



**Agenda**  
**Gateway Corridor Commission**  
**May 10, 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. Approval of Agenda		Approval
3. Summary April 12, 2012 Meeting*		Approval
4. Consent Items		Approval
a. Checks and Claims*		
5. Gateway Corridor AA	Washington County	
a. Outreach Activities*		Information
b. Consultant Contract Extension Work Scope*		Approval
6. Communications	Washington County	Information
a. Social Media and Website Update*		
7. Legislative Update*	Ramsey County	Information
a. State		
b. Federal		
8. Other	Washington County	Information
a. Meeting Dates Summary*		
b. American Planning Association (APA) - Minnesota Chapter Annual Meeting Presentation*		
9. Adjourn		

\*Attachments

**Gateway Corridor Commission***Agenda Item #3***April 12, 2012****Woodbury City Hall, Birch Room**

<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	X
Randy Nelson	Afton	X
Dan Kylo	West Lakeland	X
Brian Zeller	Lakeland	X
Victoria Reinhardt, Alternate	Ramsey County	
Bill Pulkrabek, Alternate	Washington County	
Paul Rebholz, Alternate	Woodbury	
Brett Emmons, Alternate	Lake Elmo	
Pat Snyder, Alternate	Afton	
Dave Schultz, Alternate	West Lakeland	X
Peg Larson, Alternate	Lakeland	

<b>Ex-Officio Members</b>	<b>Agency</b>	<b>Present</b>
Mike Amundson	Baytown Township	
Greg Watson	Woodbury Chamber of Commerce	X
Richard McNamara	Oakdale Business and Professional Association	
Doug Stang	3M	
Tim Ramberg	WI Gateway Coalition	X
James McClean	St Paul Chamber of Commerce	X

<b>Others</b>	<b>Agency</b>
Mike Rogers	Ramsey County
Ted Schoenecker	Washington County
Andy Gitzlaff	Washington County
David Jessup	City of Woodbury
Stephen Ebner	West Lakeland Twp
Dennis McGrann	Lockridge Grindal Nauen P.L.L.P.
Allen Lovejoy	St. Paul Public Works
Linda Jungwirth	Assistant to Ramsey County Commissioner Rettman
Tim Mayasich	Ramsey County Regional Rail Authority
Josh Straka	U.S. Representative Betty McCollum's Office
Peter Fresch	U.S. Representative Betty McCollum's Office

Congresswoman Betty McCollum	U.S. Representative
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The Gateway Corridor Commission convened at 3:33 p.m. by Chair Weik.

Chair Weik informed the group that they were still anticipating a visit by Congresswoman Betty McCollum during the course of their meeting and she will pause the meeting at the time of the Congresswoman's arrival.

**Agenda Item #1. Introductions**

Introductions were made by those present.

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

No changes were made to the revised agenda (packet) presented at the meeting. Motion made by Lantry to approve the revised agenda. Second by Ortega. **Approved.** Motion carried.

**Agenda Item #3. Summary of March 15, 2012 Meeting**

Two minor changes (Page #9 a word [~~what~~ want] and page #11 a title/name [~~Commissioner Banner~~ Speaker Boehner]) were made to the March 15, 2012 meeting summary.

Motion made by Lantry to approve the March 15, 2012 meeting summary with mentioned edits. Second by Ortega. **Approved.** Motion carried.

**Agenda Item #4. Consent Items**

- a. Checks and Claims

Advocacy Materials:

Printing of Gateway Materials	\$67.28
CenturyLink Conference call	\$18.98
Woodbury Expo Registration	<u>\$225.00</u>
Total	\$311.26

Communication Contract:

Tunheim Partners	\$3,910.97
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Motion made by Ortega to approve checks and claims. Second by Reinke. **Approved.** Motion carried.

**Agenda Item #5. Gateway Corridor AA**

- a. **Outreach Activities**

Schoenecker referred to page 13 in their meeting packet for the running tally of the upcoming Outreach meetings. Schoenecker also mentioned that Commissioner Weik will be working the booth at the Woodbury Expo on Saturday, April 14<sup>th</sup>. Schoenecker was just informed by David Jessup that the Woodbury City Council Workshop will be moving to a later date.

Chair Weik invited everyone to stop by the booth at the Woodbury Expo, it is a free event that runs from 7:00 am to 4:00 p.m. Chair Weik asked if anyone had questions or comments on the outreach activities.

Zeller stated that he was at the St. Paul, Harding HS Open House and found it very valuable to step outside his own geographical area of influence and hear the concerns and perspectives of other people;

he also mentioned that their (other people) concerns are considerably different than the Commission member's concerns. Zeller encouraged other Commission members to attend these meetings.

**b. Open House Summary**

Gitzlaff, Washington County Project Manager for the Alternatives Analysis, provided a summary of the open house meetings that have taken place. Gitzlaff stated that the meeting summaries provided on pages 15 – 25 of their packet is still being considered a draft, and is marked as such. He stated that staff wanted to bring the draft to this meeting first to make sure if anyone of them received comments directly and they were not included, that they still could do so. In addition, he will be taking it back to TAC and PAC for any comments they may have received that are also not listed.

Gitzlaff stated that they have completed their third round of open house meetings and that they have used the same format for each of the meetings. Each meeting was two hours in length, done in an open house format, with a short PowerPoint presentation. They allowed time for question and answers, and used display boards where people could add comments. Gitzlaff said that they did receive several comment cards and that they had very good attendance at all meetings.

Gitzlaff pointed out that the summary provided in the packet is extensive and he did not go through all the detail, but just touched on some of the highlights. At Eau Claire, Wisconsin they had a strong attendance from the Wisconsin side for TAC and PAC.

There was some confusion during the meeting so they took time to explain what is Commuter Rail, versus inter-City Rail, and High-speed Rail; and explained the purpose of each. There was some disappointment that commuter rail had been taken off the table. There is a strong desire for Eau Claire and the Twin Cities to connect by bus, train, or whatever it is and continue a partnership going forward.

At the Hudson meeting, there was good representation from the Wisconsin side; with some disappointment that commuter rail had been taken off the table, but there also was strong interest in some of the other transit options for the corridor, and there was more preference towards the managed lane or options running along 94.

At the Woodbury meeting they had good representation; the bigger issues during that meeting were, "should we really be investing in transit or, should we be investing in more roads." Several people were in favor of an LRT service which is more costly, but the BRT system is more cost effective and flexible. There was concern with managed lane and station access; Woodbury had the most comments for cost and effectiveness concerns, such as, "what's the cost effectiveness" and "don't mess with my express bus." So they explained that express bus is not going away as part of this, and that they are just bringing in more options.

The St. Paul presentation had largest attendance of all the meetings. The mailing helped boost attendance for the Hudson Road alignment and the White Bear alignment. Good group of people there and received a variety of comments, along with good public debate. Ramsey County Commissioner McDonough addressed the group and was also a participant with the Q & A. There was a show of hands taken to see who most of the people were and if they were from along the Corridor and 7<sup>th</sup> Street and White Bear Avenue area. There were concerns expressed for property values and property taxes, and the community/ business and traffic impacts. Concern was shown if there would be economic development. There were believers and skeptics if transit can really generate economic development,

and at what cost. Gitzlaff also shared some information received from comment cards in support for the 94 running alignments and the managed lane. Gitzlaff stated that they are still accepting public comments as they go forward.

### **Representative Betty McCollum arrived**

Chair Weik welcomed Representative McCollum. Weik asked Congresswoman McCollum if she had any specific comments on some of what she heard with the summaries.

McCollum expressed excitement to see how the I-94 Corridor project is moving forward, and commented on all the hard work and time involved getting it to this point by the Corridor Commission. She had the Star Tribune (West Metro addition) with her and stated how transportation for the west-side is not in the paper, and the east-side has been working hard and making progress on communicating transportation issues and plans.

Chair Weik asked if there were any other comments from members as they followed up with the meeting's attendees. Weik agrees with the concern shown for the statement "don't mess with my bus"; and she received comments and emails in regards to it. She stated that people are relieved to hear that they may be able to find alternatives that go along with what they already have and be "rail ready." A lot of people in the east metro appreciate that kind of advance planning.

Zeller stated that he's unsure when it's an appropriate time to bring it up but has been wrestling with some of the numbers and when he attended the meeting in St. Paul and heard that people's concerns are considerably different than the Commission's concerns especially when you get east of 494/694. He then wonders if they (the Commission) should be looking at this project in phases as opposed to one solution or one fit for everybody because of the differences in population density and ridership the further east they go. He commented that perhaps they should look at light rail to a certain point, and then look at what the demand is to further develop; pointing out that St. Paul already has the redevelopment and population density that could benefit from the system.

Rossbach made a comparison to the Rush Line corridor that runs from St. Paul to Hinkley; and they had looked at LRT to White Bear Lake, then BRT to Forest Lake. He commented that when the information came back from that analysis, it was nothing but a feeder system to feed those systems. Rossbach stated that whatever method or alternative you choose it is only going to work so far and that he believed they just had not gotten to that point yet with the Gateway process.

Zeller's concern is that they are taking light rail off the table because of cost and the cost concern with crossing the river. But, it is a good alternative in the inter-city and up until a certain point, but then the demand and the need significantly drops. Zeller has not heard any options of where they would build a route and to any certain point whereby they would then change the mode of transportation.

Schoenecker replied that they are working towards what Rossbach has stated and they have somewhat already established and recognized that there are challenges as they go towards the St. Croix River and that is why they did pull back to Manning Avenue and then look at transition from an LRT to a BRT from that point as they continue to go forward with the remainder of the study. When they get down to the remainder of the study, Gitzlaff will go over contracts and cover scope of work extension as they start to look at some of these characteristics next. Schoenecker stated that they are starting to get to the point where they will start fleshing out these kinds of concerns as they move forward in the process and that

the Commission members will have information and data from the process to make those types of decisions.

Zeller's unease came from what had been published. He was not getting a sense of the process or what is yet to be decided from the articles that he was reading; he read that LRT was axed and no longer an option and BRT was to be the preferred mode to Hudson. Zeller was concerned that it was progressing rather quickly from where they left off in January.

Chair Weik paused in the agenda and invited Representative McCollum to address their group.

Representative McCollum did not want to break up their great discussion. She commented that the Commission members have worked really hard and that it was good they are taking a lot of things into consideration. She had just returned from a trip to San Diego, CA and shared her observations that they have LRT, Commuter Rail, and Buses and all running down the same corridor and that it (different modes) can come down the same corridor depending where you are going. During the one-half hour she had available to inquire, she spoke to a variety of people (workers, tourists, people that were coming out for the day or had Doctors appointments.) During part of her three days in San Diego at Camp Pendleton she also heard about a request to put more bikes on the base and bike routes that lead to and from the base to get to the LRT. While there, she spoke with people about their transportation options and one of the things they are working on are bicycle routes on and off the base. She knows that people want options and people want their own option considered. People expect lawmakers to not only think about today, but also about tomorrow, too. She said they need to think about the taxpayers today and use sound judgment for the taxpayers of the future. Representative McCollum mentioned that the West Metro is ready to go. Speaking collectively she said, "we east-sider's are sometimes a little more cautious and slow things down a bit, but we need to be at the table and be part of the solution on the congestion problem." People don't want to spend time in the car; they want to spend more time with their family. Every major business she works with asks her, when are they going to see more development? She is excited, and feels the Gateway Corridor project is one of the ways that they are going to attract those businesses that are going to help the economy, and one of the ways that they can attract people. She commented people will stay in their homes because there are transit options and they know that gas prices are not going to fall back down to \$2.00/gallon. In business development, they are competing with China, India, and the rest of the world. Representative McCollum was just at the unveiling of the solar station at Como Park and shared that project was done with a combination of State, Federal, and local money. She stated that there are people in Federal government that are saying that Federal government shouldn't be involved in transit, just in highways. She told the Commission members, you are at a unique opportunity with 94 and the time for action is coming close and she looks forward to working with the I-94 Corridor Commission in her capacity as a US representative. She stated that Republicans are talking about the earmarks coming back. Representative McCollum stated, "regardless of who is President of the United States, Congress does not know what a community needs, that's your job as a Commission and as elected officials, to make that happen. You need to tell me what it is you need and what we should be doing in Washington and not the other way around." She looks forward to working with them in the years ahead, voters willing. She again thanked them for their hard work and for the honor of including her in the process; and thanked Commission members for coming to her office and letting her office staff be a part of the 94 Corridor project. Representative McCollum stated it is an honor to work with the Commission in planning to develop a future for the next generation of workers and commuters and for letting her be a part of it.

Chair Weik, thanked Representative McCollum for her remarks.

Ortega wanted to echo what the Congresswoman had stated, he is on the board/ executive committee of the Greater MSP economic development, and they were putting together next year's goals and objectives and Ortega believes it was Richard Davies, President of US Bank, who brought up the issue of transit. Ortega shared Davies' statement that there is no way they will attract business or commerce without addressing transit. Ortega emphasized Davies had made it an issue and they are going to make it a whole separate agenda. Ortega commented that it is nowhere on the agenda of greater Minneapolis/St. Paul Regional Development and it just echoes what the Congresswomen is saying "we could hope for the good times, but we have to make the good times in economic development and it just doesn't happen by itself."

Weik agrees with the issue of transit and its connection to economic development completely, and commented that in greater Minnesota regional development it is at a very exciting time right now. Washington County approved to assign one Commissioner to be a director with the greater Minnesota Cities, and the Washington County Commissioners assigned Chair Dennis Hegberg, who will now be on the Board of Directors for greater Minnesota. Weik mentioned at a recent transit tour at the AMC legislative conference, she heard Dakota County Commissioners talking about new Corporations coming to Cedar Ave and bringing businesses and hundreds or thousands of jobs because there is Bus Rapid Transit on Cedar Avenue. Weik stated, this is something very real and the timing is right if the east metro comes on line now with a transit system that they haven't seen since the 1950's and the streetcars. East metro citizens want us to keep our noses to the grindstone as the studies and data supports it. She feels this is an exciting time as the economy is trying to recover and to have a regional economic development in the picture.

Schoenecker wanted to recognize Congresswoman McCollum, as she has been a very strong supporter of this Corridor. And wanted to thank her for her assistance and allowing her staff, Peter and Josh, to be so available to the Corridor Commission staff and so engaged and involved and from a staff's perspective that is an invaluable resource and he really appreciates it.

**c. Contract Extension Work Scope**

Schoenecker stated that Gitzlaff will provide updates on the proposed contract extension of work scope, updating them on working with partners and looking at ways to continue the study. Schoenecker also stated that there have been some questions that have come up and some items that haven't necessarily been addressed and Gitzlaff will get into some of the nuts and bolts of that contract extension and take comments from the Commission.

Gitzlaff referred to the packet, summary email and detail scope and the one piece that they don't have yet, the overall budget, which he is still in the process of working out with the consultant. Gitzlaff reviewed what the purpose of the extension is, stating that calling it optimization, refinement, or whatever they want, is to be sure that the Commission have the best alternative and that they have looked at every potential factor to help them narrow down and make improved benefits while reducing overall costs plus increasing ridership and reducing potential impact. The scope extension would extend out into September, likely adding three more rounds of TAC and PAC meetings, and then possibly one joint meeting at the end.

Gitzlaff commented on the two key parts to the extension of work scope. One part is engineering and

staff would be including a bypass lane on the BRT alternative along 94 and also taking a closer look at the old Hudson run 3 & 5 and White Bear 4 & 6 to see if there are some things that can be done to reduce the guide way widths, or if there is anything to minimize the property impacts. The other key part, the bulk of it is the ridership analysis and what they can do with the modeling performance-wise to maximize the alternatives to make it better. He said that staff is proposing the two-step process since the full model is very technical, very cumbersome, and very expensive. Gitzlaff explained that the other step is before running full models they will run some off-the-model calculations first. He also explained that the consultant team is pretty confident that those will give staff answers that will ultimately help them make more informed decisions. He stated that there are 11 different factors listed and they can look at shortening the links (minimal operating segments) and it is something they can do relatively easy and they can do with all the remaining alternatives to provide more information. This process will let staff utilize something from the best of the alternatives. Gitzlaff commented that because running the full models are very expensive, they could then look at limiting the running of full models for up to three alternatives. After this next level of analysis which could take up to four months, the last piece is packaging the information all together and providing a summary. He said they will also look at how the models currently conform under New Starts regulations. The Federal government could change rules regarding New Starts. This would let them run the numbers and get a perspective even though it is not defined as to how it might play out if there are some changes at the Federal level. Work costs would range from \$200,000 - \$250,000 to complete. They are also looking at the following potential funding partners: Washington County Rail Authority, the Ramsey County Rail Authority, and the Met Council to contribute.

Rossbach requested that Gitzlaff explain more about what the Model is, as he wondered if it was just a computer program that is run. Gitzlaff explained that Metropolitan Council is really the keeper of the data; they take all the different pieces of the data, and they factor it in. Every corridor does projections in a complex model and we are selecting information for the programming of the parameters. He said, it's not so much the running as in the interpreting and making sure the data is accurate. The key to this, as staff, is to do it right and get the "buy-in" of Met Council; ultimately getting the FTA to sign-off on all of it. Gitzlaff wants to make sure they are going by the book and covering everything by the modeling and making sure the model works and that is why it helps to have the two-step process.

Rossbach inquired as to why the extension is expensive. He was looking for clarification if it was because they would have a lot of people involved, or if it was just the anticipated expense of running the model. Rossbach wanted to know if the expense would be because they would be paying people to do something. Gitzlaff explained they would be paying people; there would be consultant time, mid-level and higher level people for some of the work. Gitzlaff further explained that staff recommends the Commission choose consultants, considering who the Met Council would rely on to work with. He stated that there are also expenses associated with consultants, but the consultants will not be building any physical model.

Giuliani Stephens stated, that at the last meeting, the Commission determined the need to take a little more time and look at the optimizations and other factors with additional time to develop key message points, so when we get to the point that they have a clear alternative, they will have a clear way to deliver the message. Giuliani Stephens doesn't see it included so asked how it will be handled and she thinks it might be something they will need to address.

Schoenecker stated that they have prepared some of the key high-level messages they wanted to

communicate; other key mid-level messages point where they wanted to communicate with TAC and PAC members on results, and they will be working with Tunheim to craft those a little more as they go through the study. He stated that they can take a look at the communication plan. Giuliani Stephens asked if they are budgeted to cover the costs of making those messages. Schoenecker stated that they will make it.

Johnston is in agreement with the three top priorities for their effort: minimize transit times, minimize cost, and maximize ridership, but he is concerned that they have gotten this far in the process without making sure that they have looked at the impact of Park & Ride locations and hopes that they can squeeze in analysis to confirm that they are addressing these three variables with the Park & Ride locations.

Reinke agreed and wanted to know the CH contract amount. Gitzlaff stated it was \$1.4 million, plus \$100,000 was added for a managed lane alternative. Gitzlaff did not have all of the details with him, stating that adding four months time with preparation that goes into it the process, along with several pre-meetings. Plus, as part of the process they always circled back reviewing question or issues and try to resolve them before going forward. Gitzlaff stated that there are regular meetings with senior staff, Met Council, and MnDot. Gitzlaff emphasized the importance of continuing that process pattern and making sure that what goes forward they keep everyone and everything up to speed.

Weik commented that there seems to be more labor upfront then at the end, and they didn't have that much activity, so it was very concentrated.

In Reinke's business of real estate, he stated that sometimes there is no choice and they have to expand the costs and it kind of feels like that here now with the Gateway project. Like they didn't manage it site-wise, or with choices, and or didn't manage it enough. Reinke expressed concern if the cost they were looking to add would be enough to bring the work scope to completion.

Gitzlaff did reply with a comment for consideration, and stated one thing to think about is the consultant team is not out of money by any means, and if they stopped things where they are right now they could finish on time and on budget; they could put the resources needed to do it right and wrap it up. This request before them is for additional services. Gitzlaff stated that as staff they have always put forward what they need to get it right and this would fall into that comfort zone; to get it there and wrap up this study and have the best product and position to move into the next stage this fall.

Giuliani Stephens inquired that since they took commuter rail off during the last meeting if there would be some cost savings coming out of that original contract, and if so, could it offset the amount they are looking at now for additional services.

Gitzlaff could look into any possible savings, but reminded the Commission members that even though commuter rail was taken off the table at the last meeting, it was evaluated to the same level as the others. Gitzlaff stated that there could be other ones to look at for cost savings and staff would go through with a fine tooth comb to make sure they are not paying for something they don't need.

Lantry commented that this falls back to some of the discussion they had last month and at what point do they drop out the low ones? She recalled there were more questions raised from the information they had and understands what got them there; she just didn't realize it would cost so much more

money.

Chair Weik asked if it would cover BRT mode bias. Gitzlaff responded it would. Chair Weik asked if there were more comments, none. No action necessary on this item, just material to read and absorb.

#### **Agenda Item #6. Communications**

Schoenecker provided a brief summarized update of the information shown on pages 34 – 38 of their packets. He noted that they average about two posts a week on Facebook with more “likes.” They still have the YouTube ads on Facebook and that does not cost them anything unless someone views them. They continue to receive new “hits” on the website and expect it to continue.

Chair Weik commented that Facebook is really just another communication tool.

#### **Agenda Item #7. Legislative Update**

##### **Item 7a. State**

Mike Rogers of Ramsey provided a brief update referring to the memo in the pack. Rogers stated that there are differences in the Bond bill between the House and Senate and the Governor’s version see table lower half of page 39. Rogers stated that they are in conference committee right now to try and negotiate something out with the Governor. Rogers relayed thoughts from Nick Riley, Ramsey County intergovernmental relations specialist who sees a 50-50 chance at best that the legislative session will end and they may not have passed a bonding bill at all; and he does not think that the bonding bill will be even that far along by end of April.

Weik reiterated that it should not really cause a problem for them next year as they were getting their request for funding in early. Weik did express gratitude to Representative John Kriesel for his introduction of the bill and testimony and working with Senator Ted Lillie’s staff as well.

##### **Item 7b. Federal**

Dennis McGrann, Federal lobbyist with the Law Firm, Lockridge Grindal Nauen; who works on behalf of: Washington County, Ramsey County, and the City of St. Paul referred to what is already in their packet. He stated that his office has been working on the Gateway efforts since the very beginning. McGrann reminded them that Federal funding represents over half of the money they would need for their project. McGrann stated that they can thank Congresswoman McCollum who has been a champion for them in Washington D.C. Representative McCollum led the charge three weeks ago in Washington D.C. to defeat an effort that was going to strip all transit money out of transportation funding. There was an effort in the house to eliminate it, and that would have stripped all transit money out of the FTA and the New Starts Program. McGrann explained that a group formed within the Republican leadership, suburban Republicans whose districts would be impacted, to send a message that ultimately leads to the reevaluation of transit funding. McGrann stated of the \$0.18 gasoline tax, 20 % of that goes into the New Starts Program. He said, it is an 80/20 split trust fund and goal had been to eliminate the 20%. Since then, in the Senate, they were able to craft and pass a two-year bill and also keep it at a two-year status. The House has been much more complicated and Speaker John Boehner has said that this would be a high priority, and that they would pass a five-year bill fully funded at the existing level. However, Speaker Boehner hasn’t been able to convince enough members of his caucus to go along with that, so they just passed an extension to keep the funding going until June 30<sup>th</sup>. McGrann sees it as a real challenge for the House to find the resources to do as Speaker Boehner outlined. McGrann stated that turning back the raid on the transit fund was a big deal for those that care about transit; it would have

affected not only light rail, commuter rail, and rail projects but also buses and they have had that arrangement for over 20 years. McGrann provided an example of what took place last year with the FAA when the Federal government could not pass a bill and the affect it had on the airline industry tax revenue, and how the Federal money went elsewhere. McGrann shared this year's risk to transit of not passing a bill; and his concern for where the tax revenue would go. He stated that Congresswoman McCollum has been an absolute advocate for the Gateway project in reaching out and explaining how critical the project is to the entire eastern metro into the Wisconsin area and has done a great job.

#### **Agenda Item #8. Other**

##### Item 8a. Meeting Dates Summary

Schoenecker referred to page 42 and the look ahead at the meeting summary. Could add another meeting depending upon extension approval and then working out when TAC and PAC would next meet. The April 25<sup>th</sup> meeting will only be a TAC meeting, not joint. They will update that schedule as they know it.

##### **Item 8b. Media Articles**

Weik commented that there were a lot of media articles as part of the packet. Schoenecker stated that it is just an information item and good to see the dialog from the meetings that were held.

Weik interviewed with KARE 11 news and taped a segment for Oakdale Update, Metro Cable Network Channel 6, to run for about a month.

##### **Item 8c. Resolution of Support FTA 5339 Funding**

Schoenecker explained the proposal of this resolution is for the Gateway Corridor Commission to support the application by the Washington County Regional Rail Authority under the fiscal year 2012 Federal Transit Administration 5339 Alternatives Analysis program for the completion of the Gateway draft environmental impact statement (DEIS.)

Motion made by Johnston to approve resolution supporting WCRRA submittal of an application to the FTA under the FY 2012 Alternatives Analysis funding solicitation. Second by Ortega. **Roll call: Unanimously Approved.** Motion carried.

Chair Weik asked if there were any other questions or comments.

Reinke said there was a developer/property owner of Crossroads Development at one of the Gateway meetings; and they had talked to the City of Oakdale proposing a 400,000 sq. ft. building at the I-94/694 interchange and it got tabled because of the economy, now being brought back, and was wondering if the name they are using for a proposed transit stop in their presentations could be expanded from Oaks Crossing to Oaks Crossroads, so as not to be a problem.

Schoenecker spoke for the purposes of what they are doing, it should not be a problem and can make that change going forward.

##### **Agenda Item #9. Adjourn**

Motion made by Johnston to adjourn the meeting. Second by Lantry. **Approved.** Motion carried. Meeting adjourned at 4:38 p.m.



**DATE:** May 3, 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
Woodbury City Council Workshop	Presentation – May 30, 2012
APA-MN Brownbag	Presentation – July 18, 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 <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
Met Council Transportation Accessibility Advisory Council	Presentation – April 4, 2012
3 <sup>rd</sup> 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

**Action Requested:** Information



**DATE:** May 3, 2012  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Gateway Corridor AA Contract Extension Draft Scope of Work

At the April meeting, staff presented information on the proposed scope of work extension. Some of the key elements that are part of the added scope of work include:

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

The cost estimate for this work, presented at the meeting, was in the range of \$200,000-\$250,000.

Staff has been working with the consultant and the Metropolitan Council Office of Diversity to fine-tune the final cost for the additional work. With those two items being finalized, the final cost to perform the additional work is \$199,799.

The cost splits among the funding partners would be as follows:

- Ramsey County Regional Railroad Authority - \$80,000 (40%)
- Washington County Regional Railroad Authority - \$80,000 (40%)
- Metropolitan Council - \$40,000 (40%)

These funding splits are consistent with the funding that has been provided for the previous work on the AA. The Metropolitan Council has sent a letter indicating their willingness to provide their share. Ramsey County Regional Railroad Authority staff has indicated their willingness provide their share and are bringing the item to their Board meeting on May 22. The Washington County Board has also discussed providing their share and they will be taking action on May 8 to request additional funding from the Counties Transit Improvement Board (CTIB) and provide the required 10% match.



Included below is a summary of the steps needed in order facilitate approval of the additional scope of work for CH2M Hill:

<b>Responsible Party</b>	<b>Action</b>	<b>Date</b>
<b>WCRRRA Meeting</b>	Provide 10% local match to CTIB funding request	May 8
<b>Washington County Board Meeting</b>	Request additional CTIB funding Request CTIB grant agreement date extension	May 8
<b>Gateway Corridor Commission</b>	Approve additional scope of work for CH2M Hill	May 10
<b>CTIB</b>	Approve Washington Co request for additional funds and date extension	May 16
<b>WCRRRA Meeting</b>	Approve Amendment to contract with CH2M Hill Approve subrecipient agreement with Met Council (TBD)	May 22
<b>RCRRRA Meeting</b>	Provide funding share for added scope of work	May 22

**Action Requested:** Approval of the Resolution to include the added scope of work for the Alternatives Analysis for an amount not to exceed \$199,799 pending approval of the funding from the Metropolitan Council, Ramsey County Regional Railroad Authority and the Washington County Regional Railroad Authority.

**RESOLUTION SUPPORTING THE ADDITIONAL SCOPE OF WORK  
FOR THE ALTERNATIVES ANALYSIS**

**WHEREAS**, the Gateway Corridor Commission (Commission) was established in March of 2009 to address transportation needs in the Gateway (I-94) Corridor; and

**WHEREAS**, the Gateway Corridor is the principal east/west route for local, regional and interregional traffic through Ramsey, Washington, and St. Croix Counties connecting St. Paul-Minneapolis to the eastern metropolitan area and Wisconsin; and

**WHEREAS**, the Commission entered into a contract with CH2M Hill in the Fall of 2010 to complete and Alternatives Analysis study for the corridor; and

**WHEREAS**, the original scope of work was amended in early 2011 to add in an Managed Lanes additional alternative; and

**WHEREAS**, the public participation process of the AA, through the open houses and input received from the stakeholders, has identified a desire and need to conduct additional analysis, not included in the original or amended scope of work, on five of the build alternatives to examine opportunities to reduce impacts and increase benefits;

**WHEREAS**, CH2M Hill has provided a cost estimate of \$199,799 for completion of the work related to the additional scope of work.

**NOW THEREFORE, BE IT RESOLVED**, that the Commission hereby approves the inclusion of the additional scope of work in the Alternatives Analysis for an amount not to exceed \$199,799 conditioned upon approval of the funding from the Metropolitan Council, Ramsey County Regional Railroad Authority and the Washington County Regional Railroad Authority.

**BE IT FURTHER RESOLVED**, that the Commission authorizes the Washington County Regional Railroad Authority (WCRRA), as the fiscal agent of the Commission, to approve the amendment to the Alternatives Analysis contract with CH2M Hill, Inc on behalf of the Commission; and

**BE IT FURTHER RESOLVED**, that approval of CH2M Hill, Inc. as the selected consultant is conditioned upon successful contract negotiations between the WCRRA and CH2M Hill, Inc.

Approved:

\_\_\_\_\_  
Chair

\_\_\_\_\_  
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 Gateway Corridor Commission at a duly authorized meeting thereof held on the 10<sup>th</sup> day of May, 2012 as shown by the minutes of said meeting in my possession.

**YES            NO            ABSTAIN    ABSENT**

**ORTEGA**

**WEIK**

**LANTRY**

**ROSSBACH**

**REINKE**

**GIULIANI STEPHENS**

**JOHNSTON**

**KYLLO**

**NELSON**

**ZELLER**

# **DRAFT Scope Options for Amendment No. 3, Optimization of Promising Alternatives Gateway Corridor Alternatives Analysis**

TO: Andy Gitzlaff  
Gateway Corridor Project Manager  
Washington County Regional Railroad Authority

COPIES: Doug Abere  
Mary Gute

FROM: Stephanie Eiler

DATE: April 10, 2012

This memorandum identifies work tasks for proposed Amendment No. 3 to the CH2M HILL contract for the Gateway Corridor Alternatives Analysis. This amendment extends the contract end date to September 30, 2012; a four month extension beyond the current contract end date of May 31, 2012.

Optimization of select Gateway Corridor Alternatives is the focus of this amendment. Optimization refers in this instance refers to an effort to improve the performance of select Gateway Corridor Alternatives by adjusting one or more characteristics of the alternative without changing the core route, mode, or type of service of the alternative.

Travel demand modeling is a key task in the optimization process. A two-step sequence is proposed to complete this travel demand modeling work.

Initially, all build alternatives not dismissed by the Gateway Corridor Commission (5 as of April 4, 2012) will undergo sketch-plan testing for up to 11 potential optimization factors, listed under the task description. The sketch-planning approach to the forecasting for the optimization involves an off-model calculation of the estimated change in ridership based on a change to the operations of transit in the corridor. All of the optimization options can be represented as a change in time (in-vehicle, wait time access/egress time), convenience (mode bias) or cost (such as fare) and it is these values that are tested. The calculation uses parameters that are consistent with those used in the full model." Using the results of this task, full model demand testing will then be performed on the three alternatives showing the most promise.

In addition, minimized cross sections will be developed for Alternatives 3 through 6 through the portion of segment 2 from Kellogg Boulevard to White Bear Avenue and Old Hudson Road to reduce property impacts.

Work tasks listed below that are included in the master contract will be developed upon completion of the alternative optimization effort:

- AA Final Report
- Final Engineering Drawings

Additionally, the current contract includes scope and budget for full sensitivity testing of a Locally Preferred Alternative (LPA). Given that an LPA has not been selected at this time, the hours for this task will be transferred to the alternatives optimization task, which will off-set the cost of completing Task 9 (this adjustment is reflected in the attached budget).

Additional work tasks included in Amendment No. 3 are described below.

## Task 2, Project Management

### A. Ongoing Project Management

- Continue weekly scheduled conference calls and other regular communication as needed with client management team.
- Continue managing consulting team delivery of project tasks
- Schedule, prepare for and conduct up to three project team meetings
- Schedule, prepare for, conduct and document one meeting with FHWA and one meeting with FTA
- Schedule, prepare for, conduct and document two combined meetings with Metropolitan Council, Metro Transit, and MnDOT staff

### B. Advisory Committee-Commission

- Plan, prepare for, present at and document two TAC meetings, two PAC meetings and one joint TAC/PAC meeting.
- Schedule, prepare for and conduct two meetings with local TAC members outside TAC meeting
- Prepare for and participate in two Gateway Corridor Commission meetings.

## Task 7, Alternatives Definition

Previously developed conceptual engineering drawings illustrating BRT station concepts for Alternatives 3 and 4 will be revised to add a passing lane in each direction, to permit express buses to use the fixed guideway and bypass station platforms where a station-to-station BRT bus may be stopped. These drawings will also reflect any changes in station sizing resulting from the results of Task 9.

Minimized cross sections will be developed for Alternatives 3 through 6 through the portion of segment 2 from Kellogg Boulevard to White Bear Avenue and Old Hudson Road to reduce property impacts. These minimized cross sections will be developed after participating in a meeting with both Ramsey County and City of St. Paul to discuss these revisions. Upon completion of the revised concepts, a second meeting will be held with both

Ramsey County and City of St. Paul to discuss the revised concepts and the potential for reducing property acquisition impacts in the area noted above.

## Task 8, Operating Plan

The transit service operating plan will be updated to reflect changes resulting from the optimization of alternatives, including changes to the amount and/or extent of off-peak service.

## Task 9, Ridership Forecast

### A. Sketch-plan ridership estimation

Each of 5 alternatives will be tested for the following factors:

1. BRT Constant Testing
2. Model Modification (single cost for 1 or more alternatives)
3. Station Dwell Time
4. Express Bus Use of BRT Guideway
5. Off-Peak Service Reduction
6. Test Minimal Operating Segment (MOS)
7. Route Alignment Options
8. Station Selection
9. Travel Time Refinement

All of the same tests can be carried out using a method known as “incremental logit” estimation. For each test, an estimate is made of the following:

- The average change in time or cost related to test. For example, a refinement of the station dwell time will result in an average reduction of some time to travelers using that route.
- An estimate of the base mode share – this can be only approximated, but a range of values can be tested.
- The mode choice model coefficient of the variable being tested.

With these three variables, an estimate can be made of the relative change in ridership as a result of the change in service level. Results cannot be specific to stations, origins or destinations, and are only applied to total route ridership for peak or off-peak periods. It involves an inherent degree of uncertainty due to the aggregate nature of the estimates for changes to time or cost, and the estimate of initial mode share. A range of values will be provided based on this uncertainty.

Final results would be confirmed with full model runs, for the 3 alternatives selected, described in task 9B. These would only include the optimizations indicated to positively impact alternative performance. This will be completed prior to the selection of a preferred alternative(s).

## B. Full Model Runs

The factors listed below that are found to positively impact alternative performance will be included in full model runs for up to three alternatives. Each full model run will include all factors found to have a positive effect on alternative performance. It is understood that the trade-off will be less ability to tie results to specific optimization changes. Factors not found to positively affect alternative performance will not be included in a full model run.

- **Model Modification for BRT Constant:** This work is to activate the “premium” nest in the regional mode choice model. This involves the creation of six new transit skim scripts, and the modification of 6 additional model script files to create the appropriate mode choice inputs. Three new mode choice control files and modification to 6 others are also required. Finally, testing of the model to ensure proper functioning is required.
- **BRT Constant Testing -** This will involve re-running each selected build BRT alternative to reflect the use of a mode-specific constant. Suggested value equal to 6 minutes of equivalent in-vehicle time. The model will be executed and the results summarized.
- **Station Dwell Time:** The station dwell time will be adjusted to reflect the general level of station activity. This will result in a reduction in overall travel time since the current assumption is to use maximum dwell time at all stations. The travel time spreadsheets will be adjusted and the travel time will be re-coded in the model, executed and the results summarized.
- **Express Bus Use of BRT Guideway:** The other express routes in the corridor that could use the BRT guideway will be coded on to that guideway, and reflect guideway-based times assuming station bypass lanes. The model will then be executed, and the results summarized.
- **Off-Peak Service reductions:** The off-peak headways specified in the network will be lengthened and the model will be executed and the results summarized.
- **Test Minimum Operating Segment:** The fixed guideway route will be truncated, access connectors adjusted, the model will be executed and the results summarized.
- **Route Alignment Option:** Re-alignment of the selected signature route will be re-coded in the network; station access will be modified as necessary. The model will then be executed and the results summarized.

- **Station Selections:** Station locations will be dropped, added or moved. Travel time will be re-calculated and station access modified, as needed. The model will then be executed and the results summarized.
- **Travel Time Refinement:** The travel time calculation for fixed-guideway lines will be refined to reflect tenths of minutes instead of whole minutes – note that this may shorten or lengthen the running time. The model will then be executed and the results summarized.
- Calculate ridership and user benefits for each alternative undergoing full model run analysis.

## Task 10, Capital Cost Estimates

Strategies or technological improvements will be identified and evaluated to reduce capital costs. Capital costs will be updated for alternatives experiencing any changes as a result of alternative optimization.

## Task 11, Operating and Maintenance Cost Estimates

Operating and maintenance costs will be updated for alternatives experiencing changes to the operating plan as a result of alternative optimization.

## Task 12, Cost Effectiveness Index

The Cost Effectiveness Index (CEI) will be recomputed for alternatives experiencing changes in ridership, user benefits, capital or operating and maintenance costs.

## Task 14, Evaluation of Alternatives

The evaluation of alternatives will be updated to address changes resulting from the minimized cross sections developed under Task 7, the addition of passing lanes at BRT stations; reductions in the length of an alternative; the addition, deletion, or relocation of stations; and changes to the location of station park and ride facilities. Additionally, property impacts resulting from minimized cross sections developed under Task 7 will be quantified and mapped.

Alternatives will be evaluated under two sets of criteria: current FTA New Starts requirements that are directly related to the performance and operation of remaining alternatives, and relevant proposed rule changes to the FTA New Starts program.

For the purposes of Amendment No. 3, remaining build alternatives will be evaluated against the criteria listed below. These criteria are required under the current FTA New Starts Program:

- 1) Mobility Improvements (transit ridership, user benefits, transit dependents served):

- New transit trips/day
  - Transitway Trips/day
  - Vehicle hours travelled compared to auto
  - 2010 & 2030 population and employment
  - Service to Transit Dependent (zero car households) within ½ mile of stations
  - Transit dependent user benefits per total passenger hours
- 2) Environmental Benefits: EPA air quality designation
- 3) Operating Efficiencies: Operating costs, annual and per passenger mile/hour
- 4) Cost-Effectiveness, Economic Viability:
- Capital costs (mid-year of construction, 2019)
  - Ongoing annual operating and maintenance costs (open year, 2020)
  - Cost effectiveness index rating
- 5) Transit Supportive Land Use: Existing land use

The current FTA Notice of Proposed Rulemaking proposes multiple and comprehensive changes to the New Starts Project Justification process. These include recalculating ridership and cost around a ten-year rather than twenty year horizon, and measuring changes in individual greenhouse gas emissions (GHG). For this Optimization Amendment No. 3, only the proposed changes listed below are included in this scope:

- Transit Dependent Riders weighted by a factor of two
- No Build replaces TSM as Baseline alternative
- Change in the measure for calculating cost effectiveness

Alternatives will also be evaluated with an emphasis on environmental justice populations and transit dependent riders. To date, zero car households have currently been used as proxy for transit dependent riders, consistent with FTA guidelines on Alternatives Analysis level planning. However, evaluation under additional aspects of transit dependency (income, age, disability) will be completed for the alternatives undergoing the analysis under this Amendment No. 3. The Twin Cities regional definition of “low income” will be used for this analysis. Additionally, race will be included in the alternatives evaluation process. Consistent with FTA guidance, this analysis will be completed for a ½ mile radius around each proposed station.

**I-94 Corridor Alternatives Analysis Study**  
 Washington County Regional Railroad Authority  
 Task Hours Estimate - Amendment #3 for ALTERNATIVE OPTIMIZATION (MARCH 2012)

	Work Task	Labor Hours	Labor Cost including Overhead and Fixed Fee	Expenses (Total Only)	Total Estimated Project Cost		
2	Task 2 - Project Management	588	\$85,662				
3	Task 3 - Public Involvement	0	\$0				
7	Task 7- Screening of Alternatives, Conceptual Design, Detailed Definition of Alternatives Report	126	\$14,752				
8	Task 8 - Operating Plan	44	\$5,568				
9	Task 9 - Ridership Forecast	322	\$59,338				
10	Task 10 - Capital Cost Estimates	40	\$4,325				
11	Task 11 - Operating and Maintenance Cost Estimates	24	\$4,566				
12	Task 12 - Cost Effectiveness Index	16	\$1,524				
13	Task 13 - Environmental/Scoping and Community Issues	48	\$5,451				
14	Task 14 - Evaluaton of Alternatives	132	\$15,614				
	<b>Totals</b>	<b>1340</b>	<b>196,799</b>			<b>\$3,000</b>	<b>\$199,799</b>

**TOTAL BUDGET, INCLUDING CONTINGENCY**

**\$1,699,716**



*Agenda Item #6*

**DATE:** May 3, 2012  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Communications

Facebook

The Gateway Corridor Facebook page was launched on Monday, February 20. The page currently has 177 'Likes'. New content has been added, on average, every other day. There have not been any instances where comments have had to be removed.

YouTube

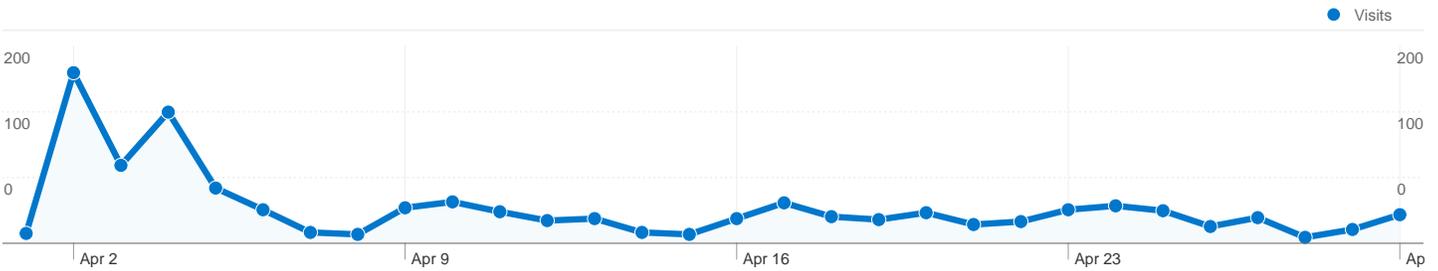
The four YouTube videos of the various alignments are still posted. The "views" of these videos ranges from 50-150.

Website

For the month of April, there were 1,069 visits. This number was down from March but still higher than average because of the open houses in early April.

Attached are 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

**1,069** Visits

**31.06%** Bounce Rate

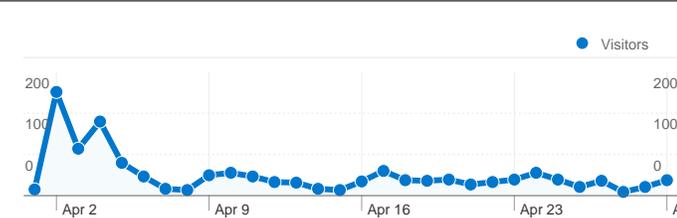
**3,376** Pageviews

**00:02:35** Avg. Time on Site

**3.16** Pages/Visit

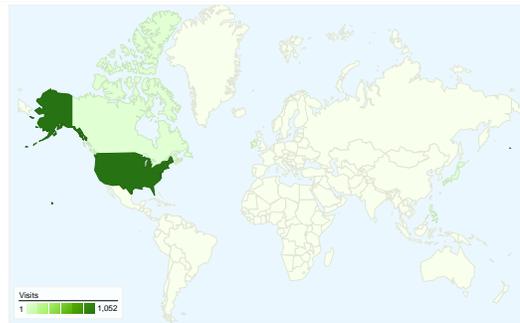
**74.18%** % New Visits

## Visitors Overview

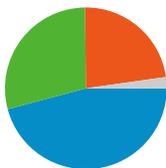


**Visitors**  
**896**

## Map Overlay



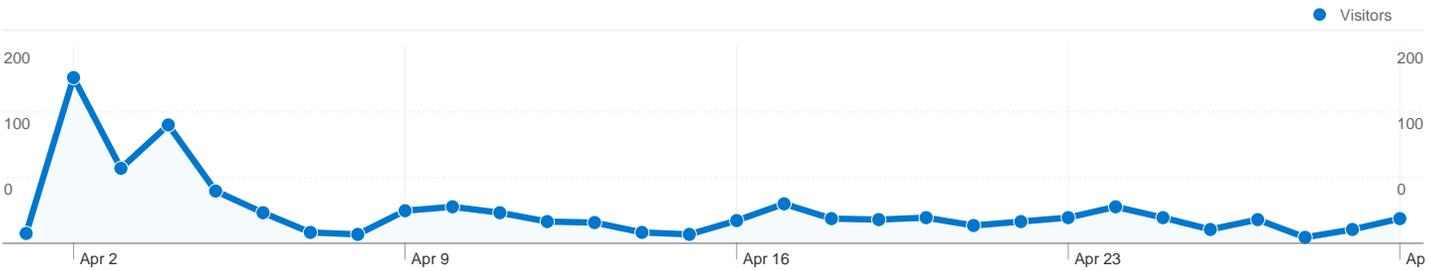
## Traffic Sources Overview



- **Referring Sites**  
490.00 (45.84%)
- **Direct Traffic**  
310.00 (29.00%)
- **Search Engines**  
245.00 (22.92%)
- **Other**  
24 (2.25%)

## Content Overview

Pages	Pageviews	% Pageviews
/	1,059	31.37%
/html/transit-study-gateway-	1,032	30.57%
/html/about-gateway-	339	10.04%
/html/recent-news.php	204	6.04%
/html/faq-gateway-corridor.php	188	5.57%



**896 people visited this site**

**1,069** Visits

**896** Absolute Unique Visitors

**3,376** Pageviews

**3.16** Average Pageviews

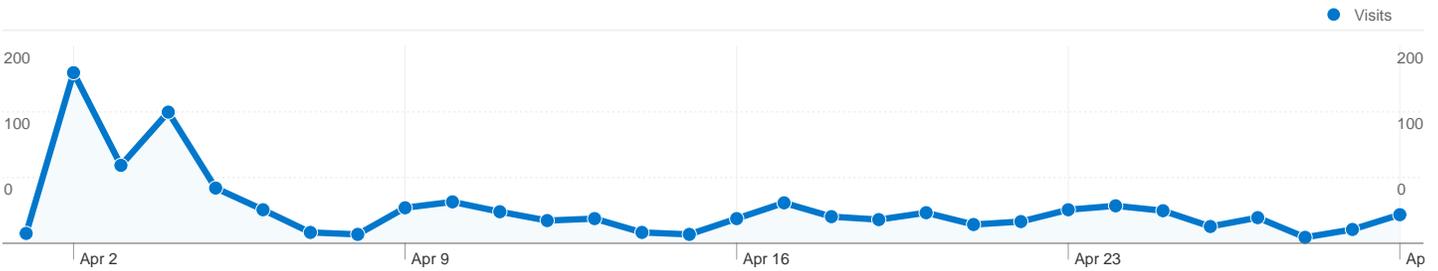
**00:02:35** Time on Site

**31.06%** Bounce Rate

**74.18%** New Visits

**Technical Profile**

Browser	Visits	% visits
Internet Explorer	511	47.80%
Firefox	212	19.83%
Chrome	166	15.53%
Safari	129	12.07%
Android Browser	28	2.62%

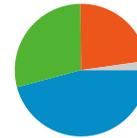


All traffic sources sent a total of 1,069 visits

29.00% Direct Traffic

45.84% Referring Sites

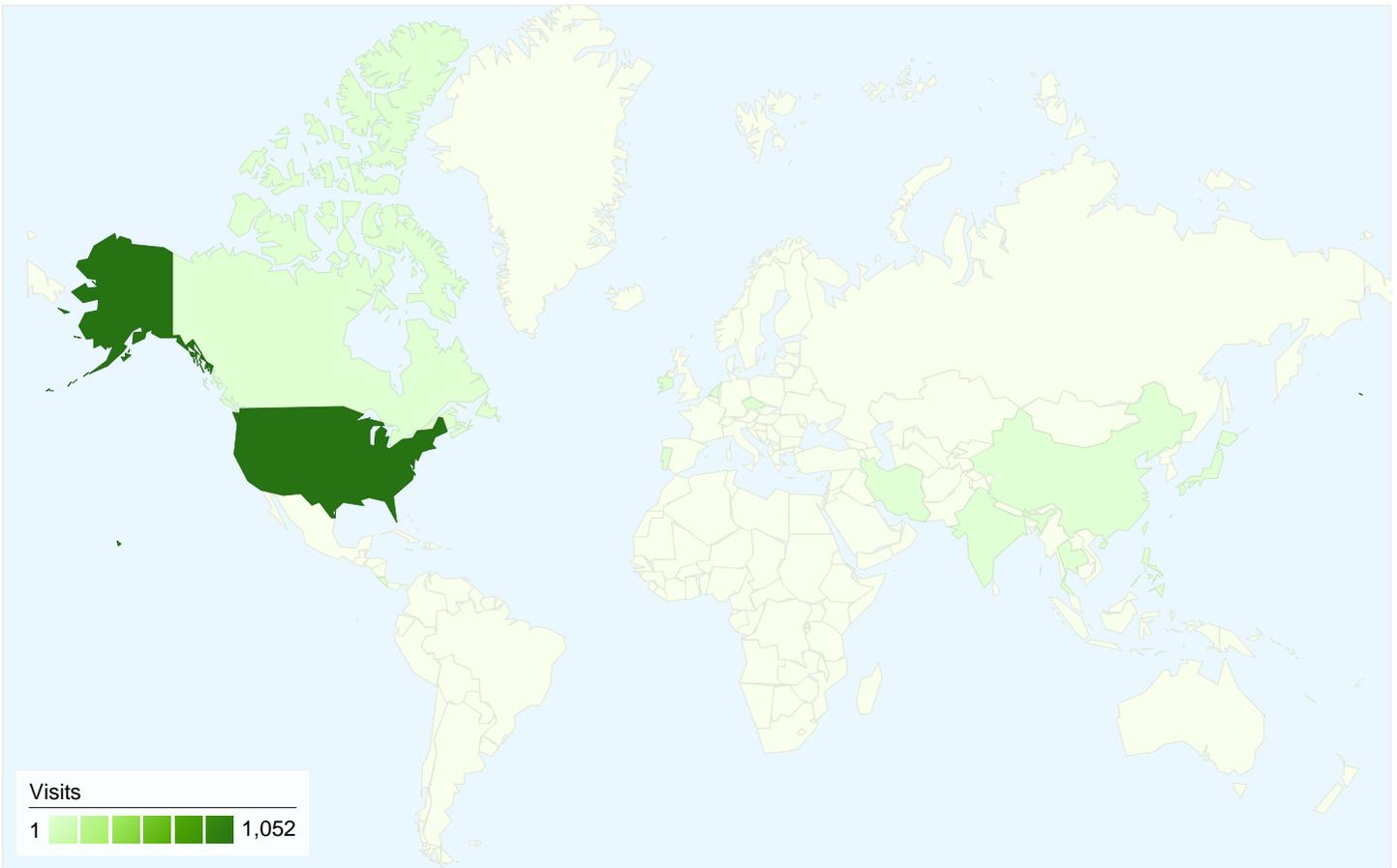
22.92% Search Engines



- **Referring Sites**  
490.00 (45.84%)
- **Direct Traffic**  
310.00 (29.00%)
- **Search Engines**  
245.00 (22.92%)
- **Other**  
24 (2.25%)

## Top Traffic Sources

Sources	Visits	% visits	Keywords	Visits	% visits
(direct) ((none))	310	29.00%	gateway corridor	64	26.12%
google (organic)	210	19.64%	(not provided)	61	24.90%
metro council.org (referral)	112	10.48%	gateway corridor st paul	15	6.12%
minnpost.com (referral)	35	3.27%	gateway corridor commission	14	5.71%
oakdale.patch.com (referral)	34	3.18%	the gateway corridor	10	4.08%

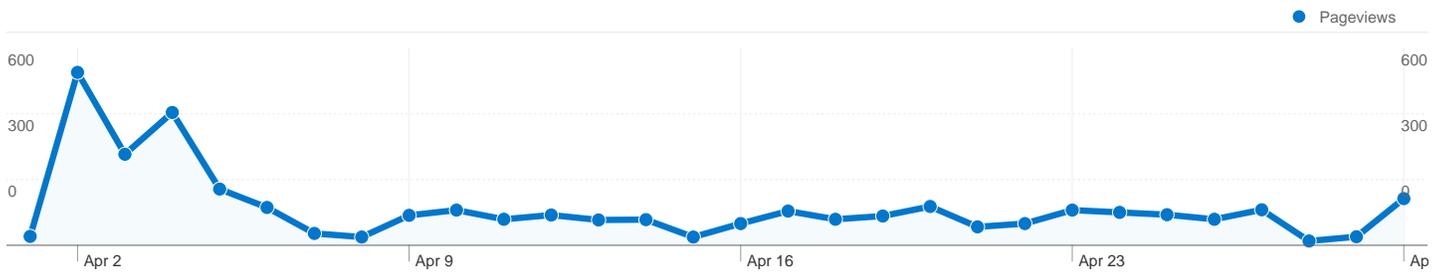


## 1,069 visits came from 13 countries/territories

Site Usage

Country/Territory	Visits	Pages/Visit	Avg. Time on Site	% New Visits	Bounce Rate
United States	1,052	3.16	00:02:36	73.95%	30.61%
Canada	5	3.20	00:02:52	80.00%	20.00%
Japan	2	2.50	00:00:13	100.00%	50.00%
Iran	1	1.00	00:00:00	100.00%	100.00%
China	1	1.00	00:00:00	100.00%	100.00%
Czech Republic	1	1.00	00:00:00	100.00%	100.00%
Costa Rica	1	1.00	00:00:00	100.00%	100.00%
Ireland	1	1.00	00:00:00	100.00%	100.00%
Philippines	1	1.00	00:00:00	100.00%	100.00%

Portugal	1	2.00	00:02:04	100.00%	0.00%
1 - 10 of 13					



**Pages on this site were viewed a total of 3,376 times**

**3,376 Pageviews**

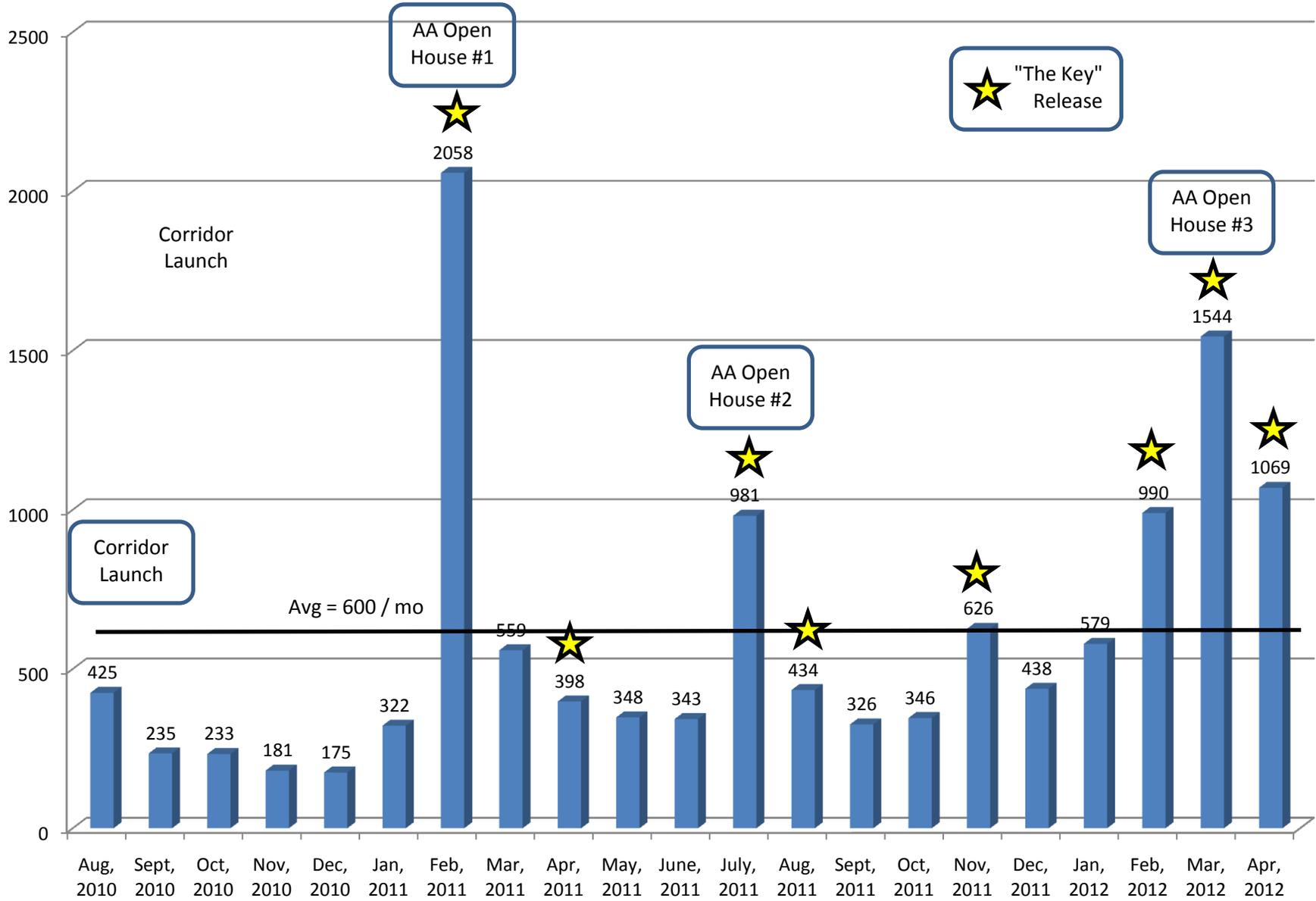
**2,376 Unique Views**

**31.06% Bounce Rate**

## Top Content

Pages	Pageviews	% Pageviews
/	1,059	31.37%
/html/transit-study-gateway-corridor.php	1,032	30.57%
/html/about-gateway-corridor.php	339	10.04%
/html/recent-news.php	204	6.04%
/html/faq-gateway-corridor.php	188	5.57%

# Gateway Corridor Website Visits





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

Item 8a. State Legislative Update

Included below is information provided by Lockridge Grindal Nauen.

**Vikings Stadium to Get Vote in House on Monday, Tax and Bonding Bills Expected Today in Senate**

Republican leadership laid down the final framework for their end-of-session game plan to address the major outstanding issues: bonding, tax reform and Vikings stadium construction. Speaker Kurt Zellers set the tone for the press conference, saying, "Our [GOP] priorities have been disrespected or dismissed" and the Governor has been "disrespectful". Priorities referred to include issues such as the tax bill, bonding and educational reforms. Zellers also commented that the stadium is Governor Mark Dayton's sole priority, something that Dayton vehemently denies.

VIKINGS. Speaker Zellers announced that the House will take a floor vote on the Vikings stadium next Monday. He announced that the House will take a vote on the bill that would use revenue from gambling to pay Minnesota's portion, however he said he personally cannot support the bill due to its lack of referendum and unresolved questions about financing. When asked about other GOP support, he said he didn't know if there are the votes and that it will be up to the Governor and the Vikings to see that the bill passes.

Majority Leader Matt Dean said the newly-proposed plan for a roof-less Vikings stadium that would use general obligation bonds to pay the State's portion, is essentially dead; citing that the plan had too many hurdles, primarily that using the State's general operating bonds would not work.

When pressed about the likelihood of a vote in the Senate on the proposed Vikings stadium bill, Senjem was non-committal of GOP members' support and did not know if the bill would pass in the Senate. He also stated that the Senate will wait to see a House vote before a vote will be scheduled in the Senate.

BONDING. Setting expectations, Speaker Zellers said to expect a "vanilla" \$496 million bonding bill that will focus on infrastructure projects and is not expected to including improvements to local projects such as civic centers. Expect a House floor vote next Monday and as the Senate is expected to vote on a bonding bill today.

TAXES. The Minnesota Senate passed the Tax Bill yesterday on a 41-25 vote sending the bill to the Governor's Office for his signature as the House of Representatives passed the Tax Bill earlier this week. Republicans are touting the bill as a job creator, while Democrats are questioning its fiscal responsibility and stability. The bill would freeze property taxes throughout the state for cabin and business owners,



increase a sales-tax exemption for businesses buying capital equipment and expand tax increments for investors in new projects. While the GOP is promoting its tax bill as providing significant relief to Main Street businesses, which will positively impact jobs and our local economy, the Governor is expected to veto the bill.

Item 8.b. Federal Legislative Update

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

The house and senate are in recess this week.

Surface Transportation:

The Senate and House recently named negotiators for the Transportation Reauthorization bill conference committee. This came in response to the House's recent passage of a 90-day Surface Transportation Reauthorization. This is one step in the process of reconciling the differences between the preferences of the House and the Senate's 2-year, \$109 billion Transportation Bill which was passed in their Chamber last month. Eight Democrats and six Republicans make up the Senate Conference Committee members.



Agenda Item #8a

**DATE:** May 3, 2012  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Summary of Meetings

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

Month	Meeting	Date	Planned Start Time
<b>May</b>	Gateway Commission	May 10	3:30 PM
	PAC	May 16	4:00 PM
<b>June</b>	TAC	June 6	1:30 PM
	Gateway Commission	June 14	3:30 PM
	PAC	June 20	4:00 PM
<b>July</b>	TAC	July 11	1:30 PM
	Gateway Commission	July 12	3:30 PM
	PAC	July 25	1:30 PM
<b>August</b>	Gateway Corridor Commission	August 9	3:30 PM
	Joint PAC/TAC	August 22	TBD

**Action Requested:** Information



Agenda Item #8b

**DATE:** May 3, 2012  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** American Planning Association MN Chapter (APA-MN) Conference Presentation

APA-MN hosts an annual conference and one of this year's key focus areas is innovative partnerships. Washington County staff felt that a session presentation about the Corridor would be a great opportunity to highlight the work that has been accomplished and could be a learning opportunity for other planners.

Staff submitted, working with Zach Schwartz from the St. Paul Chamber of Commerce, prepared a proposal titled "Gateway Corridor: Planning through Business and Community Partnerships." Below is the proposal description.

*Gateway Corridor is the Twin Cities only transitway that includes two states, two downtowns, and urban, suburban and rural communities. Join representatives from the Gateway Corridor project team, the St. Paul Area Chamber of Commerce and the Corridor of Opportunity's Grant Program to hear how early partnering in the pre-planning stages of the Gateway Alternatives Analysis (AA) study between the business community, community organizers, educational institutions and multiple federal and state agencies can lead to a stronger project.*

As can be seen, the presentation would focus on the outreach and engagement activities that have taken place over the course of the AA study.

Staff was recently notified that the proposal was accepted by the selection committee for APA-MN. The conference is being held September 26-28 at the Arrowwood Resort in Alexandria, MN. The date and time of the Gateway Corridor presentation has not been set.

**Action Requested:** Information