



Agenda

Gateway Corridor Commission

August 9, 2012 - 3:30 PM

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

<u>Item</u>	<u>Presenter</u>	<u>Action Requested</u>
1. Introductions		
2. Consent Items*		Approval
a. Summary of May 10, 2012 Meeting		
b. Checks and Claims		
3. Gateway Corridor AA	Washington County	
a. Outreach Activities*		Information
b. Optimization Analysis*		Approval
c. Project Development Schedule*		Information
4. Communications	Washington County	Information
a. Social Media and Website Update*		
5. Legislative Update*		Information
a. State	Ramsey County	
b. Federal	Andy Burmeister, Lockridge Grindal Nauen	
6. Other	Washington County	Information
a. Meeting Dates Summary*		
b. Local and Regional News*		
c. FTA Visit – July 23 rd		
7. Adjourn		

*Attachments



DATE: August 3, 2012
TO: Gateway Corridor Commission
FROM: Staff
RE: Consent Items

Item 2a. Summary of the May 10, 2012 Gateway Corridor Commission Meeting

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

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

Others	Agency
Mike Rogers	Ramsey County
Ted Schoenecker	Washington County



Buck Malick	St. Croix County Supervisor
Stephen Ebner	West Lakeland Township
Josh Straka	U.S. Representative Betty McCollum's Office
Jessica Faust	Congresswoman Michele Bachmann's Office
Katie Topinka	Senator Franken's Office
Mikael Carlson	East Side Property Campaign

The Gateway Corridor Commission convened at 3:36 p.m. by Chair Weik.

Agenda Item #1. Introductions

Introductions were made by those present.

Agenda Item #2. Approval of Agenda

Motion made by Johnston to approve the agenda. Seconded by Rossbach. **Approved.** Motion carried.

Agenda Item #3. Summary of April 12, 2012 Meeting

Remove the word 'not' from page 4, paragraph 2, line 4, and change 'greater Minnesota' to 'greater MSP' throughout page 6, paragraph 2.

Motion made by Giuliani Stephens to approve the April 12, 2012 meeting summary with mentioned edits. Seconded by Rossbach. **Approved.** Motion carried.

Agenda Item #4. Consent Items

Motion made by Reinhardt to approve checks and claims. Seconded by Johnston. **Approved.** Motion carried.

Agenda Item #5. Gateway Corridor AA

Item 5a. Outreach Activities

Schoenecker referred to page 12 of the packet. There is not a lot of new activity due to the fact we are on our third round of open houses and everyone is becoming aware that we are out there.

Item 5b. Consultant Contract Extension Work Scope

Schoenecker referred to the packet detailing the extended scope of work for the alternatives analysis study (AA) by CHM2Hill. This would extend the study completion date to September allowing time for additional outreach activities with TAC, PAC, Gateway Corridor Commission, and various stakeholders who are more directly impacted. Specifically, we will be looking at the five remaining build alternatives on a higher level for opportunities to reduce impacts, costs, and improve the benefits of those alternatives. Funding partners for this scope of work are:

- Ramsey County Regional Rail 40%
- Washington County Regional Rail 40%
- Metropolitan Council 20%

Johnston commented that he recently learned that when we talk about transit time it means the time it takes to move the equipment, not to move the passenger. The location of the Park & Rides is significant to the transit time of the transit user. It could easily effect the users transit time by 5 to 10 minutes and



crossing over the freeway might add millions of dollars to the cost. Johnston said he has been raising the question for the past year, "Have we looked at Park & Rides on the north side of I-94 as well as the south side." Although the answer has been that both sides are still under consideration, his investigation shows there wasn't serious consideration given to locating the Park & Ride on the north side of the freeway.

Weik asked if the Park & Ride features are out of the scope of this Commission's control and under the control of the Met Council. Schoenecker said we've been trying to coordinate as best as possible with the Met Council and Metro Transit on the Park & Rides. The detailed analysis of exactly where these Park & Rides would be located has not been part of this study. Schoenecker noted the AA is focused more on a person in a train and how long it takes them to get from Point A to Point B and not the full commuter transit time from front door to front door. With this additional scope of work, we can work with our consultant to identify how many people are going to a certain Park & Ride. We can also look at the impacts of one alternative versus another, and what those costs would or could be.

Johnston said the current Park & Ride locations are a justifiable short-term decision; however, we need to look at what the impact will be in 10 to 20 years when the area is substantially developed.

Reinhardt commented that transit time includes the time it takes to get into the Park & Ride from the route, but not the time it takes to get from home to the Park & Ride; door-to-door would be different for each person.

Weik would like the Commission to be as supportive as possible and maybe we can have more of a voice with the Met Council. The Met Council is looking at the different sites and her understanding is that they will notify the Commission about the sites. She added that the Met Council does look at the Commission's data.

Johnston stated he is interested in having a Park & Ride in Lake Elmo; but if the analysis shows it would not be a significant benefit to the system he would be ok with that. We need to look at the long-term costs and long-term impact to cast some credibility to the whole objective of the corridor study.

Rossbach said, from his experience with the Rush Line, Park & Rides come from all kinds of different sources and it's a combination of efforts. He doesn't think it's dictated by the Met Council because they don't own the land. If the location makes a difference in the travel time, we should make sure we consider that.

Rossbach asked for clarification on the following item from CH2MHILL's memorandum of April 10, 2012 that states, "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 six additional model script files to create the appropriate mode choice inputs." He stated he realizes we would be authorizing them to study more things, but it looks like we're looking for ways to manipulate numbers to make them look better. He asked what was wrong with the first run and why do we need to change the model to make it look different.

Weik stated we don't have the data right now to eliminate more modes. The AA is a process of elimination; now that we've gotten it down to five, it's time to take a closer look at those alternatives.



There are some items to study that weren't included in the original scope of work, but have been determined to study through public involvement and the open houses. Rossbach asked when it was decided that we don't have enough information to eliminate more alternatives. He added that he doesn't recall an agenda item at any point where the Commission was being asked what we're going to be eliminating and what we're not.

Reinhardt stated there is a lot in common with the process they've gone through with the Rush Line and the issue with the Park & Rides. The way it's been described is that the process is one step at a time, what land is available, and what makes sense. It's not necessarily that it hasn't been considered, but that it's not available.

Johnston stated that the Met Council said they looked at both sides of the freeway, yet the landowner to the north said he didn't get more than a phone call. He said he doesn't think it's been given significant consideration, and asked that the Commission look at the data and make a data driven decision.

Reinhardt said that the Rush Line originally started with six alternatives and four were eliminated. It would be very expensive to get all the data on all the alternatives and it's a lengthy process to get down to just one. Getting more data will help reduce the number of alternatives which will reduce future costs. Weik added that we don't have the data to eliminate other modes and the project is changing due to changes in the New Starts rules.

Reinke stated concern that only three people in the state understand how the models work, and we're supposed to make decisions on what comes out of that. It's a concern to authorize a lot of money to extend a contract that we do not fully understand. Weik commented that doing the optimization now will cost less than taking multiple modes into further study; long-term, we could be spending a lot more than \$199,000.

Reinhardt said the resolution for extension of the contract is stand-alone and suggested a second resolution for a letter from the Chair to the Met Council stating our concerns. If we bury the concerns in this contract, it will not get the Met Council's attention. If we want the Met Council to do analysis on other Park & Rides, we need to get that message to them separately.

Schoenecker said the way we've approached this study is through a series of sieves. We're now at the third sieve with the results that have come from the AA. The intent is to get more information, prior to going into the DEIS, that will allow the Commission to make a better decision as to what gets carried forward. He referred to page 20 of the packet and explained the listed tests in the sketch plan.

Reinhardt stated this additional study is all for the Federal government; they need the refinement in order to give additional money to the project. They've also changed the rules and we have to do this to qualify for Federal funding. Kriesel asked if that statement should be part of the resolution. Weik added that we are trying to maintain the funding of our eligibility requirements.

Johnston stated he agrees with Reinhardt on the need to contact the Met Council; however they haven't done what they said they would do and we have an opportunity to look at the long-term solution. He added that he agrees this is being done for the Federal government, but it's also being done for us; it's



building a fact-based coalition. Weik added that the funding assumptions on the capital costs to build are that the Federal government will cover 50%.

Kyllo asked how many sieves we will go through to get to the end process and how will that effect our available funding. Schoenecker said it's hard to tell; we're not outside the norm and each step becomes a further refinement. If the resolution is adopted, we anticipate getting to a point of completing the AA. From the AA, the intent is to have those alternatives brought forward to the next sieve, which is the DEIS. There could be a couple more sieves within the DEIS depending on how many alternatives come through. Funding, in essence, will be provided for this component of the study and the DEIS funding has been committed by Washington and Ramsey Counties. Looking beyond the DEIS, we would be moving into the preliminary engineering and we would know what the project is going to be. We are working through a process of both discovery and elimination.

Motion by Reinhardt to approve the resolution listed on page 16 of the packet with the addition of: "Whereas, the current FTA Notice of Proposed Rulemaking proposed multiple and comprehensive changes to the New Starts Project Justification process, which will be incorporated into this analysis." Seconded by Johnston. Commissioners Reinhardt, Weik, Rossbach, Reinke, Giuliani Stephens, Johnston, and Kyllo in favor. **Approved.** Motion carried. Commissioners Lantry, Nelson, and Zeller were absent.

Johnston commented that if we have an understanding that the Park & Ride issue will be looked at administratively, he doesn't see the need to have a separate resolution. Schoenecker said staff understands the issue and can address it administratively within the current contract and the extended scope of work. Staff will work with Met Council to further identify and address the issues raised.

Agenda Item #6. Communications

Schoenecker referred to the information in the packet stating we still have some lingering effects from the open houses in March with increased visits to the web site and increased 'likes' on Facebook.

Agenda Item #7. Legislative Update

Item 7a. State

Rogers stated the State session ended at 2:00 today. The Viking's stadium and a bonding bill passed. The bonding bill includes: \$44 million for a down payment to fix the exterior of Capital; \$50 million put into a new employment and economic development pot; \$196 million into State colleges and universities; \$40 million for local roads and bridges; \$33 million for low interest loans to farmers; and \$30 million for flood mitigation. The only transit money given was for the Minneapolis interchange. The GOP's plan to reduce taxes on businesses may have passed; this bill was smaller than the original one vetoed by the Governor, and would provide businesses of 50 employees or less an immediate rebate on sales tax on capital goods. A portion of the revenue would come from the State's budget reserve.

Item 7b. Federal

Rogers stated the main piece of the negotiating is over the Surface Transportation Bill; it's no longer a six-year bill but down to a two-year bill. The House and Senate are trying to get something done before the current resolution expires in June.

Weik welcomed Jessica Faust, Deputy District Director of Congresswoman Michele Bachmann's office.



Agenda Item #8. Other

Item 8a. Meeting Dates Summary

Schoenecker referred to the packet highlighting upcoming meetings. He will confirm the start times listed for the PAC meetings. Weik commented that one of the PAC/TAC meetings will include a schedule, prepare, conduct, and documented meeting with the Federal Highway Administration and the Federal Transit Administration.

Rogers commented that the Rail Conference is in Dallas on the first weekend in June.

Item 8b. American Planning Association (APA) Minnesota Chapter Annual Meeting Presentation

Schoenecker said we've been selected to give a presentation on the Gateway Corridor at the APA Annual Minnesota Chapter meeting. The presentation will focus on the engagement of the business community that we're doing as a part of this project.

Agenda Item #9. Adjourn

Motion made by Johnston to adjourn the meeting. Second by Rossbach. **Approved.** Motion carried. Meeting adjourned at 4:48 p.m.

Item 2b. Checks and Claims

Gateway Corridor Commission – Advocacy Materials

<u>Date(s)</u>	<u>Item</u>	<u>Amount</u>
<u>Communications Contract (Tunheim Partners)</u>		
<u>Dates</u>		<u>Amount</u>
4/1/12-4/30/12		\$1690.83
5/1/12-5/31/12		\$830.52
6/1/12-6/30/12		<u>\$298.23</u>
Total		\$2,819.58

Note: Percent of contract utilized = 63%

Alternatives Analysis Contract (CH2M Hill)

<u>Date(s)</u>	<u>Amount</u>
4/1/12-5/25/12	\$36,707.00
5/26/12-6/29/12	<u>\$56,602.91</u>
Total	\$93,309.91

Note: Percent of contract utilized = 84%

Detailed invoices can be made available upon request.

Action Requested: Approval of Consent Items



DATE: July 30, 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 – September 19, 2012
Developer’s Forum	TBD

Previous Outreach

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



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

Action Requested: Information



DATE: August 1, 2012
TO: Gateway Corridor Commission
FROM: Staff
RE: Gateway Corridor AA Optimization Analysis

Background

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

- Extending the study completion date to 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
- Updating initial cost estimates and recalculating cost effectiveness
- Evaluate performance of the alternatives based on current New Starts Criteria and proposed rule changes

The detailed analysis and optimization work is now underway. At their July meetings, the TAC and PAC reviewed the results of the additional engineering work and the sketch plan ridership estimation and have prepared a recommendation to the Gateway Corridor Commission on how to proceed with rest of the analysis. At the Commission meeting, staff will provide an overview of the optimization work completed to date and a summary of the discussions that occurred at the TAC and PAC meetings.

PAC Recommendation

Based on TAC input, the PAC recommended conducting full model runs for Alternatives 3, 5 and 8 incorporating the following factors:

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



The PAC further recommended that adding a Radio Drive station should not be incorporated into the full model run but should be further evaluated as a potential additional station as part of the upcoming Environmental Impact Statement (EIS).

Next Steps

Next steps include conducting full model runs, updating initial cost estimates, and reevaluating the performance of the alternatives. This work will take place through August and September.

Action Requested: Approve PAC recommendations.



DATE: July 30, 2012
TO: Gateway Corridor Commission
FROM: Staff
RE: Gateway Corridor Development Schedule

The Alternatives Analysis (AA) study was originally set up such that if one alternative was identified as the most promising, the Commission could recommend it as the Locally Preferred Alternative. However, if at the end of the AA, there was not one clear LPA, several of the most promising alternatives could be carried into the Draft Environmental Impact Statement (DEIS) for further refinement and analysis in order to move towards the selection of an LPA.

The table below highlights the Gateway project development schedule and some of the key actions within the AA and the DEIS studies assuming that an LPA is not selected at the end of the AA study.

Project / Phase	Task	Timeline
Alternatives Analysis (AA) Study	Study Initiation / Development and Refinement of Alternatives / Technical Methodologies / Analysis and Evaluation	Oct 2010 – March 2012
	Preliminary Ranking of Alternatives	March – May 2012
	Optimization of Remaining Build Alternatives / Identify Most Promising Alternatives to Carry Forward into DEIS	May – Sept 2012
Draft Environmental Impact Statement (DEIS) / Concurrent LPA Decision Process	NEPA Scoping of Most Promising Alternatives	Dec 2012 – June 2013
	LPA Input and Decision (Commission, County and City Partners)	June -July 2013
	LPA Action through Transportation Policy Plan Amendment (Metropolitan Council)	July – Dec 2013
	Draft EIS Preparation / Distribution and Comment Period	July 2013 – Dec 2014

Action Requested: Information



Agenda Item #4

DATE: July 30, 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 218 'Likes'. There have not been any instances where comments have had to be removed.

YouTube

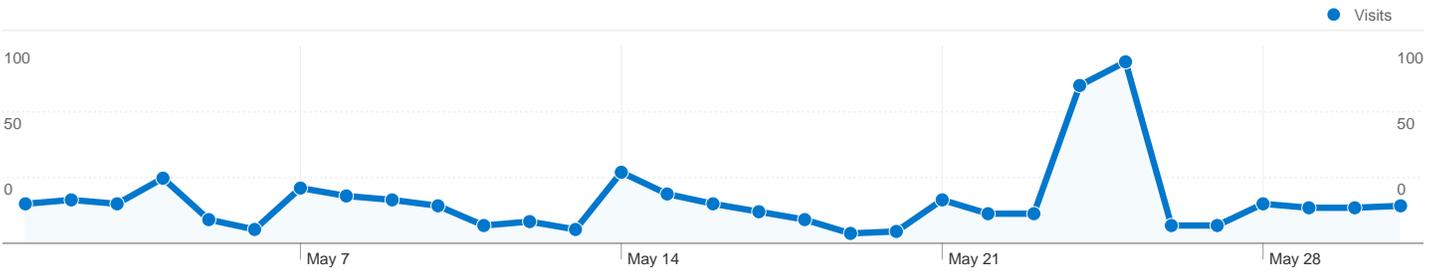
The four YouTube videos of the various alignments are still posted. The "views" of these videos ranges from 60-180.

Website

For the month of May, there were 671 visits. The website is averaging 604 visits per month.

Attached are the Google Analytics summary page and a summary of the visits per month for 2011 and 2012.

Action Requested: Information



Site Usage

671 Visits

33.38% Bounce Rate

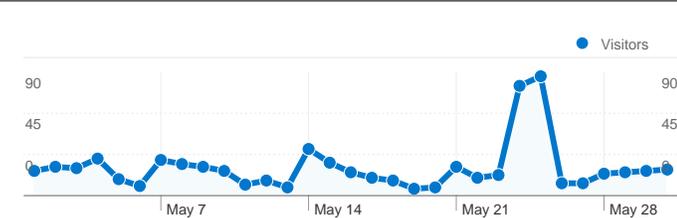
1,967 Pageviews

00:02:07 Avg. Time on Site

2.93 Pages/Visit

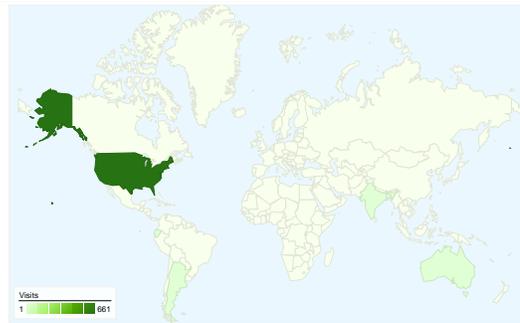
76.15% % New Visits

Visitors Overview

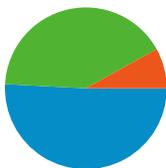


Visitors
572

Map Overlay



Traffic Sources Overview

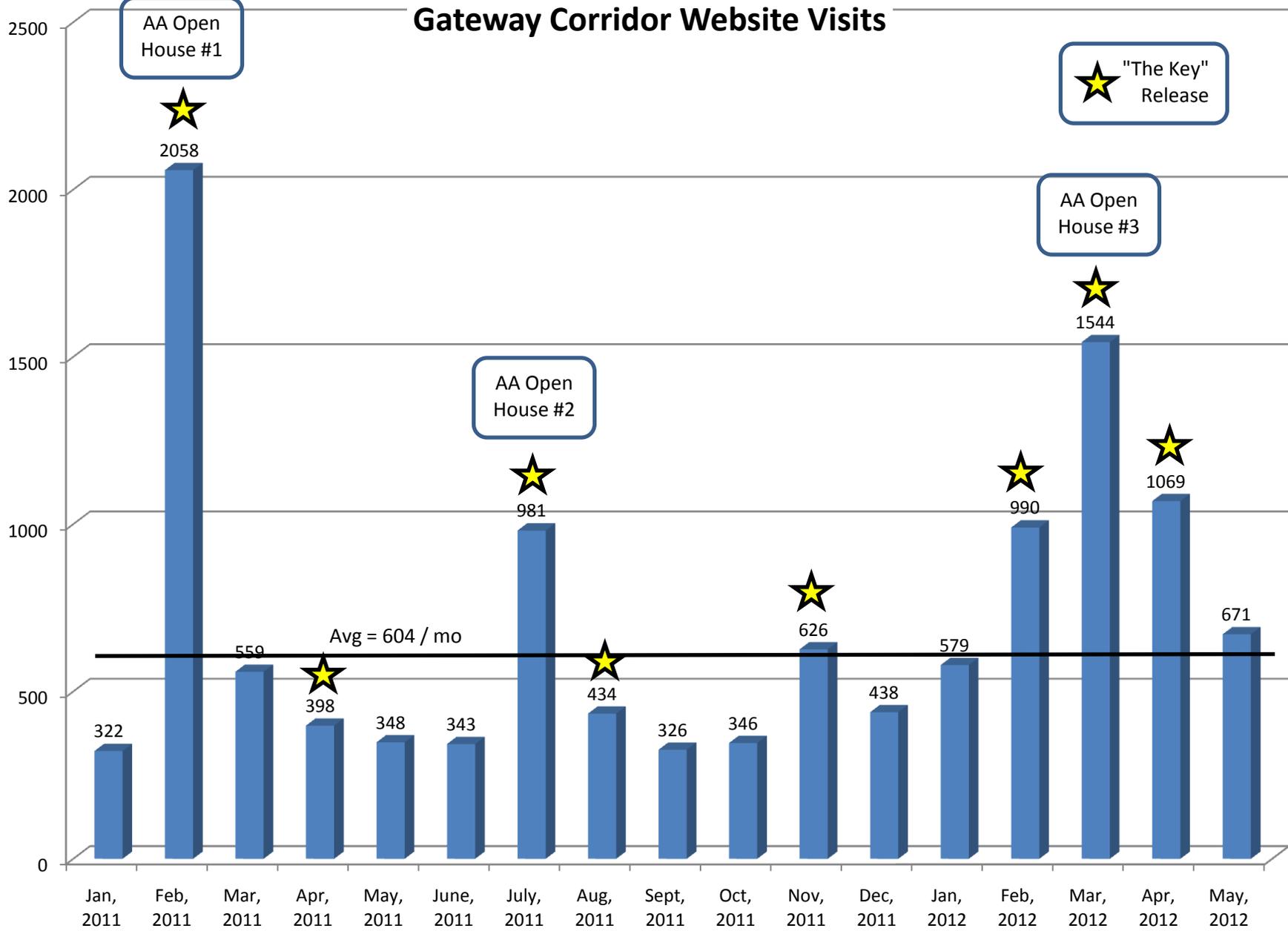


- **Referring Sites**
341.00 (50.82%)
- **Search Engines**
276.00 (41.13%)
- **Direct Traffic**
54.00 (8.05%)

Content Overview

Pages	Pageviews	% Pageviews
/	645	32.79%
/html/transit-study-gateway-	556	28.27%
/html/about-gateway-	220	11.18%
/html/recent-news.php	133	6.76%
/html/faq-gateway-corridor.php	110	5.59%

Gateway Corridor Website Visits





DATE: July 30, 2012
TO: Gateway Corridor Commission
FROM: Staff
RE: State and Federal Legislative Update

Item 5a. State Legislative Update

As part of the 2012 bonding bill adopted by the legislature and governor, \$47.5M was provided to the Department of Employment and Economic Development for capital investment projects throughout the state. A total of 90 applications were submitted, totaling approximately \$288M. More information and list of the projects that were submitted can be found at [DEED Capital Projects Grant Program](#). Award of the funding is expected to occur around September 1, 2012.

Item 5.b. Federal Legislative Update

The President signed the new 2-year federal transportation authorization bill (MAP-21). Now the real work begins to be able to understand what is in the bill, what policies/procedures/rules are changing and how it may or may not impact projects and/or funding sources and amounts. Many different entities are beginning to dissect bill to get a better understanding of these items.

Below you will find information prepared by Lockridge Grindal Nauen that includes relevant details related to the recent passage of a new transportation authorization bill, an outlook on the fiscal year 2013 appropriations, and other items of relevancy and interest.

TRANSPORTATION AUTHORIZATION:

At the end of June, House and the Senate transportation authorization conference committee Members reached an agreement on a new federal transportation law which would continue federal highway, transit, and other surface transportation programs through September 30, 2014. The conference report was subsequently agreed to by the House and Senate on June 29, 2012 and signed into law by the President on July 6, 2012.

The legislation – which is expected to cost roughly \$120 billion – makes a variety of changes to current transportation law. With this in mind, we have provided you with the below summary of changes to vital transportation and transit programs of relevancy and interest.

General Details:

- The measure is expected to cost \$120 billion.
- The measure authorizes expenditures from the trust fund through September 30, 2014.
- The measure transfers \$21.2 billion general funds and other money to the trust fund to cover expected shortfalls.



- Authorizes \$10.584 billion for Fiscal Year 2013 and \$10.701 billion for Fiscal Year 2014 for transit, of which
- \$8.478 billion and \$8.595 billion are out of the Mass Transit Account of the Highway Trust Fund.

Transit Oriented Neighborhood Revitalization Grant Program:

- The conference report creates a pilot program for transit-oriented development planning to advance planning efforts that support transit-oriented development around fixed guide way capital investment projects. Grants for planning will help communities develop strategies to facilitate transit-oriented development.

Federal New Starts/Small Starts Program:

- *The Bill* streamlines the New Starts program; makes core capacity projects eligible for funding; and retains existing eligibility for Bus Rapid Transit projects.
- It allows the Federal Transit Administration (FTA) to provide up to three Bust Rapid Transit (BRT) projects each year that meet the criteria of “fixed guide way” bus projects to receive an 80 percent Federal share under New Starts.
- Projects under \$100 million can utilize an expedited review process if they meet standards of similar highly qualified projects.
- The bill also creates a category of demonstration projects for sponsors that propose a significant amount of local and/or private funding and reduce the federal commitment required for the projects.
- Establishes a new category for capital investment projects by authorizing core capacity projects, which will undergo the same process as other “new starts” projects but provide an opportunity for existing systems to make necessary but significant investments that were not previously eligible for funding. The conference report requires that eligible activities under a core capacity project achieve at least a 10% increase in capacity along a corridor.

Transportation Enhancements/Alternatives Program:

Under previous law, 10 percent of funding going into the Surface Transportation Program was set aside for Transportation Enhancement (TE) activities. TE activities offer funding opportunities to help expand transportation choices and enhance the transportation experience through [12 eligible TE activities](#) (including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation).

- The bill provides that 2 percent of amounts apportioned to states be set-aside for a new Transportation Alternatives (TA) program. This funding would be used to carry out transportation enhancements (TE) activities, the Safe Route to School program, the recreational trails program, and to plan, design and construct “boulevards, main streets, and other roadways.” Under this consolidated program, funding for these activities would be reduced by approximately \$300 million annually.
- Requires that 50 percent of a state’s TA allocation to be suballocated within the state based on population. The remaining 50 percent of TA funds can be used for projects in any area of the State. Metropolitan areas with populations above 200,000 would be given project selection authority over its portion of the suballocated amounts.



- The conference report changes the definition of TA by consolidates and remove activities (like transportation museums), and expands the definition to include environmental mitigation activities.
- The conference report also allows states to transfer up to 50 percent of the amount of TA funds that are not suballocated within the states to other programs, and allows states to transfer funding out of the TA setaside to CMAQ if the state has a backlog of TA funds exceeding 100 percent of its annual TA set-aside.

Transportation Infrastructure Finance and Innovation Act Program (TIFIA):

The TIFIA program provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. Many surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible for assistance.

- The new transportation law increases annual funding available for Federal credit assistance under from \$122 million to \$750 million in FY 2013 and \$1 billion in FY 2014.
- Furthermore, the bill removes all evaluation criteria for projects seeking credit assistance, and provides funds for eligible projects on a first-come, first-served basis.

Rail Modernization Program/State of Good Repair

- The bill replaces the existing Rail Modernization program with a program to move all systems towards a state of good repair. Eliminates funding tiers and earmarks and replaces these with a new structure that focuses on the age of the system, revenue vehicle miles and directional route miles. Sets aside 2.85 percent of program funds for a High- Intensity Motorbus program to fund bus systems that operate primarily in HOV lanes.
- Provides \$2.136 billion in FY 2013 and \$2.166 billion in FY 2014.

Metropolitan and Statewide Planning Organizations:

- The conference report requires that the structure of all Metropolitan Planning Organizations include officials of public agencies that administer or operate public transportation systems within two years of enactment.

Notable Exclusions:

There are significant issues that were not included in the new transportation law which include the following.

- A Passenger Rail Title (including rail planning provisions).
 - The National Freight Program included in the Senate version of the bill was dropped from the final agreement. Instead, the agreement establishes a national freight policy, which requires the designation of a primary freight network of up to 30,000 miles. The agreement also requires the development of a national freight strategic plan, and encourages states to develop state freight plans. To incentivize states to invest in freight projects, the conference report increases the Federal share for freight mobility projects identified on state freight plans. The federal share would increase from 80 percent to 90 percent for non-Interstate projects, and from 90 to 95 percent for projects on the Interstate system.



- A restoration of tax benefits for transit riders (currently back at \$125 per month vs. \$230 per month)
- A comprehensive national freight rail program.
- Language granting transit agencies to use certain funds for operating assistance during times of high unemployment.
- Language related to the Transportation Investment Generating Economic Recovery (TIGER) grants.

FISCAL YEAR 2013 APPROPRIATIONS:

As with previous years, it appears that the House and Senate will be unable to complete their appropriations work prior to the start of the new fiscal year on October 1, 2012. Some transportation advocates in Washington had hoped to use the transportation appropriations measures to tinker with some of the details of the recently passed transportation authorization bill, however, Senate Leaders suggested this week that they will probably be unable to pass any spending measures until after the November elections and during a “lame-duck” session of Congress.

Earlier this year the Senate leadership had set the goal of passing each one of their 12 annual spending measures under regular order and before the November elections. It appears, however, that differences over discretionary spending levels will prevent this from occurring.

House Transportation Appropriations: On June 29, 2012, the House passed a fiscal year 2013 spending bill for transportation and housing programs. The bill would provide \$51.6 billion for transportation and housing programs and represents \$3.9 billion less than fiscal year 2012 and \$1.9 billion less than the president’s request. The House measure would zero out the TIGER grant program, provide no funding for high speed rail, and would boost funding for Amtrak by \$384 million.

Senate Transportation Appropriations: On April 19, 2012 the Senate Appropriations Committee approved their fiscal year 2013 Transportation and Housing appropriations bill. The measure would provide \$53.4 billion in discretionary funding for transportation and housing programs. It would provide \$500 million for the TIGER Grant program and \$100 million for High Speed Rail.

Update: Final action on the twelve fiscal 2013 spending bills is not likely before the end of FY2012 on September 30th. However, slow progress is being made in both Chambers ahead of the August recess which is set to begin on August 6th.

On Thursday, July 26th, the Senate Defense Appropriations Subcommittee announced its plan to consider a \$604.5 billion fiscal 2013 Defense spending bill on Tuesday, July 31. The full committee is expected to mark up the legislation before the Senate adjourns for the recess next week, although no date has been announced. Last week, the House passed its own version of the Defense spending bill (HR 5856), which totals nearly \$606 billion and is about \$1 billion above the Pentagon's request.

SEQUESTRATION:

As you may recall, across the board cuts for federal programs are supposed to take effect on January 1, 2013 as the result of an agreement between the House and the Senate to cut the deficit. With this said,



Members have been working behind the scenes to prevent some (and in some cases all) of the cuts from taking place. Sources have suggested that a bipartisan group of Senators are working on a deal before the November elections which would punt sequestration out another year. To do so, they are hoping to find \$110 billion in offsets for fiscal year 2013. It is likely that these efforts will continue throughout the coming months.

CONGRESSIONAL SCHEDULE:

The upcoming election in November has greatly condensed the Congressional schedule. Members of Congress and Senators who are up for election will be pushing their respective leaders to provide them significant time in their Congressional Districts. At current and for the most part, we expect the House and Senate to be in session through July, out for the month of August and in for a good amount of September. We expect that October will include very little legislative action.

POSSIBLE LAME DUCK SESSION:

With little time remaining prior to the election, we expect and are fairly confident that the Congress will return for a "lame-duck" session of Congress following the November elections. We expect that they will return to finish up numerous pending items including, but not limited to: tax legislation, fiscal year 2013 appropriations, sequestration items, and possibly a farm bill.



DATE: July 30, 2012
TO: Gateway Corridor Commission
FROM: Staff
RE: Other Items

Items 6a. Meeting Dates Summary

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

Month	Meeting	Date	Planned Start Time
September	TAC	September 5	1:30 PM
	Gateway Commission	September 13	3:30 PM
	PAC	September 19	4:00 PM
October	Gateway Commission	October 11	3:30 PM

Action Requested: Information

Item 6b. Local and Regional News

Connect and Go East Metro – Future Transportation in the East Metro

The St Paul Chamber is hosting an event on Monday, August 13th on what the new federal Transportation Bill (MAP-21) will mean for road, bridge and transit funding. Congresswoman McCollum will provide some opening remarks/comments on the Bill and then turn it over to a panel of local officials to discuss in more detail its impacts on regional and local projects.

To register on-line or see more information on this event, go to [Saint Paul Chamber Transportation Bill Event](#).

Bottineau Corridor

On June 26, the Hennepin County Regional Railroad Authority passed a resolution adopting a Locally Preferred Alternative (LPA) that include Light Rail Transit (LRT) for the Bottineau Corridor. More information on the recommendation of the LPA and the process to officially adopt it into the 2030 Transportation Policy Plan (TPP) can be found at <http://bottineautransitway.org/index.html>.



Thrive MSP 2040

The Metropolitan Council is beginning their process of developing the regional growth plan for the 7-county metro area for the next 30 years. They are calling this process Thrive MSP 2040. The goals of Thrive MSP 2040 are:

- **Maximize opportunities for growth and prosperity** in the coming decades
- **Create a regional vision for everyone:** residents, business owners, local officials, community leaders
- **Define and achieve regional goals** that may be too big for one community, but possible to accomplish as a region

More information can be found at <http://metrocouncil.org/thrivemsp/>.

Southwest LRT

The information below is from the Transportation Alliance:

The Metropolitan Council voted to re-bid the engineering work for the Southwest Light Rail Transit Line despite the potential delay and additional cost that will result.

The 17-member Met Council voted overwhelmingly in support of the move Wednesday, July 25 despite the fact that the decision will delay a contract award until January 2013 and likely drive up costs on the \$1.2 billion line between Minneapolis and Eden Prairie.

Under the new bidding process, the Met Council will seek bids for one-third of the engineering work needed to prepare the LRT line for construction then bid the rest of the work at a later date.

Nearly \$48 million already has been set aside for that work, but the Met Council hopes to get additional state funding to finish the engineering.

The Met Council's new timeline calls for requests for proposals to go out in August and to be submitted by October. Contracts would be awarded in January 2013, though Met Council members have asked if the timeline could be accelerated so that the project stays on schedule to come on line in 2018. Mark Fuhrmann, the Met Council's program director for light rail projects, said the delays are costly, but that work could be compressed later to make up for the lost time and that the 2018 in-service date could still be met.

Action Requested: Information