



**Agenda**  
**Gateway Corridor Commission**  
**March 15, 2012 - 1:30 PM**

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

**NOTE CHANGE IN DATE AND TIME**

<u>Item</u>	<u>Presenter</u>	<u>Action Requested</u>
1. Introductions		
2. Approval of Agenda		Approval
3. Summary February 9, 2012 Meeting*		Approval
4. Consent Items		Approval
a. Checks and Claims*		
5. Gateway Corridor AA		
a. Outreach Activities*	Washington County	Information
b. Evaluation of Alternatives / Open House Presentation	Stephanie Eiler – CH2M Hill	Approval
6. Insurance Coverage for Commission*	Washington County	Approval
7. Communications	Washington County	Information
a. Social Media Update*		
b. Website Update *		
8. Legislative Update	Ramsey County	Information
a. State		
b. Federal*		
9. Other	Washington County	Information
a. Meeting Dates Summary*		
10. Adjourn		

\*Attachments

**Summary of Meeting**  
**Gateway Corridor Commission**  
**February 9, 2012 - Woodbury City Hall, Birch Room**

*Agenda Item #3*

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

<b>Ex-Officio Members</b>	<b>Agency</b>	<b>Present</b>
Mike Amundson	Baytown Township	X
Greg Watson	Woodbury Chamber of Commerce	X
Richard McNamara	Oakdale Business and Professional Association	
Doug Stang	3M	
Tim Ramberg	St. Croix County	X
Zach Schwartz	St. Paul Chamber of Commerce	X

<b>Others</b>	<b>Agency</b>
Ted Schoenecker	Washington County
Andy Gitzloff	Washington County
John Kaul	Government Relations for Washington County
Tim Mayasich	Ramsey County Regional Rail Authority
Charles Carlson	Metro Transit
Rachel Horn	U.S. Representative Bachmann's Office
Michael Flanda	U.S. Representative Bachmann's Office
Linda Jungwirth	Assistant to Ramsey County Commissioner Rettman
David Jessup	City of Woodbury
Stephen Ebner	West Lakeland Township

<b>Others</b>	<b>Agency</b>
Josh Straka	U.S. Representative McCollum's Office
Stephanie Eiler	CH2M Hill
Joy Powell	Star Tribune
Joan Vanhala	Alliance for Metropolitan Stability/CET
Marsha Cressy	MNSTEP

The Gateway Corridor Commission convened at 3:32 p.m. by Chair Weik.

**Agenda Item #1. Introductions**

Introductions were made by those present.

**Agenda Item #2. Approval of Agenda**

No changes were made to the agenda. Motion made by Rossbach to approve the agenda. Seconded by Emmons. **Approved.** Motion carried.

**Agenda Item #3. Summary of January 12, 2012 Meeting**

No changes were made to the January 12, 2012 meeting summary. Motion made by Lantry to approve the January 12, 2012 meeting summary. Seconded by Rossbach. **Approved.** Motion carried.

**Agenda Item #4. Consent Items**

Schoenecker distributed an updated summary of checks and claims including Tunheim (\$3,011.25) and CH2M Hill (\$117,875.44) invoices. Motion made by Lantry to approve checks and claims. Seconded by Giuliani Stephens. **Approved.** Motion carried.

**Agenda Item #5. Arterial Bus Study Presentation**

Schoenecker introduced Charles Carlson, Manager of Transit Projects for Metro Transit. Carlson is working on the Metro Transit Arterial Transitway Corridor Study. The study is looking at 11 corridors of 95 route-miles and how Arterial Bus routes would fit into the Transportation Policy Plan. Carlson gave a PowerPoint Presentation on the Arterial Transitway Corridors Study. Printed copies of the presentation are available upon request and detailed information is available at <http://metrotransit.org/arterial-study.aspx>.

Weik commented that Arterial BRT doesn't qualify for CTIB grants. Reinke asked about the ratio on the subsidies and fare box. Carlson said the ratio of how recovery is being paid by fares on these routes is typically around 25 to 30%; it is a cost-effective way of moving people. Reinke asked if the 25% is driven by a policy statement from the Met Council. Carlson said it driven more by productivity measures; passengers per service hour does translate into a cost effective measure. Rossbach asked if this would be a situation where passengers would buy their fare elsewhere but wouldn't actually show it unless asked. Carlson said that is correct; it would be similar to how the light rail system operates now with targeted police enforcement. Schwartz asked what the national fare box recovery number is. Carlson didn't know, but thought the

Hiawatha Line was about 40%. Reinke asked if there have been any studies on the typical worker who rides the bus. Carlson said rider professions are across the board, depending on the employment location. Weik asked if the Central Avenue Transit is competing with the Northstar Light Rail to the west, and if so, what those implications are. Carlson said they looked specifically at that situation and the types of service are very different; the ridership for commuter rail does not change with the introduction of improved local service. Schoenecker asked what funding sources are available for arterial bus. Carlson said the Met Council defines the different corridors as transitways, and CTIB has chosen a subset of the transitways as funding options. They will look at a number of sources for improvements that don't qualify for CTIB; other regions have made good use of Federal New Starts and Small Starts Programs, local sales tax, state bonds, and federal and local funding as sources for these types of improvements.

## **Agenda Item #6. Gateway Corridor AA Update**

### **Item 6a. Update on Study**

Schoenecker said Stephanie Eiler and Andy Gitzlaff were present to give detailed information on ridership and cost. Eiler distributed and presented a PowerPoint Presentation on the study update.

Roszbach asked about the ridership demand from Eau Claire. Eiler said Jefferson Bus runs one bus per day from Eau Claire, and that Eau Claire also has a popular shuttle service to the Minneapolis airport. That level of demand has raised the question "are there really that many people who would ride public transit?" Ramberg said that depending on where the study ends, similar questions will arise. If you move the termini closer or further away, it will be questioned why that activity is at that location. Eiler referred to the term "minimum operating segment" (MOS) and said many times in an alternative analysis the full corridor is not tackled immediately. The highest performing segment of the corridor becomes the MOS. When a terminal station comes in, the travelshed for that station absorbs a lot of the corridor that was in the initial MOS.

Amundson asked if we are assuming the implementation of crafting feeder routes to some of the stops in the alternatives analysis. Eiler said our alternative include five feeder routes in most cases; bus routes from east and west Woodbury, east and west Oakdale, Stillwater, and Hudson. The feeder routes are part of the capital cost and service plan of the alternatives. Amundson asked, with comparing alternatives 5 and 6, if feeder routes are assumed if you don't go through the neighborhoods. Eiler said yes, the closest feeder routes are in the outlying areas and they go to Sunray.

Emmons asked when the modeling is done, are you given land use projections and running the transportation to see how it's absorbed, or is it viewed as if you build, you might have greater population. Eiler said you can't say "if, then"; there has to be a demonstrated intent to be there. Intent would be demonstrated by having a Comprehensive Plan with transit friendly design and transit oriented development. Each community submits its plans for population and employment projections to the Met Council, and that information gets put into the model.

Schwartz commented that many of the TSM alignments were in Minneapolis and asked if there is an assumption that those rides will connect with BRT or LRT. Eiler said in the no-build situation in 2030, we will have Central Corridor LRT and a managed lane between the two downtowns in place. The Gateway Corridor would not duplicate that, but would connect to them; the Gateway Guideway stops in St. Paul and assumes a connection.

Eiler continued with the capital costs portion of the presentation and noted the totals page was not included in the hand out. Schoenecker stated the totals page of the presentation would be emailed to members. The March meeting will include capital costs broken down by segment. In addition, there will be a TAC workshop on February 29<sup>th</sup> that is not listed on the schedule in the packet.

Weik asked if the cost effectiveness index (CEI) is incorporated, if it will be presented to the public at some point, and what is the return on investment. She added that it appears there would be more riders on light rail but at a higher cost. Eiler said yes; the other piece of the cost is the operating and maintenance cost and she is working on that with Metro Transit right now. The CEIs can't be done until our capital costs are tied down. Weik asked how economic development is measured. Eiler said many of the Communities have Comprehensive Plans that are transit supportive and also have things on the ground that demonstrate it.

Rossbach asked if Mn/DOT's Managed Lane is included in the no-build. Eiler said it's included between downtown Minneapolis and St. Paul. Rossbach commented that there will still be costs of existing systems the no-build, and asked how that comparison is made. Eiler said the operating and maintenance cost of the system itself is part of the no-build cost. That is a number that Metro Transit has calculated and any of the Gateway systems would add to that cost.

#### **Item 6b. Outreach Activities**

Schoenecker referred to the packet showing previous and future outreach meetings. Since the agenda packet was sent out, the St. Paul Chamber Event at Globe University, St. Paul District Council 4, St. Paul District Council 5, and East Side Business Association presentations were held. Schoenecker said District Council 4 is primarily the Dayton's Bluff neighborhood and District Council 5 is the Payne/Phalen neighborhoods. Both meetings were good; District Council 5 had higher attendance with more facilitated open discussions.

Schwartz said the St. Paul Area Chamber partnered with the Woodbury Chamber to host the event at Globe University. The invitation was open to the community but focused on the business community to ask questions about the AA. There was a brief question and answer period at the end of the event, and overall the event went really well. There were 70 confirmed registered guests and 68 actual attendees. Watson reiterated that it was well attended; it's important as we move forward and get feedback on the AA that we have some dialog on issues and how they'll be handled in the Corridor. Weik commented that there was a lot of interest and energy; a number of people left business cards expressing interest in having presentations.

She thanked the St. Paul and Woodbury Chambers for their involvement, and noted that we should continue to utilize the Globe University site for future meetings.

### **Agenda Item #7 Communications**

#### **Item 7a. Social Media**

Schoenecker noted that the YouTube videos shown at the last meeting are now live on the web and available to the viewing public. Alternatives 4 and 6 are generating a greater number of views, which may be due to the recent outreach meetings in District Council 4 and 5.

Schoenecker referred to the information in the packet describing the different options for utilizing and structuring the Facebook page. Staff recommends using Facebook as an opportunity to further interact with the public to generate comments, questions, and conversations with followers of the web page.

Giuliani Stephens said she likes staff's recommendations; if we just put data out there, we'd just be duplicating our web page and it wouldn't add to the element of communication. Staff will be able to monitor the comments and we will get good valuable comments from the public.

Rossbach agreed. Weik also likes staff's recommendation and said that Facebook will help get to a broader audience including the younger college students. Reinke asked if staff could inform the Commission of any removed inappropriate comments. Weik referred to the draft disclaimer stating that we have the right to remove certain types of posts.

Motion made by Giuliani Stephens to approve the recommendations on use, and the disclaimer for the Gateway Corridor Commission Facebook page. Seconded by Reinke. **Approved.** Motion carried.

Schoenecker added that a part of the Tunheim contract is to utilize advertisements to help populate the Facebook page. Giuliani Stephens asked about the charges for the ads. Schoenecker said that cost will be part of Tunheim's contract.

#### **Item 7b. Google Analytics Update – January**

Schoenecker referred to the information provided in the packet; the website is averaging about 500 visits per month.

### **Agenda Item #8. Legislative Update**

#### **Item 8a. State**

John Kaul, State legislative government affairs consultant for Washington County, said the Governor has revealed his bonding proposal. The bonding process would appear to be in its early stages, but in reality, both of those bills are probably 90 to 95% through the process. As far as Gateway is concerned, it's complicated; one of the concerns is that this AA will produce an option for rail and some people feel they can't go near rail. The next steps could be to create a coalition and consider some lobbying and public notification; Legislators are not hearing about Gateway yet and what people want. The short session is a myth; what we really have is tight deadlines and long session. Weik said she has a letter from the St. Croix River Crossing

Coalition and that coalition has really helped with the success of the St. Croix Bridge.

**Item 8b. Federal**

Schoenecker referred to the items highlighted in the packet.

**Agenda Item #9. Other**

**Item 9a. Meeting Dates Summary**

Schoenecker referred to the scheduled open houses listed in the packet and encouraged Commission members to attend those in their areas. Weik said she will be going to Washington DC March 3 – 7 to attend the NACo Conference.

**Agenda Item #10. Adjourn**

Weik called the meeting dismissed at 5:13 p.m.



Agenda Item #4

**DATE:** March 8, 2012  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Checks and Claims

Included below is a summary of the invoices that have been received since the previous meeting:

**Gateway Corridor Commission – Advocacy Materials**

<u>Date(s)</u>	<u>Item</u>	<u>Amount</u>
2/3/12	Printing of Gateway Brochure	\$187.47

**Communications Contract (Tunheim Partners)**

<u>Dates</u>	<u>Amount</u>
2/1/12-2/29/12	\$5,646.25

Note: Percent of contract utilized = 36%

**Alternatives Analysis Contract (CH2M Hill)**

<u>Date(s)</u>	<u>Amount</u>
1/1/12-2/29/12	\$170,032.27

Note: Percent of contract utilized = 86%

Detailed invoices can be made available upon request.

**Action Requested:** Approval of Claims and Checks



**DATE:** March 8, 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
Washington County Regional Rail Workshop	Presentation – March 20, 2012
Woodbury City Council Workshop	Presentation – March 21, 2012
Woodbury Chamber – Government Affairs Committee	Meeting – March 23, 2012
Lower St Croix Valley Alliance	Presentation – March 26, 2012
3 <sup>rd</sup> Round of Open Houses – St Paul, Harding HS	Presentation – March 27, 2012
3 <sup>rd</sup> Round of Open Houses – Eau Claire, CVTC	Presentation – March 29, 2012
3 <sup>rd</sup> Round of Open Houses – Hudson, St Croix Gov Center	Presentation – April 4, 2012
3 <sup>rd</sup> Round of Open Houses – Woodbury, City Hall	Presentation – April 5, 2012
King of King’s Church	Presentation – April 10, 2012
Woodbury Chamber – Eggs and Issues	Presentation – April 13, 2012
White Bear Avenue Business Association	Presentation – April 17, 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

**Action Requested:** Information



*Agenda Item #5b*

**DATE:** March 8, 2012  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Gateway Corridor Alternatives Analysis (AA) Presentation

CH2M Hill will give a presentation on the latest information from the Alternatives Analysis. Because the Joint PAC/TAC meeting was moved to March 14<sup>th</sup>, the presentation and information from that joint meeting will be made available at the Commission meeting.

The presentation from CH2M Hill will go through the evaluation of the alternatives and look for a recommendation from the Gateway Corridor Commission on how to present the data, information and recommendations at the open houses in the last week of March and first week of April.

**Action Requested:** Approval on presentation of data, information and recommendations at the third round of open houses.



**DATE:** March 8, 2012  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Insurance Coverage

In February 2010, the Gateway Corridor Commission approved the selection of the League of Minnesota Cities Insurance Trust (LMCIT) to provide insurance coverage for the Commission. As a part of their annual operating procedure, they request that the Commission submit a Property / Casualty Coverage Application. This application has two main parts:

- Liability Coverage Waiver Form
- Expenditure Worksheet

Liability Coverage Waiver Form

This portion of the application asks the Commission to decide whether or not to waive the statutory tort liability limits to the extent of the coverage purchased. From the application:

“If a City does not waive the statutory tort liability limits, an individual claimant would be able to recover no more than \$500,000 on any claim on which the statutory tort limits apply. The total which all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would be limited to \$1,500,000. The statutory tort limits would apply regardless of whether or not the city purchases the optional excess liability coverage.”

A copy of this form is shown on the next page.

Expenditure Worksheet

This portion of the application asks for a summary of the Commission’s budget – operating expenses, capital outlay, capital projects and debt service.

The Washington County Risk Manager has reviewed the application and recommends that the commission DOES NOT WAIVE the monetary limits on tort liability established by Minnesota statutes. This is also consistent with other corridor commission insurance coverage plans.

**Action Requested:** Approval of the Insurance Coverage Application as recommended by the Washington County Risk Manager.

SECTION I: LIABILITY COVERAGE WAIVER FORM

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

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

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

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

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\_\_\_\_\_ accepts liability coverage limits of \$\_\_\_\_\_ from the League of Minnesota Cities Insurance Trust (LMCIT).

Check one:

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

Date of city council meeting \_\_\_\_\_

Signature \_\_\_\_\_ Position \_\_\_\_\_

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



*Agenda Item #7*

**DATE:** February 2, 2012  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Communications

Item 7a. Social Media Update

The Gateway Corridor Facebook page was launched on Monday, February 20. The page currently has 110 'Likes'. New content has been added, on average, every other day. There have not been any instances where comments have had to be removed.

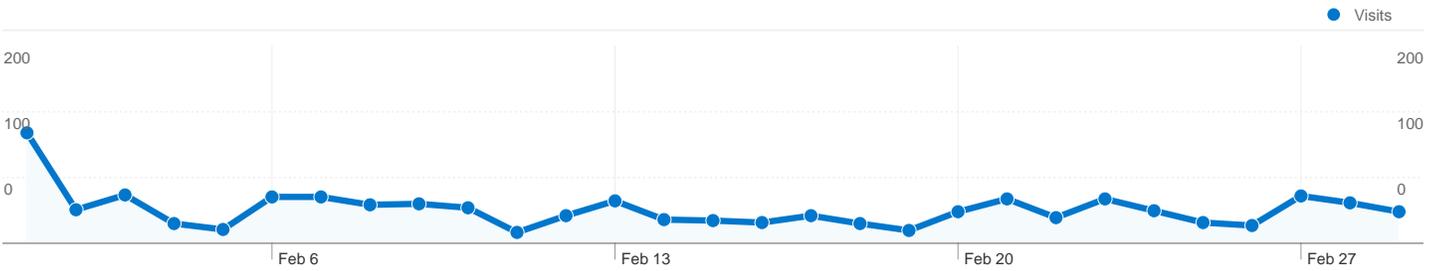
The four YouTube videos of the various alignments are still posted. The "views" of these videos ranges from 31-77.

Item 7b. Website Update

For the month of February, there were 990 visits. The number of visits continues to remain strong even though there wasn't much activity during the month of February. It is anticipated that the number of visits will increase significantly throughout the month of March with the open houses coming.

Attached is the Google Analytics summary page and a summary of the visits per month since the Gateway Corridor website's launch.

**Action Requested:** Information



## Site Usage

**990** Visits

**36.77%** Bounce Rate

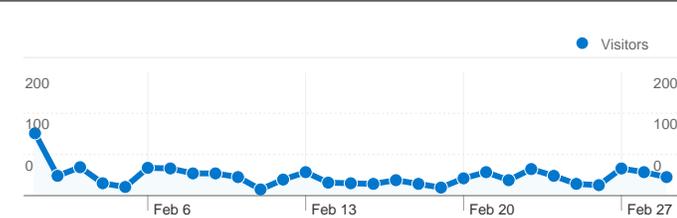
**2,890** Pageviews

**00:02:28** Avg. Time on Site

**2.92** Pages/Visit

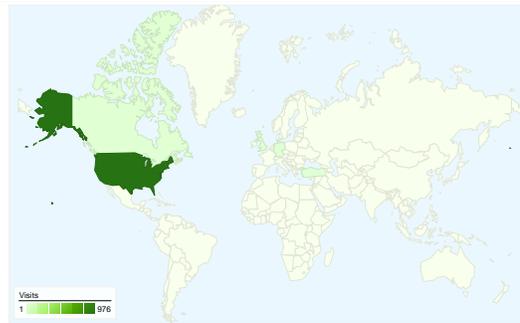
**67.47%** % New Visits

## Visitors Overview



**Visitors**  
**765**

## Map Overlay



## Traffic Sources Overview

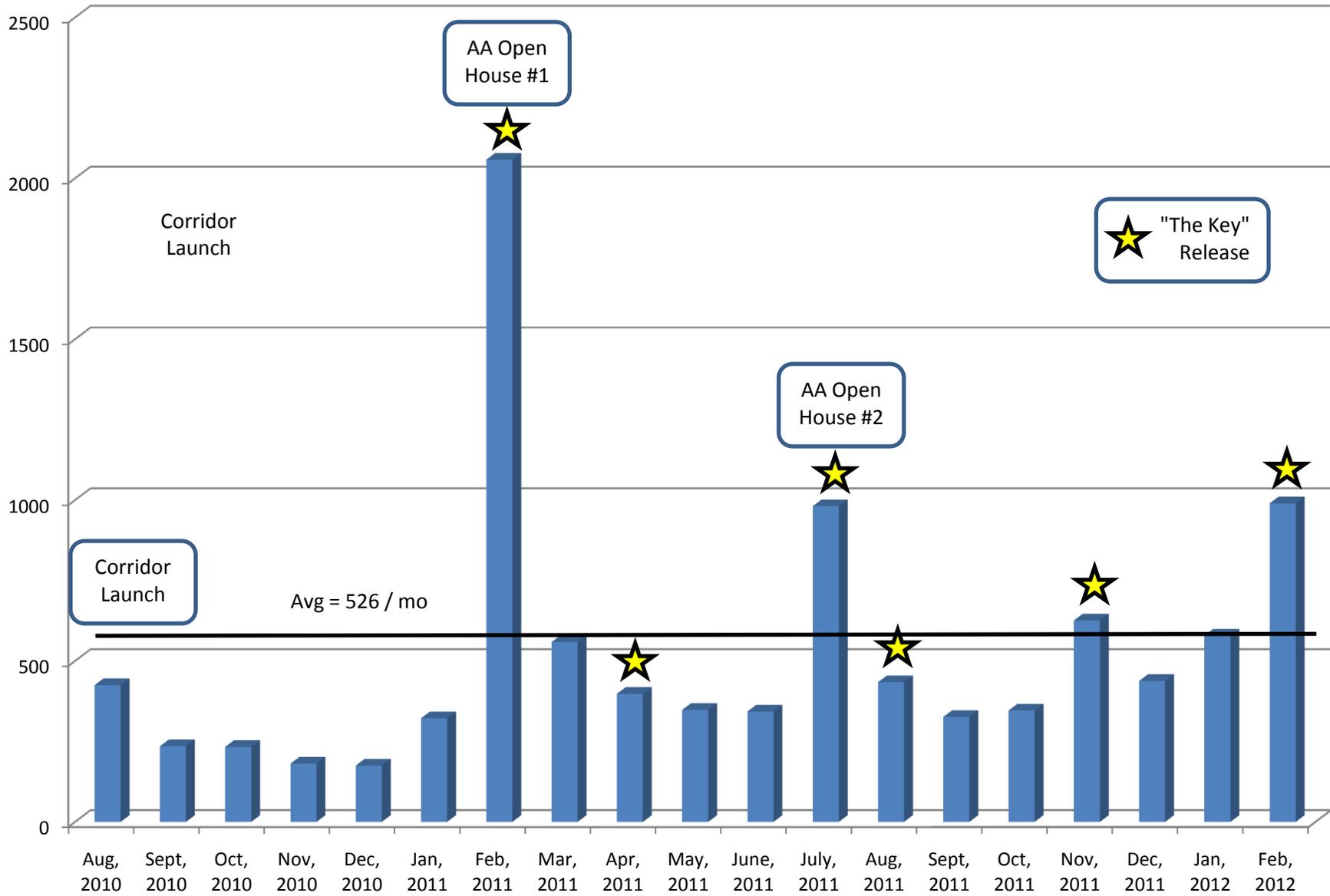


- **Referring Sites**  
467.00 (47.17%)
- **Search Engines**  
288.00 (29.09%)
- **Direct Traffic**  
235.00 (23.74%)

## Content Overview

Pages	Pageviews	% Pageviews
/	1,127	39.00%
/html/transit-study-gateway-	658	22.77%
/html/about-gateway-	294	10.17%
/html/recent-news.php	210	7.27%
/html/faq-gateway-corridor.php	155	5.36%

# Gateway Corridor Website Visits





**DATE:** March 8, 2012  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Federal Legislative Update

Included below is the latest federal update from Lockridge Grindal Nauen and the Minnesota Transportation Alliance.

**Action Requested:** Information

## **INFORMATION PROVIDED BY LOCKRIDGE GRINDAL NAUEN**

### **FY 2013 APPROPRIATIONS:**

The initial budget hearing process got into full swing earlier this week, with both Senate and House appropriators hearing from top Administration officials. Testifying before the panels included Attorney General Eric H. Holder Jr., who defended the administration's \$27.1 billion discretionary spending request for the Justice Department - which is on par with FY2012 levels - saying at a House Appropriations hearing Tuesday that DOJ's budget has increased by more than 300 percent in the past decade. Meanwhile, Secretary of State Hillary Rodham Clinton faced bipartisan concern at a Senate Appropriations State-Foreign Operations Subcommittee hearing on Tuesday over plans to provide \$8.2 billion in foreign aid for Iraq, Afghanistan and Pakistan in fiscal 2013.

### **SURFACE TRANSPORTATION:**

The House Transportation and Infrastructure Committee moved "The American Energy & Infrastructure Jobs Act (H.R. 7)" - the legislative shell for a five-year, \$260 billion transportation authorization bill - out of Committee in early February. House Leadership indicated that it was their desire to move this bill to the floor quickly and pass the bill after debate and an open amendment process. On February 23, House Leadership abruptly indicated that they would instead prepare a shorter authorization bill which would mirror the Senate Bill more closely, this after facing opposition from both sides of the aisle on contentious provisions that significantly slowed progress.

On February 28, House Leadership indicated they would delay action on this downsized multi-year surface transportation bill as intraparty resistance began to mount, even after Speaker John A. Boehner (R-OH) was forced to abandon H.R 7 last week. House Leaders are not likely to bring a two-year extension of transportation programs to the floor as had been expected, leaving the fate of the House effort to reauthorize surface transportation programs in doubt.



Chairman John L. Mica (R-FL) of the House Transportation and Infrastructure has indicated he won't let the legislation lapse before the March 31, 2012 extension deadline. This despite opposition from freshmen and conservatives in their conference against even the short-term package, which would link a reauthorization of surface transportation programs to an expansion of oil and gas drilling in the Arctic and off the U.S. coast and approval of the Keystone XL oil pipeline, provisions passed by the House in a separate bill on February 16, 2012. Conservative House Members are balking at the size, scope and price of the more limited version of an authorization bill.

The Senate moved the "Moving Ahead for Progress in the 21st Century (MAP-21)" legislation authorizing a two-year, \$109 billion transportation authorization bill, out of its committee in December 2011. The Senate's Transportation Authorization bill has been on the floor for the last several legislative days and is currently slated to be on the floor next week. Hundreds of amendments to the bill have been filed. On Friday, March 2, Senate Majority Leader Harry Reid stated he intends to file cloture before the end of the day on a substitute amendment to the two-year, \$109 billion surface transportation bill (S 1813) he offered yesterday. Reid said no agreement has been reached on considering the hundreds of extraneous, non-germane amendments. The substitute combines provisions from four Senate committees and incorporates the text of 37 germane amendments on which negotiators have already agreed. The vote to limit debate on the package would occur on March 6.

**EMINENT DOMAIN:**

The House passed (HR 1433) by voice vote, which is a bill that would limit government use of eminent domain authority, reviving the congressional effort to upend a 2005 Supreme Court decision that lets states and localities take private property for economic development. The bill would block states and localities receiving federal economic development funds from taking property for private economic development. There is no current Senate companion bill and Congressional sources indicate that it is not likely to be considered.

**INFORMATION PROVIDED BY THE MINNESOTA TRANSPORTATION ALLIANCE**

**US SENATE DEBATES SURFACE TRANSPORTATION AUTHORIZATION ACT:**

In the Senate, debate began on the 2-year surface transportation authorization act known as MAP-21. Senate Majority Leader Harry Reid, D-Nevada, introduced Thursday afternoon a 1,522-page substitute for [S 1813](#), the Moving Ahead for Progress in the 21st Century Act, which incorporates the text of 37 amendments accepted by the bill's floor managers. Reid then used a procedural maneuver to block consideration of any further modifications until the Senate holds a cloture vote on the new language at noon Tuesday.

Only one vote occurred this week in the Senate on MAP-21 -- a controversial nongermane amendment dealing with contraception coverage in certain health-insurance policies was tabled by a vote of [51-48](#) Thursday morning.



Included in the Reid amendment is language authored by Minnesota Senator Al Franken. Sen. Franken's amendment to the Senate's transportation bill would allow funds under the National Highway Performance Program to be used for replacement, rehabilitation, preservation, and protection of certain bridges on Federal-aid highways.

In September, when Sen. Franken released a [report](#) on structurally deficient bridges in Minnesota, he also called for investment to put people back to work repairing the nation's infrastructure. Sen. Franken has also been supportive of [legislation](#) that would move forward the proposal to build a bridge over the St. Croix River near Stillwater.

In discussing his amendment, Senator Franken noted:

"According to the most recent data compiled by the Federal Highway Administration, one in nine highway bridges in this country are classified as 'structurally deficient,'" said Sen. Franken in his speech. "It's just common sense – if roads are eligible for this funding, then bridges along those roads should be eligible too. This is a no-brainer to me, especially given the poor state of our bridges today."

The text of Sen. Franken's amendment is available [here](#).

#### **HOUSE BACK TO 5-YEAR SURFACE TRANSPORTATION PROPOSAL**

House Republican leaders will not pursue an 18-month transportation reauthorization bill after rank-and-file members failed to support the idea, several transportation news sources reported Thursday.

"Apparently our members don't think too highly of it," House Speaker John Boehner, R-Ohio, said at a press conference Thursday, [Politico reported](#). "We ought to do this the right way. We've had five-year, six-year reauthorizations of the highway bill. I think it's important for the states and for those who want to invest in this arena to have a broad horizon so they know where they're going. And a five-year bill's the best way to get there."

The five-year transportation measure would invest \$260 billion to maintain existing federal highway and transit program levels. Debate began last month on components of the legislation that would increase domestic oil and gas drilling to fund more transportation projects, but the transportation policy sections of the bill have not gone through the House Rules Committee yet, a step required before floor debate may commence.

A provision of [HR 7](#) that would end mass transit's dedicated piece of federal fuel taxes and separate account in the Highway Trust Fund has attracted opposition from many representatives. Mica said these are among the provisions leadership is trying to iron out as it seeks the 218 votes necessary to gain House approval.



Agenda Item #9a

**DATE:** March 8, 2012  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Summary of Meetings

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

Month	Meeting	Date	Planned Start Time
<b>March</b>	Joint PAC/TAC	March 14	1:30 PM
	Gateway Commission	March 15	1:30 PM
	Open House – St Paul	March 27	6:00 PM
	Open House – Eau Claire	March 29	5:00 PM
<b>April</b>	Open House - Hudson	April 4	5:00 PM
	Open House - Woodbury	April 5	5:00 PM
	Gateway Commission	April 12	3:30 PM
	Joint PAC/TAC	April 25	3:00 PM
<b>May</b>	Gateway Commission	May 10	3:30 PM

**Action Requested:** Information