



Agenda
Gateway Corridor Commission
October 11, 2012 - 3:30 PM

Woodbury City Hall, Birch Room
 8301 Valley Creek Road
 Woodbury, MN 55125

<u>Item</u>	<u>Presenter</u>	<u>Action Requested</u>
1. Introductions		
2. Consent Items* a. Summary of September 12, 2012 Meeting b. Checks and Claims		Approval
3. Gateway Corridor AA a. Outreach Activities* b. Policy Advisory Committee (PAC) Recommendations*	Washington County	Information Approval
4. 2013 Draft Workplan and Budget*	Washington County	Discussion
5. Legislative Update* a. State b. Federal	Ramsey County	Information
6. Other* a. Meeting Dates Summary b. Social Media and Website Update c. Media Articles	Washington County	Information
7. Adjourn		

*Attachments



DATE: October 4, 2012
TO: Gateway Corridor Commission
FROM: Staff
RE: Consent Items

Item 2a. Summary of the September 13, 2012 Gateway Corridor Commission Meeting

Members	Agency	Present
Rafael Ortega	Ramsey County	
Lisa Weik	Washington County	X
Kathy Lantry	St Paul	
Will Rossbach	Maplewood	X
Paul Reinke	Oakdale	
Mary Giuliani Stephens	Woodbury	X
Dean Johnston	Lake Elmo	X
Randy Nelson	Afton	
Dan Kylo	West Lakeland Township	X
Brian Zeller	Lakeland	
Victoria Reinhardt, Alternate	Ramsey County	X
Gary Kriesel, Alternate	Washington County	
Paul Rebholz, Alternate	Woodbury	
Brett Emmons, Alternate	Lake Elmo	
Pat Snyder, Alternate	Afton	
Dave Schultz, Alternate	West Lakeland Township	X
Peg Larson, Alternate	Lakeland	

Ex-Officio Members	Agency	Present
Mike Amundson	Baytown Township	
Greg Watson	Woodbury Chamber of Commerce	
Richard McNamara	Oakdale Business and Professional Association	
Doug Stang	3M	
Tim Ramberg	WI Gateway Coalition	
Zach Schwartz	St Paul Chamber of Commerce	

Others	Agency
Ted Schoenecker	Washington County
Mike Rogers	Ramsey County



Linda Jungwirth	Ramsey County
Stephen Ebner	West Lakeland Township
Josh Straka	U.S. Representative Betty McCollum's Office
David Jessup	Woodbury
JoAnn Ward	MN House 53A Candidate
Don Emerson	Parsons Brinckerhoff
Stephanie Eiler	Ch2M Hill
John Kaul	Washington County Lobbyist
Shelly Schafer	Senator Al Franken's Office
Jessica Faust	Congresswoman Bachmann's Office
Mikael Carlson	East Side Property Campaign

The Gateway Corridor Commission convened at 3:36 p.m. by Chair Weik. Agenda Item #2 was postponed until a quorum was reached.

Agenda Item #1. Introductions

Introductions were made by those present.

Agenda Item #2. Consent Items (4:11 p.m.)

Item 2a. Summary of August 9, 2012 Meeting: Motion made by Johnston to approve the August 9, 2012 meeting summary. Seconded by Reinhardt. **Approved.** Motion carried.

Item 2b. Checks and Claims: Motion made by Reinhardt to approve checks and claims. Seconded by Johnston. **Approved.** Motion carried.

Agenda Item #3. Gateway Corridor AA

Item 3a. Outreach Activities

Schoenecker referred to the packet listing the upcoming outreach activities to present the results of the Optimization Analysis.

Item 3b. Alternative Analysis Update

Schoenecker stated staff is not presenting information on the study today. Staff is working through the TAC/PAC process to discuss the findings from the Optimization results and ultimately make recommendations to the Commission in October. Staff will be looking for direction from the Commission as to what alternatives to move forward into the DEIS and what not to move forward.

Agenda Item #4. Map-21 (New Federal Transportation Bill)

Schoenecker stated there are some potential changes in this bill that could have an affect or impact on what we're looking at for the Gateway Corridor. The next step is to determine how to implement the bill. Don Emerson with Parsons Brinckerhoff gave a PowerPoint Presentation on the new Federal Transportation Bill and the impacts of Map-21 on New Starts projects.

Reinhardt arrived at 3:47 p.m.

Weik asked about the changes to the New Starts criteria and how is congestion relief measured. Emerson stated it hasn't been defined yet; we don't know what the measure is. Weik commented that



the BRT eligibility now states HOV lanes are no longer eligible for New Starts funds and asked how our Alternative 8 in the managed lane would be impacted. Schoenecker said our corridor is no longer eligible for New Starts funding; however, that doesn't mean it can't be funded from somewhere else. Emerson said in terms of managed lanes, there is not much of a change; the last HOV project FTA paid for was in the 1980s.

Giuliani Stephens asked who do we look to for advice on what we should be doing as a Commission to posture ourselves in the best possible light in this new process. Emerson said the Commission is coming to a decision point and at that time there may be some guidance for direction available; some other clients are trying to help shape the guidance by having conversations with FTA on what to write into the bill. Giuliani Stephens asked if these are conversations we should be having. Emerson said yes, when you know what you want to carry forward. He referred to the 'New' New Starts process slide and discussed the project development stage. Schoenecker said we will start talking with Region 5 FTA from Chicago more frequently.

Giuliani Stephens left the meeting at 4:15 p.m.

Agenda Item #5. Engage East Side Survey Results

Schoenecker introduced Mikael Carlson, East Side Prosperity Campaign, who gave a PowerPoint Presentation on a survey and environmental study of transit on the east side of St. Paul.

Weik asked if the public transit users for entertainment purposes were mostly for sports. Carlson said they didn't ask specifically. Reinhardt said the Northstar Commuter Rail is trying to get that breakdown because the sports transit is huge; it's very obvious when games are being played. Weik commented that east metro residents could be attracted to transit to get to Minneapolis sporting events.

Rosbach stated concern that, under the reasons people don't use public transit survey question, the "don't feel safe" answer seems to be high. Carlson said that there are very few bus stops on the east side that are sheltered, many are lucky to have a street light, and that causes concern with riding at night. He added that there is also a gang problem on the east side and people think it's harder to police a bus system than it is to police a light rail system. Carlson said the east side is a challenged community and many of those answers came from older residents. Rosbach commented that if that feeling is because of the community area and is not a concern system-wide, it would seem that as we move forward, safety would be something we would want to address with more police presence. Carlson said the Hiawatha and Lake Street station area was a really rough neighborhood for a long time; however, it didn't stop people from wanting to ride the Hiawatha line. Schoenecker said that regarding safety, for the Hiawatha LRT, you purchase tickets off line and they have undercover police officers sporadically on the trains to randomly check tickets. Now that we have several transitways operational in the area, we are starting to get the 'lessons learned' about station design, station layouts, lighting verses not lighting, cameras, and creating a sense of place around those stations to deter unsafe activity and improve safety concerns.

Schoenecker asked about the additional funding for Phase 2 and what would they be looking to do with those funds. Carlson said they would continue to try to educate people on what the transit options are based on the decisions from the Alternative Analysis, and work to develop local citizen leadership to be



the voice for transit. He added that they will continue with more surveys to determine where people go and where they can't get to.

Kyllo left the meeting at 4:41 p.m.

Agenda Item #6. Communications

Item 4a. Social Media and Website Update

Schoenecker referred to the information in the packet showing the website traffic.

Agenda Item #7. Legislative Update

Item 7a. State

Rogers said the Governor announced who would get the money from the bonding fund; the Saints Stadium received \$25 million; Southwest received \$2 million; and a waste water project in Duluth received some funding. Weik said Southwest had asked for \$14 million, and asked if that would impact their timeline. Rogers said he heard they needed \$4 million to keep going so there will be scrambling for some money. Rossbach said he heard the \$2 million was enough to keep them from being eliminated from the Federal list. Weik commented that she is the liaison to the Southwest Management Corridor Commission.

Item 7b. Federal

Schoenecker said there isn't a lot of activity other than the Map-21 bill. Ms. Faust reiterated that the Map-21 bill is only for two years and discussions will be starting shortly on the next bill, which will likely be longer and more far-reaching. She asked the Commission to let congressional staff know about ideas of things they want to see in that next bill.

Straka commented that he has heard from some specific Met Council members that Met Council is interested in getting engaged in a regional centrist agency; therefore, that might be an opportunity for the east metro to weigh in on 2030 and some of those plans going forward.

Reinhardt asked if light rail comes under the purview of the Met Council/Metropolitan Transit and if BRT is Metro Transit or MnDOT. Schoenecker said it is Metro Transit inside the metro area; MnDOT handles commuter rail due to statutes.

Agenda Item #8. Other

Item 8a. Meeting Dates Summary

Schoenecker referred to the packet highlighting upcoming meetings.

Item 8b. Local and Regional News

Schoenecker gave a brief description of the upcoming area events outlined in the packet.

Item 8c. U of MN Capstone Project

Schoenecker said they have been communicating with U of M students and have identified four different projects looking at stationary development. There are not a lot of specifics because the students will be working with the communities. The projects will be starting in the spring.



Weik commented that she and Johnston were interviewed today by a reporter for Finance and Commerce; they are following up on the efforts of Gateway with the optimization of the study. Johnston said his conversation was primarily on the topic of efficient government; getting the most bang for the tax dollar.

Weik will be attending the Rail~Volution conference in LA next month and the Twin Cities will host the event in 2014. An estimate of revenue coming into the Twin Cities for the event is \$1 million. The event offers mobile workshops and we could possibly have mobile workshops out into the Woodbury area to highlight the Gateway Corridor.

Item 8d. Media Articles

Included in the packet.

Agenda Item #9. Adjourn

Motion made by Johnston to adjourn the meeting. Second by Reinhart. **Approved.** Motion carried. Meeting adjourned at 4:53 p.m.

Item 2b. Checks and Claims

Gateway Corridor Commission – Advocacy Materials

<u>Date(s)</u>	<u>Item</u>	<u>Amount</u>
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Communications Contract (Tunheim Partners)

<u>Dates</u>	<u>Amount</u>
8/1/12-8/31/12	\$1,794.00

Note: Percent of contract utilized = 77%

Alternatives Analysis Contract (CH2M Hill)

<u>Date(s)</u>	<u>Amount</u>
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Note: Percent of contract utilized = 85%

Detailed invoices can be made available upon request.

Action Requested: Approval of Consent Items



DATE: October 4, 2012
TO: Gateway Corridor Commission
FROM: Staff
RE: Gateway Corridor Outreach Activities

The Gateway project team has been arranging outreach meetings to stakeholders along the corridor. These stakeholders range from local community city councils, council districts, business chambers, individual businesses, community groups and others. Included below is a summary the Commission’s outreach activities.

Upcoming Outreach

Stakeholder	Status
Lions Club	Presentation – December 4 th , 2012
Developer’s Forum	TBD

Previous Outreach

Stakeholder	Status
Lake Elmo Rotary Club	Presentation – March 16, 2011
St Paul District Council 1	Annual Meeting Booth – March 28, 2011
Woodbury LIONS Club	Presentation – April 5, 2011
Woodbury Chamber of Commerce	Presentation – April 6, 2011
Rasmussen College	Presentation – May 2, 2011
River Falls Rotary Club	Presentation – May 3, 2011
Metro State University	Presentation – May 4, 2011
St Paul District Council 4	Presentation – May 16, 2011
St Paul Chamber – Transportation Committee	Presentation – May 19, 2011
St Paul District Council 1	Presentation – May 23, 2011
3M	Meeting – May 24, 2011
St Paul District Council 5	Presentation – June 7, 2011
St Paul District Councils – Joint Meeting of 1, 2, 4, 5, 17	Presentation – June 27, 2011
St Paul District Council 2	Presentation – July 20, 2011
St Paul Transportation Committee	Presentation – July 25, 2011
Dayton’s Bluff Business Association	Presentation – July 28, 2011
Woodbury Rotary	Presentation – August 4, 2011
East Side Area Business Association	Presentation – September 14, 2011
Woodbury Community Foundation	Presentation – September 27, 2011
Oakdale Business and Professional Assn	Presentation – October 6, 2011



UW River Falls Leadership Group	Presentation – October 13, 2011
Sunray Businesses and St Paul D1	Meeting – October 18, 2011
Landfall City Council	Presentation – October 25, 2011
Harley Davidson Dealership	Meeting – October 31, 2011
Engage East Side	Meeting – November 15, 2011
Oakdale City Council	Presentation – January 10, 2012
St Paul District Council 17 Development Review Cmte	Presentation – January 10, 2012
St. Paul Transportation Committee	Presentation – January 30, 2012
St Paul Chamber Event at Globe University	Presentation – February 3, 2012
St. Paul District Council 4 Board Meeting	Presentation – February 6, 2012
East Side Business Association	Presentation – February 8 , 2012
St. Paul District Council 5 Board Meeting	Presentation – February 8, 2012
St. Paul District Council 2 Board Meeting	Presentation – February 15, 2012
St. Paul District Council 1 Board Meeting	Presentation – February 27, 2012
Stillwater LIONS Club	Presentation – February 28, 2012
Engage East Side	Meeting – March 2, 2012
Washington County Regional Rail Workshop	Presentation – March 20, 2012
Woodbury Chamber – Government Affairs Committee	Meeting – March 23, 2012
Lower St Croix Valley Alliance	Presentation – March 26, 2012
3 rd Round of Open Houses – St Paul, Harding HS	Presentation – March 27, 2012
3 rd Round of Open Houses – Eau Claire, CVTC	Presentation – March 29, 2012
3 rd Round of Open Houses – Hudson, St Croix Gov Center	Presentation – April 4, 2012
Met Council Transportation Accessibility Advisory Council	Presentation – April 4, 2012
3 rd Round of Open Houses – Woodbury, City Hall	Presentation – April 5, 2012
Met Council Transportation Committee	Presentation – April 9, 2012
King of King’s Church	Presentation – April 10 ,2012
Woodbury Chamber – Eggs and Issues	Presentation – April 13, 2012
Woodbury Expo	Booth – April 14, 2012
White Bear Avenue Business Association	Presentation – April 17, 2012
St. Paul District Council 2 Annual Meeting	Booth – April 25, 2012
Washington County Workforce Investment Board	Presentation – May 16, 2012
APA-MN Brownbag	Presentation – July 18, 2012
St. Paul East Side Community Groups	Meeting – August 28, 2012
District 5 Land Use Committee	Presentation – September 11, 2012
Woodbury City Council Workshop	Presentation – September 19, 2012
Woodbury Community Foundation	Presentation – September 25, 2012
APA-MN State Conference	Presentation – September 26, 2012

Action Requested: Information



DATE: October 4, 2012
TO: Gateway Corridor Commission
FROM: Staff
RE: Gateway Corridor Alternatives Analysis Update

Attached is a memo from the Project Team highlighting the activities that have occurred under the optimization work and the recommendation from the Policy Advisory Committee (PAC) at their meeting on September 19th.

The PAC recommended:

- Approval of the updated rankings of alternatives
- Advance Optimized Alternative 3 – BRT adjacent to Hudson Road – into the DEIS as the preferred option
- Advance Optimized Alternative 5 – LRT adjacent to Hudson Road – into the DEIS for comparative purposes to BRT

The schedule below identifies the upcoming key meeting dates and milestones for the commission:

Upcoming Meetings	Date/Time	Purpose
GCC	October 11, 3:30 pm.	- Approve Overall Rankings & Recommend Alternatives to carry into New Starts DEIS
Comment Period	October -November	- Public Comment on Overall Rankings & Alternative(s) Selection
GCC	November 9, 3:30 pm.	- Approve Final Alternative Selection Report

Staff and the consultant team will provide a more detailed presentation at the commission meeting.

Action Requested: Approve PAC recommendation and direct project staff to prepare the Alternatives Analysis (AA) Summary Report for public review and comment.

Policy Advisory Committee Recommendation to Gateway Corridor Commission

PREPARED FOR: Gateway Corridor Commission

PREPARED BY: Project Team

DATE: September 24, 2012

1. Background

In May, the Commission approved an additional scope of work for more detailed analysis and optimization of the remaining build alternatives. This analysis looked at ways to reduce the impacts and costs and increase the user benefits and other benefits associated with each alternative. The key elements of that added scope of work include:

- Extending the study completion date to Fall, 2012
- Performing additional engineering to reduce property impacts and include station bypasses
- Conducting a sketch-plan ridership estimation for five of the build alternatives for up to eleven different factors and the running the full travel demand model on up to three of the alternatives
- Updating initial cost estimates and recalculating cost effectiveness
- Evaluate performance of the alternatives based on current New Starts Criteria and proposed rule changes

At the August Commission meeting, the Gateway Corridor Commission reviewed the results of the additional engineering work and the sketch plan ridership estimation. The Commission approved conducting full model runs for Alternatives 3, 5 and 8 incorporating the following factors:

Optimization Factor	Alt 3 (BRT along Hudson Rd / 1-94)	Alt 5 (LRT along Hudson Rd / I-94)	Alt 8 (BRT Managed Lane)
Reduce Off-Peak Service	X	X	X
Adjust Dwell Time	X	X	X
Travel Time Refinement	X	X	X
Remove W-100	X	X	X
BRT Constant	X		X
BRT Bypass Lanes	X		
Realign East of 494/694	X	X	
Add Landfall Station	X	X	
Shorten MOS to Manning			X
Shift WBA & McKnight Stations			X



In addition, the Commission decided that adding a Radio Drive station should not be incorporated into the full model run but should be further evaluated as a potential additional station as part of the upcoming Draft Environmental Impact Statement (DEIS).

2. Results of Optimization Process

2.1 Overview of Optimization Results

- Ridership, new transit trips, and user benefits increased for all Optimized Alternatives
- Capital and operating and maintenance costs decreased for all Optimized Alternatives
- Economic development opportunity increased for Alternatives 3 (BRT) and 5 (LRT)
- Cost Effectiveness improves for all Optimized Alternatives
- Optimized alternatives compared favorably with auto travel time in 2030 am peak period
- Evaluation against Gateway Tier 1 and Tier 2 goals produced changes under:
 - Goal 1 (Improve Mobility)
 - Goal 2 (Provide a Cost-Effective, Economically Viable Transit Solution), and
 - Goal 3 (Support Economic Development)
- Performance against Goals 4 (Natural Environment), 5 (Individual Quality of Life), and 6 (Safety) did not change.

2.2 Change in Rankings

Below is a side by side comparison of the initial and updated rankings. A summary chart of alternative rankings by goal follows the text of this memorandum.

Optimization Factor	Ranking – Spring 2012	Updated Ranking
3 – BRT along Hudson Rd/I-94 <i>OPTIMIZED</i>	High	High
5 –LRT along Hudson Rd/I-94 <i>OPTIMIZED</i>	Medium	Medium
8 – BRT Managed Lane <i>OPTIMIZED</i>	High	Medium
2 - TSM <i>OPTIMIZED</i>	Medium	Low
4 – BRT along E 7 th /White Bear Ave/Hudson Rd	Low	Low
6 – LRT along E 7 th /White Bear Ave/Hudson Rd	Low	Low

Following optimization, Alternative 3, BRT-Hudson Road received a medium or high ranking under all project goals, resulting on it becoming the highest ranked option overall.

Optimized Alternative 5, LRT-Hudson Road, received a low ranking for cost but medium or high ranking for all other goals, resulting in its continued “Medium” ranking.

Optimized Alternative 8, BRT Managed Lane changed from “High” to “Medium” because economic development potential was comparatively lower than Alternatives 3 and 5, once those two alternatives were optimized by shifting the alignment out of the freeway median.



3. Policy Advisory Committee Recommendations

The Policy Advisory Committee recommended the following:

- **Approval of the updated rankings of alternatives.**

Optimization Factor	Updated Ranking
3 – BRT along Hudson Rd/I-94 <i>OPTIMIZED</i>	High
5 –LRT along Hudson Rd/I-94 <i>OPTIMIZED</i>	Medium
8 – BRT Managed Lane <i>OPTIMIZED</i>	Medium
2 - TSM <i>OPTIMIZED</i>	Low
4 – BRT along E 7 th /White Bear Ave/Hudson Rd	Low
6 – LRT along E 7 th /White Bear Ave/Hudson Rd	Low

- **Advance Optimized Alternative 3 – BRT adjacent to Hudson Road / I-94 into the DEIS as the preferred option.**
 - Received a medium or high ranking under all project goals, resulting on it becoming the highest ranked option overall. Alternative 3 is also eligible for FTA New Starts funding under MAP-21.
- **Advance Optimized Alternative 5 – LRT adjacent to Hudson Road / I-94 into DEIS for comparative purposes to BRT.**
 - Received a low ranking for cost but medium or high ranking for all other goals, resulting in its continued “Medium” ranking. Alternative 3 is also eligible for FTA New Starts funding under MAP-21. Because LRT Alternative 5 replicates BRT Alternative 3 in alignment, stations, and service plan, carrying it forward into the DEIS provides an opportunity to compare the two technologies in a detailed side-by-side analysis.

The Policy Advisory Committee did not recommend advancing Optimized Alternative 8 – BRT Managed Lane for the following reasons:

- Fewer stations and their location within the freeway median, offer less opportunity for economic development around stations for communities in the corridor compared to the other alternatives.
- A managed lane does not qualify for FTA New Starts funding under MAP-21, and there is no equivalent program on the highway side to fund a project of this scale.

The Policy Advisory Committee understood that under current FTA guidance, Alternative 2 – Transportation System Management (TSM) would also advance into environmental analysis. Should new guidance be issued under MAP-21 no longer requiring a TSM baseline, this alternative would not advance into the DEIS.

A locally preferred alternative (LPA) will be determined during the NEPA phase.

GATEWAY CORRIDOR ALTERNATIVES: DRAFT Updated Evaluation of Alternatives September 17, 2012

Point Assignment + = 10 points ○ = 5 points - = 0 points	TIER 1 GOALS					TIER 2 GOALS					Overall Ranking
	Goal 1: Improve Mobility (30 points total)			Goal 2: Cost Effective, Economically Viable Option (20 Points total)		Goal 3: Supports Economic Development (20 points total)		Goal 4: Protect Natural Environment 10 pts total	Goal 5: Preserve Community Quality of Life 10 pts total	Goal 6: Safety 10 pts total	
	10 pts	10 pts	10 pts	10 pts	10 pts	10 pts	10 pts	10 pts total	10 pts total	10 pts total	
	Daily Transitway Ridership ¹	Transit Travel Times ²	Traffic Impacts	2019 Capital Cost (CEI) ³	Operating Costs	2010 Population & Employment	Station Area Development Potential (2030 Population & Employment, # of Stations, Station Location)	Impact Avoidance/ Minimization & VMT Reduction	Estimated Property Acquisitions	Ungated, At- Grade Crossings ⁴	
3 – BRT along Hudson Rd/I-94 <i>OPTIMIZED</i> -Length = 11.7 miles -Exclusive Guideway -Stations = 5 walk-up, 5 Park & Rides (P&Rs)	+	+	○	+	○	+	+	+	○	+	High (85 points)
	9,300	17 minutes from Oaks Station, Oakdale	No change in local street access; no lane reductions	\$404M (Note: CEI for 6 and 9 minute constant = \$52/\$46)	\$9.6M	Pop. = 25,722 Emp. = 15,088	Pop. = 29,933; Emp. = 20,012 10 stations Stations all at street level		<10 full, 80 partial property acquisitions		
5 – LRT along Hudson Rd/I-94 <i>OPTIMIZED</i> Length = 11.7 miles Exclusive Guideway -Stations = 5 walk-up, 5 P&Rs	+	+	○	○	-	+	+	+	○	+	Medium (75 points)
	9,300	15 minutes from Oaks Station, Oakdale	No change in local street access; no lane reductions	\$922M (Note: CEI = \$84)	\$11.5M	Pop. = 25,722 Emp. = 15,088	Pop. = 29,933; Emp. = 20,012 10 stations Stations all at street level		<10 full, 80 partial property acquisitions		
8 – BRT Managed Lane <i>OPTIMIZED</i> Length = 14.4 miles -Managed Lane shared with auto uses -Stations = 2 walk-up, 5 P&Rs	+	+	+	○	○	○	-	+	+	+	Medium (75 points)
	8,100	11 minutes from Radio Drive, Oakdale/Woodbury	Improves I-94 LOS in Segment 2	\$523M (Note: CEI = \$67)	\$8.9M	Pop. = 15,683 Emp. = 13,608	Pop. = 19,120; Emp. = 16,842 7 stations Stations all within freeway median		<10 full, 10 partial acquisitions		
2-TSM <i>OPTIMIZED</i> -Length = 9 mi. Mixed Traffic and Shoulder running -Stations = 7 P&Rs	-	+	○	+	+	○	-	+	+	+	Low (70 points)
	3,000	14 minutes from Guardian Angels, Oakdale	No changes	\$27M (TSM is basis for CEI of build alternatives)	\$4.5M	Pop. = 12,420 Emp. = 7,943	Pop. = 15,139; Emp. = 11,505 7 stations Stations all at street level		None		
4 – BRT along E 7th/White Bear Ave/Hudson Rd -Length = 13.3 miles Exclusive Guideway -Stations = 7 walk-up, 6 P&Rs	○	-	-	+	-	+	+	+	-	○	Low (50 points)
	5,800	26 minutes from Oaks Station, Oakdale	Lane reductions & fewer left turns in E. St. Paul	\$468M (Note: CEI for 6 and 9 minute constant = \$51/\$46)	\$10.8M	Pop. = 41,061 Emp. = 20,630	Pop. = 46,675; Emp. = 28,780 13 stations Stations all at street level		80 full, 330 partial acquisitions		
6 – LRT along E 7th/White Bear Ave/Hudson Rd Length = 13.3 miles Exclusive Guideway -Stations = 7 walk-up, 6 P&Rs	+	-	-	-	-	+	+	+	-	○	Low (45 points)
	10,100	23 minutes from Oaks Station, Oakdale	Lane reductions & fewer left turns in E. St. Paul	\$1.1B (Note: CEI = \$87)	\$14.8M	Pop. = 41,061 Emp. = 20,630	Pop. = 46,475; Emp. = 28,780 13 stations Stations all at street level		90 full, 350 partial acquisitions		
Ranking Criteria	+ >8,000 ○ 4K – 8000 - <4,000	+ Faster than 18 min ○ Equal to 18 min - Less than 18 min	+ No changes to street access/cap. & improves I-94 LOS ○ No changes to street access/cap. & no change I-94 LOS - Changes to street access/cap. & no change I-94 LOS	+ \$0 - \$500M ○ \$500M - \$1B - > \$1B	Annually + > \$5M ○ \$5M - \$10M - > \$10M	+ >25k pop, >15k emp. ○ 10-25k pop. 5-15k emp. - < 10k pop, < 5k emp.	+ >25k pop., >15k emp., >10 stations, all stations outside of freeway ○ 10-25k pop., 5-15k emp., 10-15 stations, some stations within freeway median - < 10k pop., < 5k emp., <10 stations, all stations within freeway median	Acre of impact (wetlands, water bodies, floodplains & parklands) + < 50 acres ○ 50 – 100 acres - > 100 acres	+ <25 full, <50 partial ○ 25-50 full, 50-100 Partial - >50 full, >100 partial	+ < 15 crossings ○ 15 – 50 crossings - > 50 crossings	

1. Boardings on BRT or LRT at stations and boardings on express buses using the guideway.
2. Transit travel time compared to an 18 minute projected auto travel time during 2030 AM peak period between the Crossroads/Oaks Business Park Station in Oakdale(or comparable location) and Union Depot.
3. The Cost Effectiveness Index (CEI) is a Federal Transit Administration (FTA) metric currently used to measure incremental cost per hour of transportation system user benefits in the forecast year. The CEI will be replaced by a new metric under MAP-21 Surface Transportation Bill.
4. Consistent with Hiawatha implementation, local street intersections are ungated, increasing the potential for interaction with traffic, pedestrians and bicycles



Agenda Item #4

DATE: October 4, 2012
TO: Gateway Corridor Commission
FROM: Staff
RE: Draft 2013 Workplan and Budget

Attached is the draft 2013 work plan and budget for the commission. Most of the information contained in the work plan is similar to years past; however, there are two larger items included:

- Communications Consultant Contract – The proposed workplan and budget increases the communications consultant contract to \$85,000. With the Alternatives Analysis wrapping up this year and the Draft Environmental Impact Statement starting next year, communication is going to be a key component in assisting the commission in meeting its outreach/engagement/advocacy priorities. Some of the specifics on what the communications consultant would be doing are included in the work plan.
- Selection of DEIS Consultant – The workplan highlights this activity. Pending completion of the AA study, it is anticipated that a consultant will be selected in early 2013. However, the DEIS study is not included in the 2013 budget because it was part of the adopted 2012 budget. Any funds received in 2012 for the DEIS will be carried over to 2013.

Action Requested: Discussion

Gateway Corridor Commission

2013 Draft Work Plan and Budget

Approved: Date XX

1. Collaboration / Partnerships

The Gateway Corridor Commission will work with corridor municipalities, the Metropolitan Council, Metro Transit, the Minnesota and Wisconsin Departments of Transportation and Federal Agencies and the University of Minnesota to promote the advancement of the Gateway Corridor. To accomplish this, the Commission will do the following:

1. Offer guidance, monitor progress and prepare formal comments on studies that are being conducted or that could have an impact on the activities in the Gateway corridor.
2. Work with state and local agencies to identify regional priorities for the corridor.
3. Coordinate activities with the University of Minnesota through their Humphrey School of Public Affairs Capstone Projects and the Center for Transportation Services (CTS) Transitways Impacts Research Program (TIRP).

2. Public Involvement

The commission's public involvement activities will be developed to increase the awareness of the corridor, the commission, the importance of investing in transit in the corridor and the need for regional equity. Specific activities will include:

1. Utilize and implement recommendations from the Strategic Communication Plan.
2. Develop and expand a supporter base email distribution list.
3. Present to civic and community groups, businesses and chambers of commerce, and local agencies throughout the Corridor.
4. Distribute materials including press releases, newsletters, fact sheets, and other public information items.
5. Identify media recognition opportunities of commission meetings and events through print, radio, and public access television.
6. Maintain / update the project website as new information about or affecting the corridor becomes available.

3. Advocacy and Outreach

The commission will advocate for improved transit to serve the Corridor and the Twin Cities region. In addition to advocacy, the commission will reach out to other interested parties who are also working towards improvements in the Gateway corridor. Commission activities include:

1. Advocacy
 - a. Travel to Washington DC to meet with the Corridor's congressional delegation and their staff and to meet with representatives from the Federal Transit Administration (FTA) National Headquarters. This would include 2-3 members of the commission, a business representative and a labor representative.

- i. Ramsey and Washington County’s federal lobbyist, Lockridge Grindal Nauen (LGN), would assist in coordinating this DC fly-in.
 - b. Inform local, state and federal elected officials of the need for transitway improvements in the Gateway Corridor.
 - c. Promote increased transit funding to improve and expand the existing transit service in the Corridor.
 - d. Establish positions and specific requests on legislative initiatives that affect the Gateway Corridor.
2. Outreach
 - a. Identify and establish communication and action plan with the business community along the corridor.
 - b. Engage the various and diverse community groups along the corridor.
 - c. Coordinate with the western Wisconsin communities, Wisconsin DOT, and Wisconsin legislature on issues that impact the corridor in both states.
 - d. Coordinate initiatives with other joint powers coalitions, the Counties Transit Improvement Board (CTIB) and other regional planning groups.

To aid in advocacy and outreach activities, the commission will select a consultant that brings communications expertise to the commission. Some of the key items that the communications consultant will assist with would include:

- Strategic messaging and material development
- Website architecture and maintenance
- Media relations strategies and engagement
- Community engagement with a primary focus on the business community
- Assist in broadening social media reach and activities
- Preparation and/or assistance with advocacy video for the corridor
- On-going communication strategy

4. Alternatives Analysis

The commission began the Alternatives Analysis (AA) for the corridor in 2010. The study is expected to be completed by the end of 2012. It is not expected that there will be much work need on the AA study in 2013; however, the commission will utilize the data, analysis and public involvement outreach from the AA study to help make an informed decisions that will be brought forward into the Draft Environmental Impact Statement (DEIS).

5. Draft Environment Impact Statement (DEIS)

The next phase in the development of the Gateway Corridor is to undertake the completion of the Draft Environmental Impact Statement (DEIS). The purpose of the DEIS is to conduct a full and open evaluation of environmental issues and alternatives, and to inform decision-makers and the public of reasonable alternatives that could avoid or minimize adverse impacts and enhance the quality of the environment. The commission will:

1. Develop and approve the release of a Request for Proposals (RFP) for the selection of a consultant to complete the DEIS.

2. Oversee and manage the selected consultant that will assist in identifying a Locally Preferred Alternative (LPA) for the corridor and following the established guidelines/processes for completion of the DEIS.
3. Continue to engage the various affected interests along the Gateway Corridor for the entire duration of the DEIS.

6. Management, Policy, and Administrative Activities

Commission activities will include, but not be limited to the following:

1. Prepare and adopt the 2013 Work Plan and Budget
2. Prepare the annual financial report – 2012
3. Review insurance needs and procure appropriate insurance
4. Provide commission and staff administration
5. Manage commission expenses
6. Manage the consultants selected for any of the various work tasks undertaken by the commission

Commission Priorities for 2013

- Support Washington County's request for \$1,000,000 in state bond funding for preliminary engineering in the 2013 State Legislative Session
- Continue extensive public outreach efforts to seek input and engagement from citizens, the business community, elected officials, community advocacy groups, and various other stakeholders in the corridor
- Manage consultant to finalize the Alternatives Analysis (AA)
- Develop and release a Request for Quotes (RFQ) to select a consultant for on-going communications needs
- Develop and release a Request for Proposals (RFP) to select a consultant for the completion of the Draft Environmental Impact Statement (DEIS)
- Manage consultant to develop a Locally Preferred Alternative (LPA) and completion of the DEIS

Gateway Corridor Commission

2013 Expenditures

Approved: Date XX

Expenditure Category	Amount
Public Involvement Communications Consultant Contract - Community/business relations, material development, messaging, website maintenance, media relations, etc.	\$ 85,000
Advocacy and Outreach Federal and State Advocacy/Lobbying ⁽¹⁾ Supplies / Materials / Advertising / Printing Travel to Washington DC ⁽²⁾ Travel to National Transit Conferences ⁽²⁾	\$ - \$ 5,000 \$ - \$ -
Data Collection and Summary	\$ -
Management / Administration Insurance Website Hosting	\$ 5,000 \$ -
Studies / Capital Projects	\$ -
Contingency	\$ 5,000
TOTAL	\$ 100,000

(1) Ramsey and Washington County currently have existing contracts with federal and state lobbyists for the Gateway corridor and other transit priorities. These services would be provided through existing contracts.

(2) Travel to out of state events/conferences would be the responsibility of each individual member. Total cost per person for a trip to DC is approximately \$1,500 and trip to a national conference is approximately \$2,200.

Gateway Corridor Commission

2013 Expenditures

Approved: Date XX

Revenues	Amount
Federal Appropriations	\$ -
State Appropriations	\$ -
Regional Railroad Authorities ⁽¹⁾	
Ramsey County	
- Commission Operations	\$ 50,000
Washington County	
- Commission Operations	\$ 50,000
Other	
Counties Transit Improvement Board	\$ -
Local Communities	\$ -
Private Contributions	\$ -
TOTAL	\$ 100,000

(1) Per the JPA, the financial contribution is split 50/50 between Ramsey and Washington County Regional Railroad Authorities.



Agenda Item #5

DATE: October 4, 2012
TO: Gateway Corridor Commission
FROM: Staff
RE: State and Federal Legislative Update

Item 5a. State Legislative Update

There is no State legislative update at this time.

Item 5b. Federal Legislative Update

There is no federal legislative update at this time.



DATE: September 4, 2012
TO: Gateway Corridor Commission
FROM: Staff
RE: Other Items

Items 6a. Meeting Dates Summary

Included below is a summary of the Commission and AA Study meetings through October 2012.

Month	Meeting	Date	Planned Start Time
November	Gateway Commission	November 8	3:30 PM
December	Gateway Commission	December 13	3:30 PM

Item 6b. Website and Social Media Updates

Facebook

The Gateway Corridor Facebook page was launched on Monday, February 20, 2012. The page currently has 232 ‘Likes’. There have not been any instances where comments have had to be removed.

YouTube

The four YouTube videos of the various alignments are still posted. The “views” of these videos ranges from 80-200.

Website

For the month of September, there were 639 visits. The website is averaging 591 visits per month. Attached is a summary of the visits per month for 2011 and 2012.

Item 6c. Media Articles

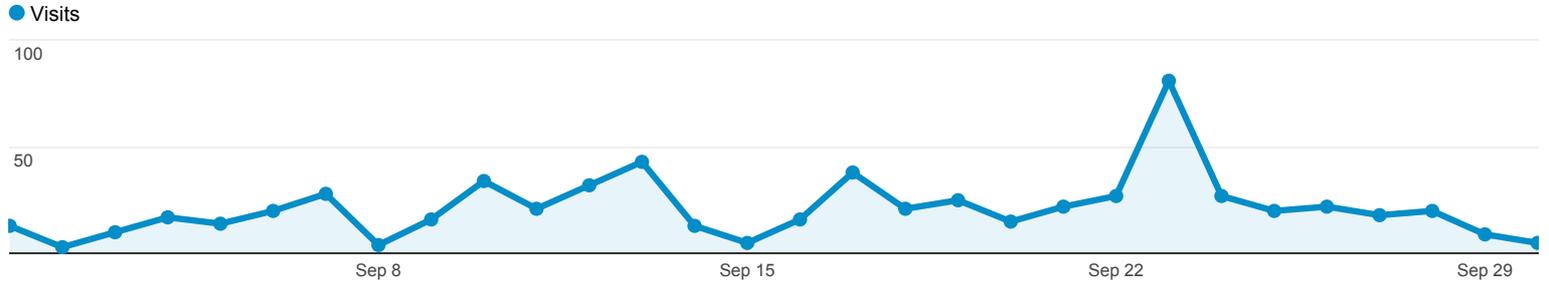
Attached are articles from Finance and Commerce, the Pioneer Press and the Woodbury Bulletin.

Action Requested: Information

Visitors Overview

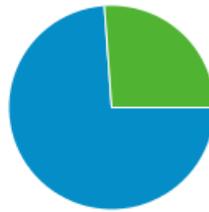
% of visits: 100.00%

Overview



531 people visited this site

- Visits: 639
- Unique Visitors: 531
- Pageviews: 1,959
- Pages / Visit: 3.07
- Avg. Visit Duration: 00:02:42
- Bounce Rate: 28.95%
- % New Visits: 73.87%



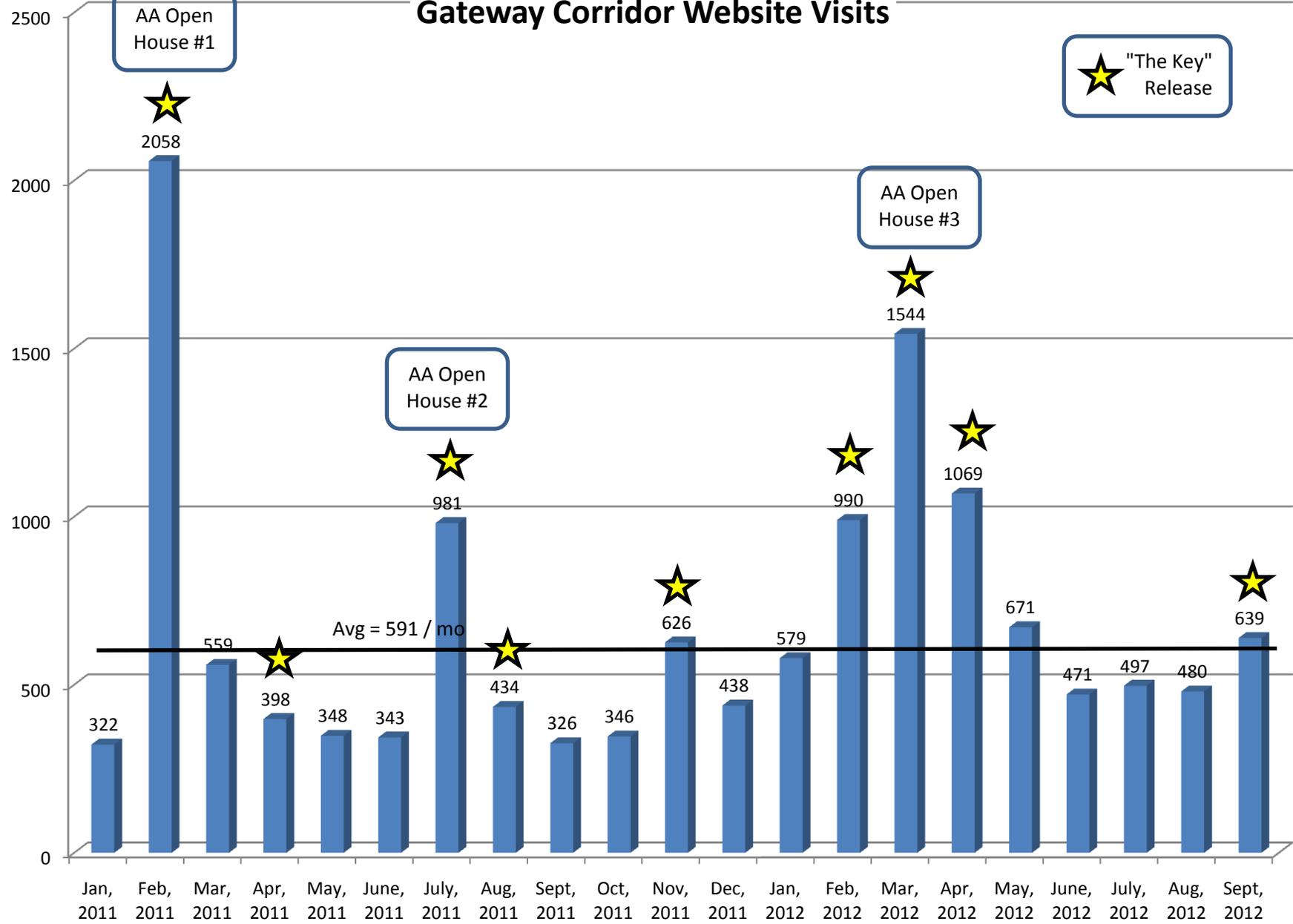
73.87% New Visitor
472 Visits

26.13% Returning Visitor
167 Visits

Language	Visits	% Visits
1. en-us	617	96.56%
2. en	12	1.88%
3. cs-cz	3	0.47%
4. en-gb	2	0.31%
5. de	1	0.16%
6. de-de	1	0.16%
7. en_us	1	0.16%
8. fr	1	0.16%
9. ru	1	0.16%

[view full report](#)

Gateway Corridor Website Visits



I-94 transit on east metro's wish list

by Drew Kerr

Published: September 13th, 2012

Bus rapid transit, light rail top options

David Johnson has spent the last several years trying to finish the redevelopment of a 25-acre area northeast of the interchange for Interstates 94E and 694 in Oakdale.

While the slow economy has played a role in holding up the final piece of the project — a 55,000-square-foot office building planned at [7400 Hudson Blvd.](#) — Johnson believes something else may be halting progress: lack of transit.

So Johnson, a commercial real estate broker with [Crossroads Properties](#), has taken a keen interest in plans to bring bus rapid transit or light rail transit from St. Paul, east to the Wisconsin border, a development that could bring a new transit station directly to his undeveloped site.

"We're very excited that that dot on the map [for the transit station] is either on or near our property," Johnson said Thursday.

Johnson isn't the only one with high hopes for the planned transitway, which would move buses or light rail along the I-94 corridor between St. Paul's Union Depot and the St. Croix River Bridge, at the Minnesota-Wisconsin border.

While the vision remains years in the making — the earliest projected in-service date is 2022 — officials building support for the transitway believe they have a compelling case and are forging ahead with the work they say is needed to make their dreams a reality.

If successful, they say the [Gateway Corridor](#) could become the [next transitway funded](#) after the Southwest Light Rail Transit line, a 15-mile route between Minneapolis and Eden Prairie. Plans call for the \$1.2 billion Southwest LRT to go into service in 2017.

Efforts are moving slowly, but will advance in October when the commission working on the project meets to narrow transit options and routes to explore as part of a \$3 million environmental review.

That review would begin early next year and take up to two years to complete, setting the stage for possible federal funding. The study is being paid for by the Ramsey County Regional Railroad Authority, Washington County and the Counties Transit Improvement Board.

While no decisions have been made, bus rapid transit and light rail on I-94 have emerged as the top options to cut back on traffic in the corridor. According to the Gateway Corridor Commission, an average of 150,000 vehicles travel on I-94 between the I-494 and I-694 interchange and downtown St. Paul every weekday.

Commuter rail was eliminated from consideration in March, and plans to bring light rail or bus service to local roads north of I-94 are likely to be dropped because of concerns with the amount of property acquisition that would be required.



Crossroads Properties has yet to build the 55,000-square-foot commercial space that would complete the redevelopment of property on Hudson Boulevard in Oakdale. Developers say bringing transit to the site could make it more marketable, however. (Staff photo: Bill Klotz)

Numbers are still being crunched, but planners estimate building a light rail line on I-94 would cost around \$1 billion and attract as many as 10,000 passengers a day. A bus rapid transit system is expected to draw around 6,000 passengers and cost between \$400 million and \$520 million, depending on its final design.

The BRT numbers are expected to approach light rail ridership as more analysis is done. Andy Gitzlaff, a Washington County transportation engineer, said the increase is the result of new calculations under way on limited-stop bus trips, which are expected to attract commuters.

The early estimates have already led some commission members to voice support for bus rapid transit, a high-speed, all-day service that would operate in much the same way as light rail. Station areas and a dedicated traffic lane are among the possible features of a BRT system.

"I'm neither for or against light rail, but I am for the most cost-effective transit option, and right now light rail isn't one of them," Lake Elmo Mayor Dean Johnston said.

Commissioners also like the BRT option because it has the potential to reduce the share of local funding that is needed. The new federal transportation bill calls for the federal government to pay 80 percent of the costs of three BRT projects a year, more than the 50 percent contribution that is typical of large transit projects.

Whatever the cost, proponents say the corridor needs more transit options and investment.

Lisa Weik, chairwoman of the Gateway Corridor Commission, said Woodbury in particular needs more transit options. Despite being home to nearly 63,000 residents and sitting just 10 miles east of St. Paul, the city does not have any afternoon, evening or weekend bus service.

Weik said the lack of transit could be costing the community business, too. The State Farm campus, a 100-acre site off Radio Drive in Woodbury, has been [vacant since 2005](#), but could attract more attention if it were connected to transit, she said.

"It's hard to get economic development in a border county, which is why transportation improvements can be such a great asset for a community," she said.

Complete URL: <http://finance-commerce.com/2012/09/i-94-transit-on-east-metros-wish-list/>

Washington County: Plans for Gateway Corridor buses or trains modified

By Elizabeth Mohr emohr@pioneerpress.com TwinCities.com-Pioneer Press

Posted:

TwinCities.com

A fresh look at the Gateway Corridor in the east metro has further narrowed transit options.

The Gateway Corridor Commission announced last week that it has revised several of its preferred options. The changes include shifting the transit footprint away from the interstate and south onto streets in Woodbury; adding a transit stop in Landfall; and ending rail service at the eastern edge of Woodbury instead of extending it all the way to the St. Croix River or beyond.

After revealing eight possible plans for the corridor, including bus rapid transit and light-rail service between the Twin Cities and Wisconsin, the commission sought public input. In March, commuter rail was eliminated as an option because of its cost.

From there, the alternatives analysis period was extended to try to further reduce costs and increase ridership, said Ted Schoenecker, Washington County's transportation-planning manager.

The Gateway Corridor is a transit corridor connecting downtown Minneapolis and St. Paul to Eau Claire, Wis., roughly following Interstate 94. It's one of several transit corridors being studied in the metro that would expand on the current Hiawatha and Central Corridor lines to shuttle riders and reduce automobile traffic.

The recent Gateway modifications include:

â- Moving the "guideway" -- the physical space in which buses or trains would operate -- from the I-94 median to Hudson Road in Woodbury, allowing for greater future economic development in that part of the corridor.

â- Adding a transit stop in Landfall to increase ridership numbers.

â- Ending bus rapid transit or light-rail service at Manning Avenue, the border between Woodbury and Afton, because extending farther would increase costs but wouldn't significantly increase ridership.

The corridor analysis began in 2010 and was slated to be complete this year.

"It will be done when the commission makes a recommendation on what they'd like to move forward with," Schoenecker said.

Moving forward means picking one locally preferred alternative to pitch for federal funding. The commission might do that in October, allowing for draft environmental impact statements in early 2013.

"This step now is a big narrowing piece," Schoenecker said.

There's no timeline for applying for funding, but there are hopes that construction on the corridor could begin before 2020, Schoenecker said.

For more information, visit thegatewaycorridor.com.

Elizabeth Mohr can be reached at 651-228-5162. Follow her at twitter.com/LizMohr.



Published September 28, 2012, 08:00 AM

Woodbury City Council gets update on Gateway Corridor study

Two years ago, the Gateway Corridor was just a blank white line on a map of the regional transportation system.

By: **Riham Feshir**, Woodbury Bulletin

Two years ago, the Gateway Corridor was just a blank white line on a map of the regional transportation system.

Woodbury city officials got a first glance at what the project looks like at a council workshop Wednesday, Sept. 19, now that a few options have been studied in detail. The line is now a candy stripe, one step closer to becoming a completed, when it will be a solid red line.

Washington County helped fund the extension of the study of transit alternatives for the Gateway Corridor along Interstate 94 through Woodbury that offered a more detailed engineering and cost analysis.

The project is aimed at improving mobility and providing cost-effective transit options for area commuters.

Washington County Senior Planner Andy Gitzlaff said one of the options that has been eliminated was a commuter rail from Minneapolis to Eau Claire, Wis.

An option that would run transit on White Bear Avenue and back onto Hudson Road wasn't feasible either, he added.

The highly ranked alternatives, however, were a Bus Rapid Transit (BRT) along Hudson Road and I-94 that would operate in an exclusive bus-only lane from St. Paul to the vicinity of Manning Avenue in Woodbury.

Second to that is a BRT managed lane similar to the MnPass lanes recently implemented in regional freeways between St. Paul and the St. Croix River Bridge.

The managed lane option would allow carpoolers and those who pay tolls to use it as well.

Both of those options would include a Landfall station and better access to the Sun Ray shopping center and 3M, Gitzlaff said.

One of the low ranked options was a Light Rail Transit (LRT) system that would run along St. Paul streets and Hudson Road.

But another LRT alternative that was highly ranked would run along Hudson Road/ I-94.

As the options were studied, transportation officials decided to modify the alignment of the highly ranked BRT and LRT and shifted them to run on the south side of I-94 east of the 494/694 interchange for better economic development and more accessible stations.

Along with transportation experts, the Gateway Corridor Commission – a group of elected officials from communities along the St. Paul-to-western-Wisconsin transit route – has been studying which mass transit mode would best suit east metro commuters.

The next meeting will be held at 3:30 p.m. where the Gateway Corridor Commission is expected to approve overall rankings and recommend alternatives to be carried forward.

A public comment period will be held in October and November, where residents and commuters will have an opportunity to weigh in on the options.

By Nov. 9, the Gateway Corridor Commission is expected to approve a final alternative selection report.

Tags: news, woodbury, traffic

More from around the web

- Mom of Missing 'Baby Kate' Plans to Marry Her Daughter's Suspected Killer (CafeMom)
- Families Mourn Fathers and Sons: Pick of Our Patches - Plymouth, MN Patch (Plymouth Patch)
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- 22 Unexplainable Mysteries Spotted on Google Maps (Pop Crunch)
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- How Did Former QB Vince Young Blow \$30 Million In Three Years? Look At All The Crazy Isht He Spent His Money On! (Bossip)
- The Worst Head Coach in Every NFL Team's History (BleacherReport)
- Paramedic Killed in Ambulance Crash Had Just Gotten Engaged (DNAinfo)
- Rights of a Police Officer During a Traffic Stop (eHow)

[?]