions about the Red Rock Corridor.

The East Metro Rail Capacity Study is being led by the Ramsey County Regional Railroad Authority (RCRRA). The study, which began in June 2010, is anticipated to be completed early 2012. The Ramsey County Regional Railroad Authority is the contract manager for the study. The Red Rock Corridor Commission is a project partner for this study.

6. Additional Studies

Additional studies identified for the remaining 5339 funds appropriated to the Met Council for Rush Line, Red Rock and Central Corridor planning include a coordination of corridors into Union Depot and an East Metro Travel Time Benefit study. However, start dates, formula contributions for the local match and contract managing agencies have not been determined. The Red Rock

Corridor Commission along with its regional partners need to re-evaluate the scope and need for these studies since much of this work would be a duplication of other regional planning projects.

One potential option to pursue would be to use the federal funds for an advanced alternatives analysis study of the Red Rock Corridor to revisit assumptions from the previous Alternatives Analysis and refine the phased approach for transit investment in the corridor.

2012 Operating Revenue

Revenue Source	Percentage Due	Amount Due	Fund Balance ⁽¹⁾	Fund Balance ⁽¹⁾
Regional Railroad Authority				
- Ramsey County	37.5%	\$ 26,250	\$ 18,224	\$ 8,026
- Washington County	35%	\$ 24,600	\$ 17,009	\$ 7,491
- Hennepin County	17.5%	\$ 12,500	\$8,505	\$ 3,745
- Dakota County	10%	\$ 7,000	\$ 4,860	\$ 2,140
TOTAL	100%	\$ 70,000	\$ 48,598	\$ 21,402

2012 Operating Expenditures

Expenditure Category	Amount
Corridor Administration / General Activities ⁽²⁾	
- Corridor Insurance	\$ 2,000
- Corridor Memberships	\$ 1,000
- Meeting Supplies/Postage	\$ 2,000
- Publishing/Printing/Advertising	\$ 3,000
- Training	\$ 4,000
- Travel to a National Transit Conference ⁽³⁾	\$ 0
- Travel to learn about another transit System ⁽³⁾	\$ 0
Subtotal	\$12,000
Advocacy and Legislative Coordination	
- Travel to Washington D.C. ⁽³⁾	\$ 0
- Federal/State Advocacy	\$ 0
Subtotal	\$ 0
Public Involvement	
- Website Hosting / Content Management	\$ 5,000
- Communication Services	\$ 20,000
- Special Events	\$ 3,000
Subtotal	\$ 28,000
Contingency	\$ 30,000
TOTAL	\$ 70,000

Operating Budget Notes:

1. The Commission's fund balance as of October 20, 2011.
2. The county regional railroad authorities are conducting administrative functions, including mailings. Such items are eligible for reimbursement as approved by the Commission.
3. Out of state travel costs to transit conferences, to learn about another transit system, or advocacy trip to Washington D.C. will be the responsibility of each individual member the unless the Commission's Financial Members unanimously approve the use of contingency funds to pay for travel.

2012 Capital Revenue

Revenue Source	Amount
Remaining Federal 5339 funds (2006 & 2007)	\$ 1,425,000
TOTAL	\$ 1,425,000

2012 Capital Expenditures

East Metro Railroad Capacity Analysis

This study is under contract and is being funded with \$1,680,000 in federal 5309 funds through a grant agreement between RCRRA and Met Council. The local match of \$420,000 is from \$400,000 in state bond funds designated for the Red Rock Corridor and a \$20,000 funding contribution from the Red Rock Corridor Commission in 2011.

Revenue sources for this work are listed below:

Revenue Source	Amount
Federal Appropriations (2006 & 2007)	\$ 1,680,000
State Bonds (2005 & 2006)	\$ 400,000
RRCC Contribution (2011)	\$ 20,000
TOTAL	\$ 2,100,000

Additional Studies

The 5339 funds were appropriated to the Met Council for Rush Line, Red Rock and Central Corridor planning. Central Corridor is no longer an eligible project for the funds because a locally preferred alternative has been established.

Future studies identified for the remaining funds include a coordination of corridors into Union Depot and an East Metro Travel Time Benefit study. However, start dates, formula contributions for the local match and contract managing agencies have not been determined. The Red Rock Corridor Commission along with its regional partners will need to re-evaluate the scope and need for these studies since much of this work could be a duplication of other regional planning projects.

One potential option to pursue would be to use the federal funds for an advanced alternatives analysis study of the Red Rock Corridor to revisit assumptions from the previous Alternatives Analysis and refine the phased approach for transit investment in the corridor. The overall scope of the project and formula contributions for the local match would need to be determined.

Revenue Source	Amount
Federal Appropriations (2006 & 2007)	\$ 1,425,000
Remaining Local Match to be Determined	\$ 376,250
TOTAL	\$ 1,881,250



DATE: October 20, 2011
TO: Red Rock Corridor Commission
FROM: Staff
RE: Newport Transit Station Update

In 2007, the Red Rock Corridor Commission (RRC) completed an Alternatives Analysis (AA) that identified commuter rail as the long-term transit investment for the corridor. Included within the AA recommendations was the development of a transit station in Newport initially serving express bus and eventually transitioning to commuter rail.

In April 2010, the Washington County Railroad Authority (WCRRA) purchased the former "Knox lumber site" at 2222 Maxwell Avenue in Newport for the future transit station and entered into a Memorandum of Understanding (MOU) with the City of Newport to document the good faith understanding of each agency's interests and requirements related to the development of the transit facility.

The Washington County Capital Improvement Plan programs the engineering and design of the Newport transit facility in 2011/2012 and construction in 2012/2013.

A request for proposals (RFP) was recently released by the WCRRA for design services for Newport Transit Station. The deadline to submit proposals is Monday, November 14th and the County hopes to have a consultant selected and under contract by early January 2012.

Action
Information



DATE: October 20, 2011
TO: Red Rock Corridor Commission
FROM: Staff
RE: Federal Legislative Update

Below is a federal update prepared by Lockridge Grindal Nauen for the Counties Transit Improvement Board (CTIB)

CONGRESS IN ACTION

Although we traditionally do not provide a federal update during Congressional recesses, enough significant action has taken place since our last update that we thought it appropriate to send this special shortened update. The full Lockridge Grindal Nauen Federal Update will return next Friday. As alluded to previously, the House and Senate have - for all intents and purposes - adjourned for the week to observe Rosh Hashanah.

CONTINUING RESOLUTION (CR)

As you may recall, September 30, 2011 marks the end of the fiscal year for the federal government. Throughout the last several weeks, House and Senate leaders have been working behind the scenes and on the floor of their respective Chambers to come to an agreement which could avert a shutdown. Late last week the House passed a CR which was not passed by the Senate. It was unclear as to whether or not an agreement between the two chambers could be reached given the division between House and Senate leaders.

On Monday, the Senate moved two options to avoid a government shutdown and put an end to a dispute over offsets to disaster aid money. The first measure the House could consider would be a six-week CR which would provide \$2.65 billion for the Federal Emergency Management Agency and other disaster aid programs. The amount of emergency funding and the offset is one of the sticking points between the two Chambers.

As of today however, it appears that the House will take up a short-term spending bill on Thursday during a pro-forma session that would keep the government running through Oct. 4. This would allow time for further deliberations on a longer-term bill.

If a single House member objects to the short-term measure, that could force GOP leaders to quickly reconvene the chamber and clear the bill by a roll call vote. A Republican aide said Tuesday that leaders did not expect anyone to object to the short-term measure.

While the House appears on track to approve the brief stopgap to continue government spending through Oct. 4, it remains uncertain whether a longer-term continuing resolution will encounter significant resistance from House Republicans.

TRANSPORTATION AUTHORIZATION

Significant steps have been taken in recent days, bringing House and Senate leaders closer to a new long-term Transportation Authorization law. At a meeting last week, House Transportation and Infrastructure Committee Chairman John Mica (R-FL) said he has been given the green light from Republican leaders to search for additional revenue for the bill.

Sources indicate that the goal is to find enough revenue to pay for a six-year bill that would continue current spending levels. This would require an additional \$15 billion annually to supplement the funds projected to be available in the Highway Trust Fund. At this point it remains unclear as to what will be on and off the table in terms of revenue except that gas tax increases will not be a part of the mix.

This is a game-changing type moment. Until now, Mica has said the House surface transportation bill would be limited to spending that the Highway Trust Fund could support, which would require a reduction from current levels.

CONGRESSIONAL UPDATE:

The House and Senate returned to Washington from their August district work period with a number of important and timely legislative items to accomplish prior to the end of September when they will recess once again. Technically the new fiscal year starts October 1, 2011, however, the annual appropriations process is far from complete as both Chambers continue efforts to move legislation forward. With this said, they will have to pass a Continuing Resolution in order to keep the government funded.

TRANSPORTATION AUTHORIZATION:

With the latest extension of federal transportation programs set to expire at the end of the month, the House and Senate agreed to legislation which would extend funding through March 2012. This short-term extension provides House and Senate transportation leader's time to continue their efforts to draft a new long-term transportation bill. Although passing a multi-year surface transportation bill in six months is ambitious, House and Senate leaders have proposals on the table which they intend on moving forward. In the Senate, Environment and Public Works Committee Chair Barbara Boxer (D-CA) and Ranking Member James Inhofe (R-OK) have drafted a two year \$109 billion plan which has yet to be formally introduced. Currently they are waiting to introduce their measure until Finance Chairman Max Baucus (D-MT) comes up with \$12 billion in revenue above and beyond what the Highway Trust Fund can currently support.

House Transportation and Infrastructure Committee Chairman John Mica (R-FL) has introduced a six-year plan which will provide \$230 billion, which is what the Highway Trust fund is expected to be able to sustain over that period of time.

CONTINUING RESOLUTION:

According to Congressional sources, Leaders in both chambers have suggested that they would like to finish the fiscal 2012 appropriations process by late November. Currently, lawmakers are negotiating a Continuing Resolution (CR) which is necessary to keep the federal government funded. Leaders in both chambers are aiming to clear only one continuing resolution, which would keep the government running through November 18th. That is the date on which both chambers plan to leave for the Thanksgiving recess. In the interim, the staff and members of the Appropriations panels in both chambers will be working behind the scenes to try to resolve their differing views on funding federal agencies.

The House is moving forward on a Continuing Resolution this week which would keep government spending at an annualized rate of \$1.043 trillion, in accordance with the fiscal 2012 budget caps set by the debt limit agreement (PL 112-25). It contains a total of \$3.65 billion in disaster aid, of which \$1 billion would be available in the current fiscal year. The House is expected to send that legislation to the Senate on Wednesday.

Senate Majority Leader Harry Reid (D-NV) said he would move to amend the House CR to include the \$6.9 billion in disaster relief funding contained in an earlier Senate-passed appropriations measure (H J Res 66). In the process, Reid plans to strike out existing House language on disaster relief and a House offset for supplemental disaster aid in fiscal 2011. This will set up a battle with House Leaders over spending levels and may prolong the process.

TRANSPORTATION APPROPRIATIONS BILLS:

The House and Senate Appropriations Committee continue to move forward their respective transportation funding measures.

The House Appropriations Transportation-Housing and Urban Development Subcommittee took up and passed their fiscal year 2012 Appropriations bill. The draft measure would provide \$55.2 billion in discretionary spending. Specifically, it would provide \$16.7 billion for the Transportation Department (\$3 billion more than fiscal 2011 levels), and \$38.1 billion for the Department of Housing and Urban Development (\$3 billion below fiscal 2011 levels).

- Rail – The Federal Railroad Administration is funded at \$1.3 billion, which is \$7 billion below the President’s request and \$36 million above last year’s level. Of this amount, \$1.1 billion is targeted to Amtrak, primarily for capital improvements to the nation’s rail lines. The bill also includes policy reforms for Amtrak, such as requiring overtime limits on Amtrak employees to reduce unnecessary costs, and reinstates a provision that prohibits federal funding for routes where Amtrak offers a discount of 50% or more off normal, peak fares. In addition, the bill does not include funding for High Speed Rail or Intercity Passenger Rail Service.
- Transit – The bill contains a total of \$1.8 billion for the Federal Transit Administration (FTA), which is \$1.9 billion below the President’s request and an increase of \$169 million over last year. The legislation also provides \$5.2 billion in state and local bus grants – the amount estimated to be available from the Mass Transit Account (trust fund) for fiscal year 2012. Like the highway program, the transit program still requires reauthorization to operate beyond September 2011, and the Committee is prepared to support a higher formula bus spending level should a new, multi-year authorization bill be enacted.

The legislation also limits transit capital investments – only funding “Small Starts” projects and those projects that have signed Full-Funding Grant Agreements with the FTA prior to November 1, 2011. The legislation also includes language that prohibits new Full-Funding Grant Agreements if the project is more than 50% federally funded.

The Senate Appropriations Committee passed their version of the bill which includes budget authority of \$55.3 billion, \$100 million less than the 2011 enacted level. Total funding, including limitations on obligations related to programs funded by the Highway Trust Fund, is \$109.5 billion. The total funding level is \$100 million or 0.1 percent below the equivalent 2011 enacted level.

The Senate Appropriations Bill includes:

TIGER Funding: \$550 million for grants to support significant transportation projects in a wide variety of modes, including highways and bridges, public transportation, passenger and freight railroads, and port infrastructure. The bill requires the Secretary to allocate no less than \$120 million for projects in rural communities. The funding level included in the bill is \$23 million higher than the fiscal year 2011 enacted level.

Transit Investments: An additional \$358 million above the fiscal year 2011 enacted level for the transit “New Starts” program. This funding supports projects across the Nation that will provide new or expanded public transportation services.

Sustainable Communities Initiative: \$90 million within HUD’s Community Development Fund to promote integrated housing and transportation planning. Joining HUD in this initiative will be the Department of Transportation and the Environmental Protection Agency. The funding included in the bill will provide grants for integrated housing and transportation planning efforts on both the regional and local level.

Transit Energy Efficiency Grants: \$25 million for grants to help transit agencies make cutting edge and innovative capital investments that will reduce the energy consumption or greenhouse gas emissions of their operations.

PRESIDENT OBAMA’S JOBS ADDRESS TO CONGRESS:

President Obama addressed a joint session of Congress to introduce an approximately \$447 billion package which is aimed at creating jobs. The package – termed “The American Jobs Act” - is composed of tax cuts, aid to states, and infrastructure spending.

Of note, the President is asking for \$50 billion for “immediate investments” in transportation infrastructure, and for the creation of an infrastructure bank capitalized with \$10 billion in federal money. The proposal would expand the TIFIA program, which provides loans, loan guarantees and lines of credit for large transportation projects, and would fund the Transportation Department’s discretionary grant program, known as TIGER. He also wants \$15 billion to rehabilitate vacant property in neighborhoods with high concentrations of foreclosures.

DEBT AND DEFICIT AGREEMENT/ONGOING DISCUSSIONS:

On August 2, 2011 Congress cleared a debt ceiling deal at the 11th hour in an effort to avoid a government default. The current \$14.3 trillion ceiling on federal borrowing will now be increased by an amount between \$2.1 trillion and \$2.4 trillion, a sum presumed sufficient to allow the Treasury Department to operate beyond the 2012 election and into 2013. The increase will come in two steps: \$900 billion immediately and the second increase of \$1.2 trillion to \$1.5 trillion would be available later. The size of the second increase will be determined by actions Congress takes to curtail growth in the debt). The deal cut about \$1 trillion (over 10 years) in current spending and created a special “Super Committee” to recommend more than \$1 trillion in additional reductions.

For reference, the debt reduction panel timeline is below.

Panel Timeline:

- Oct. 14: Deadline for standing committees to forward their recommendations to joint committee.

- Nov. 23: Deadline for joint committee to vote on legislative proposals, with a 10-year deficit reduction goal of \$1.5 trillion.
- Dec. 2: Deadline for joint committee to formally report proposals.
- Dec. 23: Deadline for House and Senate to vote on proposals, without amendment.
- Jan. 15: Deadline for enactment of at least \$1.2 trillion in deficit reduction, or across-the-board spending cuts will be triggered.
- Jan. 2, 2013: If triggered, across-the-board cuts will take effect.

The legislative discussions surrounding the debt and deficit have taken and will continue to take up a significant amount of time on Capitol Hill over the next six months and beyond. With this said, almost every portion of the federal budget has the potential to be impacted as the “Super Committee” takes up the work of finding cuts which seek to produce long-term savings (including transportation and transit funding). In an effort to educate Members of Congress about the importance of transit, this will be a critical time to be engaged in advocacy on the Hill.

As a refresher, here are the 2011 House and Senate Calendars for your review.

These are the recesses planned for the House and Senate this year:

- Week of Sept. 26 for the House and the Senate
- Week of Oct. 17 for the House
- Week of Oct. 24 for the Senate, which has nothing noted on its calendar after that
- Week of Nov. 7 for the House
- Week of Nov. 21 (Thanksgiving) for the House

Action
Information