



**Agenda**  
**Gateway Corridor Commission**  
**January 17, 2013 - 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. Election of Chair and Vice Chair*		Approval
3. Consent Items*		Approval
a. Summary of December 13, 2012 Meeting		
b. Checks and Claims		
4. Insurance Renewal*	Washington County	Approval
5. Gateway Corridor AA*	Washington County /	
a. Outreach Activities	CH2MHILL	Information
b. Review AA Report Public Comments & Final Report Approval		Approval
c. Next Steps – DEIS Scope of Work & Procurement Schedule		Information
6. Gateway Contingent DC Trip*	Washington County	Approval
7. Resolution Supporting Expanding RRA BRT Responsibilities*	Washington County	Approval
8. Communication Services RFP Update	Washington County	Information
9. Legislative Update*	Ramsey County	Information
a. State		
b. Federal		
10. Other*	Washington County	Information
a. Meeting Dates Summary		
b. Social Media and Website Update		
c. Media Articles		
11. Adjourn		<i>*Attachments</i>



*Agenda Item #2*

**DATE:** January 10, 2013  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Election of Chair and Vice-Chair for 2013

The Gateway Corridor Commission Joint Powers Agreement (JPA) calls for the election of a Chair and Vice-Chair at the first Gateway Corridor Commission meeting of the calendar year. Also, based on the JPA, the Chair and Vice-Chair position shall consist of at least one financial member.

For 2012, the Chair was Washington County Commissioner Lisa Weik and the Vice-Chair was Mayor Dean Johnston from Lake Elmo.

**Action Requested:**

- 1) Approval of 2013 Chair of the Gateway Corridor Commission
- 2) Approval of 2013 Vice-Chair of the Gateway Corridor Commission

**Gateway Corridor Commission**  
**DRAFT Summary of December 13, 2012 Meeting**  
**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	
Mary Giuliani Stephens	Woodbury	X
Dean Johnston	Lake Elmo	X
Randy Nelson	Afton	X
Dan Kylo	West Lakeland Township	X
Brian Zeller	Lakeland	X
Victoria Reinhardt, Alternate	Ramsey County	
Gary Kriesel, Alternate	Washington County	
Paul Rebholz, Alternate	Woodbury	
Brett Emmons, Alternate	Lake Elmo	
Pat Snyder, Alternate	Afton	
Dave Schultz, Alternate	West Lakeland Township	X
Peg Larson, Alternate	Lakeland	

<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	
Zach Schwartz	St Paul Chamber of Commerce	X

<b>Others</b>	<b>Agency</b>
Mike Rogers	Ramsey County
Lyssa Leitner	Washington County
Andy Gitzlaff	Washington County
David Jessup	City of Woodbury
Stephen Ebner	West Lakeland Township
Matt Hilgart	U.S. Representative Betty McCollum's Office
Peter Fresch	U.S. Representative Betty McCollum's Office
Stephanie Eiler	Ch2M Hill
John Kaul	Washington County Lobbyist
Shelly Schafer	Office of Senator Al Franken

<b>Others</b>	
Matt Creasten	Office of Senator Al Franken
Linda Jungwirth	Assistant to Ramsey County Commissioner Rettman
Susan Kent	Senator-Elect MN SD53
Don Emerson	Parsons Brinckerhoff
Mike Longaecker	Woodbury Bulletin

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

### **Agenda Item #1. Introductions**

Introductions were made by those present.

### **Agenda Item #2. Consent Items**

**Item 2a. Summary of October 11, 2012 Meeting:** Motion made by Johnston to approve the October 11, 2012 meeting summary. Seconded by Lantry. **Approved.** Motion carried.

**Item 2b. Checks and Claims:** A revised checks and claims sheet was submitted to the Commission members. Motion made by Ortega to approve the revised checks and claims. Seconded by Johnston. **Approved.** Motion carried.

### **Agenda Item #3. 2013 Final Workplan and Budget**

Gitzlaff reviewed the 2013 Budget and Workplan as presented in the packet. He noted three possible options for the Commission's consideration regarding reimbursement of travel expenses. Gitzlaff stated the average cost for a DC trip including airfare and two nights lodging is \$1,500. As an example, CTIB does a stipend; they don't reimburse the full cost, but give a limited number of members a stipend for travel expenses. Weik said she has taken advantage of some of the CTIB stipends to pay for conference registrations, and Washington County has paid for her airfare and hotel. Ortega said he is not opposed to some reimbursement; he is not as concerned about conferences as he is about getting people to Washington to advocate for the Gateway Corridor. Weik agreed. Rossbach said if the Commission thinks it's advantageous to send a contingent of people to Washington to advocate specifically for the Gateway Corridor, the expense should be reimbursed. He stated option three would be fine as long as we're not overly selective on who goes.

Motion made by Johnston to approve the 2013 Workplan and Budget with Option C for travel expenses. Seconded by Ortega.

Weik commented that Gateway is moving into a critical phase on our timeline and it helps to have members available to go to Washington to advocate. Zeller stated he would support Option C, however, when the time comes, he would like to see it as cost participation and not full reimbursement. Currently, none of the City or Township member committees participate financially, and if they don't see the value in sending their representative to Washington to advocate, that in itself is a statement. Zeller added

that he likes that it doesn't increase the budget, but comes out of the contingency. Johnston commented he went to Washington and the City of Lake Elmo paid the entire cost. He stated Option C is a good proposal as it stands; we have a long history of working collaboratively to reach those kinds of decisions and we can respond in a positive manner when a situation presents itself.

Giuliani Stephens referred to the action plan and asked if PAC and TAC would continue into the next phase and what their roles would be. Gitzlaff said Committee formation will be addressed in the DEIS update and is not part of the budget. In general, both the Policy Advisory and Technical Advisory Committees would be continuing, and staff is proposing that a stakeholder advisory committee made up of community and business representatives also be formed to engage the varied stakeholders along the corridor. Once the consultant is on board, there is an opportunity to put a public involvement plan together and consult with the Commission on who they think are the best people to be appointed to serve on those committees.

Giuliani Stephens referred to the collaboration of partnerships and asked if we need to be more specific with regard to regional approval. She also asked what the consultant's role is in the communication piece with respect to the action plan or strategy in working with the business community. Gitzlaff said staff feels the detail covers items necessary for regional approval but the Commission could make a more detailed statement within the Workplan if they like. Giuliani Stevens said it is broad enough, but she would like to see the actual steps needed spelled out for a future discussion item. Gitzlaff stated the DEIS Update does lay out some of those next steps.

Zeller asked for clarification on the \$35,000 increase for the consultant contract. Gitzlaff introduced Lyssa Leitner.

#### **Item 5b. Release RFP for Communication Services**

Leitner stated, with the DEIS starting in 2013, there needs to be a greater push with how we are updating the public and the business community. Weik commented that if the funds aren't fully utilized, they would be carried over. Zeller asked what the timeline for reaching a final conclusion is; is now the time for increased communication and is it a one-year or three-year process. Gitzlaff said the AA is winding down with an anticipated January approval and it will take some time to get a DEIS consultant on board. By looking at some of the efforts of the other commissions around the region and what they've been doing, there are beneficial things this commission can do to continue to build awareness and support for the project. We are gearing up for the LPA decision, which is when it gets adopted into the regional plans, and we want everyone on board supporting the project. Gitzlaff added that there is also a video component included in the contract increase; the video would help promote the project in more markets and contain potential animation of what the project would look like. Weik said greater MSP made a very compelling video and they are marketing the Twin Cities nationally. Giuliani Stephens stated she agrees that the timing is now; it's critical that we get out and engage the business community. She referred to the message development in the

scope of work and suggested giving the consultant the freedom to help create the key messages and not just update them. She added that the video should also tie back to those key messages. Leitner said part of the public outreach in the DEIS scope of work is to work closely with the consultant on the technical details to make sure the two projects are overlapping and working together.

Chair Weik called the question to approve the 2013 Workplan and Budget. All in Favor. **Approved.** Motion carried.

#### **Agenda Item #4. Resolution Supporting State Bond Fund Requests**

Weik stated she suggested a subject clause and one additional whereas. Gitzlaff distributed an updated resolution containing the suggested update:

'Whereas, connecting the eastern metropolitan area to the region's transit system via Union Depot will grow economic development and provide a critical link for employees commuting to their workplace; and'.

Ortega asked what the \$1 million request is for. Weik said it is for the preliminary engineering. Gitzlaff said it's been interpreted that once we have the official LPA, which we anticipate about halfway thru the DEIS, the Gateway project will be bond eligible. The packet includes a chart showing funding needs and the timeline of those funding needs. Gitzlaff said there would be additional funding requests to be secured from the State and Federal government as the project progresses.

Giuliani Stephens stated she attended the last GEARS Committee meeting and they had a discussion regarding the Bottineau project; the recommendation was to support Bottineau in some project development funding because they were going to take an aggressive approach. She asked if we are taking the right approach by doing it this slowly, and how serious are we about getting in line next with Southwest. She asked if this is the amount we want to put in now or do we want to request more. Weik said the legislature may or may not take up any bonding requests this year.

John Kaul, Washington County Lobbyist stated the House Chair of Capital Investments wants an ambitious bill with lots of transit included. The Governor is thinking a smaller bill that sounds more like roof and boilers, and the Senate is saying budget, budget, and budget. It sounds like there could be a bonding bill, but not a very big bonding bill. He added that you can't advance with a retreating mind; if you want something you need to push it. It's good to be realistic in outlook, but optimistic in will.

Ortega asked how long the DEIS will take. Gitzlaff stated two years. Ortega asked if the DEIS is 100% budgeted. Gitzlaff answered yes. Ortega asked how much funding we will need over the next four years, not including construction. Gitzlaff stated \$3.4 – \$6.4 million. Ortega stated regardless of whether there is a bonding bill, we need to start putting forth our plan for the next four years and what our bonding request for those four years is. By laying it out into the future, we're educating people as to what we are doing and how much it's going to cost moving forward.

Gitzlaff clarified that the resolution before the Commission is to support Washington County's request for \$1 million. In the past, one lead entity puts in the funding request and other members support that request. Staff did have a discussion as to what is the correct number looking forward to the future, and at this point, we added the additional whereas to point out that the Commission realizes the \$1 million is a down payment of the State's overall investment in the Gateway Corridor. He added that if the request were to be increased by Washington County, there would be enough time before the next session to change the support resolution. Ortega stated Ramsey County would support whatever Washington County puts forward, but suggested the figure that has to be imprinted in the legislature's minds is \$6.4 million.

Johnston asked if our current schedule is the best strategy and what the drawbacks of taking a more aggressive approach are. Weik asked if the Commission requests more than \$1 million and the legislature is struggling with their budget, if it is their purview to adjust the amount. Kaul said when they have more requests than they can meet, they would ask what we could do with less. He said he agrees we should let them know of our hopes, dreams, and aspirations in very aggressive terms; the urgency of the request and the troops you line up to make it happen is what will get their attention. Weik commented that we could leave the amount open or ask for something in the middle and testify as to what our needs are over the next four years. Ortega suggested putting the full picture of what it costs in front of the legislature; testimony is quickly forgotten. Even though we wouldn't get all the money right away, there is an expectation for money each year. Gitzlaff suggested the Commission approve the resolution to support Washington County's request and if circumstances change with the legislature, the resolution could be updated and approved at the January 17, 2013 meeting. Ortega said we can approve the resolution for \$1 million and come back and change it; we need to start looking at exactly what our strategy is long term. Zeller suggested rewording the resolution to say \$1 million as a down payment towards the next four year need of \$6.4 million.

Motion made by Ortega to approve the Resolution Supporting the Washington County Request for \$1 million in State Bond Funds for the Gateway Corridor with the additional whereas. Seconded by Giuliani Stephens. Roll call vote: Commission members Ortega, Weik, Lantry, Rossbach, Giuliani Stephens, Johnston, Kylo, Nelson, and Zeller in favor. **Approved.** Motion carried. Commissioner Reinke absent.

#### **Agenda Item #5. Communication Services**

##### **Item 5a. Contract Extension until February 28, 2013**

Gitzlaff referred to the information outlined in the packet stating this extension would avoid a two-month lapse in communication services.

Motion made by Lantry to authorize WCRRA to extend Tunheim Partners' current contract for Commission Website Hosting and Communication Services from January 1, 2013 – February 28, 2013 in an amount not to exceed \$4,000. Seconded by Ortega. **Approved.** Motion carried.

**Item 5b. Release RFP for Communication Services**

Discussion on page three of these meeting notes.

Motion made by Lantry to approve the scope of work and the release of the 2013 Communications RFP. Seconded by Ortega. **Approved.** Motion carried.

Commissioner Ortega left the meeting at 4:24 p.m.

**Agenda Item #6. Gateway Corridor AA****Item 6a. Outreach Activities**

Leitner referred to the packet outlining the list of outreach activities. She stated staff attended the Union Depot grand opening with handouts and there were a ton of questions specifically about the Gateway Corridor. There was a lot of excitement, great feedback, and people asking when it would happen. Other upcoming activities include the East Side Gateway Forum, Lions Club of Woodbury, and a Developer's Forum is in the works for a spring presentation.

**Item 6b. AA Report Review and Approval Process**

Gitzlaff updated the Commission on the approval process as outlined in the packet. He asked for discussion from the Commission regarding requesting their partners to issue resolutions of support for the project. West Lakeland Township and the City of St. Paul have already passed resolutions of support. Giuliani Stephens said the City of Woodbury didn't do a resolution but sent a letter today supporting the findings.

Zeller suggested it would be appropriate for staff to prepare a draft resolution in support and send it out to the member communities for action. Weik said it would help when we are testifying before state law makers and any delegations that would travel to Washington DC; the more resolutions we have, the more it will strengthen our case. She added that the Met Council has a policy stating that all the Cities along a corridor do need to approve a project before they will forward it for Federal review.

Giuliani Stephens asked for an update on the Rail Authority's ability to advance BRT and if there is something the Gateway Commission should be doing about that issue. Weik said there is a component of State law for a Regional Railroad Authority to be working on a corridor study that some aspect of the study needs to contain a rail component. The Washington County Board of Commissioners Legislative Agenda has included that that stipulation be removed, and that BRT is a newer transit technology. Rogers said this issue is on CTIB's legislative agenda and once they vote on it we will have a template to follow.

**Item 6c. Presentation on FTA Coordination Strategy**

Don Emerson gave a presentation on FTA Coordination Strategies.

Giuliani Stephens referred to the Starting NEPA segment stating the expectation is that an EIS will be needed and asked if there are conversations to be had to determine if that is going to be the standard. Emerson said there are three levels of environmental review; an EIS, the top level, is prepared for Federal actions that have a significant impact on the environment. The lowest level is a Categorical Exclusion, or CE, which most definitely does not have a significant impact on the environment. The middle level is when you don't know if it will have an impact; for those you would do an environmental assessment, and proceed accordingly depending on that assessment. Giuliani Stephens asked, in terms of an EIS schedule, does anyone know if we are different in timeline with the Bottineau project. Emerson said he doesn't know, however we need to know what the project is, BRT or LRT, before we can go into project development. Gitzlaff said Bottineau is about midway through their DEIS and are in the process of having their LPA decision being adopted into the Met Council plan. They will be in an eligibility position by next spring, whereas we have to get through the DEIS to get into the Met Council's plan. Strategy wise, we took this as really good news when we spoke to FTA; basically, they're giving us the green light to keep moving forward and prepare the EIS. Emerson said the two-year limit is somewhat problematic; if we entered project development now, it might not be completed in time.

Schwartz and Johnston left the meeting at 4:56 p.m.

Weik said she noticed the FTA requires other features, like branding, and asked if this is something new with these projects. Emerson said it's not new; the law says the project has to emulate rail and the secretary may also identify other things that emulate rail.

#### **Item 6d. Next Steps – DEIS Preparation**

Gitzlaff said he wanted to make everyone aware that a draft has been prepared and is circling around to our agency and peer partners. After that, it will go to FTA for their review. He said we need to follow federal procurement standards and referred to the schedule listed in the packet.

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

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

Kaul said he had nothing additional to add.

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

Gitzlaff referred to the Federal update in the packet. In conversations with our Federal lobbyists, there is a strong urging that this would be a good time for the Commission to have a presence out in Washington DC. Staff has put together a few options for travel to DC; February 4<sup>th</sup> – 6<sup>th</sup>, February 12<sup>th</sup> – 14<sup>th</sup>, or February 27<sup>th</sup> – March 1<sup>st</sup>. Cost estimates are about \$1,500 per person, assuming a two night stay. He suggested contingents would be two County Commissioners, up to two local elected reps, as well as local business and labor representatives. Gitzlaff said if the Commission wants to proceed with this travel, staff would need direction to prepare travel itinerary and options for travel reimbursement.

Weik said Tuesday's are not good since the Washington County Board of Commissioners meets every Tuesday. She could make an evening flight on February 12<sup>th</sup>, and she is planning to attend the NACO conference in DC in March. Watson said he would be interested in going on either the 2<sup>nd</sup> or 3<sup>rd</sup> date options. Giuliani Stephens said she could possible make the 3<sup>rd</sup> date option if it could have a Tuesday night flight. Gitzlaff said dates provided were in consultation with Lockridge Grindal Nauen. He asked for interested attendees to email him with their preferred dates and he will send email updates to the interested Commission members.

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

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

Information on upcoming meeting dates is included in the packet.

#### **Item 8b. Social Media and Website Update**

Weik referred to the update printed in the packet. She said the Union Depot grand reopening was good and asked about its attendance. Rogers said all total 20 – 25 thousand people showed up throughout the day. There is a two-minute video of the attendance for the entire day and staff can send a link to the video to the Commission members.

Lantry left the meeting at 5:09 p.m.

Weik said Treasure Island and Mystic Lake casinos are setting up shuttle service from the Union Depot. Rogers gave start dates for services available from the Union Depot.

#### **Item 8c. Media Articles**

An update is printed in the packet for Commission member's information.

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

Motion made by Rossbach to adjourn the meeting. Seconded by Giuliani Stephens.  
**Approved.** Motion carried. Meeting adjourned at 5:10 p.m.



Agenda Item #3b

**DATE:** December 5, 2012  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Checks and Claims

**Item 2b. Checks and Claims**

<u>Communications Contract (Tunheim Partners)</u>	<u>Amount</u>
<u>Dates</u> 11/1/12 - 11/31/12	\$2,065.00

Note: Percent of contract utilized = 85.5%

<u>Alternatives Analysis Contract (CH2M Hill)</u>	<u>Amount</u>
<u>Date(s)</u> 10/26/12 – 12/28/12	\$24,374.33

Note: Percent of contract utilized = 95.7%

Detailed invoices can be made available upon request.

**Action Requested:** Approval of Consent Items



*Agenda Item #4*

**DATE:** January 10, 2013  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Insurance Renewal

The Gateway Corridor Commission's insurance policy with the League of Minnesota Cities is up for renewal in February, 2013. Coverage for the work of the Commission is currently held through the League of Minnesota Cities Insurance Trust. Coverage includes open meeting, municipal liability, auto and crime. The premium last year was \$3,715 and was paid by the Commission.

At the time coverage was obtained, the Commission was asked to determine whether or not it would waive the statutory tort liability limits. The Commission chose NOT to waive such limits. This means that an individual claimant would be able to recover no more than \$300,000 on any claim. If the Commission chose to waive the limits, a claimant could recover up to \$1 million.

The League of Minnesota Cities Insurance Trust would like confirmation that the Commission would again chose not to waive the statutory tort liability limits. It is anticipated that the 2013/2014 premium will be considerably less than last year's due to a reduced Commission budget. Insurance renewal cost is also included in the Commission's 2013 budget.

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

**Action Requested:** Continue insurance coverage with League of Minnesota Cities Insurance Trust for 2013/2014 and that the statutory tort liability limits not be waived as recommended by the Washington County Risk Manager.

**SECTION I: LIABILITY COVERAGE WAIVER FORM**

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

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

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

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

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

*Check one:*

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

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

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

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



**DATE:** January 7, 2013  
**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 in 2012 and ongoing in 2013.

**Upcoming Outreach**

Stakeholder	Status
Maplewood Planning Commission	Presentation - January 15, 2013
Cottage Grove City Council	Presentation – January 16, 2013
Maplewood City Council	Presentation – January 28, 2013
Lions Club	Presentation – Early 2013
Developer’s Forum	TBD

**Previous Outreach**

Stakeholder	Status
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
Washington County Workforce Investment Board	Presentation – May 16, 2012
APA-MN Brownbag	Presentation – July 18, 2012
St. Paul East Side Community Groups	Meeting – August 28, 2012
District 5 Land Use Committee	Presentation – September 11, 2012
Woodbury City Council Workshop	Presentation – September 19, 2012
Woodbury Community Foundation	Presentation – September 25, 2012
APA-MN State Conference	Presentation – September 26, 2012
St. Paul Transportation Committee	Presentation – November 5, 2012
Met Council Transportation Committee	Presentation – November 26, 2012
Union Depot Grand Opening	Handouts at CTIB booth – December 8, 2012
East Side Gateway Forum	Presentation – December 18, 2012
District 4 Community Council	Staff Meeting – January 9, 2013

**Action Requested:** Information



*Agenda Item #5b*

**DATE:** January 7, 2013  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Alternatives Analysis Draft Final Report – Review Public Comments and Approval of Report

### **Comments Received**

The public comment period for the Gateway Corridor Alternatives Analysis Draft Final Report was from November 5, 2012 to January 3, 2013. A memo that summarizes all comments is attached as is the listing of every comment in full. This memo is also available on the Gateway Corridor website for viewing by the public.

### **Response to Comments**

Below are concerns raised in comments that will be analyzed further in the DEIS:

- Potential impacts to historic properties/districts and mitigation measures,
- Concerns about (positive or negative) impacts to environmental justice populations,
- Air quality impacts and mitigation measures, and
- Construction impacts.

Multiple comments were received that request alternatives that have been eliminated to be reconsidered. A large part of the DEIS is compliance with the National Environmental Policy Act (NEPA). The first stage of NEPA is called 'scoping' in which the overall process and outcomes of the AA will be readdressed including all original alternatives. During this process, it is required that intense public outreach efforts take place. At this time, the public will have a chance to provide additional information and feedback about the original AA process, alternatives and outcomes in order to establish the Locally Preferred Alternative (LPA).

### **Approval of Final Report**

The Alternatives Analysis Final Report has been updated and is available for download on the gateway corridor webpage at the following address:

[http://thegatewaycorridor.com/documents/2013/Gateway\\_AA\\_Report\\_for\\_GCC\\_Approval\\_Jan\\_2013.pdf](http://thegatewaycorridor.com/documents/2013/Gateway_AA_Report_for_GCC_Approval_Jan_2013.pdf)

The updated version includes minor technical and grammatical corrections and an acknowledgement that the comments received during the public and agency comment period have been compiled and are available under separate cover. The majority of these comments can be addressed during the DEIS.



Staff recommends that the Commission do one of the following three things:

- Adopt the report as is and direct staff ensure that the items raised in the comments are addressed in the DEIS work scope,
- Adopt the report and direct staff to make minor text changes (if deemed necessary),
- Direct staff to make larger changes (if deemed necessary) to the final report and approve the report at a later meeting.

**Action Requested:** Approval of the final Alternatives Analysis Report



## SUMMARY OF COMMENTS FROM THE DRAFT GATEWAY CORRIDOR ALTERNATIVES ANALYSIS FINAL REPORT

The DRAFT Final Alternatives Analysis Report was released for a review and comment period that extended from November 5, 2012 to January 3, 2013. While this memo focuses on comments received from the public, input on the Report was also received from local communities, public agencies, and local organizations. This input, in the form of letters and resolutions of support, is included in Attachment 1.

This memo summarizes and organizes the comments received during the public comment period. A complete, unedited list of public comments received in response to the Draft Gateway Corridor Alternatives Analysis Final Report is provided in Attachment 2. The remainder of this memo summarizes the 55 comments received. These comments are organized by the general topics listed below.

- Alternative Routes
- Transit Technologies
- Transit Stations
- Transit Service/Operations
- Community Issues
- Economic and Business Issues
- AA Study Process
- Gateway Neighborhood Forum
- Public Agency and Community Comments

### Alternative Routes

#### **General Messages:**

*Commenters provided multiple, varying opinions on alternative alignments, whether adjacent to Hudson Road or within E 7<sup>th</sup>/White Bear Avenue. Some interest in the median of I-94 as fastest option.*

- Move transit back to median of I-94 or re-routing the transit-way down US 61 and Warner Road.
- Recommend moving alignment to the south side of I-94 rather than median of I-94.
- Disappointed that an alternative could not be developed which takes advantage of the existing East 7<sup>th</sup> Street / Phalen Blvd. economic corridor or the Beacon Bluff site.
- Given that Hudson Road is now the preferred route for a BRT, not enough information was provided concerning that route; specifically, right of way width needed and whether there would be any traffic or on street parking.
- The described route up Kellogg-Mounds Blvd-Hudson Road was not specific enough concerning the transition from Mounds Boulevard to Hudson Road where it crosses Maria. There was also no information about how the bus way would jump the gap in Hudson Road between Johnson Parkway and what would be Barclay and Hazelwood Streets.
- Traffic congestion on highways 94, 694, 494 continues to grow and no new traffic lanes are planned. Transit "system" designed to service a very small percentage of citizens. Shouldn't subsidize riders.
- Comments specifically related to the No Build Alternative include:
  - Favor the "no build" and affordable transportation solutions
- Comments specifically related to the Hudson Road alignment include:

- The Hudson Road alignment is the lowest cost option that allows other feeders to bring people to the stations for access to the line.
- Like preferred transit route along Hudson Road in Woodbury, rather than the I-94 median.
- Local transit upgrades are all that is needed for the 7<sup>th</sup> Street/ Arcade, Metro State, and Beacon Bluff development to connect with downtown. It would be an incredible waste of money and property to loop the Woodbury bus way up 7<sup>th</sup> Street and White Bear the area mentioned above. Additionally, Commissioner McDonough was confident that the Rush Line would be using the Phalen Corridor, which is very near East Seventh Street. Again, a poor use of resources to put two transit lines so close together.
- Moving of the BRT and LRT alternatives from the median of I-94 to neighborhood street level along Hudson Road has a severe, adverse impact on the quality of life of the families who live there.
- Adding rapid buses and a 60' corridor to the Mounds Boulevard/I-94 intersection would paralyze the neighborhood, and cut us off. Pedestrian and bicycle links are needed, not more speeding vehicles. This is a significant gateway entrance to the city, which should be lovely, friendly, and welcoming. The addition of more traffic lanes would turn the area into a nightmare of pavement and speeding vehicles.
- The alignment is not beneficial to our community. It is on the dead outskirts of the neighborhood, and will not entice locals to take a bus down to the freeway to transfer to the gateway.
- Hudson Road is not central, and will not serve local residents. It edges the freeway which has severed our community. Adding rapid buses here will make the canyon wider and more difficult to cross. It is not an alignment that collects people naturally, and it is far away from most residents.
- Concerned about the impact the current plan for the Hudson road alignment. Our neighborhood is already cut off from other sections of Dayton's Bluff and we want to make sure that we are not further cut off.
- The people in the our neighborhood (to whom I have spoken) feel that the Hudson Rd. alignment would not benefit the neighborhood, while the 7<sup>th</sup> Street/White Bear Avenue alignment would greatly spur economic development, and provide useful transit for neighbors.
- I am concerned that the BRT or LTR along Hudson Rd will negatively impact the "Historical" block that I live on as well as the surrounding neighborhood.
- Comments specifically related to the 7<sup>th</sup> Street/White Bear Avenue alignment include:
  - I do not want this train going through my neighborhood, and I am not alone. LRT will be devastating for local businesses especially for those that are on White Bear Avenue, and 7<sup>th</sup> Street where parking is already difficult. This would also pass very close to at least 2 churches.
  - This alignment would greatly benefit local transit users, as well as stimulate economic development in the right place and revitalize the Eastside.

- The Alliance for Metropolitan Stability supports Engage Eastside’s request to include the alignments of Alternative 4 and Alternative 6 into the Draft Environment Impact Statement for the Gateway Corridor project.
- A transit corridor along 7<sup>th</sup> Street would help redevelop the area with a healthy mix of residential and commercial.
- This corridor is a central and direct path to the destination people want to reach— central downtown, where you can walk anywhere in a couple of blocks, or jump onto Central Corridor.
- Logically, the transit corridor should follow existing commercial streets used by lots of people already (the proof that they are central and useful). 7<sup>th</sup> Street and White Bear Avenue are perfect choices. Both streets are central conduits, drawing from their surroundings and carrying people to commercial destinations along their paths. The opportunity to upgrade these important streets, and bring them into the 21st century is key to revitalizing St. Paul’s Eastside. Ignoring this opportunity, and selecting Hudson alignment, is turning your back on Eastside residents.
- This is a young, diverse and transit dependent community that as a population, makes up one third of the population of St. Paul, and we feel that our transit and economic development needs would not be met by either of the currently selected alternatives. For these reasons and more, I would ask that at least one of the East Side Alternatives (4 and/or 6) be moved forward into the full-planning phase.
- Please leave the East 7<sup>th</sup> alternative on the table.
- I am asking that a greater part of East 7<sup>th</sup> Street be a primary part of the planned transportation. Using a Mounds route simply moves commuters from one end to another. Dayton’s Bluff has for too long been pushed aside. As East 7<sup>th</sup> Street welcomes more businesses that entice riders and residents, East 7<sup>th</sup> Street screams to be included in the primary route.
- White Bear Avenue is a major commercial street paralyzed by its narrow width. Although many people would be affected by land acquisition to enable a wider corridor, the end result would benefit the community for 100 years. When higher density housing follows in the wake of a transit corridor here, the commercial district would thrive as never before. Thousands of people could walk to transit to bring them to jobs anywhere in the Metro area. White Bear is central, and serves as a collector route heavily used despite its constrictions, BECAUSE IT IS CENTRAL. It serves people.
- LRT on East 7<sup>th</sup> and then White Bear makes sense for the following reasons.
  - East 7<sup>th</sup> is wide enough.
  - It will serve Metro State better than the other routes.
  - It will be a catalyst for the large former American Linen redevelopment site just up from Metro State.
  - It will serve the Beacon Bluff 65 acre redevelopment site including providing mass transit for thousands of patients going to the new Eastside Clinic there that is under construction.

- It will be a catalyst for denser housing development and provide economic impetus for East 7<sup>th</sup> to progress as a commercial corridor.

## Transit Technologies

### **General Messages:**

*Stated preferences for either BRT or LRT. Some interest in streetcars as an alternative.*

- Support for Alternative 4, BRT, received from a Dayton's Bluff resident .
- BRT along I-94 has my preference. It's fast, inexpensive, and it will help the economy.
- Prefer BRT to light rail due to the costs of infrastructure and inflexibility moving into the future.
- Very pleased with the decision. No more LRT lines need to be built in this state. Buses are much more flexible and cost effective. It gives Eastern Woodbury residents access to mass transit.
- Buses take up space on the roads, even if they have a "dedicated lane." They pollute and ultimately must negotiate streets to get where they need to go. We can only expand streets so far.
- While more costly, LRT has a longer life span and greater long term durability than the BRT. BRT is just a glorification of the current bus system we currently have and the automobiles people use. The BRT are still subject to the same impact of weather, traffic (though a bit less so w/ the dedicated lane), accidents etc. that existing bus/automotive traffic does. LRT is the future...automotive base options such as the BRT are the past.
- Supports LRT from Union Depot to Greenway Ave as an extension of the Central Corridor line.
- The LRT is newer, advanced technology and can more easily grow with the surrounding communities by adding trains.
- Maintenance facility in St. Paul for light rail better than lot full of buses. Light rail train can easily increase capacity without hiring of additional drivers. Future neglect is less likely to happen with light rail and continue to have a highly presentable transportation ride for years to come.
- The LRT is different, comfortable, faster, more efficient, cleaner and it stands OUT as a transportation mode and I feel will bring in more travelers than a glorified bus system.
- The BRT option is a so-so attempt to do something half-way to address our population/transportation issues in St Paul and East communities but doesn't \*really\* address it long term. Sure it requires some infrastructure, but no more so than a new freeway lane or a bridge. It improves on what we have but does not address the need to truly change it. LRT does that. We would rather see the Gateway Corridor WAIT and delay its choice for several years to be able to build an LRT instead of a BRT now.
- Either BRT or LRT would be a sufficient rapid transit option along the I-94 gateway corridor. However, if BRT is chosen the transit corridor should be constructed in a way so that it is 'Light-Rail' ready if a decision is made at a later time to transition from BRT to LRT.
- LRT does not work.
- Additional capital costs of alternative 5 would be seen in the longevity of equipment and coolness factor of the light-rail cars.
- Agrees with BRT suggestion to support Express buses as well as Local buses.
- Need a carbon foot print study on the various methods of transportation.
- The public bus system is great for a lot of reasons - it is quite convenient, a route can be changed very quickly as populations expand or contract as well as adapt to their ever-changing habits and transportation needs. Buses are flexible, efficient (and more so now), and here's the bigger point. Who knows what technology may be around the corner? When we build these massive structures it is investment for a "century, a permanent investment" as Jim McDonough

had stated during this community meeting. Who are we to say what wonderful technological achievement may be around the corner? And why stunt it by paying for old technology today and tomorrow?

- Consider the impact of future petroleum market on a BRT line vs. a LRT line. The cost of fuel, tires, BRT roadway (it's still asphalt like the freeway) and annual maintenance vs. the longer term durability of the LRT infrastructure. Electricity vs. liquid fuel (gas/diesel).
- Street cars are city resident-friendly and should be running on city business streets.
- Incorporate the City of St. Paul's streetcar study for its viability in providing an alternate mode of connection to LRT and BRT
- Shouldn't we wait and see how the new system down University is going to work, or not and see what's flawed BEFORE we build another system?
- I strongly urge you to consider either Mass Rapid Transit Buses or doing nothing at all.
- Rapid buses on Hudson Road will simply blight the community, without serving it.

## Transit Stations

### **General Messages Received:**

*Support expressed for existing bus service and stop locations. Lack of understanding of proposed walk-up stations.*

- Proposed park and ride locations and transit times would be much more inconvenient than the current express bus.
- The two walk-up transit stops which are proposed for Dayton's Bluff in the alternatives analysis duplicate transit services already available in the neighborhood via the 70 and 63 bus routes, and to a lesser extent the 74 bus route.
- The AA did not include information about the size of a station at Earl Street, including how many riders would use the station, how much parking would be provided, and if overflow parking would affect the neighborhood.

## Transit Service/Operations

### **General Messages:**

*Support for one-seat ride to downtown Minneapolis and for existing express bus service. Concern regarding reported travel time. Support for more internal service within Gateway communities.*

- The preferred solution detailed only supports travel to St. Paul, then a rider would need to transfer to the light rail to continue on to Minneapolis. Would add 20 minutes in transit time from Woodbury to Minneapolis.
- Wise to have an express service to WI; continuing service to Eau Claire to increase the ridership without really increasing the capital costs.
- Concerned about no reverse transit from Inver Grove Heights to Woodbury. Likes Alternative 3, BRT but wants stop on Commerce Drive, Rivertown Drive and Hudson Road including crosswalks and sidewalks. Another thing to consider is allowing private bus operators to use some of the Park and Ride stations for connecting to outlying communities.
- Concerned about the calculation of commute times.
- Concerned that the existing express bus service (specifically route 351) be continued in its current form, or with expanded buses and hours.
- Seriously doubts either the BRT or the LRT alternatives will offer significantly better service levels than currently exist.

- Concerns about the stated travel times (17 minutes from Oaks Business Park for BRT; 15 minutes, LRT) while adding in lead time and end destination.
- Express buses to Minneapolis MUST be maintained under any scenario. Even a transfer to another bus in downtown St. Paul will be a significant disincentive to ride transit. Check out the bus schedules for routes 355 and 375 to Minneapolis (they leave the Woodbury Theater and Guardian Angels Church, respectively) and compare it against route 351, the only route from the area to downtown St. Paul. Does not save time.
- Union Depot is not a destination. Commuters would have to switch buses, get on light rail, or walk to their ultimate destination; all additional commute time in their decision to use, or not use, the BRT or LRT.
- Regarding Alternative 3, BRT operation and maintenance (O&M) costs over the next 18 years (to 2030): Has low confidence in the O&M assessment favoring BRT over LRT.
- The bus service would have to be far more frequent service than is the normal suburban service from the MTC.
- Fix the bus system – City people need to be able to get off and on at all corners – Gateway Corridor has limited stops.
- Please consider minimal disruption to the current proposed routes in the Dayton’s Bluff area.

## Community Issues

### **General Messages:**

*Concern for impact on residences, historic resources, affordable housing, region’s quality of life.*

*Concern that east side bears brunt of impacts to benefit suburbs. Sense that Gateway construction would duplicate hardships of Central Corridor LRT.*

- Pleased that alternatives analysis recognizes the disturbance of neighborhoods that would occur by sending bus or train up White Bear and along East Seventh.
- Light rail option will increase for property values and brings back our street cars from long ago.
- How will line on Hudson Rd. north of 94 affect the houses that are on Hudson Rd?
- Concerned about the impact on affordable housing, quality of life, and urban sprawl.
- Risk of loss of historical homes in Dayton’s Bluff.
- The potential loss of affordable housing inventory spreads this adverse impact throughout the entire community.
- Lack attention to the impacts of urban sprawl on the transportation system, consumption of resources, and general impact on our quality of life.
- If a dedicated Bus Transit line needs to be built, it should be built on the highway side of the sound barrier and not touch any of these old houses in the Historic District. There was no discussion about the I-94 sound wall, if it could be moved to better accommodate the bus way, or isolate it from the neighborhood.
- St. Paul’s East Side has a high percentage of people who are transit dependent and their access to economic and educational opportunities needs to be a priority consideration.
- We as a community need to stop living in the past and look to the future! We need to dream what will be, not what could be or stay with the status quo. The East side has always been a place where people come to start a new life, build their dreams, challenge themselves! By us not seriously looking at the Gateway Corridor and then the potential it has for our community, we are denying ourselves the opportunity to start new lives, build our dreams, conquer our challenges!

- I would like to see some street improvements to the area along Hudson Road to make access more attractive for uses of the new transit mode.
  - Replace the fencing on the Earl Street bridge with ornamental railings & clean up the rust-stained concrete.
  - Add ornamental, aesthetic pleasing lighting, to match the previous lighting installed during the street improvement project several years ago, in the area of Hudson Road/Earl Street, Pacific St/Earl Street.
  - Add emergency call boxes with the blue light poles at all stations and in the area for safety.
  - Green improvements and other aesthetic design considerations.
- If the alignment is actually along Hudson Road and construction would there for impact residents directly:
  - I would like to see some grants/low interest/forgivable loans for Hudson Road residents for use to building/replacing the parking areas/garages for homes where parking issues will be impacted.
  - If home values go up because of this and property taxes increase, I would like to see home owners that are adjacent to this have any sharp increases tempered by being spread out over 5-10 yrs.
- Who is going to maintain “it” after federal grant money is used up? How will the people in this neighborhood be able to afford something so costly? Why can't WI share in the expenses along with the suburbs of MN?
- Is the neighborhood around this proposed transit going to help this area around Dayton's Bluff flourish, or will it decline worse than it presently is?
- How will this effect crime??
- As a resident of the East Side and frequent transit user, I am VERY disappointed with the final plans for the Gateway Corridor. It only serves suburban riders. Skirting the edge of the East Side puts the Corridor out of reach for most of us. It is too bad a few vocal business and home owners were able to able to derail alternate plans that would bring the Corridor through the center of the East Side and serve so many more riders. Yes, it's cheaper and easier to bypass us, but we are heavy bus users. This plan is short sided and does not serve the City of St. Paul now or in the future.
- Transportation here will also benefit those low income and homeless who live in downtown St. Paul, spend days at Metropolitan State University and the public library, with time traveled to their part-time jobs in outer areas. I've talked to enough to know many people depend on rides from others. We need LOCAL, dependable transportation that will make a POSITIVE economic impact on people in the 7<sup>th</sup> Street area – NOT pull economics AWAY!
- I want to see more jobs in east Saint Paul, but not people and businesses displaced, like on University Ave. I am especially concerned that all residents have an equal say, regardless of their economic standing or race. We can't rush this through without careful consideration. We must encourage growth without sacrificing our residents' wellbeing.

## Economic and Business Issues

### **General Messages:**

*Awareness of potential economic benefit. Mixed comments on whether alternatives preferred provide benefit to St. Paul east side. Preference for on-street parking.*

- Transit options along the corridor are crucial to easing of traffic congestion and enhancing economic development and job growth.

- Will spur economic development at State Farm site.
- It will help promote more business and traffic along the area and not allow the BRT to sidestep the neighborhood.
- Concerned about the economic impact within Dayton's Bluff and East St. Paul.
- Concerns about the two alternatives being considered due to disproportionate impact, and minimal benefit, to the neighborhoods of East St. Paul, and lack of economic development opportunities being provided to East St. Paul and the risk that is being presented to existing neighborhood businesses.
- Both Alternative 3 (BRT) and Alternative 5 (LRT) do not promote economic development for Dayton's Bluff community and other East St. Paul neighborhoods along Hudson Road, but rather for more affluent areas along the Gateway Corridor.
- These types of projects have a significant adverse impact on local, neighborhood business with a disproportionate burden falling on minority business owners along Hudson Road in East St. Paul.
- Parking should continue on both sides of the street the business district at Hudson Road and Earl Street.
- If you want to help us get us parking and get rid of your overburdening regulators and their taxes.
- Economic development and increased property value are some of the most needed things around the East Side.

## AA Study Process

### **General Messages:**

*Preference for more information provided to individual interest groups, more specifics, and more time to consider information.*

- Frustrated with the process of study, but appreciates the time and effort. FTA mandates studying options that only the Federal government chooses which do not include roads. Please acknowledge that the Federal options are not adequate.
- Study does not consider economic development, affordable housing, and commuting workers.
- Multiple comments requested additional time, including:
  - Please allow more time before moving forward for more awareness, and for a better plan that would be less invasive, intrusive, and permanent.
  - Would like comment deadline of January 3 delayed.
  - Extend the timeframe for comments by 2 months.
  - Please give use more time to organize, get information, and give feedback.
  - There has not been adequate time to inform residents of our community of this project and figure out if they even want it. The action on this seems to be moving too fast. This is a serious problem. There need to be more community discussion sessions and they need to be advertised to everyone. This is how decisions are made best, not when things are pushed through without community support. More time is needed to get the best result and open and honest assessment will be needed for that end.
  - I think it is vital that there is an extension of comment time. There has not been enough effort to publicize (to public!) Plans for central corridor for route was already set before most people got involved. This deadline is so arbitrary. People who currently take the bus need to have information on how to comment (i.e.: info on hand out with transfer), ongoing community gathering for comments, people who do not utilize current

- horrendous public transportation options that would use light rail need to have an easy avenue for sharing their opinion to determine direction of gateway corridor now.
- The study has moved too fast, without enough citizen engagement. Please conduct a Health Impact Assessment that stresses full community participation BEFORE deciding that Hudson Road is the best alignment.
  - The Alliance for Metropolitan Stability supports forming a Community Advisory Committee immediately to ensure the “full and fair participation” of the environmental justice communities of East Side St. Paul.
  - Comments received regarding public outreach during the AA process included:
    - Frustrated with community engagement. Didn’t feel the collaboration with Dayton’s Bluff residents. No one but Engage Eastside asked transit users what they wanted and considered fragile small business prospects of East 7<sup>th</sup> St. Hudson Road routes were chosen primarily to get the federal funding.
    - Lives in Dayton’s Bluff and did not know about building a transit route from "Lowertown", St. Paul through our area of the Historic District to Woodbury. Do recall hearing at public meetings plans through our business district on Seventh Street by Metropolitan State University which made complete sense to me.
    - Improve the communication to the Eastside, specifically Dayton’s Bluff.
    - More information needs to be disseminated into neighborhoods and organizations.
    - Need a point place to get information regarding the progress of the project. We appear to need more time.
    - We have had very little information and time to study this. A neighbor informed me of this. That’s how I know anything about it. Please slow the process down so more people are aware and have time to react. And work harder to communicate with people affected.
  - Limited community involvement in the decision making during the Alternatives Analysis because the Gateway Corridor Commission had decided NOT to form a Community Advisory Committee during that time. The decision has limited the “full and fair participation” of the environmental justice communities in East Side St. Paul to poorly advertised and poorly attended community meetings. The Gateway Corridor project is overdue in establishing a Community Advisory Committee.
  - Almost all of my neighbors - even the most involved, are unaware of this happening. This is a serious problem. I would request for more time and Eastside awareness, involvement, and I feel all points of view should be considered and treated with respect for the concerns they raise. These need to be aired, discussed, considered, and go back to the drawing board. This is how decisions are made best, not when things are pushed through without community support. More time is needed to get the best result and open and honest assessment will be needed for that end.

### **Gateway Neighborhood Forum**

#### **General Messages Received:**

*Preference for more specifics, more long-term considerations, impact on human health, more time to consider information.*

This citizen-led event was held 12/18/12 at the Dayton’s Bluff Recreation Center. Approximately 45 people, mostly community members, attended. The comments are split-up between individual, written comments and group comments taken from small-group discussions.

### Written Comments

- Why do any public transportation? Cars get me where I need to go. Why not improve my roads? Why not stop raising the cost of my car to force me into a stupid Public Transportation.
- The most efficient method of transportation is the automobile. The most cost effective method of transportation is the automobile. The most accessible method of transportation is the automobile. So why do we keep throwing my and my neighbor's hard earned money that we earn and you steal to these loser projects that lose money year after year. Expand the road system that my gas taxes pay for.
- Dayton's Bluff/East Side resident believes the Hudson Road Corridor is the best route. Freeway stations with elevators should be placed at Mounds Boulevard and Earl Street. Parking should continue on both sides of the street at Hudson/Earl. Bus system needs to be fixed; allow people to get on and off at all corners. Streetcars should run on city business streets.
- The I-94 corridor with very good bus service is clearly the best option for getting suburbanites to their jobs as quickly as possible. Consider the Phalen Boulevard corridor if trolley service is to be considered.
- Extend the comment period, improve communications with the Eastside, specifically Dayton's Bluff, neighborhoods, organizations and ethnic communities.
- The study addressed short-term, negative community impacts on 7<sup>th</sup> and White Bear. We need alternatives in order to choose responsibly. Will the commission offer examples of long-term, positive community impacts based on prior projects outcomes? Can the likely investment return in this area be projected?
- If the line won't open until 2021 we can afford another 60 days for comments?
- How is this project funded, will there be any impact the neighborhood property taxes (both commercial and residential) and what is the benefit to Dayton's Bluff?
- The success of this project will be determined by the lines that connect to it and get people all around the East Side.
- Equity. Workforce. Who benefits? Who gets ripped off? Local economy? Jobs?
- I am the most interested in long-term investment and equity for all East Siders, including communities of color, seniors, and people with disabilities.

### Group Comments

- Figure out effective ways to involve all ethnic, economic, etc. groups in the conversation. Do not move forward until everyone is at the table for discussion. Extend the deadline for community feedback.
- More participation.
- Impact on property taxes/values projections are expectations?
- Extend deadline. Provide understandable, accessible information.
- Why couldn't Phalen Boulevard be used as the corridor?
- Why couldn't existing Eastside public transportation be enhanced before funds are allocated for the Gateway Corridor?
- Slow the process down. Community notification plan?
- Conduct a Health Impact Assessment Study.
- More initial engineering info on the website.
- Not enough time for community comments.

**Attachment 1:** Agency Comments Received in Response  
to Draft Gateway Corridor Alternatives Analysis Final Report

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## Minnesota Department of Transportation

### Metropolitan District

Water's Edge Building  
1500 W. County Road B-2  
Roseville, MN 55113-3174

October 29, 2012

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

RE: Draft Gateway Corridor Transportation Alternatives Analysis

Dear Mr. Gitzlaff:

The Minnesota Department of Transportation (*MnDOT*) Metropolitan District would like to take this opportunity to commend you both for your efforts in the planning and preparation of the Gateway Corridor Transit Alternatives Analysis, and for the level of involvement you allowed MnDOT staff throughout the planning process.

MnDOT Metropolitan District staff has reviewed the draft Gateway Corridor Transit Alternatives Analysis (*AA*), and as has been conveyed to you during the screening process, MnDOT has continued concerns that the *AA* move a BRT/Managed Lane option forward into the Environmental Impact Statement (*EIS*) review process. We feel that it is in the public interest that any alternatives being recommended to move forward into the *EIS* process do not (*and should not*) preclude the ability of MnDOT to utilize existing I-94 right-of-way for any future managed lane option.

We look forward to our continued partnership with your transit initiative. We hope you give serious consideration to our concern, and that we can identify a solution that would best serve all modes of transportation in the future.

Sincerely,

A handwritten signature in blue ink that reads 'Scott McBride'.

Scott McBride, P.E.  
MnDOT Metropolitan District Engineer

Cc:

Pat Bursaw – Metro Director Planning, Program Management & Transit  
Brian Isaacson – Metro Transportation Planning Director  
William Goff – Metro Senior Planner

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# City of Saint Paul

City Hall and Court House  
15 West Kellogg  
Boulevard  
Phone: 651-266-8580

## Master

**File Number:** RES 12-2035

**File ID:** RES 12-2035

**Type:** Resolution

**Status:** Passed

**Version:** 1

**Contact Number:** 266-8670

**In Control:** City Council

**File Created:** 11/01/2012

**File Name:** Supporting the Findings of the Gateway Corridor Alternatives Analysis Study

**Final Action:** 11/14/2012

**Title:** Supporting the findings of the Gateway Corridor Alternatives Analysis Study.

### Notes:

**Agenda Date:** 11/14/2012

**Sponsors:** Lantry

**Enactment Date:**

**Attachments:** Gateway\_AA\_Report\_Combined.pdf, Quinton Kidd Gateway Corridor comments.pdf

**Financials Included?:**

**Contact Name:** Ellen Biales

**Hearing Date:**

**Entered by:** ellen.biales@ci.stpaul.mn.us

**Ord Effective Date:**

### History of Legislative File

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	City Council	11/14/2012	Adopted				Pass
1	Mayor's Office	11/20/2012	Signed				

### Text of Legislative File RES 12-2035

Supporting the findings of the Gateway Corridor Alternatives Analysis Study.

WHEREAS, the Gateway Corridor 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 and Minneapolis to the eastern metropolitan area and Wisconsin; and

WHEREAS, the City of Saint Paul is an active member of the Gateway Corridor Commission; and

WHEREAS, the Commission initiated an alternatives analysis study to identify the transit solution that best meets the needs of the Gateway Corridor; and

WHEREAS, these needs include the Commission's established goals to improve mobility, provide a cost-effective economically viable solution that promotes economic development, protects the natural environment, and preserves community quality of life and overall safety; and

WHEREAS, the study concluded that Optimized Alternative 3 - Bus Rapid Transit (BRT) adjacent to Hudson Road best meets the needs of the Gateway Corridor; and

WHEREAS, the study recommended that Optimized Alternative 3 be advanced into the project development phase as the preferred option; and

WHEREAS, that Optimized Alternative 5 - Light Rail Transit (LRT) along the same alignment also advance into the project development phase for comparative purposes; and

WHEREAS, the findings of the study are based on a rigorous technical analysis and reflective of the input received by the community throughout the planning process; and

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

NOW, THEREFORE, BE IT RESOLVED that the City of Saint Paul supports the findings of the Gateway Corridor Alternatives Analysis Study.

**Washington County/West Lakeland Township  
Resolution 2012-8**

**Resolution Supporting the Findings of the Gateway Corridor  
Alternatives Analysis Study**

**WHEREAS**, the Gateway Corridor 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 and Minneapolis to the eastern metropolitan area and Wisconsin; and

**WHEREAS**, the township of West Lakeland is an active member of the Gateway Corridor Commission; and

**WHEREAS**, the Commission initiated an alternatives analysis study to identify the transit solution that best meets the needs of the Gateway Corridor; and

**WHEREAS**, these needs include the Commission's established goals to improve mobility, provide a cost-effective economically viable solution that promotes economic development, protects the natural environment, and preserves community quality of life and overall safety; and

**WHEREAS**, the study concluded that Optimized Alternative 3 – Bus Rapid Transit (BRT) adjacent to Hudson Road best meets the needs of the Gateway Corridor; and

**WHEREAS**, the study recommended that Optimized Alternative 3 be advanced into the project development phase as the preferred option; and

**WHEREAS**, that Optimized Alternative 5 - Light Rail Transit (LRT) along the same alignment also advance into the project development phase for comparative purposes; and

**WHEREAS**, the findings of the study are based on a rigorous technical analysis and reflective of the input received by the community throughout the planning process; and

**WHEREAS**, the township of West Lakeland will continue to work with the Gateway Corridor Commission to plan for future transit improvements in the Gateway Corridor and the surrounding land uses within the station areas; and

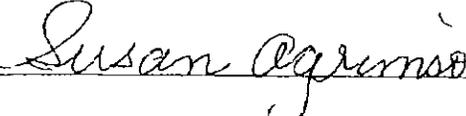
**NOW, THEREFORE, BE IT RESOLVED** that the township of West Lakeland supports the findings of the Gateway Corridor Alternatives Analysis Study.

This resolution was adopted and signed by:

 Date 11-13-12

Chairman, West Lakeland Township

Attest:

 Date 11-13-12

Clerk, West Lakeland Township



8301 Valley Creek Road • Woodbury, Minnesota 55125-2320 • [www.ci.woodbury.mn.us](http://www.ci.woodbury.mn.us)  
651/714-3500 • TDD 651/714-3568 • FAX 651/714-3501

December 12, 2012

Lisa Weik, County Commissioner  
Gateway Corridor Commission  
Washington County Government Center  
14949 - 62<sup>nd</sup> Street North  
Stillwater, MN 55082-0006

RE: Draft Gateway Corridor Alternatives Analysis Report

Dear Commissioner Weik:

The City of Woodbury appreciates the opportunity to review and comment on the draft Gateway Corridor Alternatives Analysis Report dated November 1, 2012, prepared by the Gateway Corridor Commission.

The City of Woodbury supported the alternative analysis which was performed and concurs in the recommendation to advance the Optimized Alternative 3 - Bus Rapid Transit adjacent to Hudson Road into the Draft Environmental Impact Statement (DEIS) as this preferred option and advance Optimized Alternative 5 – Light Rail Transit adjacent to Hudson Road for comparative purposes.

We encourage the Gateway Corridor Commission to adopt the report and to move the study into the project development process. This includes the initiation of a DEIS in early 2013.

Transit improvements in the Gateway Corridor are an important element in stimulating and sustaining a vibrant development and employment environment in the east metro area of the Twin Cities. We look forward to working with the Gateway Corridor Commission in the further advancement of transit in this important transportation corridor.

Sincerely,



Mary Giuliant Stephens  
Mayor

# DISTRICT 2 COMMUNITY COUNCIL

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1365 Prosperity Ave  
Saint Paul, MN 55106-2108  
Phone: (651) 774-2220  
Fax: (651) 774-2135

Gateway Corridor Commission  
C/o Lyssa Leitner  
Washington County Public Works Dept.  
11660 Myeron Rd North  
Stillwater, MN 55082

Commissioners:

The District 2 Community Council supports the building of light rail and rapid bus service lines in locations that have the minimum impact on existing homes and businesses and the maximum benefits to residents of the East Side of Saint Paul.

First and foremost we continue to support a light rail line on the Phalen Corridor that would link downtown Saint Paul with the Maplewood Mall with a stop at Phalen Village that would allow access to one of the highest concentrations of transit dependent residents in Saint Paul at Maryland and Hazelwood.

As to the proposed Gateway Corridor we prefer the 94/Hudson Road design over the proposal to run the line on White Bear Avenue and East Seventh Street. First, we believe that a line on East Seventh Street would destroy any potential that we have to get a line on the Phalen Corridor in the next twenty years.

Second, a line that was on White Bear Avenue from 94 to East Seventh Street would have a devastating impact on businesses north of East Seventh Street, particularly those in the Hillcrest Shopping area. You can't eliminate traffic lanes on the southern end of White Bear Avenue and not reduce traffic proceeding north into that business district. Those businesses north of East Seventh Street would lose auto traffic and not gain the benefit of light rail or rapid bus service. It would be lose/lose for them.

And finally, the extreme number of both residences and businesses that would be lost in building that road concerns us as well. Though rail has the potential to bring development, it would take years to recreate the businesses that would be lost that concerns us.

We would like to thank the staff of the Gateway Corridor who have been willing to come and meet with our board and our community on a regular basis.

Sincerely,



Chuck Repke  
Executive Director  
District 2 Community Council



January 3, 2013

Andy Gitzlaf - Senior Planner  
Washington County Public Works Department  
11660 Myeron Road North  
Stillwater, MN 55082

Dear Mr. Gitzlaf:

As the state's largest local chamber, representing over 1,200 individual members across Saint Paul and the East Metro, the Saint Paul Area Chamber of Commerce commends the work of the Gateway Corridor Commission and the Washington County Staff for completing the Alternatives Analysis of the Gateway Corridor Transitway.

The chamber is fully supportive of the commission's decision to advance Optimized Alternative 3 (BRT adjacent to Hudson Road) into the Draft EIS as the preferred option and advance Optimized Alternative 5 (LRT adjacent to Hudson Road) for comparative purposes.

As an ex-officio member of the Gateway Corridor Commission we have observed the thorough analysis and detailed public input process undertaken during the AA study and are confident that moving forward with these alternatives offers a long term solution to ease congestion along the I-94 corridor in the East Metro and provide a vital link to the rest of the region's transit infrastructure.

We look forward to our continued involvement as and ex-officio member of the Gateway Corridor Commission as the project moves into the Draft EIS stage.

Sincerely,

Zach Schwartz  
Manager of Public Affairs  
Saint Paul Area Chamber of Commerce

TO:

Gateway Corridor Project Manager - Andy Gitzlaff, Senior Planner  
Washington County Public Works Department  
11660 Myeron Road North  
Stillwater, MN 55082  
[gatewaycorridor@co.washington.mn.us](mailto:gatewaycorridor@co.washington.mn.us)

From:

Alliance for Metropolitan Stability  
2525 E. Franklin Avenue  
Minneapolis, MN 55406  
Contact: Joan Vanhala, Coalition Organizer  
612-332-4471; [joan@metrostability.org](mailto:joan@metrostability.org)

Public Comment for the Gateway Corridor Alternatives Analysis report

January 3, 2013

The [Alliance for Metropolitan Stability](#) (AMS) is a coalition of grassroots organizations that advances racial, economic and environmental justice in growth and development patterns in the Twin Cities region. Our 30 [member groups](#) represent communities of color, low-income communities, housing advocates, faith-based organizations, research and policy organizations, economic developers and environmental, transit and land-use policy advocates.

For the past 6 years AMS has been providing technical and organizing support to Environmental Justice communities along our metropolitan region's planned transitways to ensure that they are included in the decision making and receive community benefits from these major infrastructure investments. One of the Environmental Justice groups we have been working with is Engage Eastside as they organize Eastside St. Paul low income communities and communities of color around the development of the Gateway Corridor.

Comments:

1. The Alliance for Metropolitan Stability supports Engage Eastside's request to include the alignments of Alternative 4 and Alternative 6 into the Draft Environmental Impact Statement for the Gateway Corridor project.
2. The Alliance for Metropolitan Stability supports forming a Community Advisory Committee immediately to ensure the "full and fair participation" of the environmental justice communities of East Side St. Paul.

Engage Eastside is a Corridors of Opportunity Initiative Outreach and Engagement grantee – see <http://www.corridorsofopportunity.org/engagement/2012-community-engagement-grant-awards> . This coalition of Eastside organizations - Casa de Esperanza, Hmong American Partnership, Cultural Wellness Center (African-American community), American Indian Family Center , and District Councils 4 & 5 - have been working hard at informing Eastside residents, researching and surveying information, and trying to ensure that their voice is represented at the decision making table for the Gateway Corridor project.

The demographic profile that Engage Eastside created with the assistance of a Center for Urban and Regional Affairs graduate student states that the entire East Side includes Districts 1, 2, 4, 5<sup>1</sup> contains a population of 94,793. Clearly an environmental justice community, the demographics are White 41%, Black 16%, Asian 25%, Hispanic 13%, American Indian 1%, and mixed race 4%. 25% of this population lives in poverty.<sup>2</sup> All of these District Councils 1,2,4, and 5 are included in the Gateway Corridor study area "For purposes of the AA, the Gateway Corridor is defined as approximately

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<sup>1</sup> See attachment city of St. Paul District Council map retrieved 1/3/13 from <http://www.stpaul.gov/DocumentCenter/Home/View/2822>

<sup>2</sup> Engage Eastside powerpoint presentation: East Saint Paul Gateway Corridor Analysis June 2012 – see attachment

3-5 miles on either side of Interstate 94 from downtown Minneapolis to downtown Eau Claire.”<sup>3</sup> The information from this study was presented to the Gateway Commission on September 13, 2012 by Mikael Carlson, Engage Eastside project coordinator.<sup>4</sup>

From February through April 2012, Engage Eastside conducted a survey of 593 East Side St. Paul residents at 6 locations: bus stops, Cultural Wellness Center, Casa de Esperanza, District 4 office, District 5 office, and the Hmong American Partnership. Used as a tool to gauge community awareness of the Gateway Corridor and community use of public transit, this survey provides invaluable information about the East Side St. Paul community members<sup>5</sup>.

On October 11, 2012, the Gateway Corridor Commission approved the Gateway Corridor Policy Advisory Committee’s recommendations to eliminate the following two alignments from further study and amended the motion to include a public comment period<sup>6</sup>:

- Alternative 4: Bus-Rapid Transit (BRT) from Minneapolis to Hudson along E. 7th Street, White Bear Avenue and Hudson Road
- Alternative 6: Light Rail Transit (LRT) from St. Paul to Hudson through E. 7th Street, White Bear Avenue and Hudson Road

These are the two alignments that travel through the heart of East Side St. Paul and should be included in the Gateway Corridor Draft Environmental Impact Statement to ensure that there is no reduction of benefits to the environmental justice communities in East Side St. Paul.

As stated in the recently published Federal Transit Administrations EJ Circular *“Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, requires the U.S. Department of Transportation (DOT) and the Federal Transit Administration (FTA), to make environmental justice (EJ) part of our mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies, and activities on minority populations and/or low-income populations (collectively “EJ populations”). Environmental justice at FTA includes incorporating environmental justice and non-discrimination principles into transportation planning and decision-making processes as well as project specific environmental reviews.”*<sup>7</sup>

It is also important to note in this circular that *“The guiding EJ principles followed by DOT and FTA are briefly summarized as follows:*

- *To avoid, minimized, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.*
- *To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.*
- *To present the denial of, reduction in, or significant delay in the receipt of the benefits by minority and low-income populations.*

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<sup>3</sup> Retrieved 1/3/13 from Gateway Corridor Transit Study <http://thegatewaycorridor.com/html/transit-study-gateway-corridor.php>

<sup>4</sup> Gateway Corridor Commission agenda September 13, 2012 retrieved 1/3/13 from [http://thegatewaycorridor.com/documents/2012/Gateway%20Agenda%20Packet\\_09-13-12\\_Revised.pdf](http://thegatewaycorridor.com/documents/2012/Gateway%20Agenda%20Packet_09-13-12_Revised.pdf)

<sup>5</sup> Engage Eastside powerpoint presentation: East Saint Paul Gateway Corridor Analysis – see attachment

<sup>6</sup> Gateway Corridor Commission October 11<sup>th</sup>, 2012 Meeting Minutes page 3 Agenda Item #3 retrieved 1/3/13 from [http://thegatewaycorridor.com/documents/2012/Meeting%20Minutes\\_October%202012.pdf](http://thegatewaycorridor.com/documents/2012/Meeting%20Minutes_October%202012.pdf)

<sup>7</sup> Chapter 1, page 1; *FTA Environmental Justice Policy Guidance for Federal Transit Administration Recipients*, August 15, 2012 retrieved 1/3/13 [http://www.fta.dot.gov/legislation\\_law/12349\\_14740.html](http://www.fta.dot.gov/legislation_law/12349_14740.html)

*You should consider these goals of environmental justice throughout transportation planning and project development, and through all public outreach and participation efforts conducted by FTA, its grantees and subgrantees.”<sup>8</sup>*

The Alliance for Metropolitan Stability also would like to comment that there was limited community involvement in the decision making during the Alternatives Analysis because the Gateway Corridor Commission had decided NOT to form a Community Advisory Committee during that time.

This decision has limited the “full and fair participation” of the environmental justice communities in East Side St. Paul to poorly advertised and poorly attended community meetings. The Gateway Corridor project is overdue in establishing a Community Advisory Committee.

At the Alliance for Metropolitan Stability, we have found in our work that environmental justice communities provide invaluable input during the Alternatives Analysis. Including environmental justice communities early in the planning process is the best approach to mutual problem solving resulting in a better project. It is well worth the time to include environmental justice communities early and can save time later when conflicts arise. Our region has shown that conflicts are inevitable with projects this size. It is better to identify them and address them early in the project planning.

We refer Gateway Corridor project staff to the FTA Circular on Environmental Justice Chapter III as an excellent guide to meaningful public engagement. *“Public engagement is integral to good transportation planning. Without meaningful public participation, you risk making poor decisions, or decisions that have unintended negative consequences. With it, it is possible to make a lasting contribution to an area’s quality of life. Public engagement is more than an agency requirement and more than a means of fulfilling a statutory obligation. Meaningful public participation is central to good decision-making on transportation planning.”<sup>9</sup>*

Attachments:

1. City of St. Paul District Councils Map
2. Engage Eastside power point presentation: East Saint Paul Gateway Corridor Analysis June 2012

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<sup>8</sup>Chapter 1, page 2; *FTA Environmental Justice Policy Guidance for Federal Transit Administration Recipients*, August 15, 2012 retrieved 1/3/13 [http://www.fta.dot.gov/legislation\\_law/12349\\_14740.html](http://www.fta.dot.gov/legislation_law/12349_14740.html)

<sup>9</sup>Chapter 3, page 21; *FTA Environmental Justice Policy Guidance for Federal Transit Administration Recipients*, August 15, 2012 retrieved 1/3/13 [http://www.fta.dot.gov/legislation\\_law/12349\\_14740.html](http://www.fta.dot.gov/legislation_law/12349_14740.html)

**City of Landfall Village  
WASHINGTON COUNTY, MINNESOTA  
Resolution 2013-003**

**Resolution Supporting the Findings of the Gateway Corridor  
Alternatives Analysis Study**

**WHEREAS**, the Gateway Corridor 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 and Minneapolis to the eastern metropolitan area and Wisconsin; and

**WHEREAS**, the City is an active ex-officio member of the Gateway Corridor Commission; and

**WHEREAS**, the Commission initiated an alternatives analysis study to identify the transit solution that best meets the needs of the Gateway Corridor; and

**WHEREAS**, these needs include the Commission's established goals to improve mobility, provide a cost-effective economically viable solution that promotes economic development, protects the natural environment, and preserves community quality of life and overall safety; and

**WHEREAS**, the study concluded that the alignment along Hudson Road connecting the eastern metropolitan area to the region's transit system via Union Depot best meets the needs of the Gateway Corridor; and

**WHEREAS**, the study recommended that both Optimized Alternative 3 Bus Rapid Transit (BRT) and Optimized Alternative 5 - Light Rail Transit (LRT) adjacent to Hudson Road advance into the next phase in the transitway development process which is the preparation of a Draft Environmental Impact Statement (DEIS); and

**WHEREAS**, a locally preferred alternative (LPA) will be officially adopted as part of the DEIS process were additional input will be garnered from the public and business sector; and

**WHEREAS**, the findings of the study are based on a rigorous technical analysis and reflective of the input received by the community throughout the planning process; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the City supports the findings of the Gateway Corridor Alternatives Analysis Study.

**ADOPTED THIS BY THE CITY COUNCIL OF THE CITY OF LANDFALL VILLAGE ON JANUARY 9, 2013.**



Sandra L. Scheuble  
City Clerk

  
James Dumer  
Mayor

## Complete, Unedited Public Comments Received in Response to Draft Gateway Corridor Alternatives Analysis Final Report

This attachment includes the complete, unedited listing of public comments received on the Gateway Corridor Draft Alternatives Analysis Final Report. Only information that would readily identify an individual has been deleted from the comments. The public comment period extended from November 5, 2012 to January 3, 2013. Each bullet (\*) represents an entire comment from an individual; this comment may address several topics related to the Gateway Corridor. Comments received via e-mail or postal mail are listed in this attachment in the order received.

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- Very pleased with the decision. We do not need anymore LRT lines built in this state. Buses are much more flexible and cost effective. It also gives Eastern Woodbury residents access to mass transit.
- Following reading of the current study report, I would like to question and comment on the BRT Alternative 3 operational fuel costs over the next 18 years (to 2030.)

I presume it relies upon the continued usage of the ICE (Internal Combustion Engine) as the prime mover burning petroleum gas.

When I purchased my current 1 liter 3 cylinder economy automobile in 1998, which still achieves 43 miles per gallon, gasoline was exactly \$1.00 per gallon. Today it is \$3 Plus, an easy tripling in operational costs in 14 years. It was the best purchase I ever made, saving over \$12,000 in fuel expenses alone, more than the car's original cost of \$7000 new with discounts.

I could not determine in the report what the baseline gasoline value in terms of dollars per gallon was used in calculating the estimated ongoing operating cost of the BRT Alternative 3 plan over the time period up to the year 2030, an 18 year period comparatively similar to my 14 year automobile experience. I should like to see that number in the reports to follow.

Has the total cost of operating the BRT Alternative 3 done a probability projection study that the cost of gas, let alone availability, could increase by the same factor of 3 or more in the next 18 years? If not, what would be the revised estimate of operation for BRT Alternative 3 if a similar inflation in gas cost of 3x or more were to materialize?

How would LRT Alternative 5 compare in that case? What are the projected fuel efficiencies of the BRT vehicles?

Is it visionary to plan a long term transportation solution that will rely upon a politically unstable energy source that competes for supplies with private transportation (cars) and is vulnerable to self-serving special interests and a strong oil lobby in Washington?

Could the BRT run on natural gas? If not, would the LRT option 5 be more competitive?

Thank you for the reply. I thought about your O&M calculations and consider that most likely Metro receives a discount from the price the average driver pays for diesel. Using the compounding inflation rate of 3.15% provided, and the 2008 base value of \$2.82, that works out to \$3.19245 cents per gallon of diesel in 2012 dollars. From the Gas Buddy website, we find the low for diesel in the area today is \$3.83, and the high is \$4.59. Averaging those produces \$4.21 per gallon, a reasonable approximation of the average current levels we have been facing. If we contrast and compare the



Metro numbers producing \$3.19 versus \$4.21 in the market today, it looks like the model is 32% too conservative in the projection over four years from 2008 until 2012.

Considering that, my thought is that the factor of error will be considerable by 2030. I am not comfortable with the Metro model's input and outcome based upon this comparison, and continue to have low confidence in the O&M assessment favoring BRT over Light Rail because of that. I am wondering how to reconcile the annual compounded inflation rate in your model versus the annual compounded inflation rate using my numbers. Perhaps your study accountants could give the question some review and get back to me.

- I would rather have LRT.
- Thank you for the opportunity to comment on the alternatives analysis. My foremost concern is that the existing express bus service (specifically route 351) be continued in its current form, or with expanded buses and hours. Based on what I have seen from the proposed alternatives, the park and ride locations and transit times would be much more inconvenient than the express bus I currently ride. If the 351 route was eliminated, I would likely elect to drive into St. Paul, instead of driving up to a Park and Ride location at I-94, or having to take a feeder bus and transfer. Also, if the Woodbury Drive BRT stop is in the middle of the median of I-94 (it appears to me that it might be), I highly recommend moving it to the south side of I-94. It will be undesirable to cross over I-94 after parking, particularly in winter.
- These are my thoughts in the comparison of the final two alternatives (3, 5). I believe the additional capital costs of alternative 5 would be seen in the longevity of equipment and coolness factor of the light-rail cars. on top of possible combination of routes AKA a run that would continue on from St. Paul to Minneapolis via the new Capital corridor. This would allow for a continuous ride and not having to wait in the cold for an additional transportation method. Also would reduce the amount of immediate train costs if needed as current trains could be used if needed. I also believe that the light rail option would be a better increase for property values of the area as a bus will always be a bus and the light rail brings back our street cars from long ago. I believe it wise to have an express service to WI though I like the idea of continuing it to Eau Claire to increase the ridership without really increasing the capital costs. I also think that having the maintenance facility already in St. Paul for light rail would be able to be used and reduce the need to build more where I see a lot of full bus lots. I also recognize that a light rail train would be able to have an easily increased capacity without the hiring of additional drivers. This will maintain lower inefficiencies within the line as well. I also feel that future neglect is less likely to happen with light rail and continue to have a highly presentable transportation ride for years to come. These are my comments of my preferred alternative (5). Feel free to contact me with any additional questions or clarifications.
- I have lived in Dayton's Bluff for 3 years now. I endorse the plan 4 for the BRT to run along 7th street. It will help promote more business and traffic along the area and not allow the BRT to sidestep the neighborhood. I would prefer BRT to light rail due to the costs of infrastructure and inflexibility moving into the future. Please let me know what the chances of doing plan 4 would be. Please help bring more activity to 7th street and metro state university.
- As a resident of Dayton's Bluff for 10 years, I've been active in my block club, worked on community engagement with Dayton's Bluff Community Council, connected with Make it Happen on East 7th, and have worked with Eastside Prosperity Campaign on Engage Eastside initiatives. I've attended a majority of Gateway Corridor community meetings for Eastside residents, and am writing to let you



know about my disappointment and frustration with Gateway plans as they move forward into the Environmental Impact Study phase.

I assumed before this process started that political figures would seek consensus on the best possible route, and that leaders would move us forward through conflict toward a promising future. I also thought that a great many citizens and a variety of groups would be consulted before any major decisions would be made. I expected the Gateway Commission to convene some kind of citizen advisory board, or hire community organizers. It seems I was more than a bit naïve.

Through my involvement, I've come to the conclusion that community engagement efforts surrounding the Gateway Corridor have fallen into the following categories:

- Oversimplified, even overdramatized write-ups in local news
- Gateway Commission meetings with community councils – who have historically been uncommunicative to their communities
- The Commission's autocratic community meetings with low turnouts—until Engage Eastside publicized them using their own nonprofit grants.

With regard to St. Paul, you folks printed a lot of flyers and sent out a few press releases, but left it up to chance just how much press coverage this received, and where those flyers went (with the exception of the excellent Lyssa Leitner, who sent some to Engage East Side). Engage East Side, for their part, could only afford to publicize to people directly on the proposed routes, which skewed the constituency that political figures heard from with regard to what we Eastsiders want for our future.

I live at the corner of Hudson Road and Mounds Boulevard. That makes me one of those neighbors that could easily become a naysayer. I could be the one shouting at meetings, being terrified or angry, sending you desperate pleas about how I don't want my house to disappear. Of course, I don't really want to lose my house – unless someone can demonstrate that it's the best way forward for the whole community. However, no one ever asked Dayton's Bluff residents as a whole what would be best for us. Instead, Gateway gave us lectures from technocrats with few people skills—Andy Gitzlaff chief among them.

No one but Engage Eastside asked transit users what they wanted as part of their vision for the Eastside. I was one of the folks who talked to people about their continual frustrations with getting around. I've talked to Tabitha DeRango of Make it Happen about the fragile small business prospects of East 7th St. without some major influx of cash into development efforts here. We have that huge swath of land owned by the Port Authority which would've benefited greatly from any route that involved East 7th. And none of that seemed to factor into the alternatives analysis.

After reviewing the data on federal funding criteria and evaluation of the various routes that Gateway explored, it is my opinion that the Hudson Road routes were chosen primarily to get the federal funding, rather than building the most comprehensive and lasting benefits for the East Side. That doesn't make me feel good about giving up my home, and it doesn't make my neighbors feel very good about once-in-a-lifetime infrastructure funds being squandered, rather than building prosperity and stability on our Eastside.

I'm fully prepared to listen to more opinions—particularly ones unburdened by fear and grounded in logic; perhaps I'd come to a different conclusion. But those voices just have not been present in any



of the forums I've been privy to. Gateway meetings, again, have been poorly facilitated and detail heavy, with no opportunities for analysis or substantive debate.

All told, there was a failure of leadership, as our elected officials didn't effectively communicate their hopes for a future in transit-oriented development. But the Gateway Commission also failed in its community engagement in finding the locally preferred alternative. Moving forward, I hope that the Gateway Commission will be honest about the political ramifications of using Ramsey County, state, and federal money to fund a project that will overwhelmingly benefit suburbanites; furthermore, the possibility that the two alternatives moving forward may cost the Eastside political capital when we ask for a more urban and central streetcar or BRT line. People need to know this stuff, and you have certainly shirked responsibility to communicate these matters.

- I am curious if the line does run on Hudson Rd. north of 94. How will it affect the houses that are on Hudson Rd. Specifically the houses around XXX Hudson Rd. which I own.
- Thank you for the opportunity to comment on the Alternatives Analysis of the Gateway Corridor. As a fairly recent resident of the Dayton's Bluff community, I wasn't as aware of the Gateway Corridor Study as I probably should have been. I wish I had the opportunity to comment earlier in the process.

As the owner of a 1902 "historical" Dayton's Bluff house, I am deeply concerned about the impacts of any large scale project on the fabric of the neighborhood in which I live. As a former elected official in the San Francisco Bay Area and participating member of the Association of Bay Area Governments regional planning body, I also am very interested in transportation issues as they relate to economic development, affordable housing and urban sprawl.

I have several concerns about the Alternatives Analysis (AA) including the duplication of existing service; calculation of commute times; economic impact within Dayton's Bluff and East St. Paul; impact on affordable housing; quality of life impacts; and impact on urban sprawl.

I choose to live in the Dayton's Bluff community, not because it is the only place I can afford to live, but rather, because of the qualities that the community brings to my life with its diversity, proximity to an urban core and mass transit access.

### **Duplication of Service**

The two walk-up transit stops which are proposed for Dayton's Bluff in the alternatives analysis duplicate transit services already available in the neighborhood via the 70 and 63 bus routes, and to a lesser extent the 74 bus route. Excluding wait times, I can catch the 70 Bus at Pacific and Earl and be a Union Depot in about 5 minutes or at my downtown St. Paul office in about 10 minutes, times comparable to drive times. I seriously doubt either the Bus Rapid Transit (BRT) or the Light Rail Transit (LRT) alternatives will offer significantly better service levels to either me or my neighbors.

### **Adverse Impact of Community Quality of Life**

The addition of a restricted transit way is another tear in the fabric of the Dayton's Bluff community. The marginalization of the Dayton's Bluff began back in the 1960's when the first bulldozer blade dug into the homesteads which were once along Pacific Street and Hudson Road to start construction of I-94. In the public meetings held in East St Paul regarding the alternatives under consideration, residents continually brought up concerns about the impacts of all of the various alternatives in individual neighborhoods which are not being adequately addressed.



Not only is there the risk of loss of historical homes which constitute part of one of the largest inventories of Victorian-era homes in the country, the moving of the BRT and LRT alternatives from the median of I-94 to neighborhood street level along Hudson Road has a severe, adverse impact on the quality of life of the families who live there. The potential loss of affordable housing inventory spreads this adverse impact throughout the entire community.

### **Lack of Economic Development Opportunities**

One of the stated goals of the Gateway Corridor Commission is to promote economic development. However, I feel that both Alternative 3 (BRT) and Alternative 5 (LRT) further marginalize the Dayton's Bluff community and other East St. Paul neighborhoods along Hudson Road by promoting, "For the greater good," economic development elsewhere in the more affluent areas along the Gateway Corridor and yet not providing that same opportunity within East St. Paul. I am disappointed that an alternative could not be developed which takes advantage of the existing East 7<sup>th</sup> Street / Phalen Blvd. economic corridor or the Beacon Bluff site.

Expecting East St. Paul communities to bear the adverse impacts of this project without providing associated economic development opportunities within the community, or mitigation, is simply unfair.

### **Adverse Impact to Existing Neighborhood Businesses**

Further, as seen by the Green Line LRT project in St. Paul, these types of projects have a significant adverse impact on local, neighborhood business with a disproportionate burden falling on minority business owners. Small business owners simply do not have sufficient capitalization to withstand the adverse business impacts of projects of this magnitude and the mitigation provided by the Green Line LRT project has not been sufficient to assist them in overcoming those burdens. I would expect a similar, negative impact to the existing neighborhood commercial development along Hudson Road in East St. Paul.

### **Unrealistic Commute Times**

As a long-time commuter within multiple large metropolitan areas in various parts of the country, my decision to use, or not use, mass transit, basically comes down to these factors:

1. Does it take me to where I need to go?
2. Can it get me there with a minimal risk to not meeting my required arrival time?
3. Are travel times comparable to commuting in a private vehicle?
4. Is it comparable to the cost of commuting in my private vehicle?

Over my 30 year-plus work career, using these factors I have made different decisions to be a bus rider, rapid transit passenger, car pooler, van pooler, private vehicle commuter, or some combination of the above.

With these thoughts in mind, I have some concerns about the stated travel times in the AA (17 minutes from Oaks Business Park for BRT; 15 minutes, LRT).

If I were a commuter considering using this transit service, I would need to consider more than the time spent in the seat of the bus. I also need to consider the amount of lead time it would take to get my posterior in a bus seat and then move it to my ultimate destination from the end of the route.

This study does not appear to take into consideration total commute time. When I look at the current times to get from the Oaks Business Park to the intersection of Mounds Blvd & I-94, Google



Maps tells me that I could expect to it to take 13 minutes. As a commuter, I would have to allow wait time depending on the frequency of service ( 0 to 10 minutes), to allow time to get off I-94 to the transit stop (imbedded in the Google estimate), park (90 seconds), walk from the parking spot to the on-boarding area (120 seconds), on-boarding / off loading of passengers at each stop (30 to 60 seconds each), travel time from the Mounds Blvd stop to Union Depot (45 seconds) and then off-load at Union Depot. I believe realistic commute times are more in the 28 minute range rather than 15 to 17 minutes stated for Oaks Business Park.

**...and no there, there**

To think of Union Depot as a destination from a daily commuter's viewpoint is simply not accurate. It is not a destination; it is a transit point to somewhere else. The commuter would have to switch buses, get on light rail, or walk to their ultimate destination; all additional commute time which would be included in their decision to use, or not use, the BRT or LRT.

**Urban Sprawl**

One of my disappointments about living in the Twin Cities area is the lack of attention that is paid to the impacts of urban sprawl on the transportation system, consumption of resources, and general impact on our quality of life. In many ways, the expansion of transportation corridors promotes leapfrog development which in turn provokes the need for additional transportation resources. Local elected officials and planners should be cognizant of this to ensure that a vicious cycle does not continue to develop.

When taking a holistic view of community development, I believe it is important to consider whether there is sufficient economic development opportunities to provide for the overall community's need(s), a sufficient inventory of affordable housing for those individuals who work, or want to work, within the community and a transportation system sufficient enough to support commerce within the community and beyond. I do not believe that this alternatives analysis takes such a view, instead singularly focusing on moving people from point A to B.

As I mentioned above, I have severe concerns about the two alternatives being considered. I believe both of these alternatives have a disproportionate impact, and minimal benefit, to the neighborhoods of East St. Paul. I am deeply disappointed by the lack of economic development opportunities being provided to East St. Paul and the risk that is being presented to existing neighborhood businesses. I am also concerned about the lack of consideration that is being paid to the promotion of urban sprawl.

As a an alternative, I hope you would consider one of these two options: (1)Moving the transit way back to the original proposed location in the median of I-94 or, (2) re-routing the transit-way down US 61 and Warner Road.

- Has there been a carbon foot print study completed on the various methods of transportation? I believe that the lower carbon footprint created over the next 2-3 decades should dictate the decision of which route to use.
- My name is XXX and I live at XXX Maria Avenue, St. Paul in the Historic District of Dayton's Bluff. From my 105-year-old home's second story window I can see both Old Hudson Road and Highway 94. Both I and my husband are community activists. I co-founded the Lower Dayton's Bluff Block Club, have volunteered on the Board of Directors for Dayton's Bluff Neighborhood Housing Service, and been on the Site Council for the American Indian Magnet School for 6 years.



I find it very interesting that both I and my neighbors around me did not hear ANYTHING about building a transit route from "Lowertown", St. Paul through our area of the Historic District to Woodbury and beyond until a few weeks ago. I do recall hearing at public meetings plans to facilitate people through our business district on Seventh Street by Metropolitan State University which made complete sense to me. People who live in St. Paul suburbs already have a way to cut through my neighborhood to go home and it is called Hwy. 94.

That being said, I am a small business owner, and I do understand the need to facilitate business here on our side of the Twin Cities. If a dedicated Bus Transit line needs to be built, it should be built on the highway side of the sound barrier and not touch any of these old houses in the Historic District. My husband and I have put tens of thousands of dollars "bringing back" our old house and we do not want any more traffic rumbling down Maria Avenue. My neighbors in the houses on either side of me feel exactly the same way.

When we bought our house back in 2000 it had a public bus stop on the property. We had to pick up an exorbitant amount of trash and I even had to call to get a few shopping carts picked up by the nearest grocery store that is over a mile away. I was very happy when that bus route was cancelled.

We have bus routes that frequent our business district on Seventh Street as well as several ones that go down Third Street and Earl Avenue. These old houses in the Historic District do not need any more traffic rumbling by, and I flatly oppose any Gateway Corridor plan that calls for removing homes in the Historic District. If a dedicated Bus Transit line needs to be built, it can be on the north side of the Hwy. 94 corridor, but needs to be separated from the Historic District portion of Old Hudson Road by a sturdy sound barrier.

The only way I would acquiesce to using the portion of Old Hudson Road in Historic District of Dayton's Bluff for a Bus Transit Line is if it would benefit, not bypass, my neighborhood. Thank-you.

- BRT along I94 has my preference. It's fast, it will not cost too much to implement, and it will help the economy in the area. When I look at public transportation I look at:
  1. Time spent / flexibility (on how long does it take and the time of service)
  2. Cost
  3. Convenience/comfort (mine)
  4. Economic impact
  5. Environment impact

I currently use the Bus 365 at Lower Afton and Highway 61 to Downtown Minneapolis, or I drive when I need more flexibility.

- It is important that the Gateway Transit Corridor serve the needs of the transit dependent residents who live on Saint Paul's East Side. This area has a high percentage of people who are transit dependent and their access to economic and educational opportunities needs to be a priority consideration for Gateway Transit Corridor planners.
- Crucial to easing of traffic congestion and enhancing economic development and job growth in Washington County is the development of rapid transit along the I-94 corridor from Hudson, WI to downtown Saint Paul.

The Gateway Corridor Commission has done a tremendous job formulating a best use solution for transit along that important transportation corridor. What is especially encouraging is the recent recommendation by the commission for a preferred transit route along Hudson Road in Woodbury,



rather than the I-94 median. Such a recommendation, if implemented, is certain to spur continued economic growth in Woodbury particularly along Hudson Road between Manning Avenue and Radio Drive.

Of particular interest is what's happening with the State Farm site, which has been vacant now for several years. While the property is privately owned, it is important that city, county, and state government leaders do what they can to encourage and facilitate development of good-paying jobs and tax base for the State of Minnesota, Washington County, and the City of Woodbury at the State Farm location. The State Farm site is of special interest due to the fact that it is a highly visible property and represents a significant part of the 'Gateway to Woodbury' along the important Interstate 94 corridor. Having good paying jobs at that site would have a significant positive impact for economic vitality in the Woodbury area.

Either Bus Rapid Transit or Light-Rail Transit would be a sufficient rapid transit option along the I-94 gateway corridor. However, if BRT is chosen the transit corridor should be constructed in a way so that it is 'Light-Rail' ready if a decision is made at a later time to transition from BRT to LRT.

- Have things changed since Lyssa's e-mail to me back in April (see below)? I read a Gateway Corridor article in the Star Tribune this morning that troubles me. See the quote below:

*"Bus rapid transit (BRT) or light-rail trains (LRT) will link to the refurbished Union Depot in St. Paul, where commuters continuing to Minneapolis could board other buses or the new Central Corridor light-rail train..."*

People really need to hear and listen to the voice of the current transit riders from Woodbury. Express buses to Minneapolis MUST be maintained under any scenario. Even a transfer to another bus in downtown St. Paul will be a significant disincentive to ride transit. I know many people, myself included, that will stop riding the bus and get back in my car if a transfer to another bus or (god forbid) the central corridor LRT. The LRT connection will add 20 stops between St. Paul and Minneapolis. The project's own estimate is a 36 minute trip between the downtowns.

Please understand that Woodbury is much more a suburb on Minneapolis than it is a suburb of St. Paul, at least from a work place commuting standpoint. Check out the bus schedules for routes 355 and 375 to Minneapolis (they leave the Woodbury Theater and Guardian Angels Church, respectively) and compare it against route 351, the only route from the area to downtown St. Paul.

- To Minneapolis -- 23 buses each way (13 route 355, 10 route 375); almost all are the high-capacity articulating or coach bus)
- To St. Paul -- 6 each way. They are all short buses (meaning lower capacity).

Do the transit planners and those advising the Gateway commission understand this?

I'm hopeful that Lyssa's statement below and those made to me by Lisa in that past are still true (that 355 and 375 express service to Minneapolis will be maintained) but I remain skeptical, especially given the recent news article.

- I am a resident of Inver Grove Heights, but I have been working and shopping in Woodbury. While I use public transit a lot, my daily commutes to my Woodbury employer have been in a single occupant vehicle. This is due to the lack of any reverse commuting transit service for the area.

Since I use public transportation a lot, (both here in the Twin Cities region and in other U.S. cities) I'm familiar with riding different modes of transit.



I believe the Alternative 3 Bus Rapid Transit provides the best solution for the Gateway Corridor. Having said this, I will need a convenient stop to where I work on Commerce Drive to convince me to use the service. A stop near Rivertown Drive and Hudson Road would be needed. Decent crosswalks and sidewalks will also be needed for me to use the service. I have walked to the Target during my lunch break and it can be very challenging with the traffic. The same thing applies to having a stop near Trader Joes. If there was stop there people still would not use it if they didn't feel safe dodging cars.

Another thing to consider is allowing private bus operators to use some of the Park and Ride stations for connecting to outlying communities. Perhaps Section 5311(f) funding could be used to encourage such service.

- Millions and billions of dollars for buses and trains while traffic congestion on highways 94, 694, 494 continues to grow and no new traffic lanes are planned.

Millions and billions of dollars for a transportation "system" designed to service a very small percentage of Minnesota's citizens.

Millions and billions of dollars designated to create, expand and repair roads and bridges for all of Minnesota. Instead, the dollars are creating a transportation financial black hole that Minnesota citizens are financially FORCED to participate in.

Millions and billions of dollars to invest from another financial source. But, who funds the other financial source? All Americans do. The financial source is the Federal Government!

Millions and billions of dollars to invest, according to the Itasca Project, that will provide a threefold plus financial return by 2023. So why do we have to subsidize each rider?

Millions and billions of dollars to invest into creating a transportation system, according to the Itasca Project, that will come to you. But, to paraphrase Myron Orfield's book "Regions": To justify the system, people will have to be forced into high density housing along the transportation route. Whose lying?

- I am responding to your request for public comments on the proposed gateway corridor project. I request you genuinely acknowledge my comments and do not as you have so elitistly ignored and trashed previous comments you contend you solicited in the past. I refer specifically to April 5th 2012 Public Open House at Woodbury City Hall. I was in attendance for the entire meeting and heard numerous and strong arguments for a "no build" until we have adequately addressed the dearth of roads problem we have. However your summary of comments ignored this input completely and focused on very expensive transit "alternatives".

Unless you think you are hearing from one irate Washington County citizen I want to advise you that is definitely not the case. I represent the consensus and thinking of a great number, and truly a significant number of us out here. The resources to produce and manipulate public open houses are not yet available to us as they are to metropolitan council entities and county boards but they may very soon be available to very concerned folks like me who seek sane affordable transportation solutions.

In this vein of thought do not repeat what the central corridor juggernaut did as it rolled over the genuine concerns and input of University avenue residents and businesses in its consuming desire to construct a few miles of light rail( Which incidentally destroyed the only profitable met transit run in the Twin Cities). Why believe me go yourself to the record of Rep. Peggy Scott's hearing on Sept.



25th 2012 by the Legislative Commission on Metropolitan Government which was held in the State Office Building. In their testimony they tell how their comments were deleted discarded and ignored by those who were supposedly seeking and interested to hear their concerns.

The residents of Washington County now thanks to the candor of Governor Dayton have a clearer idea of how this will be paid for. Read the Star Tribune front page yourself on 11-30-12. Local governments are going to foot the bill for this 20 Billion dollar "investment". This is not the end of it for those of us who want to fight this financially devouring monster. Look for an invite from folks like us soon as our own open house tells the truth.

- I am writing to express my frustration with the process of study that has been embarked upon by this committee however, I do want you to know that I appreciate the time and effort that it takes to carry out a study such as this and the complications of government red tape that must be worked through.

My frustration is primarily with the Federal transportation authorities that demand that if we want OUR tax money to use in OUR state that we must first send the money to Washington where it can be counted and pawed over. Then we have to fork over more money to study the options that only the Federal govt chooses can be on the "menu" and those options DO NOT include roads.

I know that some on the committee may say, "Well we are only following the process - if we want Fed \$\$ (our money) then we have to follow this process". I am simply asking the commission to please acknowledge that the Federal options are not adequate to our needs because they are not providing an option for cars on roads. And please tell this to the Federal government on our behalf.

My fears are this:

1. There will be no added lanes for cars, trucks etc. That is what we REALLY need.
2. There will be a dedicated lane that cars will not be allowed to drive in only buses (a total waster).
3. There will be an added tax in the form of a MN Pass lane.
4. That this is just a precursor to light rail.

We see light rail advocates both within and out of the government bureaucracy ruin our University avenue thoroughfare and businesses lining it. We have seen the Met Council (UNELECTED) go against the legislature to put money into the SW corridor.

I cannot use light rail for my work or driving requirements. The traffic here is bad. Besides that, the bus is not going to help me either for the requirements of my workday. Please do what you can do to build MORE ROADS for cars, trucks ETC. And please just tell us that you heard us and understand.

- While I agree with the BRT suggestion and the additional updates of being able to support Express buses as well as Local buses, the solution detailed only supports travel to St Paul, then a rider would need to transfer to the light rail to continue on to Minneapolis. This would be a great inconvenience for commuters to Minneapolis from the Woodbury, Oakdale and Hudson regions. Current express buses from Woodbury make this trip in about 35 minutes. The central corridor light rail between downtown St. Paul and Minneapolis is already 36 minutes. By not including a direct bus to Minneapolis you will be adding significant time to this commute. I would argue it could be an additional 20 minutes in transit time from Woodbury to Minneapolis. A traveler would now need to catch a bus to St. Paul, then wait for a train. If that is the case I would no longer use mass transit and would drive. I would be interested in this solution if it allowed express buses to use the BRT lanes to



St. Paul and then continue on to Minneapolis. Without this solution I don't believe that your goals for increasing ridership will be met.

- Please add my voice to those who would like to see the public comment deadline of January 3 delayed.
- Dear Mr. Gitzlaff, I would like to express my support for an LRT line in the Gateway corridor, at least from Union Depot to Greenway Ave. This could be an extension of the Central Corridor line, and it would do wonders for downtown St. Paul. Although a bus line would probably be cheaper, I support LRT for this corridor because of the opportunity to directly connect it with the Central Corridor. Thank you for listening.
- I attended the recent neighborhood meeting about the Gateway Corridor, held at Dayton's Bluff Rec Center on 12-18-12. I also attended a Gateway meeting this past March at the East Side Community Center.

Given that Hudson Road is now the preferred route for a BRT, I was surprised at the lack of specific information presented concerning that route. Nothing was mentioned about the width of the right of way that was needed, and whether there would be any traffic or parking on that street. There was also no mention of the size of a station at Earl Street, how many riders would use that station, how much parking it would handle onsite (lot or ramp), and how any overflow parking would affect the neighborhood. There was no discussion about the I-94 sound wall, if it could be moved to better accommodate the bus way, or isolate it from the neighborhood. Also, the described route up Kellogg-Mounds Blvd-Hudson Road was not specific enough concerning the transition from Mounds Blvd to Hudson Road where it crosses Maria. There was also no information of how the bus way would jump the gap in Hudson Road between Johnson Parkway and what would be Barclay and Hazelwood Streets.

Regarding the White Bear-East Seventh route. Local transit upgrades are all that is needed for the 7th Street/ Arcade, Metro State, and Beacon Bluff development to connect with downtown. It would be an incredible waste of money and property to loop the Woodbury bus way up 7th Street and White Bear just to provide service to the area mentioned above. Additionally, Commissioner McDonough was confident that the Rush Line would be using the Phalen Corridor, which is very near East Seventh Street. Again, a poor use of resources to put two transit lines so close together.

- The study has moved too fast, without enough citizen engagement. Please conduct a Health Impact Assessment that stresses full community participation BEFORE deciding that Hudson Road is the best alignment.
- The Hudson Road alignment is not beneficial to our community. It is on the dead outskirts of the neighborhood, and will not entice locals to take a bus down to the freeway to transfer to the gateway. Alternatively, the 7th St./White Bear option would greatly benefit local transit users. It would stimulate economic development in the right place. It would revitalize the Eastside.
- The Mounds Park neighborhood is sandwiched between the bluff and I-94. We are isolated with few streets that connect us to the city. The most important is Mounds Blvd. at I-94. It is already difficult to get onto the Mounds Blvd. strip near the freeway due to commuters speeding as if they were already on the freeway. Adding rapid buses and a 60\ corridor to this intersection would paralyze our neighborhood, and cut us off. We need pedestrian and bicycle links here, not more speeding vehicles. This is a significant gateway entrance to the city, which should be lovely, friendly, and

welcoming. The addition of more traffic lanes would turn the area into a nightmare of pavement and speeding vehicles.

- White Bear Avenue is a major commercial street paralyzed by its narrow width. Although many people would be affected by land acquisition to enable a wider corridor, the end result would benefit the community for 100 years. When higher density housing follows in the wake of a transit corridor here, the commercial district would thrive as never before. Thousands of people could walk to transit to bring them to jobs anywhere in the Metro area. White Bear is central, and serves as a collector route heavily used despite its constrictions, BECAUSE IT IS CENTRAL. It serves people. 7th St. is begging for redevelopment. The loss of 3M hurts. The redevelopment by the Port Authority is suburban in character, and not the vital urban mixed use we need. A transit corridor along 7th would help redevelop the area with a healthy mix of residential and commercial. This corridor is a central and direct path to the destination people want to reach. This destination is central downtown, where you can walk anywhere in a couple of blocks, or jump onto the Central Corridor. The Depot is not a critical destination. Hudson Road is not central, and will not serve local residents. It edges the freeway which has severed our community. Adding rapid buses here will make the canyon wider and more difficult to cross. It is not an alignment that collects people naturally, and it is far away from most residents.
- This project intends to speed commuters from outlying areas into the city. The only benefit to our city will be to select a route that revitalizes our existing streets, spurs redevelopment of higher densities and mixed-use, and centrally serves our residents for transit use. Logically, the transit corridor should follow existing commercial streets used by lots of people already (the proof that they are central and useful). 7th St. and White Bear are perfect choices. Both streets are central conduits, drawing from their surroundings and carrying people to commercial destinations along their paths. The opportunity to upgrade these important streets, and bring them into the 21st century is key to revitalizing St. Paul's Eastside. Ignoring this opportunity, and selecting Hudson alignment, is turning your back on Eastside residents. Rapid buses on Hudson Rd. will simply blight the community, without serving it.
- We have lived in Mounds Park since 1993 and love our neighborhood. We are very excited about the new light rail line and generally support increased public transportation, especially trains. However, we are concerned about the impact the current plan for the Hudson road alignment. Our neighborhood is already cut off from other sections of Dayton's Bluff and we want to make sure that we are not further cut off. Secondly, we have had very little information and time to study this. A neighbor informed me of this. That's how I know anything about it. Please slow the process down so more people are aware and have time to react. And work harder to communicate with people affected. Thirdly, the people in the our neighborhood (to whom I have spoken) feel that the Hudson Rd. alignment would not benefit the neighborhood, while the 7th St./White Bear alignment would greatly spur economic development, and provide useful transit for neighbors.
- I suppose I have no vested interest in what type of Transit is used along the Gateway Corridor, but it just seems a bit ludicrous to use anything in this day and age other than rail! I can understand that the initial costs may be less expensive to use buses, but I beg of you to think more than short term. Buses take up space on the roads, even if they have a "dedicated lane." They pollute and ultimately must negotiate streets to get where they need to go. We can only expand streets so far. Please, please, please spend the money to do our Transit System right the first time, so we don't have to use even more expensive dollars 30 years from now to build rail anyway. I know I live on the other



side of town, but I care about this metro area and we MUST join this century! We are already 20 years behind where we should be. We have to get it right the first time! Thank you.

- I am in favor of pursuing the opportunity to have the Gateway Corridor on the East Side of St. Paul. We as a community need to stop living in the past and look to the future! We need to dream what will be, not what could be or stay with the status quo. The East side has always been a place where people come to start a new life, build their dreams, challenge themselves! By us not seriously looking at the Gateway Corridor and then the potential it has for our community, we are denying ourselves the opportunity to start new lives, build our dreams, conquer our challenges! I am in favor of the Gateway Corridor and want to see the process of making it happen continue on the East Side!
- I would like to thank you for the community meeting 2012.12.18 regarding this issue. I was not aware that this was at the level of progress it is and I acted on this meeting only because it was a flyer on my door that stood out among the daily mail or the Dayton's Bluff Press.

One point I'd like to address is one point of miss-information portrayed at the meeting. In my review of the web site TheGatewayCorridor.com and the associated documents about the study, the transit options being considered etc...it was noted that the alignment along Hudson Road for the BRT/LRT options will be along the Interstate 94 freeway westbound lane (i.e.: Hudson Road) out to the 694/494 interchange. During the community meeting it was NEVER corrected during discussion that the route would be along the freeway and NOT actually along Hudson Road. Residents of Hudson Road, and myself, were led to believe that this would be built on Hudson Road so we were addressing our concerns on that premise. Am I correct in this assessment? Concerns regarding the Gateway Corridor alignment:

1. I agree with the alignment and hope it occurs. I think the Hudson Road choice is the lowest cost option that allows other feeders to bring people to the stations for access to the line.
2. I would **STRONGLY** like to see the LRT option built. It is a more costly option but had a MUCH longer life span and greater long term durability than the BRT. I feel a BRT option is just a glorification of the current bus system we currently have and the automobiles people use. The BRT are still subject to the same impact of weather, traffic (though a bit less so w/ the dedicated lane), accidents etc. that existing bus/automotive traffic does. LRT is the future...automotive base options such as the BRT are the past.
3. Consider the impact of future petroleum market on a BRT line vs a LRT line. The cost of fuel, tires, BRT roadway (it's still asphalt like the freeway) and annual maintenance vs the longer term durability of the LRT infrastructure. Electricity vs liquid fuel (gas/diesel).
4. The LRT is newer, advanced technology and can more easily grow with the surrounding communities by adding trains.
5. The LRT is different, comfortable, faster, more efficient, cleaner and it stands OUT as a transportation mode and I feel will bring in more travelers than a glorified bus system.
6. The BRT option is a so-so attempt to do something half-way to address our population/transportation issues in St Paul and East communities but doesn't \*really\* address it long term. Sure it requires some infrastructure, but no more so than a new freeway lane or a bridge. It improves on what we have but does not address the need to truly change it. LRT does that.



7. I would like to see some street improvements to the area along Hudson Road to make access more attractive for uses of the new transit mode.
  - Replace the fencing on the Earl Street bridge with ornamental railings & clean up the rust-stained concrete.
  - Add ornamental, aesthetic pleasing lighting, to match the previous lighting installed during the street improvement project several years ago, in the area of Hudson Road/Earl Street, Pacific St/Earl Street.
  - Add emergency call boxes with the blue light poles at all stations and in the area for safety.
  - Green improvements and other aesthetic design considerations.
8. If the alignment is actually along Hudson Road and construction would there for impact residents directly:
  - I would like to see some grants/low interest/forgivable loans for Hudson Road residents for use to building/replacing the parking areas/garages for homes where parking issues will be impacted.
  - If home values go up because of this and property taxes increase, I would like to see home owners that are adjacent to this have any sharp increases tempered by being spread out over 5-10yr

We would rather see the Gateway Corridor WAIT and delay its choice for several years to be able to build an LRT instead of a BRT now.

- I am very concerned that when speaking to most of my neighbors at a recent meeting most of them were unaware that this was even happening. This is not something that should be taken lightly. White bear Avenue is a major artery through our great city, and having a train going down especially so close to where it intersects an interstate is irresponsible. On the east side of St. Paul we already have public transportation that is very efficient in the form of buses. Please allow more time before moving forward for more awareness, and for a better plan that would be less invasive, intrusive, and permanent. I do not want this train going through my neighborhood, and I am not alone. This will be devastating for local businesses especially for those that are on White Bear Avenue, and 7th Avenue where parking is already difficult. This would also pass very close to at least 2 churches. Please reconsider moving forward with this proposal. There is a better way to do this.
- I would like to express some concern I have with this project proposal:

As was repeatedly reiterated at the community discussion at Dayton's Bluff Community Center, the action on this seems to be moving too fast. Almost all of my neighbors - even the most involved, are unaware of this happening. This is a serious problem. I would request for more time and Eastside awareness, involvement, and I feel all points of view should be considered and treated with respect for the concerns they raise. These need to be aired, discussed, considered, and go back to the drawing board. This is how decisions are made best, not when things are pushed through without community support. More time is needed to get the best result and open and honest assessment will be needed for that end.

I understand a variety of the monies for this project come from a variety of taxes. It appeared to be about a dozen different tax sources - much from federal funding. I find this type of consideration insulting given that we are \$16 Trillion in Federal debt. How can we represent as beacons of hope

when it's built on the backs of our children? We are saddling not only ourselves, but future generations with massive amounts of debt. But, we'll have LRT or BRT to show for it!... This leads me to my next point.

Within the community meeting, I came to understand that there are areas currently that we do not have public transportation options for. I am unaware of these areas, as a long time Eastsider, as the bus is quite convenient, but I submit that I do not have the data on this. My question really is why are we not looking to our current public transportation option - the bus? The public bus system is great for a lot of reasons - it is quite convenient, a route can be changed very quickly as populations expand or contract as well as adapt to their ever-changing habits and transportation needs. Buses are flexible, efficient (and more so now), and here's the bigger point. Who knows what technology may be around the corner? When we build these massive structures it is investment for a "century, a permanent investment" as Jim McDonough had stated during this community meeting. Who are we to say what wonderful technological achievement may be around the corner? And why stunt it by paying for old technology today and tomorrow?

I appreciate your consideration to these concerns. I am especially concerned with the first point, we need more time.

- Please, EXTEND THE DEADLINE! (This whole thing seems so rushed...)

One of the "goals" for this project is to protect the natural environment. I am concerned that the BRT or LTR along Hudson Rd will negatively impact the "Historical" block that I live on as well as the surrounding neighborhood. There are some beautiful homes around this area that are surely on the partial or full take list. It breaks my heart to see historic homes and places disappear. Please consider minimal disruption to the current proposed routes in the Dayton's Bluff area. I could imagine a light rail or something to that effect running down the center median of 94. There may be some room there to as far as for Hudson Rd, a street already reduced to one-sided parking, near Maria there is not room.

Who is going to maintain "it" after federal grant money is used up? How will the people in this neighborhood be able to afford something so costly? Why can't W.I. share in the expenses along with the suburbs of MN?

Shouldn't we wait and see how the new system down University is going to work, or not and see what's flawed BEFORE we build another system?

Is the neighborhood around this proposed transit going to help this area around Dayton's Bluff flourish, or will it decline worse than it presently is?

How will this effect crime??

With that said, Saint Paul does need a facelift and some TLC- Tender Love & Care- NOT a Transit Light-rail Catastrophe! Please take a long look into the future of this project and keep my community, Dayton's Bluff, in your consideration as this project progresses! I want change, but I want to insure the change is for the better. As a young adult I do not think that a totally technology based system is not practical even though it is apparently the only way to move.... it this healthy for the human race?

- I would like to express some concern I have with this project proposal:

Time. There has not been adequate time to inform residents of our community of this project and figure out if they even want it. The action on this seems to be moving too fast. This is a serious

problem. There need to be more community discussion sessions and they need to be advertised to everyone. This is how decisions are made best, not when things are pushed through without community support. More time is needed to get the best result and open and honest assessment will be needed for that end.

Cost. I understand a variety of the monies for this project come from a variety of taxes. It appeared to be about a dozen different tax sources - much from federal funding. I find this type of consideration insulting given that we are \$16 Trillion in Federal debt and OVER \$100 Trillion in debt if you include [unfunded liabilities](#). Additionally, the MN Street Car Museum's [article](#) highlighting the history of transit in MN states, "There was money to be made from scrapping the cars and infrastructure and substituting a lesser service, and that is exactly what happened. Ridership dropped dramatically. By 1954 it was down to 86 million and the streetcars were gone.

Twin City Rapid Transit survived until 1970, when its assets were purchased by the Metropolitan Transit Commission.

Transit was becoming unprofitable, and the transaction was part of a national movement to preserve transit systems through government ownership." There's a reason private companies no longer invest in mass transit/light rail...it's not profitable.

As taxpayers, we simply cannot afford these projects.

Ridership. According to the history of transit by the [MN Street Car Museum](#), "Transit ridership, which had peaked at 238 million in 1920 and slumped to 100 million in 1933, rebounded to 201 million in 1946. In 1949, 36% of all trips in the metro area were made on transit, compared to less than 5% today." Yet in this [article](#) in the Star Tribune just a year ago touted topping 80 million riders. Let's compare the the numbers and realize transit ridership is nowhere near what it used to be and it will continue to drop. Additionally, most of those 80 million rode buses, not light rail. The streetcar system couldn't adapt to changing demographics and expanding communities. The automobile offered more freedom to people and they became more affordable. The Bus became more adaptable to changing routes and demographics. I strongly urge you to consider either Mass Rapid Transit Buses or doing nothing at all.

I appreciate your consideration to these concerns.

- As someone who works on the East Side and runs an organization that advocates for building strong communities, I want to see that at least one of the East Side Alternatives be brought along into the DEIS, with the two alternatives that were selected earlier. This is a young, diverse and transit dependent community that as a population, makes up one third of the population of St. Paul, and we feel that our transit and economic development needs would not be met by either of the currently selected alternatives. For these reasons and more, I would ask that at least one of the East Side Alternatives (4 and/or 6) be moved forward into the full-planning phase.
- I am the Executive Director of the East Side Neighborhood Development Company. As a volunteer for the University Avenue Business Association, I also do the quarterly storefront vacancy survey on the Central Corridor (Little change in the vacancy rate so far despite dire predictions).

I am a long-time supporter of LRT.

For me, LRT only makes sense coming up East 7th and then south on White Bear for the following reasons.

1. East 7th is wide enough.



2. It will serve Metro State better than the other routes.
3. It will be a catalyst for the large former American Linen redevelopment site just up from Metro State.
4. It will serve the Beacon Bluff 65 acre redevelopment site including providing mass transit for thousands of patients going to the new Eastside Clinic there that is under construction.
5. It will be a catalyst for denser housing development and provide economic impetus for East 7th to progress as a commercial corridor.

All of the above will bring tax base and economic activity that the beam-them-to-the-burbs routes will not.

It will also be a shame to squander connectivity to the Phalen Corridor and the new 35E Cayuga Interchange and the economic value that can be added by not creating proximity between those and LRT.

Further, I can guarantee that a strong opposition will emerge based on federal, state, and local dollars going to essentially ship people in from the burbs by mostly bypassing the Eastside. I have first person knowledge that attorneys involved in the Rondo lawsuit are already laying the groundwork. If you recall, the community needed to go directly to the FTA to get the three stops added. This time around many of those same players will be vastly more sophisticated. So, be prepared for that tussle.

Finally, the argument that the takings would be excessive fall flat, because experience with light rail and freeways elsewhere in similar neighborhoods strongly indicate that many home and commercial property owners want the compensation.

So, please leave the East 7th alternative on the table.

- As a resident of the East Side and frequent transit user, I am VERY disappointed with the final plans for the Gateway Corridor. It only serves suburban riders. Skirting the edge of the East Side puts the Corridor out of reach for most of us. It is too bad a few vocal business and home owners were able to able to derail alternate plans that would bring the Corridor through the center of the East Side and serve so many more riders. Yes, it's cheaper and easier to bypass us, but we are heavy bus users. This plan is short sided and does not serve the City of St. Paul now or in the future.
- As someone who lives and works on the East Side, I want to see that at least one of the East Side Alternatives be brought along into the DEIS, with the two alternatives that were selected earlier. This is a young, diverse and transit dependent community that as a population, makes up one third of the population of St. Paul, and we feel that our transit and economic development needs would not be met by either of the currently selected alternatives. For these reasons and more, I would ask that at least one of the East Side Alternatives (4 and/or 6) be moved forward into the full-planning phase.
- I think it is vital that there is an extension of comment time. There has not been enough effort to publicize (to public!). Plans for central corridor for route was already set before most people got involved. This deadline is so arbitrary. People who currently take the bus need to have information on how to comment (i.e.: info on hand out with transfer), ongoing community gathering for comments, people who do not utilize current horrendous public transportation options that would use light rail need to have an easy avenue for sharing their opinion to determine direction of gateway corridor now.



Idea that could work. Spend the funds for getting Gift cards from (Target or cub or\_\_\_\_) given out at end of series of community meetings that have food and childcare.

- As someone who lives/works on the East Side, I want to see that at least one of the East Side Alternatives be brought along into the DEIS, with the two alternatives that were selected earlier. This is a young, diverse and transit dependent community that as a population, makes up one third of the population of St. Paul, and we feel that our transit and economic development needs would not be met by either of the currently selected alternatives. For these reasons and more, I would ask that at least one of the East Side Alternatives (4 and/or 6) be moved forward into the full-planning phase.
- As someone who works as a pastor on the East Side, that is located across the street from an elementary school, I see the tremendous need for better transit options for these young people and their families.

I want to see that at least one of the East Side Alternatives be brought along into the DEIS, with the two alternatives that were selected earlier. This is a young, diverse and transit dependent community that as a population, makes up fully one third of the population of St. Paul. Good transit means access to opportunity and for Saint Paul and our region to fully utilize the gifts and abilities that the people of the East Side possess, it is critical that we do not leave entire communities on the margins. I feel that our transit and economic development needs would not be met by either of the currently selected alternatives. For these reasons and more, I would ask that at least one of the East Side Alternatives (4 and/or 6) be moved forward into the full-planning phase.

I am writing to advocate that the Gateway Corridor Commission:

1. extend the comment period on its current recommendation to March 1 so that more community members can have a voice in this process which will so seriously affect them;
2. include in the DEIS at least one of the East Side Alternatives (4 and/or 6), to bring transit into primary thoroughfares of the East Side neighborhoods of St. Paul--East 7th Street and White Bear Avenues;
3. carefully weigh the economic costs and benefits of all of these alternatives as well the disparate impact on racial communities; and,
4. incorporate the City of St. Paul's streetcar study for its viability in providing an alternate mode of connection to LRT and BRT.

I work on the East Side and, in my capacity here, interact regularly with East Side residents, organizational representatives and small businesses. I am aware of a recent survey, conducted with a highly diverse group of 600+ East Side residents that revealed overwhelming support for expanded transit options in the area; these predominantly low-income people of color stand to lose the most if transit investments in the Gateway Corridor bypass this young, transit dependent community. I believe that these survey results have been submitted to the Commission. If not, I would be happy to provide a summary.

As a long-term resident of the Hamline-Midway in St. Paul, where the Central Corridor/LRT Green Line is currently under construction, I am quite aware of the disparate effects of transit on neighborhoods, economic development and individual property owners. I do not minimize these concerns. However, a project of this magnitude warrants your serious consideration of additional alternatives that could, potentially, serve the long term transit, economic development, and equity



needs of East Side communities, where 1/3 of St. Paul's population resides. I urge you to move the East Side Alternatives (4 and/or 6) forward into the full-planning phase.

- I'm the managing partner in a partnership with my son, we own 5 commercial buildings in the 7th and arcade area. They all face E. 7th. I would be very much opposed to the light rail line going down E. 7th. for the following reasons:

The real estate tax on our building is currently \$55,000 each year, that is over 50% of our gross income. We have less than half of what our tenants pay to pay the mortgage and repairs. We get the money to pay those taxes from our tenants whom operate 11 businesses in those buildings. We also own a printing company at 790 E. 7th. We get not 1penny of business from the City of St. Paul, even though we are qualified as a minority owned business. I have witnessed what has happened on University and there is no way we could pay the taxes that we currently have because our tenant can barley pay their rent now. Take away the business that comes from cars and my tenants and I will be bankrupt. I know that doesn't mean much to big government but it is fatally catastrophic to me and my tenants!!!

With all the people the study anticipates will use the light rail to leave our East side community to shop, eat, work what does that leave for the East side? Derelict houses and derelict people. The young people who want the light rail should build what we have ON THE EAST SIDE. We birthed companies like Hamms, Whirlpool, and 3M and the city St. Paul with their anti business attitude, taxed and regulated them out of town. WHAT ARE WE LEFT WITH? DERELICT HOUSES AND DERELICT POEPL. LET'S BUILD THE EAST SIDE, NOT MOVE THEM TO GRAND AVE or Minneapolis on light rail. DOWNTOWN IS DEAD AND DYING, YOUR KILLING UNIVERSITY WITH LIGHT RAIL AND NOW YOU WANT TO KILL THE EASTSIDE WITH LIGHT RAIL!!

IF YOU WANT TO HELP US GIVE US PARKING PLACES. PART OF YOUR GOVERNMENT IN ST PAUL, REVIEWS BUILDING PERMITS AND WILL NOT ALLOW A COMMERCIAL PERMIT TO BE ISSUED IF THERE IS NOT ENOUGH PARKING. FOLLOW THE RULES YOU MAKE!! THERE IS NOT ENOUGH PARKING ON E. 7TH SO DON'T TAKE AWAY WHAT THERE IS WITH LIGHT RAIL. IF YOU WANT TO RUN LIGHT RAIL THROUGH THE EASTSIDE PUT IT IN THE RESIDENTIAL NEIGHBORHOODS THAT WANT IT, NOT ON THE MAIN ARTERYS WHERE THERE IS NOT ENOUGH PARKING SPACE NOW. TAKE THE OLD RUNDOWN HOUSES PEOPLE HAVE LET GO BACK TO THE BANK AND THE CITY FOR TAXES AND TEAR THEM DOWN AND RUN THE LIGHT RAIL THROUGH THE NEIGHBORHOODS THAT WANT THE LIGHT IF THEY WANT IT SO BADLY. THAT IS WHAT THE CITY DID IN THE RHONDO AREA, RAN HWY 94 RIGHT THROUGH AND DESTROYED A NEIGHBORHOOD, BUT THEY GOT RID OF SOME DERELICT HOMES.

I know you planners dream of high gas prices and everybody moving back to urban environment, planting gardens on their roofs and riding the LIGHT RAIL. But as soon as they get a dime in their pocket, they buy a car an move to the "burbs". You had light rail in St. Paul, 60 years ago, you called it "streetcars". You know what you did, you ran them out of business and bought busses, what happened to that great idea?? If it was so great why are you trying to bring it back and calling it light rail. My wife and I are old enough to have ridden the street cars, can't you tell by my rant, ha! If the street cars were so great why did you get rid of them??? THIS IS A SERIOUS QUESTION SOMEONE SHOULD TRY TO ANSWER FOR ME, FOR US, FOR YOURSELVES!

Let me summarize. If you put light rail, down E. 7th, you can include in your acquisition cost of my 5 commercial buildings because they will be worthless to me and to my tenants. If you want to help us get us parking and get rid of your overburdening regulators and their taxes.

One of my tenants just called my son, Supermercado on the corner of 7th and Arcade just got a 3page list of modification she has to make to the plumbing and her store from the health dept. She is too scared and too poor to fight the demands of the health dept. or to comply with the 3 pages of modifications. The building was passed and approved less than 5 years ago and now they are going to put her out of business because they have a new gung ho inspector, or the inspectors wife yelled at him before he left for work. Now I'm without a tenant and I have a mortgage and an \$18,000 real estate tax bill with no income. And you want to further screw things up by taking the traffic which is the life blood of commerce and customers on E.7th.

Thank you for listening, I'm very concerned about our future on the Eastside, I hope you choose well, our futures all depend on you.

- I work for St. Paul Public School Adult Basic Education and we would like to see better transit access for the residents and business on the East Side of St. Paul. We have an number of satellite sites that offer quality adult basic education that residents of the East Side need and deserve access too. I want to see that at least one of the East Side Alternatives be brought along into the DEIS, with the two alternatives that were selected earlier. This is a diverse and transit dependent community that as a population, makes up one third of the population of St. Paul, and we feel that our transit and economic development needs would not be met by either of the currently selected alternatives. For these reasons and more, I would ask that at least one of the East Side Alternatives (4 and/or 6) be moved forward into the full-planning phase.
- As someone who lives/works on the East Side, I want to see that at least one of the East Side Alternatives be brought along into the DEIS, with the two alternatives that were selected earlier. This is a young, diverse and transit dependent community that as a population, makes up one third of the population of St. Paul, and we feel that our transit and economic development needs would not be met by either of the currently selected alternatives. For these reasons and more, I would ask that at least one of the East Side Alternatives (4 and/or 6) be moved forward into the full-planning phase. Thank you for your time and consideration.
- I have lived on the East Side for almost eleven years and have been an active participant in the community for all of that time. Dayton's Bluff has at last received long overdue funding to match its residents' and community council energy to instill life in the businesses on East 7<sup>th</sup> Street. I shop on East 7<sup>th</sup> Street and I know my neighbors in the blocks surrounding East 7<sup>th</sup> Street.

I am asking that a greater part of East 7<sup>th</sup> Street be a primary part of the planned transportation. Using a Mounds route simply moves commuters from one end to another. Dayton's Bluff has for too long been pushed aside. As East 7<sup>th</sup> Street welcomes more businesses that entice riders and residents, East 7<sup>th</sup> Street screams to be included in the primary route. I understand that some of the funding comes from federal dollars and measures the impact of transportation on the area neighborhood. I also know that one can read statistics and surveys to make any sense one desires. Seriously, look at the impact on those residents who lack personal transportation and income to take advantage of choices in outlying areas. Transportation here will also benefit those low income and homeless who live in downtown St. Paul, spend days at Metropolitan State University and the public library, with time traveled to their part-time jobs in outer areas. I've talked to enough to know many people depend on rides from others. We need LOCAL, dependable transportation that will make a POSITIVE economic impact on people in the 7<sup>th</sup> Street area – NOT pull economics AWAY!

- As someone who lives/works on the East Side, I want to see that at least one of the East Side Alternatives be brought along into the DEIS, with the two alternatives that were selected earlier.



This is a young, diverse and transit dependent community that as a population, makes up one third of the population of St. Paul, and we feel that our transit and economic development needs would not be met by either of the currently selected alternatives. For these reasons and more, I would ask that at least one of the East Side Alternatives (4 and/or 6) be moved forward into the full-planning phase.

- I am concerned about the Gateway Corridor Light Rail transit. My main question is this: How will this affect the residents and businesses along 7th St. and Old Hudson Road, and other streets? I want to see more jobs in east Saint Paul, but not people and businesses displaced, like on University Ave. I am especially concerned that all residents have an equal say, regardless of their economic standing or race. We can't rush this through without careful consideration. We must encourage growth without sacrificing our residents' wellbeing.
- A few thoughts:
  1. In my experience around the world, in the area around the station/stop, an economic hub is developed because of the increase in density of travelers.
  2. Housing and property values also increase along the line because of increased access to the area.
  3. Economic development and increased property value are some of the most needed things around the East Side.
- The study addressed community impacts on 7th and White Bear: \*in the short term \*on the negative side. We need alternatives in order to choose responsibly. Will the commission offer examples of community impact \*in the long-term \*on the positive side - investment outcomes - based on prior projects outcomes? Can the likely investment return in this area be projected?  
If the line won't open until 2021 we can afford another 60 days for comments-> March 4.
- How is this project funded? Whether any impact the neighborhood property taxes, both commercial and residential? What is the benefit to Dayton's Bluff? With concerns of the federal budget deficit, is there or will there be funding available for this project?
- We need more time to engage ethnic communities.
- The success of this project will be determined by the lines that connect to it and get people all around the East Side.
- Equity. Workforce. Who benefits? Who gets ripped off? Local economy? Jobs?
- I am the most interested in long-term investment and equity for all East Siders, including communities of color, seniors, and people with disabilities.
- Figure out effective ways to involve all at ethnic, economic, etc. groups in the conversation. Do not move forward until everyone is at the table for discussion.  
Extend the deadline for community feedback.
- More participation. Impact on property taxes/values projections are expectations?
- Extend deadline.  
Provide understandable, accessible information.



Why couldn't Phalen Boulevard be used as the corridor?

Why couldn't existing Eastside public transportation be enhanced before funds are allocated for the Gateway Corridor?

- Slow the process down. Community notification plan? Health impact assessment: fund it. More initial engineering info on the website. Not enough time for community comments!
- Extend timeframe for comment by two months. Improve communication to east side, specifically Dayton's Bluff.
- Why do any public transportation? Cars get me where I need to go. Why not improve my roads? Why not stop raising the cost of my car to force me into a stupid Public Transportation. Cars would be cheap for All if government didn't demand that automobiles be so efficient, so safe, so light, so everything they won't be built cheap anymore because there is no cheap cars anymore! Then government makes fuel cost go up with blend requirements, mineral contents, ethanol subsidies, seasonal blends, gas taxes 4x's the profit the big bad oil company gets. Now we cry the poor can't afford a car to get to work, why? Because the Government wanted to help the poor have the best car but now they can't buy it anymore because they can't afford it because the government interferes.
- The most efficient method of transportation is the automobile. The most cost effective method of transportation is the automobile. The most accessible method of transportation is the automobile. So why do we keep throwing my and my neighbor's hard earned money that we earn and you steal to these loser projects that lose money year after year. Expand the road system that my gas taxes pay for. Quit borrowing money on Metro Transit to lose. 20% of the operating cost came from riders, the rest is stolen from property owner's and car drivers. Just stop wasting money, borrow less money. It all loses money. Building more will only lose more money. Stop the Madness.
- Please give us more time to organize, get information and give feedback. More information to disseminate in neighborhoods and organizations.
- Can we have a point place to obtain information regarding the process of the projects? A place to have specific questions answered? We appear to need more time!!
- I am deeply concerned that the planning for public transportation has come down to neighbors fighting neighbors. It should be a time of neighbors cooperating to insist that planners do what is right for the area rather than what is convenient. If we are considering using Dayton's Bluff as a corridor through which to get suburbanites to their jobs as quickly as possible, the I-94 corridor with very good bus service is clearly the best option. East Seventh is the emergency route in Dayton's Bluff since it has no stop streets and few lights. We also have less street parking on East Seventh. Hudson Road is residential. Neither of these areas are good choices for trolleys. This is especially true since we already have buses with are substantially more flexible should there be traffic problems along their routes. The bus service, possibly from as far away as Hudson if it's done to move the most suburbanites the most quickly, would have to be far more frequent service than is the normal suburban service from the MTC. Three buses a day aren't going to take anyone out of his or her car. What keeps inner city riders on buses is the convenience of frequent service. Good suburban service has to run at least hourly. Are we serious enough about this alternative to insist the MTC provide convenient service? If, however, the whole point is to insist the East Side accept trolley service, why not use Phalen Boulevard? In theory a trolley service would certainly help



develop a corridor known at the moment for “green space.” The boulevard would not be nearly so expensive in terms of right-of-way acquisition at the Hudson Road or the East Seventh options.

- As a Dayton’s Bluff and East Side resident I believe the Hudson Road corridor is the best route. The 7<sup>th</sup>/White Bear would affect or remove over 200. Hudson Road should have stations with elevators at Mounds Blvd. and Earl. Parking should continue on both sides of the street for the business district at Hudson Road and Earl area. Fix the bus system – city people need to be able to get off and on at all corners – Gateway Corridor has limited stops. Street cars are city resident friendly and should be running on city business streets.

**RESOLUTION APPROVING THE ALTERNATIVES ANALYSIS FINAL  
REPORT**

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

**WHEREAS**, the I-94 Corridor is the principal east/west route for traffic through Ramsey and Washington Counties connecting St. Paul to the eastern metropolitan area and Wisconsin; and

**WHEREAS**, the I-94 Corridor is experiencing robust employment and population growth; and

**WHEREAS**, the Commission initiated an alternatives analysis study to identify the transit solution that best meets the needs of the Gateway Corridor; and

**WHEREAS**, these needs include the Commission's established goals to improve mobility, provide a cost-effective economically viable solution that promotes economic development, protects the natural environment, and preserves community quality of life and overall safety; and

**WHEREAS**, the study concluded that the alignment along Hudson Road connecting the eastern metropolitan area to the region's transit system via Union Depot best meets the needs of the Gateway Corridor; and

**WHEREAS**, the study recommended that both Optimized Alternative 3 Bus Rapid Transit (BRT) and Optimized Alternative 5 - Light Rail Transit (LRT) adjacent to Hudson Road advance into the next phase in the transitway development process which is the preparation of a Draft Environmental Impact Statement (DEIS); and

**WHEREAS**, a locally preferred alternative (LPA) will be officially adopted as part of the DEIS process were additional input will be garnered from the public and business sector; and

**WHEREAS**, the findings of the study are based on a rigorous technical analysis and reflective of the input received by the community throughout the planning process; and

**NOW THEREFORE, BE IT RESOLVED**, that the Commission approves the Alternatives Analysis Final Report.

Approved:

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date Approved by Commission

I hereby certify that the foregoing resolution is a true and correct copy of the Resolution presented to and adopted by the Gateway Corridor Commission at a duly authorized meeting thereof held on the \_\_\_\_\_ day of \_\_\_\_\_, 2013 as shown by the minutes of said meeting in my possession.

	<b>YES</b>	<b>NO</b>	<b>ABSTAIN</b>	<b>ABSENT</b>
<b>REINHARDT</b>	_____	_____	_____	_____
<b>WEIK</b>	_____	_____	_____	_____
<b>LANTRY</b>	_____	_____	_____	_____
<b>ROSSBACH</b>	_____	_____	_____	_____
<b>REINKE</b>	_____	_____	_____	_____
<b>GIULIANI STEPHENS</b>	_____	_____	_____	_____
<b>JOHNSTON</b>	_____	_____	_____	_____
<b>KYLLO</b>	_____	_____	_____	_____
<b>NELSON</b>	_____	_____	_____	_____
<b>LIVINGSTON</b>	_____	_____	_____	_____



**DATE:** December 4, 2012  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** DEIS Scope of Work and Schedule

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

As noted in the 2013 workplan and budget, the DEIS study was part of the approved 2012 budget and any funds received in 2012 for the DEIS will be carried over to 2013.

### **Scope of Work**

The scope of work for the DEIS is divided into two sections; 1) tasks directly required/necessary to complete EIS documentation and 2) supporting tasks to achieve a Locally Preferred Alternative (LPA). Below is a summary of the LPA supporting tasks. The full scope of work will be included in the February Agenda Packet for approval.

Proposed items included in the scope of work that will support the LPA decision making process include:

- Assessment of health impacts
- Scenario planning
- Station area planning
- Cost/Benefit analysis for transit investments
- Visualization including animations and renderings

In addition, engaging the various affected interests along the Gateway Corridor for the entire duration of the DEIS will be very important. To effectively accomplish this objective, staff is proposing that as part of the DEIS a stakeholder advisory committee made up of community and business representatives is formed in addition to the technical and policy advisory committees utilized as part of the AA study.

### **Schedule**

Below is a tentative schedule to release the RFP, review proposals and select a consultant. The schedule is subject to change based on FTA review process.

December, 2012	Prepare RFP
January, 2013	Circulate RFP to local/regional staff and FTA for review
February, 2013	Update RFP based on comments
February 14, 2013	Commission approves the release of the RFP
February 15-April, 2013	Proposals submitted, review process, consultant interviews
April/May, 2013	Commission approves consultant and work commences



**Proposal Evaluation Process**

A proposal evaluation committee (PEC) will be formed to review the proposals, interview candidates and make a recommendation to the Commission on who to select. Due to the scale of the study and its high visibility staff recommends that the proposal evaluation committee consist of a mix of Commission Members and staff from the Commission and the Metropolitan Council. Staff would do an initial screening of the proposals. This is consistent with the selection process for the Gateway Alternatives Analysis solicitation. If desired, the Commission could designate 2 or 3 members to serve on the PEC either at the January or February meeting

**Action Requested:** Information



*Agenda Item #6*

**DATE:** January 10, 2013  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Gateway Contingent Washington DC Trip

The Commission has identified going to Washington DC to meet with our congressional delegation and the US-DOT administration to advocate for the Gateway Corridor as a priority in its workplan for 2013. At the last meeting the Commission directed staff to begin planning for the trip to Washington DC in February. Below are some additional details about the trip:

- Estimated Cost is \$1,000 to \$1,500 per person (based on a 1-night stay)
- Washington County's lobbyist recommends the group should consist of 2 county commissioners, 2 city elected officials, 1-2 representatives from business and 1 labor representative
- Meetings will include both congressional delegation and FTA leadership
- Purpose of the visit
  - Advocate for future funding requests / needs
  - Highlight project progress (AA completion), show unified support
  - Provide input on FTA Rule Making Process for New Starts

Below is the preliminary itinerary for the trip which is scheduled from Tuesday, Feb. 12th to Wednesday Feb. 13<sup>th</sup>:

- February 12th Evening Arrival
  - Commission members and affiliates fly into DC, hotel check-in
  - Late evening - initial planning meeting (location TBD)
- February 13<sup>th</sup>
  - AM - Pre-meeting strategy session (location TBD)
  - AM - Meetings with offices of Senator Klobuchar, Franken, Congresswoman McCollum,
  - Lunch (location TBD)
  - PM - Meeting with Federal Transit Administration
  - PM - Post meeting recap
  - PM - Commission members depart

The following Commission members and affiliates have confirmed that they will be going on trip:

- Woodbury Mayor Giuliani Stevens
- Ramsey County Commissioner Rafael Ortega
- Washington County Commissioner Lisa Weik
- Greg Watson, Woodbury Chamber of Commerce
- Zach Schwartz, St Paul Area Chamber of Commerce
- Kyle Makarios, North Central States Regional Council of Carpenters



Staff support from both Ramsey and Washington County would also make the trip. If other Commission members still wanted to attend it would further strengthen the contingent.

As part of the approved 2013 budget a note was added that gives the Commission discretion to utilize contingency and/or reserve funds to reimburse members for travel on a case-by-case basis provided that prior approval from the Commission is granted. The Commission should decide whether travel expenses for Commissioners should be reimbursed and if so, for what amount. Staff has prepared the following options for the Commission's consideration if it decides that a reimbursement will be offered:

**Option A** – Choose not to reimburse Commission members.

**Option B** – Commission members are reimbursed for the full cost of the trip (airfare, 1-night hotel, ground transportation, meals). Estimated cost is \$1,000 to \$1,500 per Commission member. All receipts would need to be submitted to Washington County staff.

**Option C** – Commission members are reimbursed a set amount. Receipts totaling up to the set amount would need to be submitted to Washington County staff. \$1,000 is the suggested amount per member which will cover most of the cost of the trip.

#### Action

Approval of reimbursement plan for Gateway Commission Members going on the Washington DC advocacy trip.



*Agenda Item #7*

**DATE:** January 10, 2013  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Resolution Supporting Expanding RRA Responsibilities to include BRT

Background

Throughout the Twin Cities Metropolitan Area, county regional railroad authorities (RRA's) are the primary entities that lead the planning, development, design and possibly construction of transit activities. The current state statutes governing regional railroad authorities allow for these activities as long as there is a rail component being considered for the project. RRA responsibilities currently do not include Bus Rapid Transit (BRT) projects.

Washington County has included a plank in its legislative platform to support legislation so the Washington County Regional Railroad Authority may exercise the powers conferred by Minnesota Statutes, section 398A.04, to plan, establish, acquire, develop, construct, purchase, enlarge, extend, improve, maintain, equip, operate, regulate, and protect a bus rapid transit system located on approved transitways included in the Metropolitan Council's 2030 Transportation Policy Plan impacting Washington County, including Rush Line, Highway 36, Gateway and Red Rock Corridors. Other entities including the Counties Transit Improvement Board (CTIB) are considering similar legislative platform items to support the necessary changes in Minn. Statute to expand RRA responsibilities to include BRT.

BRT is being considered as a viable alternative for the Gateway Corridor transitway. Because of that, the Gateway Corridor Commission could consider passing a resolution that supports legislative changes to expand RRA responsibilities to include BRT.

Action

Approval of Resolution Supporting Expanding Regional Railroad Authority Responsibilities to include BRT

**RESOLUTION SUPPORTING LEGISLATIVE CHANGES TO EXPAND  
REGIONAL RAILROAD AUTHORITY RESPONSIBILITIES TO INCLUDE  
BUS RAPID TRANSIT**

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

**WHEREAS**, the I-94 Corridor is the principal east/west route for traffic through Ramsey and Washington Counties connecting St. Paul to the eastern metropolitan area; and

**WHEREAS**, the I-94 Corridor is experiencing robust employment and population growth; and

**WHEREAS**, the Commission is finalizing an Alternatives Analysis (AA) that examined mode, ridership, alignment, and costs for a future transitway generally following the I-94 corridor; and

**WHEREAS**, A Bus Rapid Transit (BRT) option is being considered as a viable alternative for the Gateway Corridor transitway; and

**WHEREAS**, current state statutes allow for regional railroad authorities (RRA's) to lead the planning, development, design and possibly construction of transit activities as long as there is a rail component being considered for the project; and

**WHEREAS**, RRA responsibilities currently do not include Bus Rapid Transit (BRT) projects; and

**NOW THEREFORE, BE IT RESOLVED**, that Commission supports legislative changes for RRA's to exercise the powers conferred by Minnesota Statutes, section 398A.04, to plan, establish, acquire, develop, construct, purchase, enlarge, extend, improve, maintain, equip, operate, regulate, and protect a BRT system located on transitways included in the Metropolitan Council's 2030 Transportation Policy Plan including the Gateway Corridor.

Approved:

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date Approved by Commission

I hereby certify that the foregoing resolution is a true and correct copy of the Resolution presented to and adopted by the Gateway Corridor Commission at a duly authorized meeting thereof held on the \_\_\_\_\_ day of \_\_\_\_\_, 2013 as shown by the minutes of said meeting in my possession.

	<b>YES</b>	<b>NO</b>	<b>ABSTAIN</b>	<b>ABSENT</b>
<b>REINHARDT</b>				
<b>WEIK</b>				
<b>LANTRY</b>				
<b>ROSSBACH</b>				
<b>REINKE</b>				
<b>GIULIANI STEPHENS</b>				
<b>JOHNSTON</b>				
<b>KYLLO</b>				
<b>NELSON</b>				
<b>ZELLER</b>				



*Agenda Item #8*

**DATE:** January 7, 2013  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** 2013 Communications Consultant Proposals

With the Alternatives Analysis wrapping up this year and the Draft Environmental Impact Statement (DEIS) starting next year, communication is going to be a key component in assisting the commission in meeting its outreach/engagement/advocacy priorities. At the December meeting, the commission approved the release of the Communications RFP with the not to exceed amount of \$85,000.

**Scope of Work**

An RFP was created that outlines a scope of work for increasing the communications efforts for 2013. The RFP requested proposers to create a plan that builds on existing efforts and utilizes new approaches to communicate the commission's vision and goals. The scope of work that was in the RFP is included below.

**Consultant Selection Process**

A proposal evaluation committee (PEC) was formed to review the proposals, interview candidates (if necessary) and make a recommendation to the commission on who to select. The PEC consists of a mix of Gateway Corridor Commission staff which is consistent with past commission communication solicitations.

**Timeline**

Below is the proposed timeline for the release of the RFP and the proposal review and selection process.

December 14, 2012	RFP Released
January 14, 2013	Proposals Due
January 15 - February 13, 2013	Review proposals, interview consultants (if necessary)
February 14, 2013	Commission approves selection of consultant
March 1, 2013	Contract begins
February 28, 2014	Contract ends

**Action Requested:** Information



## **Scope of Work**

The consultant should base their submission off the anticipated work scope outlined below. Also submit a narrative that describes your teams experience performing the following items and how that experience can directly relate to the needs of the Gateway Corridor Commission.

### *A) Project Management and On-Going Strategy*

The consultant team should outline a Management strategy in order to effectively coordinate with Washington County Staff. This could include both regularly scheduled conference calls and in-person strategy meetings.

The Gateway Corridor Commission will be the ultimate decision maker for Strategic Communication items. The consultant should anticipate attending and preparing materials for three Gateway Corridor Commission meetings to present strategies and final products. The Commission will look to the Consultant to guide the year's communication strategies and long term outlook.

### *B) Strategic Message Development*

Since the Gateway Corridor is entering a new phase of study, the DEIS, it will be important to update all existing key messages and create public relations pieces that can be used throughout the contract period. These messages should be tailored to attract the attention of key Corridor stakeholders.

### *C) Media and Community Relations*

The consultant will work with staff and the Commission to develop press releases and community newsletters at key milestones throughout the contract period. This task should also include the creation of content for periodic e-newsletters and maintenance of a supporter distribution list. All media and community relations documents should be tied directly to overall strategic messages.

### *D) Community Engagement*

The Gateway Corridor Commission has worked closely with business groups and associations in the past. There is a large need for more creative engagement with business and community groups. The goal of this task is to provide a means in which to update and provide information to organizations about the Gateway Corridor and help achieve strong relationships based on overall Corridor goals.

### *E) Website Development and Social Media*

The consultant will be responsible for minor restructuring of the existing Gateway Corridor website in order to showcase information about the DEIS. The website should be designed to reflect the overall vision and goals of the Commission and serve as an information resource for members of the public and interested parties.

The Gateway Corridor does have an existing Facebook page. At this time, this will be the only social media the Commission will be engaged in. It is anticipated that WCRRRA staff will continue to facilitate and update the Facebook page.

### *F) Video*

The consultant should anticipate working with the DEIS consultant to prepare a video that not only promotes the Corridor but also provides educational content about the transitway development process, selected alignment and transit mode. The communication consultant will lead this process.

### *G) Other*

The consultant should identify opportunities for enhancing Strategic Communications beyond what is listed in this work scope.



*Agenda Item #9*

**DATE:** January 10, 2013  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** State and Federal Legislative Update

Item 5a. State Legislative Update

Please see attached 2013 legislative session summary prepared for CTIB by Lockridge, Grindal and Nauen.

Item 5b. Federal Legislative Update

Please see attached recent federal updates prepared for CTIB by Lockridge, Grindal and Nauen.

Action

Discussion

## **2013 Legislative Session Begins Today**

The Minnesota Legislature will convene for the 2013-14 legislative session at noon today. The legislature looks vastly different this year after both legislative bodies flipped from Republican to DFL control in the November elections.

Today, the Minnesota House will formally elect Paul Thissen (DFL – Minneapolis) as Speaker of the House. Thissen served as minority leader during the 2011-12 legislative session. Thissen led the Democrats to victory in November by gaining ten seats. In the House, the Democrats now hold 72 seats and the Republicans 61. Also in leadership is the House Majority Leader Designate, Erin Murphy (DFL-St. Paul) and Kurt Daudt (R–Crown), the House Minority Leader. The House makeup could potentially change following upcoming special elections to fill the seats of recently resigned Representatives Terry Morrow (D-St. Peter) and Steve Gottwalt (R-St. Cloud). Governor Dayton is expected to set the dates for the special elections in the coming weeks.

The Minnesota Senate will be led by current Senate Majority Leader Tom Bakk (DFL – Cook). Bakk will formally be elected Senate Majority Leader today as his caucus controls the Senate with 39 Democrats and 28 Republicans, a pick-up of nine seats in November's election. The Senate Republicans have elected David Hann (R-Eden Prairie) as the Senate Minority Leader. Other Senate leadership includes Majority Whip Designate, Chris Eaton (DFL-Brooklyn Center), Deputy Majority Leader Designate, Jeff Hayden (DFL-Minneapolis), Majority Whip Designate, Lyle Keonen (DFL-Clara City), President of the Senate Designate, Sandra Pappas (DFL-St. Paul), President Pro-Tem Designate, Ann Rest (DFL-New Hope), and Assistant Majority Leader Designate, Katie Sieben (DFL-Newport).

This will be the first year in over two decades that the Legislature and Governor's office has been controlled by a single party. The legislative session will not be without controversy. The state has a budget deficit to solve, and party leaders, including DFL Governor Dayton, have called for major tax reform. Additionally, returning DFLers who have taken a back seat to policy-making while in the minority will undoubtedly be ready to get to work on initiatives of their own.

## **Budget**

On December 5, 2012, the Minnesota Management and Budget (MMB) released the budget forecast that Governor Dayton will use in developing the fiscal year 2014-2015 biennium, which runs from July 1, 2013 to June 30, 2015. The forecast projected a \$1.1 billion deficit, which the governor and lawmakers have identified as the most pressing issue of the session. The legislature must pass and the Governor sign a balanced budget by the constitutional adjournment date of May 20, 2013.

Governor Dayton is required by law to release his budget plan on January 22nd. While the governor has not revealed specific details of the plan, he has indicated that tax reform and a tax increase on the wealthiest two percent will likely be proposed to solve the deficit problem. He has also stated that his approach will differ from that of two years ago when conflicts over the budget produced a state government shutdown. Eventually, the governor and Republican leaders agreed to a compromise that

relied on balancing the budget with one time money, borrowing, and delaying state aid to public school districts.

House Republican leader Representative Kurt Daudt said the budget forecast released by MMB in November demonstrates Republicans success over the last two years in reducing the State's then \$6.2 billion deficit. Republicans point to cuts in spending and their ability to stave off tax increases as a reason for the much lower structural deficit in 2013-15.

The Legislature will release their budget plan following the February 2013 forecast. The February forecast will differ from the November forecast because it will include data only available early in the calendar year. After the February forecast, Governor Dayton will submit supplemental budget recommendations to the budget released on January 22nd. The February 2013 forecast will also provide an update on the status of revenues and expenditures in the current biennium.

House and Senate DFL leaders agree that the budget is likely to be resolved by a combination of tax increases and spending cuts. Speaker-designate Thissen indicated that their budget plan will also include new revenues. Contrarily, Republican leaders will oppose tax increases and will argue that the budget should be resolved through decreased state spending. Rather than tax increases, Republican leaders have stated that they will suggest tax cuts to spur economic growth.

Given that the DFL controls both bodies and the Governor's office, the question remains how well the three entities will work together. DFL caucus leaders Thissen and Bakk will have to balance the budget while creating strong fiscal policy and possibly managing tax reform, but keeping the seats that gained them their new legislative majorities in November. That may mean the most interesting discussion and debate happens behind the scenes in the DFL party rather than the typical Republican v. Democrat budget debate.

### **Tax reform**

Governor Dayton, who ran on raising taxes on the wealthiest Minnesotans, has been very clear in his intent to propose major tax reform alongside his January 22 budget recommendations. Dayton and the Commissioner of Revenue, Myron Frans, have traveled the state to hear ideas of how to fix the tax system that they call out of balance.

**Sales Taxes.** Commissioner Frans stated that the governor is likely to pursue a proposal to lower the state's overall sales tax rate by broadening the sales tax base, which could alleviate the burden of property taxes. Moreover, the governor is also considering lowering the overall corporate income tax rate in the state by eliminating specific corporate tax breaks.

Senator Ann Rest, Chairwoman of the Senate Tax Reform Division, says she supports broadening the sales tax base and lowering the rate, but told reporters that the income tax is more volatile. The Tax Committee will consider income tax initiatives, sales tax initiatives, and corporate tax initiatives. Senator Rest also mentioned that the governor and Commissioner Frans have been clear about passing some version of the "Amazon tax," which requires online-only, out of state retailers to pay sales taxes. She

believes that there is widespread bipartisan support for this at the federal level and that it will be included in the overall federal tax reform.

**Income Taxes.** And while the governor has released few details regarding his proposal, he has strongly expressed interest in having people pay their fair share on the income tax by increasing income taxes on the wealthiest two percent of earners. Senate Minority Leader David Hann said that Republicans are willing to work with DFLers on tax restructuring, but will oppose any income tax increase.

Tax reform is also viewed as a way to balance the budget amidst a \$1.1 billion projected budget deficit. While Democrats support tax increases, leadership has been cautious when talking about tax reform. Senate Majority Leader Bakk prefers that the state not wind up as an outlier among other states a result of the tax increase. Moreover, he articulated the need to change current tax laws without damaging an already fragile economy, which he argues requires input from the business community.

In addition, House Taxes Chairwoman Ann Lenczewski (DFL-Bloomington) appears to have less of an appetite for major tax reform overhaul. Lenczewski reminds interested parties that procedurally, tax bills must originate in the House, giving her ability to halt reform measures. This cautious tone is reflective of the concern for freshman Democrats who were elected in tight swing races and could be politically vulnerable if they vote for a tax increase.

## **Health**

The Legislature will have to move quickly during the session to get a bill passed to establish a health insurance exchange by April 1, 2013. States are required to either have a state health insurance exchange operational by January 1, 2014, or choose to participate in the federal exchange or a federal-state partnership exchange. The insurance exchange is designed to act as a marketplace where consumers and small businesses can compare online or by phone the costs and options among a variety of private health insurance plans. Additionally, the exchange will act as the platform for determination of coverage in the state public health care programs. Individuals and families between 100-400% of the federal poverty guidelines will begin receiving subsidies to purchase insurance coverage on the exchange next year.

On December 20th, the federal government granted conditional approval Minnesota's plan for an insurance exchange under the new health care law. Minnesota Management and Budget Commissioner Jim Schowalter said that the approval gives the agency "added affirmation to move forward to the next step of working with legislators to pass a bill in the 2013 session."

A Democratic governor and DFL controlled legislature increases the likelihood that the April 1st deadline will be met. Representative Joe Aitkins (DFL-Inver Grove Heights) and Senator Tony Lourey (DFL-Kerrick) are expected to take the lead on crafting an exchange bill. Rep. Atkins was named chairman of the House Commerce and Consumer Protection Finance Committee, while Senator Lourey will chair the Senate Health and Human Services Finance Committee. Aitkins and Lourey authored exchange legislation in last session and both participated in the Governor's Insurance Exchange Task Force. It is expected that the bill introduced last session, will in large part act as the framework for this year's bill.

While the Governor's Insurance Exchange Task Force spent the better part of a year gathering information and putting together a framework for the exchange infrastructure, a number of significant issues remain, including questions on the governance model and the exchange financing. The legislature also has to address a more philosophical question on whether the exchange will take on an "open marketplace" or "active purchaser" model. House Majority Leader Erin Murphy said she expects the "active purchaser" discussion to be "the heart of the debate this session." In an open marketplace model, the exchange would allow insurers to offer any plans that meet the requirements to be offered on the exchange. An active purchaser model on the other hand allows for the state to play a more active role in screening which health plans would be eligible for the exchange.

According to Senate Minority Leader David Hann, the successful passage of this bill depends heavily on the willingness of the Republicans to cooperate with Democrats. Senator Hann said that Republicans are willing to work with Democrats as long as the exchange preserves Minnesota's health insurance industry, rather than create an exchange that is designed to ensure that private health insurance is eliminated in Minnesota.

If the Legislature is unable to approve a governance structure, financing system and several other key policy pieces of Minnesota's exchange by April, the process will default to the federal government. The exchanges will open for enrollment of small businesses and uninsured individuals in October 2013, and are set to go live on January 1, 2014

### **K-12 Education**

K-12 Education will be busy with a budget discussion and education reform proposals. The Education Finance Working Group was created by Department of Education Commissioner Brenda Cassellius and included education stakeholders such as school superintendents and labor officials. The group recommended that the state return to a general education school levy, which would distribute a portion of operating levies in local school districts through the general education formula. This was one of several recommendations released in a report by the Working Group on November 27th. Other recommendations include increasing state funding for education by \$663 million, a call for all-day kindergarten for children in poverty, and refocusing integration spending, which is supposed to help schools become better racially integrated.

Incoming House Education Policy Chair Carlos Mariani (DFL-St. Paul) also said the Legislature will play an oversight role in the development of the teacher evaluation system that is supposed to commence in 2014. Other priorities include a new anti-bullying law and revising or repealing the GRAD test, which is math, reading, and writing test given to seniors. The educational community claims that the test places many seniors at risk of not graduating.

### **Higher Education**

Governor Dayton told reporters that the State made a mistake two years ago when it decided on a 15 percent cut in funding for state colleges and universities. In an effort to restore funding and create a skilled, prepared workforce, the Governor and Legislature will likely consider recommendations for

increased appropriations for the University of Minnesota and MnSCU, as well as increased funding for the State Grant Program.

### **Bonding**

Though Governor Dayton plans to wait until the state's next economic forecast in February to decide on how much bonding to request for construction projects, he said he wants to fund at least half of the \$209 million Capitol restoration project. He would also like subsidies to expand civic centers in Rochester, Mankato, and St. Cloud.

Senator Tom Bakk and House Speaker Paul Thissen both stated that there is additional debt capacity for a bonding bill. However, Bakk has also shared that any bonding bill considered in 2013 should be for emergency-related spending. Both Senator David Hann and House Minority Leader Kurt Daudt are cautious about more borrowing and stated that this is typically not a year for bonding.

Democrats would need Republican votes to obtain the three-fifths majority required to pass a bonding bill. 81 votes are needed to pass bonding in the House, and 41 in the Senate. To approve a bonding package, the DFL would have to secure at least nine Republican representatives and two Republican senators.

### **Transportation**

In January 2012, Governor Mark Dayton created a Transportation Finance Advisory Committee, which was comprised of state legislators, businessmen, and local elected officials. On November 30th, the Committee released a set of recommendations that called for a gradual increase in the gas tax for the purpose of raising \$15.2 billion over the next 20 years for the Highway Users Tax Distribution Fund. In total, the Committee advised an increase in fees and taxes to raise at least \$50 billion for more roads and transit in the next two decades. Governor Dayton stated that he is not confident that the sales tax will rectify the problem. It is unclear the extent to which the governor will adopt the recommendations in his budget proposal.

### **Environment**

In Southeastern Minnesota, there are large deposits of silica sand, which is the mineral used in a hydraulic fracturing process to extract oil and natural gas from underground rock in various parts of the country. Governor Dayton publicly stated the issue of frac mining will be huge this session. While it could be a source of massive job creation for the region, environmentalist and local government officials state that it could also increase truck traffic, impair groundwater and lower property taxes. In order to address those concerns, Governor Dayton says that he plans to propose a large package of legislation.

Advocates for Extended Producer Responsibility (EPR) have stated that Minnesota will be one of a small group of states they will target. The Extended Producer Responsibility model calls for packaged goods companies to pay for the collection and recycling for all packaging.

### **Constitutional Amendments**

Senator Bakk stated that while lawmakers need more time to discuss the definition of marriage, balancing the budget is a more pressing issue during the session. Speaker-designate Thissen also said that lawmakers may wait until to continue the marriage debate until after U.S. Supreme Court Justices rule on two cases challenging laws that define marriage as only the union of a man and a woman. Following the Voter Identification Amendment, he indicated that House Democrats will likely consider steps to protect voting rights.

### **Closing**

The LGN Government Relations team actively monitors the Committees hearings in the House and Senate daily. We will continue to make you aware of the major developments that arise during the 2013 Legislative Session. Please feel free to contact anyone on the LGN Government Relations team should you have any questions or concerns.

## **Weekly Update Week of December 31st**

President Obama and Senate and House leaders agreed to a deal which would extend some expiring tax provisions and delayed across-the-board cuts for two months. In short, they were able to avoid going over the "fiscal cliff" with many of the provisions extended until March 1, 2013. The bill permanently extends Bush-era income and other tax cuts for taxable income up to \$400,000 for individuals and \$450,000 for couples, postpones sequestration, extends unemployment insurance for one year and generally extends most provisions of the farm policy that were in effect on September 30, 2012. In addition, the 113th Congress began on Thursday with the swearing in of new Members, the election of the Speaker of the House, and votes on organizing resolutions.

### **Fiscal Cliff Negotiations**

The House and Senate were able to come to an agreement with the president which would extend some expiring tax provisions and prevent across-the-board cuts from going into effect until March 1, 2013. The Senate passed the bill late in the night on New Year's Eve. After an 89-9 vote in the Senate, the House passed the bill with a 257-167 vote late Tuesday night.

Under pressure to amend the Senate bill to include spending cuts, sources suggest that House Speaker Boehner recommended passing the Senate bill without amendments to avoid killing the deal entirely.

With changes to income tax for high earners, a 5 percent rate increase on the estate tax and tax rate increases on capital gains and dividends for individuals earning more than \$400,000 and couples earning more than \$450,000, this deal is expected to raise \$620 billion in revenue over the next ten years. The bill also included a measure to prohibit members of Congress from getting a pay raise until September of 2013.

The compromise bill will have lasting implications for the country's tax code, as it permanently codifies most of the tax rates that were initially passed as temporary cuts.

While the President and Congress averted the fiscal cliff this week, most spending cuts were postponed. Sources have referred to this bill as a compromise to dodge one cliff but now Congress finds itself barreling toward another cliff in March. Not only will Congress be facing sequestration cuts, but the debate over increasing the borrowing limit.

Included in the New Year's compromise is a one year extension of the farm programs passed in the Farm Bill in 2008, a series of extensions on energy tax credits, and a freeze on Medicare payments to doctors, which were facing a 26.5 percent cut in 2013.

Members of Congress from Minnesota were split on the fiscal cliff votes as both Senator Amy Klobuchar and Senator Al Franken voted yes, along with Rep. Tim Walz (D-MN1), Rep. John Kline (R-MN2), Rep. Betty McCollum (D-MN4) and Rep. Keith Ellison (D-MN5) in the House.

Rep. Erik Paulsen (R-MN3), Rep. Michele Bachmann (R-MN6), Rep. Collin Peterson (D-MN7) and Rep. Chip Cravaack (R-MN8) voted against the bill.

### **Statements from Minnesota delegation on fiscal cliff deal:**

#### **Senator Amy Klobuchar (D-MN):**

"I voted for this compromise because the last thing we should be doing this New Year's is sticking middle class families with a tax hike. I fought for and wanted a larger, more comprehensive plan that balanced revenues and spending cuts. I will continue to push for a broader plan to reduce our debt and give businesses and families the certainty they need."

#### **Al Franken (D-MN):**

"I voted for this bill because it contains a number of very important provisions, including tax cuts for working and middle-income Minnesotans, an extension of unemployment insurance for so many Americans who are looking for work, and the production tax credits that mean so much to our state's renewable energy producers. And it was crucial to me that Medicare, Medicaid, and Social Security beneficiaries were protected.

"There are some provisions I most certainly don't like, particularly those in the extension of the Farm Bill: cuts in conservation and energy, and the gutting of the Beginning Farmers and Ranchers Program. But I'll continue to work to pass a five-year Farm Bill this year so that Minnesota's ag community has the support and certainty it needs..."

#### **Tim Walz (D-MN-01):**

"While I'm disappointed that it isn't the larger, 'Go Big' type deal I have been advocating for, this bill is a good first step and I'm pleased a compromise was finally reached to avert the fiscal cliff. I voted for this bill because it will protect middle class families from an income tax hike and it will protect our economy. Furthermore, this bill extends many vital tax incentives for businesses including the Wind Production Tax Credit, which will create jobs in southern Minnesota and continue to move our country towards energy independence. It also includes a 'Doc Fix' which ensures that Medicare providers won't see a 27 percent cut to their reimbursements...I'm deeply disappointed with the Farm Bill extension, which doesn't include funding for the Beginning Farmer and Rancher Program. Rural America needs certainty."

#### **John Kline (R-MN-02):**

"While I am pleased tax relief for the middle class and small businesses is made permanent by this bipartisan legislation, the sobering reality is our nation remains in a debt crisis caused by reckless, runaway spending that is killing jobs and threatening the future of our children and grandchildren...In the House, we have been reasonable and responsible by passing legislation in August to stop the largest tax increase in American history, and in December to replace the disastrous 'sequester' to defense with common-sense spending cuts and reforms which would reduce the deficit..."

#### **Erik Paulsen (R-MN-03):**

"The Senate deal fails to bring any meaningful solution to reign in government spending or

reduce the budget deficit. At a time when Washington borrows 46-cents on every dollar it spends, we need a long term solution to cut spending and fundamentally reform our outdated tax code.

"It's unconscionable that the Senate chose to give hundreds of millions of dollars in tax breaks to industries like Hollywood and NASCAR, but chose not to stop the devastating new tax on the life-saving and life-improving medical device industry. The medical device tax, which took effect yesterday, will harm one of Minnesota's true success stories and threaten its 35,000 high quality jobs."

**Betty McCollum (D-MN-04):**

"I am voting to pass a bipartisan compromise that protects middle class taxpayers from a tax increase and at the same time keeps a promise to preserve Medicare, Medicaid, and Social Security. With this agreement, Republicans and Democrats are voting to increase tax rates on the wealthiest 2% of Americans, raising \$620 billion in revenues to allow continued investments in education, renewable energy, and job creation.

"This bill extends help for the unemployed and much needed tax credits for students, parents, and alternative energy producers which I strongly support. Yet, in such a compromise bill there is always the excess and the unnecessary waste like millions in tax credits for NASCAR and motorsports raceways and rum producers in Puerto Rico and the Virgin Islands..."

**Keith Ellison (D-MN-05):**

"I voted for an imperfect bill in order to prevent millions of working and middle class families from paying more in taxes while they scrape by with less, to aid those who continue to struggle to find work, and to assist millions of families who need help raising children and paying for college. The primary problem with this bill is it tees up an even more difficult fight in two months over letting the country pay its debts and replacing indiscriminate cuts to programs Americans rely on. In the upcoming negotiations, we must continue to stand strong and oppose benefit cuts for families who rely on Medicare, Medicaid, or Social Security.

"While this agreement has many flaws, it meets the basic principles I have fought for since I introduced the Deal for All resolution in July: protecting seniors, the sick, and the vulnerable; ensuring that the wealthy contribute their fair share; and creating jobs for working Americans to help get our economy back on track."

**Michele Bachmann (R-MN-06):**

"Washington politicians have engineered a last minute backroom deal that does not address America's jobs and debt crisis. Rather than a deficit reduction plan, the Senate sent us a grow government plan. I cannot support a plan that has billions in tax increases with no meaningful cuts in spending. It's time to solve problems rather than delay them...The answer to a \$16 trillion national debt and 23 million Americans struggling to find work is not raising taxes to prop up more big government spending..."

## **Farm Bill Extension**

In the fiscal cliff deal passed on Tuesday, Congress avoided what some were calling the "milk cliff," with a short term deal to extend the farm policies through September 30, 2013.

Included in the bill were extensions on current commodity terms and conditions and extensions of direct payments, as well as price support programs, which includes the Dairy program. In terms of conservation, the bill maintains maximum enrollment in the Conservation Reserve Program at the same levels that were applied the last two years. The Wetland Reserve Program and Grassland Preserve Program were not reauthorized in the bill passed on Tuesday.

This legislation does not provide mandatory funding for disaster assistance, but does authorize the discretionary funding for disaster assistance programs. There were minor changes to the Supplemental Nutrition Assistance Program, which were formerly known as food stamps.

Several research and organic agriculture programs, as well as programs that help new or socially disadvantaged farmers were extended without mandatory funding including: Specialty Crop Research Initiative, National Organic Certification Cost-Share Program, Farmers Market Promotion Program, Beginning Farmer and Rancher Development Program and Organic Ag Research Initiative.

As part of the final deal, several provisions of the 2008 Farm Bill were not included, resulting in the termination of the Local and regional food procurement program, McGovern-Dole International Food Program and the Market Loss Assistance for asparagus producers.

As lawmakers go back to the drawing board and prepare to debate the new deadline on March 1<sup>st</sup> and the debt ceiling, House and Senate Agriculture leaders will once again work to come to an agreement on a new Farm Bill.

Congressman Collin Peterson (D-MN-07) expressed serious disappointment with the final compromise as he would have preferred a long-term bill like the one produced by the House Agriculture Committee.

## **The Start of the 113<sup>th</sup> Congress**

-

After being sworn in, the House went to work to adopt a rules package for the New Congress. The resolution, passed on 228-196 vote, expands rule against nepotism, provides more latitude for members to use private aircraft and created a requirement for committees to identify whether legislation would duplicate any other federal program. The House voted to continue their ban on earmarks and gave their chamber power to alter or repeal recommendations from an independent board tasked with controlling Medicare spending. Under the rules, the House is authorized to continue it's legal efforts to defend the law that defines marriage as a union between one man and one woman.

## **Transportation Agenda for the 113<sup>th</sup> Congress**

-

Transportation and Infrastructure Committee Chairman Bill Shuster laid out his agenda for the upcoming session with an emphasis on water projects, NextGen air traffic control, Highway Trust Fund and discussing new funding to fix the road and transit account.

In addressing the Highway Trust Fund's expected \$120 billion shortfall over the next 10 years, Chairman Shuster warned of a "fiscal cliff" this fund could face if they do not find new ways to pay for the transportation improvements. In the past, Chairman Shuster has been a supporter of raising the per-gallon fuel taxes and discussed how a long term fix would require an assessment of fees to system users for vehicle miles traveled.

With rail passenger and freight safety programs set to expire this year, the highway and transit bill expiring in September 2014, and a renewal of FAA authority in the next two years, Chairman Shuster knows Congress will be addressing the full range of transportation issues in the next two years. Shuster laid out his goals for the FAA to move forward with aviation modernization reforms that would reduce air traffic delays and cut down on emissions and pollution.

Also listed as a top priority for Chairman Shuster is the Reauthorization of the Water Resources Development Act which would focus on restructuring civil works investments by the Army Corps of Engineers to improve aging locks and dams barge lines throughout the river system.

Minnesota's Congressman Rick Nolan will serve on the House Transportation and Infrastructure Committee

### **Key Upcoming Dates**

#### **January 3, 2013**

The 113<sup>th</sup> Congress convenes.

New Members are Sworn-In

#### **Late January, 2013**

The President's annual State of the Union address to Congress.

#### **February 4, 2013**

By statute, the President is required to submit his annual budget proposal to Congress by the first Monday in February

#### **March 1, 2013**

Spending reductions mandated by the Budget Control Act, collectively known as sequestration, are scheduled to take effect. Postponement was decided in fiscal cliff deal which passed the House on January 1, 2013.

#### **March 27, 2013**

The current continuing appropriations law expires.

### **Special News, Notes and Events**

#### **Minnesota State Society Event Honoring the Minnesota Congressional Delegation**

*Thursday January 3, 2012*

*Washington DC* - On Thursday, January 3<sup>rd</sup>, the Minnesota State Society held an event honoring Members of the Minnesota Congressional Delegation. The event - which was held in conjunction with the swearing in of Members - included newly elected Congressman Rick Nolan (D-MN-08). In addition, the following Members of the Minnesota Congressional Delegation were in attendance: Senator Amy Klobuchar (D-MN), Congressman John Kline (R-MN-02), Congressman Erik Paulsen (R-MN-03), Congresswoman Betty McCollum (D-MN-04), Congressman Keith Ellison (D-MN-05), and Congressman Collin Peterson (D-MN-07).

Dennis McGrann also hosted event at his home on Capitol Hill for family and friends of Congressman Nolan on Thursday afternoon. Senator Al Franken (D-MN), Senator Chris Dodd, and a number of current and former Members of Congress attended the event to congratulate Congressman Nolan on his election.

#### **Minnesota Delegation Honoring The 57th Presidential Inaugural**

*Monday, January 21st, 9 AM-5 PM*

Longworth House Office Building Room 1300

Washington, DC

RSVP Emily Tranter 202/544-9896

#### **MINNESOTA DELEGATION NOTES:**

**Senator Amy Klobuchar (D-MN)** called on Russian President Vladimir Putin to veto a bill that would ban Americans from adopting Russian children. To read more, click [here](#).

**Congressman Collin Peterson (D-MN7)** expressed his frustration with the short term extension of the farm bill and said he would not be interested in helping write the farm bill after the committee's hard work was disrespected in this last deal. Read more [here](#).

**Congressman Rick Nolan (D-MN8)** announced his senior staff this week which includes District Director Jeff Anderson, Legislative Director Jim Swiderski, Deputy Chief of Staff Jodie Torkelson, Communications Director Steve Johnson and Scheduler Ione Yates. He also announced the locations of his District offices:

Duluth Office of Congressman Rick Nolan  
Gerald W. Heaney Federal Building and United States Courthouse  
515 West First Street, Room 235  
Duluth, MN 55802  
218-464-5095, 5096, 5097 and 5098

Brainerd Office of Congressman Rick Nolan  
Brainerd City Hall  
501 Laurel Street

Brainerd, MN 56401  
(218) 454-4078

### **ADDITIONAL MEDIA:**

CQ NEWS  
January 1, 2013

What's In, Out of Farm Bill Extension  
Philip Brasher, CQ Roll Call

The House is moving toward voting tonight on the Senate fiscal deal, (HR 8) and Agriculture Chairman Frank Lucas says he will likely support it because of the farm bill extension provisions that would prevent a doubling of milk prices under a 1949 farm law. "It would appear to me that the farm bill extension language that's in the Senate version at this moment is the best way to address the milk cliff." The House is expected to vote on the rule for the bill at about 9:30 p.m. No amendments would be in order under the rule.

Contrary to an earlier post, the bill does include some disaster assistance. CBO estimates that extending existing farm programs and providing the disaster assistance would cost nearly \$5 billion in fiscal 2013 but would not increase the already projected spending level, or baseline, for fiscal 2013.

The disaster provisions in the bill:

- \* \$80 million for livestock indemnity payments.
- \* \$400 million for the livestock forage disaster program.
- \* \$50 million for emergency assistance for livestock, honey bees, and farm-raised fish.
- \* \$20 million for tree assistance.

The measure would extend current commodity support programs, including the Milk Income Loss Contract Program, which would prevent an increase in dairy prices. Maximum enrollment in the Conservation Reserve Program would be maintained at 32 million acres. CRP is likely to be reduced sharply in the next farm bill to provide funding for other conservation measures.

Several programs would not be extended under the bill, including:

- \* Local and regional procurement for foreign food aid.
- \* The McGovern-Dole International Food Program.
- \* Pending rural development loan and grant applications, value-added agricultural market development program grants, and rural microentrepreneur assistance program.
- \* Supplemental agriculture disaster assistance.
- \* Evaluation of Pigford claims, the USDA settlement of discrimination lawsuits by black farmers.

The measure would provide only discretionary funding authority - no mandatory spending - for a number of programs, including the organic agriculture research and extension initiative, specialty crop research initiative, the beginning farmer and rancher development program, and the

Supplemental Nutrition Assistance Program's employment and training programs and nutrition education and obesity prevention grant program.

The National Milk Producers Federation and the National Sustainable Agriculture Coalition both slammed the extension provisions today ahead of the House action. NMPF is unhappy because the measure would continue the MILC program, which is unlikely to benefit producers this year. NSAC opposed the extension plan because it would continue direct payments to grain and cotton growers while failing to provide mandatory funding for a series of programs that expired Sept. 30.

The measure was a victory for milk processors who lobbied against using the extension to create a new supply management program sought by producers. NMPF's president and CEO, Jerry Kozak, said the extension provisions were "a devastating blow to the nation's dairy farmers." A separate plan worked out by House and Senate Agriculture committee leaders over the weekend would have established the new dairy program sought by NMPF.

Ferd Hoefner, Washington policy director for the NSAC, said the fiscal deal was "blatantly anti-reform. The full Senate and the House Agriculture Committee earlier this year agreed to permanently eliminate direct payment subsidies for commodity production regardless of price and income conditions, yet the deal would lock in those egregious subsidies for another full year at a \$5 billion price tag."



Agenda Item #10

**DATE:** January 7, 2013  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Other Items

**Items 7a. Meeting Dates Summary**

Included below is a summary of the Commission and AA/DEIS Study meetings through March 2013.

<b>Month</b>	<b>Meeting</b>	<b>Date</b>	<b>Planned Start Time</b>
<b>February</b>	Gateway Commission	February 14	3:30 PM
<b>March</b>	Gateway Commission	March 14	3:30 PM

**Item 7b. Website and Social Media Updates**

Facebook

The Gateway Corridor Facebook page was launched on Monday, February 20, 2012. The page currently has 255 'Likes'. There have not been any instances where comments have had to be removed.

YouTube

The four YouTube videos of the various alignments are still posted. The "views" of these videos ranges from 80-222.

Website

For the month of December, there were 639 visits. The website is averaging 600 visits per month. Attached is a summary of the visits per month for 2011 and 2012.

**Item 7c. Media Articles**

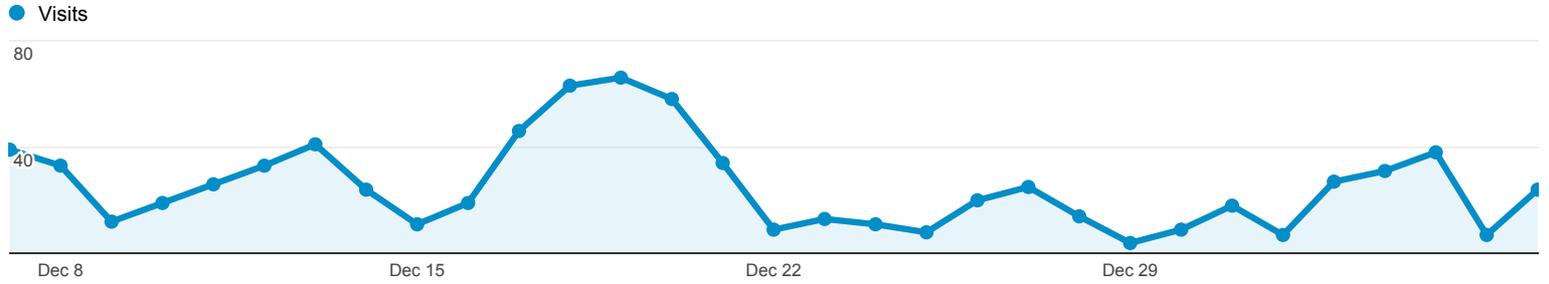
Attached are articles from the Met Council and the Woodbury Bulletin.

**Action Requested:** Information

# Audience Overview

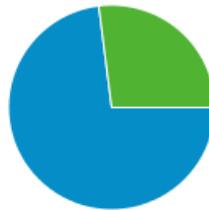
100.00% of visits

## Overview



## 658 people visited this site

- Visits: 789
- Unique Visitors: 658
- Pageviews: 2,048
- Pages / Visit: 2.60
- Avg. Visit Duration: 00:02:20
- Bounce Rate: 43.98%
- % New Visits: 73.00%



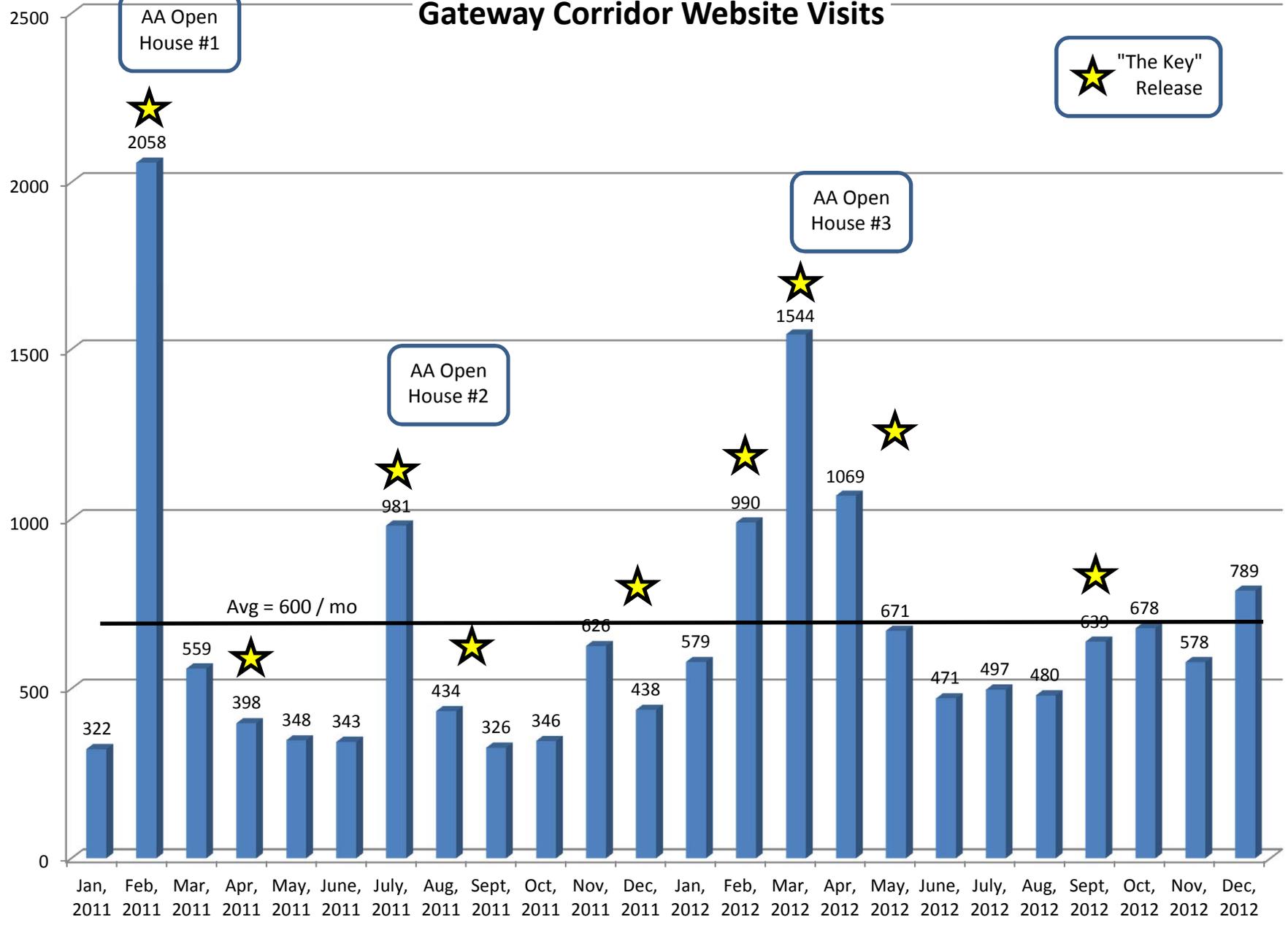
**73.00% New Visitor**  
576 Visits

**27.00% Returning Visitor**  
213 Visits

Language	Visits	% Visits
1. en-us	756	95.82%
2. en	23	2.92%
3. cs-cz	3	0.38%
4. en-gb	2	0.25%
5. fr	2	0.25%
6. ja	1	0.13%
7. ru	1	0.13%
8. zh-tw	1	0.13%

[view full report](#)

# Gateway Corridor Website Visits



## Transit study on I-94 'Gateway Corridor' moves ahead

### Public comment period on draft report ends January 3

Commuter traffic in the I-94 corridor from the east metro to St. Paul will get an even closer look in 2013 as transportation planners further hone their work to keep traffic moving in the decades ahead.

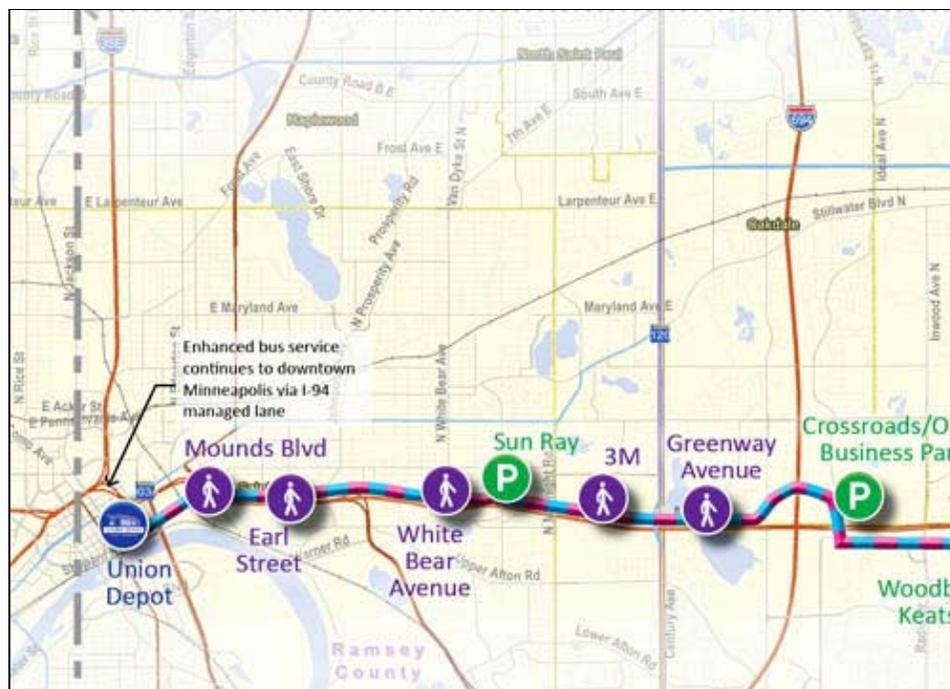
After two years of planning, the Gateway Corridor Alternatives Analysis Study is nearing completion. Planners have narrowed an original list of transit options to two "build alternatives" that will move ahead for further study.

A public comment period ends January 3 on the recommended alternatives and the project's final draft study. Once approved, the next step on the long journey is preparation of a draft environmental impact statement in 2013-2014.

A lot of work remains. Significant corridor changes, including construction, won't likely occur before 2020.

The study is led by the Washington County Regional Rail Authority with support from Ramsey County, the Metropolitan Council, and the Minnesota Department of Transportation.

The project itself is being overseen by the Gateway Corridor Commission, which was created in 2009 to study and plan alternative transportation options along Interstate 94. The commission includes representatives of county, municipal and local government, including all cities in the I-94 corridor: Afton, Lake Elmo, Lakeland, West Lakeland, Maplewood, Oakdale, St. Paul and Woodbury.



Map excerpt shows part of a proposed BRT or LRT route in the western portion of the Gateway Corridor, with both potential park-and-ride and walk-up stops identified. [See full corridor map.](#)

### Corridor will only grow more congested in time

More than 90,000 vehicles cross the St. Croix River Bridge each day, and more than 150,000 travel into St. Paul on I-94. By 2030, the corridor's population is expected to increase by 90,000 people and 30,000 jobs, with a corresponding increase in traffic.

To address the looming traffic problem, the alternatives analysis study conceived eight transit alternatives for evaluation. Chief among them: bus rapid transit (BRT) in managed freeway lanes, BRT in a dedicated guideway, light rail transit, commuter rail, and a transportation system management option with modest investments in park-and-rides and expanded bus service.

### Eight transit alternatives were evaluated

Among the project goals evaluated for each alternative were:

- Improving mobility
- Cost-effectiveness and economic viability
- Maximizing potential transit ridership
- Minimizing traffic impacts
- Supporting economic development
- Protecting natural resources

- Preserving quality of life in local communities
- Maintaining safety

Washington County Commissioner Lisa Weik and county transit planner Andy Gitzlaff presented a study update to the Metropolitan Council's Transportation Committee in November.

Weik, who chairs the Washington County Regional Railroad Authority, thanked the Council for its ongoing help and support. While progress is tangible, she said there is a lot more work to do before the Commission and its partners can choose a locally preferred alternative (LPA) – perhaps by fall 2013.

Once selected, the LPA will be advanced to the Metropolitan Council for consideration to include it in the long-range Transportation Policy Plan. This will ensure the project's eligibility for the federal, state and local funding needed for construction.

[Read more at The Gateway Corridor.](#)

[Home](#) | [A-Z Index](#) | [About Us](#) | [Contact Us](#) | [Site Map](#) | [Policies](#) | Monday December 17 2012

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# Woodbury Bulletin

Your online link to Woodbury, Minnesota

Published December 01 2012

## Letter to the editor: Transit data sorely needed

In the Oct. 3 opinion Lisa Weik wrote “Data-driven decisions must serve Washington County.” And so on Oct. 11, at the Gateway Corridor Commission meeting I asked Lisa Weik the cost of the Bus Rapid Transit line for the I-94 Corridor. She indicated the cost of the Gateway Corridor Bus Rapid Transit line development is \$400 million. Therefore I asked her what and where are the cost/benefit studies to show the return in this extremely expansive investment. She told me there are no such studies. So this is not data driven.

Commissioner Weik, please get these studies done before the good citizens of Woodbury have Bus Rapid Transit literally shoved down their throats by transportation zealots. By the way, fellow citizens, don't be fooled by the “bus” word in “Bus Rapid Transit.” Bus Rapid Transit is defined as “limited-stop bus service similar to that provided by light rail. Bus Rapid Transit provides frequent station-to-station service, typically in its own busway.”

This allusion to light rail vividly reminds me of what Washington County Planner Lyssa Leitner told me at the April 5 Woodbury City Hall Gateway Corridor meeting. She said “all construction is built to transfer and switch easily to light rail.”

It is not too late. Email immediately now to [Gatewaycorridor@co.washington.mn.us](mailto:Gatewaycorridor@co.washington.mn.us) your comments. Or mail to Gateway Corridor, Washington County Regional Railroad Authority, 11660 Myeron Road N., Stillwater MN, 55082. Dec. 3 is the deadline.

I must say to Lisa Weik's credit she emphasized no-build is an option. And until we know the cost/benefit studies, that is my choice. Improve our roads here and give us more local conventional buses, but no transit extravaganza. National problems are quite enough. We don't need our own “fiscal cliff.”

Bob Tatreau - Woodbury