



Agenda
Gateway Corridor Commission
December 12, 2013 - 3:30 PM

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

Note: The DEIS Policy Advisory Committee (PAC) Meeting will take place prior to the Commission meeting at 2:00 pm. Members of the public are encouraged to attend the PAC meeting as well.

| <u>Item</u> | <u>Presenter</u> | <u>Action Requested</u> |
|--|------------------------------------|-------------------------|
| 1. Introductions | | Information |
| 2. Consent Items* | | Approval |
| a. Summary of October 10, 2013 Meeting | | |
| b. Checks and Claims | | |
| 3. Ex-officio New Members (ESABA Lakeland Shores, Landfall)* | Washington County | Approval |
| 4. 2014 Workplan and Budget* | Washington County | Approval |
| 5. Communication Contract Amendment* | Washington County | Approval |
| 6. 2014 Meeting Calendar* | Washington County | Approval |
| 7. Communications Update* | Washington County / Jeff Dehler PR | Information |
| a. Outreach Activities | | Information |
| b. Public Relations Activities | | Information |
| 8. Legislative Update* | Ramsey County / LGN | Information |
| 9. DEIS Study Update* | Washington County | Information |
| 10. Other* | Washington County | Information |
| a. Meeting Dates Summary | | |
| b. Social Media and Website Update | | |
| c. Media Articles | | |
| 11. Adjourn | | Approval |

**Attachments*

Draft Meeting Summary
Gateway Corridor Commission
October 10, 2013
Woodbury City Hall, Birch Room

| Members | Agency | Present |
|-------------------------------|------------------------|----------------|
| Rafael Ortega | Ramsey County | X |
| Lisa Weik | Washington County | X |
| Kathy Lantry | St Paul | X |
| Will Rossbach | Maplewood | |
| Paul Reinke | Oakdale | X |
| Mary Giuliani Stephens | Woodbury | X |
| Mike Pearson | Lake Elmo | |
| Randy Nelson | Afton | X |
| Dan Kylo | West Lakeland Township | X |
| Bob Livingston | Lakeland | |
| Victoria Reinhardt, Alternate | Ramsey County | |
| Ted Bearth, Alternate | Washington County | |
| Paul Rebholz, Alternate | Woodbury | |
| Brett Emmons, Alternate | Lake Elmo | |
| Pat Snyder, Alternate | Afton | |
| Dave Schultz, Alternate | West Lakeland Township | X |
| Amy Williams, Alternate | Lakeland | X |

| Ex-Officio Members | Agency | Present |
|---------------------------|---|----------------|
| 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 | |
| James McClean | St Paul Chamber of Commerce | X |

| Others | Agency |
|----------------------|---------------------------------------|
| Mike Rogers | Ramsey County |
| Andy Gitzlaff | Washington County |
| Lyssa Leitner | Washington County |
| Tim Mayasich | Ramsey County |
| Jeanne Witzig | Kimley Horn |
| John Kaul | Washington County Lobbyist |
| Josh Straka | US Representative McCollum's Office |
| Deborah Carter McCoy | Ramsey County Regional Rail Authority |
| Kevin Roggenbuck | Ramsey County Regional Rail Authority |

| | |
|---------------|---|
| Mark Jenkins | Gateway Corridor Community Advisory Committee |
| Linda Stanton | Gateway Corridor Community Advisory Committee |
| Stephen Ebner | West Lakeland Township |

The Gateway Corridor Commission convened at 3:34 p.m. by Chair Weik.

Agenda Item #1. Introductions

Introductions were made by those present.

Agenda Item #2. Consent Items

Item 2a. Summary of September 12, 2013 Meeting: Motion made by Lantry to approve the September 12, 2013 meeting summary. Seconded by Ortega. **Approved.** Motion carried.

Item 2b. Checks and Claims: Motion made by Ortega to approve the checks and claims. Seconded by Lantry. **Approved.** Motion carried.

Agenda Item #3. Lakeland Shores Ex-officio Membership Request

Weik said the Mayor of Lakeland Shores had an unavoidable conflict; therefore, she would like to table this approval agenda item until next month. No one had objections to the change.

Gitzlaff said this would be a good time to discuss extending an invitation to others to become ex-officio members. He provided some background stating official joint powers board members of the Gateway Corridor Commission had to join during the open enrollment period back in 2009. Ramsey and Washington Counties were the fiscal partners and the cities were voting but not financial members. At that time, ex-officio membership was an idea to have other groups join, have a seat at the table, and be part of the discussions, but they wouldn't have voting rights. Gitzlaff suggested that the Commission may want to extend ex-officio membership to the City of Landfall Village and East Side Area Business Association (ESABA). The process would be to have Chair Weik send a letter of invitation, they could reply with a letter from their mayor or pass a resolution, and the Gateway Corridor Commission could approve the ex-officio membership by a simple majority vote. Gitzlaff asked if there are other groups that the Commission felt ex-officio membership requests should be sent. Weik said she would send out the letters of invitation asked the Commission members to forward the names other entities they want to suggest.

Agenda Item #4. DEIS Study

Item 4a. Monthly Update:

Gitzlaff stated we have been moving along the process of the committee structure meetings. He discussed the updates of the TAC and CAC as presented in the packet. Gitzlaff said we are trying to drive the public to come to the PAC meetings for the public comment period since more detailed discussion will be happening at those meetings. The PAC meeting held earlier today focused on the initial analysis of the B1 and B2

alignments. Alignment B2 would be proximate to a larger population and employment base and would generate slightly greater ridership than B1. B2 also had disadvantages of greater cost; slower travel time; extensive neighborhood, traffic and property impacts; neighborhood concerns; and partial overlap with other planned regional transitway investments. The PAC meeting concluded by endorsing the TAC recommendation that Alignment B2 should not be advanced for further study thereby affirming the decision reached during the Alternatives Analysis process. This is not a final decision; the official decision will come as a part of the scoping decision document in January or February of 2014.

Gitzlaff said there was a second part to that recommendation that came from community input. There is more momentum about other transit modes or options being considered along 7th Street that may better serve that area than Gateway. The recommendation from PAC is that the East 7th segment of alignment B2 between Metro State University and Arcade should be continued to be studied by others as a separate corridor to ensure that a more comprehensive transit system is developed for the east side. Weik commented that an important point is that we are looking for a holistic regional response. Ortega said Ramsey County is already moving ahead to study those alternatives.

Item 4b. Action on PAC Recommendation based on B1 vs. B2 comparative analysis findings: Motion made by Ortega to approve accepting TAC/PAC recommendation that Alignment B2 should not be advanced for further study thereby affirming the decision reached during the Alternatives Analysis process. Seconded by Lantry. **Approved.** Motion carried.

Gitzlaff distributed an updated list on the highlights from today's meetings.

Agenda Item #5. Draft 2014 Workplan and Budget

Gitzlaff said standard policy is the draft workplan and budget be reviewed at one meeting so that comments and input can be reviewed and approved would be at a subsequent meeting. He reviewed the workplan and budget as outlined in the packet which proposes an increase to the budget by \$50,000 to \$150,000. Weik asked when it would be on the agenda for a vote. Gitzlaff said it would be on the agenda in November. Giuliani Stephens said when we look at metro regions to visit it would be nice to see one that also includes suburban transit. She asked if there is any feedback as to when Lockridge would be presenting an update on what came out of the new rules for MAP 21. Gitzlaff said staff is coordinating who should provide those details; the consultant team or Lockridge. Ortega said he likes the idea of getting that update from the consulting team rather than looking at it from the legislative perspective. Reinke commented he is pleased to see in the advocacy and outreach the element of broadening the social media reach and acknowledging that it is a key element. Weik said the public involvement includes the need for regional equity and we need to get more corridors onto the maps and official transportation policy plans and documents. Weik added that we need to start moving forward getting some firm plans, some

regional balance, and look for the equity long-term.

Agenda Item #6. Communications Update

Item 6a. Outreach Activities:

Leitner referred to the activities listed in the packet and said there are two new upcoming activities to add: St. Paul Council's District 2 and District 4. She said we requested to be on the November or December agenda of formalized groups that would potentially have to take time to collectively gather their thoughts for comment during the scoping period in January. Leitner said the FTA tour will likely be delayed due to the government shutdown. She added that Keller Williams in both Stillwater and Woodbury requested Gateway updates; therefore, we will be presenting to them in November.

Item 6b. Public Relations Activities:

Leitner said the voice over on the videos has been changed and the videos are being updated based on the Commission's comments. The videos will be uploaded and private links will be sent to the Commission members to view the updates. After being viewed by the Commission members, they will be posted to our YouTube channel and can start being used as intros to meetings as well as social media channels. Leitner said the Business Action Kit is being printed and there are number of businesses that have requested kits to hand out. Gitzlaff said to let staff know if Commission members want some for their city/organization. Reinke, Watson, and Giuliani Stephens requested kits for their cities.

Leitner added that the new fact sheet is available and will be posted on the web site.

Agenda Item #7. Legislative Update

Item 7a. State:

Rogers said there are some MN Management Budget (MMB) tours occurring for bonding projects that were submitted to the Governor. Those will continue through Thanksgiving and the session starts in February. Leitner commented that a representative from the Governor's office attended the CAC meeting two weeks ago.

Item 7b. Federal:

Rogers said regarding the debt ceiling, the House is proposing adding \$118 billion to the debt ceiling which would buy us six weeks. They want that increased matched equally with spending cuts and they want both the Senate and House to commit to overhauling the tax code and entitlements in those six weeks. Rogers commented that at least they are talking and a proposal is out there. Josh Straka said Congresswoman McCollum has deemed them as essential employees; therefore, their office is open and taking constituent inquires. He said they are technically not being paid right now, but they are working. Straka said the House passed that furloughed employees will be repaid, and by law, essential employees must be repaid. Straka added that the house is taking the approach of passing mini resolutions every day and there is a lot of down time in between; therefore, the Congresswoman has some time and you may get a call to inquire on your thoughts on the impacts of the shutdown.

Ortega said he intends to bring up the discussion that the counties all need to be on the same page, especially with (Temporary Assistance for Needy Families (TANF), at the Association of MN Counties (AMC) meeting tomorrow. Weik commented that all 87 MN Counties are members of AMC and tomorrow's meeting is a statewide meeting. She added that Commissioner Lehrke is Washington County's delegate to the AMC.

John Kaul added that the House and Senate are also doing their tours, and the House is about ready to wrap up.

Agenda Item #8. Other

Item 8a. Meeting Dates Summary:

Information on previous and upcoming meeting dates is included in the packet. Gitzlaff said the next TAC meeting will be held October 16, 2013, and depending on project scheduling, staff may request a PAC meeting before the next Gateway Corridor Commission meeting in November.

Weik commented that some County Officials and County Commissioners will be traveling to Seattle for the annual Rail~Volution this month. Leitner and Gitzlaff will also be attending. The Twin Cities will host Rail~Volution in September 2014.

Item 8b. Social Media and Website Update:

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

Item 8c. Media Articles:

Recent media articles are printed in the packet for Commission member's information.

Agenda Item #9. Adjourn

Motion made by Lantry to adjourn. Seconded by Ortega. **Approved.** Motion carried. Meeting adjourned at 4:12 p.m.



Agenda Item #2b

DATE: December 5, 2013
TO: Gateway Corridor Commission
FROM: Staff
RE: Checks and Claims

| <u>Communication Contract (Jeff Dehler PR)</u> | <u>Amount</u> |
|---|---------------------|
| <u>Dates</u> | |
| September, 2013 Invoice | \$5,452.65 |
| October, 2013 Invoice | \$8,545.82 |
| <i>Contract Utilization = 81%</i> | |
| <u>Gateway Corridor DEIS Contract (Kimley Horn)</u> | <u>\$128,551.95</u> |
| <u>Dates</u> | |
| <u>8/1/13 – 10/31/13</u> | |
| <i>Contract Utilization = 18%</i> | |
| <u>Total</u> | \$142,550.42 |

Detailed invoices can be made available upon request.

Action Requested: Approval



Agenda Item #3

DATE: December 6, 2013
TO: Gateway Corridor Commission
FROM: Staff
RE: Commission Ex-Officio Membership Approval

At the October Meeting the Commission gave staff direction to send formal invitation letters to the City of Landfall Village, the East Side Area Business Association (ESABA) and the City of Lakeland Shores to join the Commission as ex-officio members

According to the Commission bylaws, the Commission may, by majority vote, accept as ex-officio, non-voting members. The Commission has invited and accepted ex-officio members in the past in order to ensure that all the diverse prospective along the corridor are represented and to strengthen partnerships. Current ex-officio members include the following:

- 3M
- Baytown Township
- Oakdale Business and Professional Association
- Saint Paul Area Chamber of Commerce
- Wisconsin Gateway Corridor Coalition
- Woodbury Chamber of Commerce

The Commission has received the attached resolution from the City of Lakeland Shores requesting ex-officio membership on the Commission. Representatives from the City of Landfall Village and the ESABA have verbally indicated that they would like to join the Commission and that their respective organization / entities intend to submit a formal request for ex-officio membership prior to the December Commission meeting.

Action Requested:

1. Approval adding City of Lakeland Shores as an ex-officio member
2. Approve adding East side Area Business Association (ESABA) as an ex-officio member (pending receipt of an official request to join in advance of the meeting)
3. Approve adding the City of Landfall Village as an ex-officio member (pending receipt of an official request to join in advance of the meeting).

Mayor Kopesky moved the following:

CITY OF LAKELAND SHORES
WASHINGTON COUNTY, MINNESOTA
RESOLUTION 2013-09-4

A RESOLUTION REQUESTING EX-OFFICIO MEMBERSHIP ON THE GATEWAY CORRIDOR COMMISSION

WHEREAS, The City Council requests ex-officio membership on the Gateway Corridor Commission;

WHEREAS, The City Council may appointment a representative and alternate representative to attend without voting rights the Gateway Corridor Commission meetings.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Lakeland Shores requests ex-officio membership on the Gateway Corridor Commission.

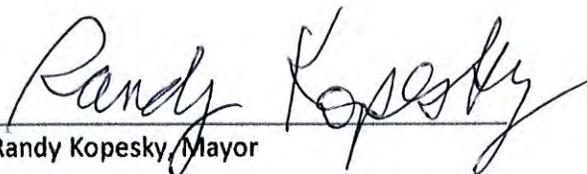
The Motion for the adoption of the foregoing Resolution was duly seconded by

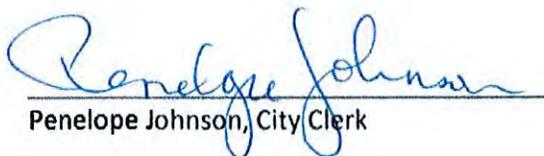
Council Member Schroeder. The following vote was taken:

| | |
|--------------------------|------------|
| Council Member Zhi | <u>aye</u> |
| Council Member Zanmiller | <u>aye</u> |
| Council Member Schroeder | <u>aye</u> |
| Council Member Kemling | <u>aye</u> |
| Mayor Kopesky | <u>aye</u> |

WHEREUPON, said Resolution was declared duly passed and adopted.

I certify that the City of Lakeland Shores adopted the above Resolution on this 5th day of September, 2013.


Randy Kopesky, Mayor


Penelope Johnson, City Clerk



Agenda Item #4

DATE: December 5, 2012
TO: Gateway Corridor Commission
FROM: Staff
RE: 2014 Workplan and Budget

The Commission reviewed the draft 2014 Workplan and Budget at their October meeting and had no additional changes. The key items in the workplan and budget are highlighted below:

- Oversee and guide the work of the DEIS consultant in the preparation of environmental document, public outreach and the advancement of an LPA decision.
- Oversee and guide the work of the Commission's communication consultant in the execution of the Commission's strategic communication plan.
- Support Washington County's request for \$5,000,000 in state bond funding for project development in the 2014 State Legislative Session.
- Develop a legislative coordination strategy to inform local, state and federal elected officials of the need for transitway improvements in the Gateway Corridor.
- Continue to actively engage the business community, community advocacy groups, and the various other stakeholders in the corridor.
- Travel to Washington DC to meet with the Corridor's congressional delegation and their staff and to meet with representatives from the Federal Transit Administration (FTA) National Headquarters.
- Travel to a peer region to experience another transit system/line with similar characteristics as what is being proposed in the Gateway Corridor and identify strategies lessons learned that could be applied to our region.
- This year's budget includes an increase in funds for travel reimbursement, additional communication efforts to supplement the DEIS work and a larger contingency for unexpected costs that may come out of the DEIS. The total proposed budget is \$150,000 which is a \$50,000 increase over last year. The funding contribution would be split 50/50 between Washington and Ramsey County Regional Railroad Authorities.

Action Requested: Approval

Gateway Corridor Commission

2014 Draft Work Plan and Budget

1. Collaboration / Partnerships

The Gateway Corridor Commission “the Commission” will work with corridor municipalities, the Metropolitan Council, Metro Transit, the Counties Transit Improvement Board (CTIB), the Minnesota Department of Transportation, Federal Agencies and the University of Minnesota to promote the advancement of the Gateway Corridor. To accomplish this, the Commission will do the following:

1. Offer guidance, monitor progress and prepare formal comments on studies that are being conducted or that could have an impact on the activities in the Gateway corridor. In 2014 one of the notable studies will be the update to the Metropolitan Council’s Transportation Policy Plan.
2. Work with state and local agencies to identify regional priorities for the corridor.
3. Coordinate activities with the University of Minnesota through their Humphrey School of Public Affairs, the Center for Transportation Services (CTS) and the Transitways Impacts Research Program (TIRP).

2. Public Involvement

The Commission’s public involvement activities will be developed to increase the awareness of the corridor, the Commission, the importance of investing in transit in the corridor and the need for regional equity. These activities will supplement the outreach work being performed by the DEIS consultant. Specific activities will include:

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

3. Advocacy and Outreach

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

1. Advocacy
 - a. Travel to Washington DC to meet with the Corridor’s congressional delegation and their staff and to meet with representatives from the Federal Transit Administration (FTA) National Headquarters.

- b. Develop a legislative coordination strategy to inform local, state and federal elected officials of the need for transitway improvements in the Gateway Corridor.
 - c. Promote increased transit funding to improve and expand the existing transit service in the Corridor.
 - d. Establish positions and specific requests on legislative initiatives that affect the Gateway Corridor.
 - e. Travel to a peer region to experience another transit system/line with similar characteristics as what is being proposed in the Gateway Corridor and identify strategies lessons learned that could be applied to our region.
2. Outreach
- a. Identify and establish communication and action plan with the business community along the corridor.
 - b. Engage the various and diverse community and business groups along the corridor.
 - c. Coordinate with the western Wisconsin communities, Wisconsin DOT, and Wisconsin legislature on issues that impact the corridor in both states.
 - d. Coordinate initiatives with other joint powers coalitions, the Counties Transit Improvement Board (CTIB) and other regional planning groups.

To aid in advocacy and outreach activities, the Commission will continue to utilize the services of a communication consultant in 2014. Some of the key items that the communications consultant will assist with would include:

- Strategic messaging and material development
- Assist in broadening social media reach and activities
- Website architecture and maintenance
- Media relations strategies and engagement
- Community engagement with a primary focus on the business community
- Legislative Coordination
- Updating of the Commission's strategic communication plan as necessary
- Supplement the outreach work being performed by the DEIS consultant specifically at key milestones including the LPA decision

4. Draft Environment Impact Statement (DEIS)

The Commission began the DEIS for the corridor in May 2013. The study is expected to be completed by mid-2015. The purpose of the DEIS is to conduct a full and open evaluation of environmental issues and alternatives, and to inform decision-makers and the public of reasonable alternatives that could avoid or minimize adverse impacts and enhance the quality of the environment. The Commission will utilize the data, environmental analysis and public involvement outreach from the scoping phase of the study to lead to an informed decision on the LPA for the corridor in 2014.

5. Management, Policy, and Administrative Activities

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

1. Prepare and adopt the 2014 Work Plan and Budget
2. Prepare the annual financial report
3. Contract with an independent auditor to perform the annual audit
4. Review insurance needs and procure appropriate insurance
5. Provide Commission and staff administration
6. Manage Commission expenses
7. Manage the consultants selected for any of the various work tasks undertaken by the commission

Commission Priorities for 2014

- Oversee and guide the work of the DEIS consultant in the preparation of environmental document, public outreach and the advancement of an LPA decision
- Oversee and guide the work of the Commission's communication consultant in the execution of the Commission's strategic communication plan
- Support Washington County's request for \$5,000,000 in state bond funding for project development in the 2014 State Legislative Session.
- Develop a legislative coordination strategy to inform local, state and federal elected officials of the need for transitway improvements in the Gateway Corridor.
- Continue to actively engage the business community, community advocacy groups, and the various other stakeholders in the corridor.
- Travel to Washington DC to meet with the Corridor's congressional delegation and their staff and to meet with representatives from the Federal Transit Administration (FTA) National Headquarters.
- Travel to a peer region to experience another transit system/line with similar characteristics as what is being proposed in the Gateway Corridor and identify strategies lessons learned that could be applied to our region.

Gateway Corridor Commission 2014 Revenues

| Revenues | Amount |
|--|-------------------|
| Federal Appropriations | \$ - |
| State Appropriations | \$ - |
| Regional Railroad Authorities ⁽¹⁾ | |
| Ramsey County | |
| - Commission Operations | \$ 75,000 |
| Washington County | |
| - Commission Operations | \$ 75,000 |
| Other | |
| Counties Transit Improvement Board | \$ - |
| Local Communities | \$ - |
| Private Contributions | \$ - |
| TOTAL | \$ 150,000 |

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

Gateway Corridor Commission 2014 Expenditures

| Expenditure Category | Amount |
|--|--|
| Public Involvement Communications Consultant Contract - Public relations, material development, website maintenance, etc. | \$ 110,000 |
| Advocacy and Outreach Federal and State Advocacy/Lobbying ⁽¹⁾ Public Information Materials / Events / Advertising Travel to Washington DC ⁽²⁾ Travel to Another City to Learn about Transit ⁽²⁾ | \$ - \$ 5,000 \$ 2,500 \$ 2,500 |
| Data Collection and Summary | \$ - |
| Management / Administration Supplies / Materials / Printing / Memberships Insurance / Audit Website Hosting | \$ 5,000 \$ 5,000 \$ - |
| Studies / Capital Projects | \$ - |
| Contingency | \$ 20,000 |
| TOTAL | \$ 150,000 |

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

(2) The Commission will decide whether to reimburse Gateway Corridor Commission members for a portion of the out of state travel costs (airfare, hotel, lodging) on a case by case basis.



Agenda Item #5

DATE: December 5, 2012
TO: Gateway Corridor Commission
FROM: Staff
RE: Communication Contract Amendment

On behalf of the Commission, Washington County Regional Railroad Authority (WCRRRA) contracted with Jeff Dehler Public Relations to provide communication services for the Gateway Corridor from March 1, 2013 – February 28, 2014 for a not to exceed amount of \$85,000.

The 2014 workplan and budget has identified a legislative coordination strategy as a key work item. Additional communication and legislative services beyond the initial scope of work are needed to fully support the \$5 million bonding request this year.

Our communication consultant has prepared a scope of work to assist staff and Commission members starting now through the start of session. The amendment would be for \$14,500 to the current contract which runs through the end of February 2014. The Commission has an approximately \$70,000 in fund balance held on reserve that could be used to pay for the amendment. The remainder of the work could be incorporated into next year's contract, if extended, starting in March. A draft copy of the additional work scope and budget is attached for review and approval by the Commission.

Staff and the Communication consultant also recommend that the Commission appoint or designate a Commission Member to serve as the legislative lead to provide oversight, attend legislative strategy meetings and be the lead testifier at hearings. Other Commission Members may also be asked to provide support to the legislative strategy by meeting with legislators, testifying at hearings and responding to calls to action as needed.

Action Requested:

1. Approval the use of up to \$14,500 in Commission fund balance for WCRRRA to amend the contract with Jeff Dehler PR to provide additional communication and legislative support services through the end of February 2014 consistent with the attached scope of work.
2. Appoint a Commission Member to serve as the legislative lead

GATEWAY CORRIDOR 2013-14 PROPOSED LEGISLATIVE WORKPLAN AND BUDGET

Goal

Obtain legislative approval of a \$5 million bonding request during the 2014 legislative session.

Situation Analysis

Gateway Corridor dedicated guideway rapid transit is the first step in Twin Cities east metro transit investments that will help the east metro compete regionally and nationally. Gateway began its Draft Environmental Impact Statement in 2013 and is working to position the corridor to enter the Project Development phase of the Federal New Starts process following the completion of the DEIS. Entering Project Development requires sufficient funding to complete the final environmental analysis and being detailed engineering/design work for the corridor. Funding for this work needs to be provided by the state and local governments. In order to keep the process moving state funding needs to be committed in 2014.

We recognize the intense competition for bonding dollars. This plan relies on a passionate group of elected officials and business leaders who are poised to show support.

LEGISLATIVE SUPPORT STRATEGY

Audiences

- Corridor legislators and staff
- Governor and staff
- Capital Investment committee legislators and staff
- All legislators and staff

Strategies

- Legislative relations
- Media relations

Objectives

- Educate corridor legislators and staff
- Work closely with Senate and House chief authors and area legislators to help them be champions
- Seek bi-partisan legislative support
- Seek inclusion of the Gateway bonding request in the Governor's bonding proposal
- Seek inclusion of the Gateway bonding request in each step of the legislative process including the house and senate bills and ultimately the final bonding bill

COMMUNICATIONS SUPPORT STRATEGY

Audiences

- Commission members and staff
- Corridor elected officials
- Business leaders
- Students
- Commuters

Strategies

- Local elected official relations
- Business relations
- Public relations
- Media relations – local and regional

Objectives

- Seek resolutions of support from local governments and business organizations (show unified support)
- Support Washington and Ramsey County lobbyists and staff with:
 - communications materials
 - community members who can testify at committee hearings
 - speaking points and preparation for testimony
- Increase project awareness and identify additional supporters within the community
- Coordinate with transit and community coalitions (such as Transit for Livable Communities and East Metro Strong) to increase project awareness and identify additional supporters

TIMELINE

| | |
|-------------|---|
| Dec-January | <ul style="list-style-type: none"> -Coordinate with transit and community coalitions, determine level of support and what role they can play in legislative strategy -Research polling data by other organizations showing support for fixed guideway transit -Develop materials to support meetings during this time frame -Begin Enews updates to corridor legislators -Coordinate testimony and attend committee hearings as necessary -Encourage meetings between supporters and their legislators |
| Feb-March | <ul style="list-style-type: none"> -Develop materials to support meetings during this time frame -Continue Enews updates to corridor legislators -Draft and distribute email calls-to-action to supporters prior to key votes -Draft additional op-eds and/or letters to the editor as needed -Draft news releases as appropriate -Plan and execute a one-day set of legislative meetings with constituent supporters -Coordinate testimony and attend committee hearings as necessary -Encourage meetings between supporters and their legislators |
| April-May | <ul style="list-style-type: none"> -Develop materials to support meetings during this time frame -Continue Enews updates to corridor legislators -Call to action to supporters prior to key votes -Draft legislative op-eds and/or letters to the editor directly specific to the legislative proposal as needed |
| Ongoing | <ul style="list-style-type: none"> -Coordinate legislative strategy meetings with partners: lobbyists, Gateway commission members, Gateway staff, and legislators. |

Materials needed

- Legislative fact sheet
 - Our legislative request
 - Our legislative request timeline
- Presentation for use at committee hearings
- Legislative Enews content
 - Latest legislative developments
 - Updates: DEIS, other project news
 - Stories from commission members, supporters interviewed in videos
- Support materials tweaked for audience for each major legislative meeting
- Additional information for Legislative Assistants, Committee Assistants
- News releases
- Photography
- Social media
 - More frequent posts

- Expand Social Media tools to improve media and legislative relations
- Graphic design support for social media
- Meetings and materials for transit and community coalitions

Gateway Corridor Commission Role

- Appoint a legislative lead to provide oversight, attend legislative strategy meetings and be the lead testifier at hearings
- Actively facilitate resolutions of support from Gateway Corridor Commission partners
- Meet with legislators, testify at hearings as needed
- Contact legislators when Call to Action notices are received

Washington County (Lead) and Ramsey County Lobbyist (Supporting) Role

- Develop session strategy in consultation with communication and legislative support team
- Arrange and attend one-on-one and group meetings with corridor legislators, committee chairs and members, legislative leadership and Governor's staff (and possibly Governor)
- Coordinate with communications team on legislative meetings and testimony
- Coordinate meetings between supporters and their legislators
- Track committee process; update staff and communications consultants on bill progress, hearings, etc.

Gateway Corridor Commission Staff Role

- Serve as liaison between consultants and Commission's appointed legislative lead
- Obtain resolutions of support from commission members
- Provide technical support documents as needed

JDPR Proposed Legislative Communications Budget (December 1, 2013 – May 30, 2014)

| | |
|---|-----------------|
| Project Management and On-Going Strategy (Coordinate strategy meetings, meetings with Washington and Ramsey County, Research polling data) | 13,000 |
| Media and Community Relations (Draft news releases, op-eds, letters to the editor, Legislative Enews, call to action notices) | 3,000 |
| Community Engagement (Draft legislative support materials, coordinate meetings with legislators, coordinate committee hearing testimony) | 6,000 |
| Website Development and Social Media (Increased social media tools and support) | 3,000 |
| Expenses (Copy materials, mileage, meeting supplies) | 1,000 |
| TOTAL | \$26,000 |

JDPR Proposed Legislative Communications Budget (December 1, 2013 – Feb. 28, 2014)

| | |
|---|-----------------|
| Project Management and On-Going Strategy (Coordinate strategy meetings, meetings with Washington and Ramsey County, Research polling data) | 7,000 |
| Media and Community Relations (Draft news releases, op-eds, letters to the editor, Legislative Enews, call to action notices) | 1,000 |
| Community Engagement (Draft legislative support materials, coordinate meetings with legislators, coordinate committee hearing testimony) | 4,500 |
| Website Development and Social Media (Increased social media tools and support) | 1,500 |
| Expenses (Copy materials, mileage, meeting supplies) | 500 |
| TOTAL | \$14,500 |



Agenda Item #6

DATE: December 4, 2013
TO: Gateway Corridor Commission
FROM: Staff
RE: 2014 Meeting Schedule

Through the development of the Bylaws, the Commission identified a regular scheduled meeting date of the second Thursday of every month at 3:30 PM. Included below are the actual dates for 2014:

January 9

February 13

March 13

April 10

May 8

June 12

July 10

August 14

September 11

October 9

November 13

December 11

Action Requested: Motion to adopt the 2014 meeting schedule.



DATE: December 12, 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 of the Commission's outreach activities in 2012 and ongoing through the end of 2013 and the start of 2014.

Upcoming Outreach

| Stakeholder | Status |
|-----------------------------|-----------------------------|
| 3M Staff | Meeting – December 16, 2013 |
| TAC | Meeting - December 18, 2013 |
| Gateway Corridor Commission | Meeting - January 9, 2014 |
| TAC | Meeting - January 15, 2014 |

Previous Outreach

| Stakeholder | Status |
|---|-----------------------------------|
| Policy Advisory Committee | Meeting – December 12, 2013 |
| Community Advisory Committee | Meeting – December 9, 2013 |
| FHWA Staff | Meeting – December 6, 2013 |
| Fostering an East Side Transit Conversation | Transit Summit – December 5, 2013 |
| District 2 Community Council | Presentation – November 20, 2013 |
| Technical Advisory Committee | Meeting – November 20, 2013 |
| FTA Conference Call | Meeting – November 13, 2013 |
| Fostering an East Side Transit Conversation | Town Hall – November 7, 2013 |
| MnDOT, Met Council, County leadership | Meeting – November 1, 2013 |
| FTA Tour | Tour – November 1, 2013 |
| St. Paul District 1 Community Council | Presentation – October 28, 2013 |
| Landfall | Meeting – October 25, 2013 |
| Technical Advisory Committee | Meeting – October 16, 2013 |
| Lake Elmo | Presentation – October 15, 2013 |
| MnDOT/Met Council/County Staff | Meeting – October 11, 2013 |
| East Side Area Business Association | Presentation – October 10, 2013 |
| East Side Partners | Meeting – October 8, 2013 |



| | |
|---|---|
| Policy Advisory Committee | Meeting – October 10, 2013 |
| Community Advisory Committee | Meeting – September 30, 2013 |
| Technical Advisory Committee | Meeting – September 25, 2013 |
| FTA | Coordination Call #2 – September 25, 2013 |
| Fostering an East Side Transit Conversation – Engage ES | Presentation – September 25, 2013 |
| St. Paul Transportation Committee | Meeting – September 22, 2013 |
| Woodbury staff | Meeting – September 12, 2013 |
| Oakdale staff | Meeting – September 12, 2013 |
| Maplewood staff | Meeting – September 11, 2013 |
| Lake Elmo staff | Meeting – September 10, 2013 |
| 3M | Meeting – September 4, 2013 |
| Metro State | Meeting – August 29, 2013 |
| St. Paul staff | Meeting – August 29, 2013 |
| Community Advisory Committee | Meeting – August 26, 2013 |
| Technical Advisory Committee | Meeting – August 21, 2013 |
| FTA | Coordination Call – August 15, 2013 |
| East Side Groups Update | Meeting – August 13, 2013 |
| Policy Advisory Committee | Meeting – August 8, 2013 |
| Hot Dogs and Transit – Engage East Side | Booth – August 3, 2013 |
| Technical Advisory Committee | Meeting – July 24, 2013 |
| Hot Dogs and Transit – Engage East Side | Booth – July 13, 2013 |
| Development Forum | June 24, 2013 |
| Alliance for Metropolitan Stability | Staff level meeting – June 7, 2013 |
| Engage East Side Resident Network staff | Discussion on CAC – May 31, 2013 |
| Start of DEIS | |
| Woodbury Chamber – Eggs and Issues | Presentation – April 12, 2013 |
| District 1 Community Council | Booth at open house – March 25, 2013 |
| Woodbury Lions Club | Presentation – March 5, 2013 |
| Maplewood Lions Club | Presentation – January 28, 2013 |
| Cottage Grove City Council | Presentation – January 16, 2013 |
| Maplewood Planning Commission | Presentation – January 15, 2013 |
| District 4 Community Council | Staff Meeting – January 9, 2013 |
| East Side Gateway Forum | Presentation – December 18, 2012 |
| Union Depot Grand Opening | Handouts at CTIB booth – December 8, 2012 |
| Met Council Transportation Committee | Presentation – November 26, 2012 |
| St. Paul Transportation Committee | Presentation – November 5, 2012 |
| APA-MN State Conference | Presentation – September 26, 2012 |
| Woodbury Community Foundation | Presentation – September 25, 2012 |
| Woodbury City Council Workshop | Presentation – September 19, 2012 |
| District 5 Land Use Committee | Presentation – September 11, 2012 |
| St. Paul East Side Community Groups | Meeting – August 28, 2012 |
| APA-MN Brownbag | Presentation – July 18, 2012 |
| Washington County Workforce Investment Board | Presentation – May 16, 2012 |



| | |
|--|----------------------------------|
| St. Paul District Council 2 Annual Meeting | Booth – April 25, 2012 |
| White Bear Avenue Business Association | Presentation – April 17, 2012 |
| Woodbury Expo | Booth – April 14, 2012 |
| Woodbury Chamber – Eggs and Issues | Presentation – April 13, 2012 |
| King of King’s Church | Presentation – April 10, 2012 |
| Met Council Transportation Committee | Presentation – April 9, 2012 |
| 3 rd Round of Open Houses – Woodbury, City Hall | Presentation – April 5, 2012 |
| Met Council Transportation Accessibility Advisory Council | Presentation – April 4, 2012 |
| 3 rd Round of Open Houses – Hudson, St Croix Gov Center | Presentation – April 4, 2012 |
| 3 rd Round of Open Houses – Eau Claire, CVTC | Presentation – March 29, 2012 |
| 3 rd Round of Open Houses – St Paul, Harding HS | Presentation – March 27, 2012 |
| Lower St Croix Valley Alliance | Presentation – March 26, 2012 |
| Woodbury Chamber – Government Affairs Committee | Meeting – March 23, 2012 |
| Washington County Regional Rail Workshop | Presentation – March 20, 2012 |
| Engage East Side | Meeting – March 2, 2012 |
| Stillwater LIONS Club | Presentation – February 28, 2012 |
| St. Paul District Council 1 Board Meeting | Presentation – February 27, 2012 |
| St. Paul District Council 2 Board Meeting | Presentation – February 15, 2012 |
| St. Paul District Council 5 Board Meeting | Presentation – February 8, 2012 |
| East Side Business Association | Presentation – February 8, 2012 |
| St. Paul District Council 4 Board Meeting | Presentation – February 6, 2012 |
| St. Paul Chamber Event at Globe University | Presentation – February 3, 2012 |
| St. Paul Transportation Committee | Presentation – January 30, 2012 |
| St. Paul District Council 17 Development Review Cmte | Presentation – January 10, 2012 |
| Oakdale City Council | Presentation – January 10, 2012 |

Action Requested: Information



DATE: November 7, 2013
TO: Gateway Corridor Commission
FROM: Jeff Dehler Public Relations
RE: Gateway Corridor Communications and Public Relations Update

Summary of Activities

The Communications and Public Relations team completed video production work, held and scheduled business outreach meetings, created new website content, and sent one Enewsletter in October.

Video Production

Video production work was completed and a publicity plan drafted for the three Gateway videos. They will be distributed to the public about once per month to build awareness and maintain momentum.

Community Engagement/Business Outreach

For the month of October, there was one business community outreach meeting: the regular monthly meeting of the East Side Area Business Association (ESABA). Meetings scheduled: Presentations to Realtors at the Keller Williams offices in Stillwater and Woodbury. A number of other organizations were contacted.

Next steps

In November, the Communications team will distribute and publicize the first video, continue to schedule community and business meetings and complete website updates.

Action Requested Information



DATE: December 4, 2013
TO: Gateway Corridor Commission
FROM: Jeff Dehler Public Relations
RE: Gateway Corridor Communications and Public Relations Update

Summary of Activities

The Communications and Public Relations team completed website updates, began promoting the first of the three videos, held and scheduled business outreach meetings and sent one Enewsletter in November.

Video Publicity

The Gateway project overview video was posted on the Gateway website just before Thanksgiving. A number of publicity efforts are underway to drive traffic to view the video and spend time at the Gateway website. The business video will be posted and promoted January 7 and the transit rider video will be posted and promoted February 4. The goal for the video campaign is to build awareness about Gateway and maintain momentum.

Community Engagement/Business Outreach

For the month of November, business community outreach meetings were held at Keller Williams Realty offices in Stillwater and Woodbury, and the Coldwell Banker Burnet Realty office in Woodbury. Awareness of Gateway was lower in Stillwater than in Woodbury. Some are skeptical that the cost to build transit is less than adding highway lanes. Some signed up to receive more information and one supporter plans to write a positive blog post about Gateway. In December, a meeting is scheduled with Metro State University.

Next steps

In December, the Communications team will continue efforts to publicize the first video and continue to schedule community and business meetings.

Action Requested Information



Agenda Item #8

DATE: December 6, 2013
TO: Gateway Corridor Commission
FROM: Staff
RE: State and Federal Legislative Update

Below are the State and Federal Updates prepared by Lockridge, Grindal and Nauen (LGN) for the Counties Transit Improvement Board (CTIB).

State Update

Minnesota's November Budget Forecast Announcement

Today the Office of Minnesota Management and Budget (MMB) released the State's November budget forecast. Changes in the General Fund revenue and expenditures have increased the projected balance for Fiscal Year 2014-2015 to \$1.086 billion. Current law dictates this surplus will first be spent to complete repayment of the school shift (\$246 million) and return borrowed state airport funds (\$15 million). This leaves a \$825 million surplus.

The next budget forecast in February will additionally help guide Governor Dayton and legislators with upcoming budget decisions on final spending or saving budget numbers during the upcoming legislative session, which starts on February 25, 2014.

Business groups will aim to repeal certain taxes enacted last year, including the labor service charges for repair and maintenance (\$152 million), telecommunication equipment (\$66 million) and warehousing services (\$95 million). Other groups will aim to use extra surplus funds on spending initiatives or perhaps a higher capital investment bill. Governor Dayton said he will not release a supplemental budget proposal to address any surplus or deficit at this time.

Federal Update

Weekly Update for Week of December 2nd

The House returned from Thanksgiving recess this Monday, though the Senate is not scheduled to return until December 9th. Congressional negotiations continue on several key conference committees including a comprehensive farm bill, water resources legislation, and a budget framework. House Majority Leaders are prepared to move a budget conference deal next week that could set top-line spending levels for the next two years, but so far a final accord has yet to emerge from negotiations.

In this Update

Negotiations Press Closer to Budget Deal, Seek Path to Rapid Passage



Farm Bill Conferees Report Progress in Talks but No Deal Emerges

Short-Term Patch Likely as Medicare Sustainable Growth Rate Discussion Continues

Next Week Highlights

Key Upcoming Dates

Special News, Notes and Events

Minnesota Delegation Notes

Negotiators Press Closer to Budget Deal, Seek Path to Rapid Passage

House Budget Chairman Paul Ryan (R-WI) and Senate Budget Chairwoman Patty Murray (D-WA) are nearing an agreement on a budget deal that would raise fiscal 2014 spending to about \$1 trillion, sources close to the talks say, but are still trying to nail down terms amid rising concerns from within their own parties. The two are pushing to finalize a budget plan in time to put it before Congress next week, likely in the form of legislation rather than a budget conference agreement.

Although various plans and provisions remain under discussion, sources said the talks point to a framework that would raise spending a modest amount over the rest of this fiscal year in exchange for an array of other deficit reduction measures. Under one potential plan, for instance, the \$967 billion overall discretionary spending level under the sequester would be raised by \$34 billion to \$1.001 trillion in the fiscal year that began October 1st. The increase would be evenly divided between defense and domestic spending, raising defense spending to \$515 billion and domestic to \$486 billion. That would represent a \$3 billion drop in defense spending from the current level temporarily continued from the last fiscal year. But it would be \$17 billion above the fiscal 2014 sequester level of \$498 billion.

Some sources have suggested they have scaled back the sequester relief in the plan in recent days because of an inability to agree on enough long term deficit reduction to offset a larger increase in discretionary spending. Ryan and Murray also have been discussing extending that general framework to cover fiscal 2015, which begins next October 1st. Such an agreement would mark a dramatic change from several years of virtual stalemate on budget issues, and it would allow lawmakers to turn to other fiscal issues such as a potential tax overhaul and to focus more on the policy-making in spending plans that has been sidetracked under the fiscal impasse. Sources stressed, however, that no final deal had been reached, and that any deal may be a tough sell for many conservatives and liberals. Even though Murray and Ryan have aimed for a small and limited deal that is designed to alienate as few as possible, reports of what the plan could include already are drawing opposition from the airline industry, labor unions, conservative organizations and lawmakers from both parties.

Sources said the leaders of the House-Senate budget conference committee are looking at using regular legislation, rather than a budget resolution, for any agreement to allow a plan to move more quickly through Congress. It means Congress could pass the entire package with one vote in each chamber instead of two votes. Since the kind of plan being described is sure to draw opposition, minimizing the number of votes would increase the chances of passage. Passing one bill also would lock in spending



cuts and revenue increases before sequester relief is provided. A budget resolution could provide a top-line discretionary cap for appropriators in fiscal 2014 and 2015, but an additional separate bill would be required to adjust the sequester and implement other spending cuts and revenue increases, since a budget rule does not become law and cannot amend a law.

Going straight to a bill also would save time, eliminating the need to win approval from the 29-member conference committee, which has been largely left out of the private talks taking place between Ryan and Murray. The House Rules Committee is prepared to post legislation implementing an agreement on its web site Monday if a deal is reached. The committee would likely pass a rule for the bill Tuesday, paving the way for a House vote on the plan Wednesday.

Farm Bill Conference Report Progress in Talks but No Details Emerge

Leaders of the farm bill conference committee said Wednesday they made "great progress" in resolving their outstanding issues during an hour-long, face-to-face meeting. House Agriculture Committee Chairman Frank Lucas (R-OK) has said his objective would be to reach agreement on the key issues over the coming days and then have the final bill drafted over the Christmas recess and ready for floor action in January. That scenario may require a short-term extension of the 2008 farm law into January to prevent permanent law from triggering price increases on commodities, especially dairy products.

Minnesota Congressman Collin Peterson (D-07), the House Agriculture Committee's Ranking Member, says the four farm bill principles have reached a preliminary deal that bridges some of the biggest gaps between the House's and Senate's crop subsidy provisions. The deal would move crop subsidies fully to base acres, the historical acreage tied to farmland, rather than the actual crops a farmer planted. While the deal could mean an end to the weeks-long standoff between the lawmakers, the reversal dashes early hopes - shared by the House and Senate - to adopt a more transparent system of paying on planted acres. A major criticism of the current direct cash payments to farmers is that the money goes out regardless of what is being planted, if anything at all. The rough goal now is to pay on 85% of base acres for both the new revenue and price loss programs in the proposed commodity title.

Meanwhile, House Leadership has made conflicting statements regarding timing of farm bill legislation with Majority Leader Eric Cantor (R-VA) announcing this Thursday that the House could vote on a farm bill conference report as soon as next week while House Speaker John Boehner, (R-OH) had told reporters he had "not seen any real progress" on negotiations and that the House was prepared to pass a one-month extension of existing programs. He said he plans to adjourn the House in five more legislative days regardless.

Short-Term Patch Likely as Medicare Sustainable Growth Rate Discussion Continues

Lawmakers on House and Senate committees have made a number of changes to their joint, bipartisan proposal to replace how Medicare pays physicians, in hopes of having dual markups on the legislation next week. The alterations to the draft legislative framework reflect comments from provider and patient groups, as well as other stakeholders. The Senate Finance Committee is slated to mark up the proposal December 12th and the House Ways and Means Committee may also hold its own markup next week.



With time running short before the end of the year, lawmakers are also looking at passing a short-term payment patch, most likely for three months, to buy more time for the replacement bill. If Congress doesn't act, physicians will see their Medicare reimbursement rates cut by about 24% after December 31st. This Thursday, House Majority Leadership said it was possible that legislation related to Medicare physician payments could be on the House floor next week. The House is scheduled to be in recess after December 13th.

Aides to the Senate Finance Committee and House Ways and Means Committee briefed provider groups on the updates to the draft measure on Wednesday night. The framework would repeal Medicare's current payment formula, and allow physicians to either stay in Medicare's traditional fee-for-service system or move to alternative payment models. Physicians who remain in the fee-for-service program would have their payment rates frozen for 10 years, but would be able to receive bonus payments through a new, combined, value-based purchasing program.

Lawmakers are still working on one of the measure's biggest sticking points - how to pay for the cost of repealing the SGR and implementing the new models. The Congressional Budget Office found that repealing the SGR would cost \$139.1 billion over 10 years - much lower than in previous years.

NEXT WEEK HIGHLIGHTS

House: The chamber will adjourn on December 13th.

Senate: The chamber is in recess, returning on December 9th.

KEY UPCOMING DATES

January 15, 2014

Continuing resolution passed by Congress on October 16th is set to expire. Congress must act before January 15th to keep the government running.

February 7, 2014

Under new legislation, the country is expected to reach its debt ceiling early next year which will require Congress to act to avoid defaulting on our loans.

SPECIAL NEWS, NOTES AND EVENTS

Reception Honors Congressman Erik Paulsen

On Tuesday, December 3rd, an intimate group gathered to honor Congressman Erik Paulsen (MN-3) at the Capitol Hill home of LGN's Federal Relations Director Dennis McGrann. Discussions revolved around proposed tax reform, ongoing farm bill negotiations, and the budget conference committee.

LGN Celebrates 35th Anniversary



On Thursday, December 5th, a large crowd of distinguished guests, including state and local government officials and Supreme Court Justices, joined LGN clients, partners and staff at the firm's downtown Minneapolis office to celebrate Lockridge Grindal Nauen's 35th anniversary.

MINNESOTA DELEGATION NOTES:

Senator Amy Klobuchar, (D-MN), called on Congress to make fighting Alzheimer's disease an urgent national priority by doubling research funding by 2015. [Read more here.](#)

Senator Al Franken, (D-MN), discussed college affordability at an Apple Valley event, noting how students can save money on tuition by obtaining college credit prior to attending college. Franken identified graduating Minnesota debt as the third highest in the country at \$30,000 per student. [Read more here.](#)

Congressman Tim Walz, (D-MN-01), would like a farm bill agreement to be brought up for a vote, but is not optimistic about negotiations being finalized before the end of the year. [Read more here.](#)

Congressman John Kline, (R-MN-02), supported bipartisan energy legislation that passed in the House this week and intends to lower energy costs, eliminate unnecessary delays, and create jobs. [Read more here.](#)

Congressman Erik Paulsen, (R-MN-03), discussed local priorities with visiting members of the Minnesota State Legislature. [Read more here.](#)

Congresswoman Betty McCollum, (D-MN-04), in honor of World AIDS Day on December 1st, made a statement remembering those who have died as a result of the disease, honoring those working for a cure, and crediting the Affordable Care Act with helping those afflicted by the disease by requiring insurance companies to no longer deny coverage to those with HIV/AIDS because of their pre-existing condition. [Read more here.](#)

Congressman Keith Ellison, (D-MN-05), celebrated an increase in the enrollment of Minnesotans in MNsure, Minnesota's health care exchange, by 4,000 in November over the previous month of October. [Read more here.](#)

Congressman Collin Peterson, (D-MN-07), stated that commodity groups picking sides between House Agriculture Committee Chairman Lucas and Senate Agriculture Committee Chairwoman Debbie Stabenow is hurting the chances for a farm bill before the end of the year. [Read more here.](#)

Congressman Rick Nolan, (D-MN-08), announced passage of his legislation permitting the long-awaited land exchange between Fond du Lac Band and Carlton County. [Read more here.](#)

ADDITIONAL MEDIA

Water Bill Conferees Review Corps' Plan to Remove Vegetation From Levees
By Nathan Hurst, CQ Roll Call
Dec. 3, 2013 - 6:00 a.m.



After Hurricane Katrina's storm surge washed away levees designed to protect New Orleans and other vulnerable areas along the Gulf Coast and Mississippi Delta, the Army Corps of Engineers announced plans to remove trees and other vegetation with roots that might weaken the flood protection structures.

But California environmentalists are objecting that what they call a one-size-fits-all policy by the corps will strip away vegetation that provides vital habitats for endangered species, such as the Chinook salmon, riparian brush rabbit and Swainson's hawk. Water resources bills passed by both chambers (HR 3080; S 601) would require the corps to re-evaluate its vegetation management policy, which requires removal of levee vegetation at least 2 inches in diameter.

Both bills would require the corps to revise its guidelines with public input. The Senate's bill would give the corps two years to complete the review, while the House version would require action within a year. Some version of the provision is likely to be included in the water resources conference report that negotiators hope to produce this month.

The California State Association of Counties said earlier this year in a letter to Senate Environment and Public Works Chairwoman Barbara Boxer that the current corps guidelines "represent a narrow and restrictive policy that is unworkable for California's flood control agencies" because "the cost of complying with the vegetation removal policy is prohibitive."

Removing trees and other vegetation can destroy wildlife habitats, and in some cases the corps policy conflicts with environmental laws protecting threatened species.

"Local officials can be put in the untenable position of choosing between removing vegetation - and therefore potentially violating environmental laws - or leaving vegetation in place and foregoing eligibility for federal relief to conduct post-disaster levee repairs," the association said in its letter to Boxer, a California Democrat who is the conference chairwoman.

California environmental regulators are particularly vexed by the policy because the vegetation that has been growing for decades on levees designed to protect flood-prone areas near Sacramento now provides critical breeding grounds for some species.

The state's Department of Fish and Game, for example, said in a 2010 report that one of the state's few remaining commercial salmon stocks depends on levee-based vegetation to breed, and questioned whether removing vegetation would actually increase the stability of levees.

The Gulf Coast levees that failed during Hurricane Katrina focused scrutiny on the strength and stability of such structures. The corps determined that vegetation removal will prevent roots from weakening the underlying structural integrity of levee systems.

Organizations including the Association of California Water Agencies, however, say the guidelines should be more flexible and consider whether money used to remove vegetation will appreciably increase levee stability. Last year, the association got 35 members of California's congressional delegation to sign a



letter asking Assistant Secretary of the Army for Civil Works Jo-Ellen Darcy to re-evaluate the corps' vegetation management policies.

Despite the criticism it has attracted for the levee vegetation rules the corps has worked with some local authorities to allow vegetation to remain. The Central Valley Flood Protection Board and the Sacramento Area Flood Control Agency successfully petitioned the corps for a variance allowing trees to stay on most of a 42-mile stretch of the Natomas East Main Drainage Canal, though the corps can also amend the variance - and start removing trees - if vegetation is found to threaten levee stability.

Lockridge Grindal Nauen P.L.L.P
Suite 210
415 Second Street Northeast
Washington, D.C. 20002-4900
telephone 202-544-9840
facsimile 202-544-9850
www.locklaw.com

Copyright 2012 Lockridge Grindal Nauen P.L.L.P

Action
Information



Agenda Item #9

DATE: December 6, 2013
TO: Gateway Corridor Commission
FROM: Staff
RE: Draft Environmental Impact Statement (DEIS) Study Update

Additional Analysis Requested

On November 1, 2013, an interagency policy-level meeting with MnDOT, Met Council and Gateway Corridor leadership occurred. The purpose of the meeting was to discuss how the following items would be evaluated during the scoping phase of the DEIS process:

- Operations approach to express bus service in the corridor that does not degrade current service and preferably improves it. The evaluation will determine the optimal solution to serve the express market and project needs which could include express buses staying on I-94 or using the fixed guideway or a combination of both.
- High-level assessment of implications of the fixed guideway alternative to future I-94 expansion.

Meetings between agency and project staff to address the Gateway operational and I-94 right-of-way are in process. The TAC, PAC, CAC and the Gateway Corridor Commission will also be included in the review process. The information gained through both of these activities will be used to inform the Scoping Decision anticipated to be made in late spring 2014, and ultimately for the locally preferred alternative decision in late 2014. Both of these activities are included in the work scope for the DEIS process. Please see attached "General Approach to Respond to Metropolitan Council and MnDOT Request" Memo and supporting materials.

Committee Updates

The Technical Advisory Committee (TAC) held meetings on October 14th and November 20th. The Community Advisory Committee (CAC) will be meeting on Monday, December 9th and the Policy Advisory Committee (PAC) will be meeting prior to the Commission meeting on December 12th. The committees have been working on the following activities

- Refinements to the Purpose and Need Document
- Additional Comparison of the D1 and D2 alignments
- Reviewing traffic analysis results
- Preparing for Scoping Activities including public involvement efforts

**Schedule / Next Steps**

The initiation of the scoping phase will occur in January with the official scoping meetings held in February and March of 2014 after the holiday season. Below is a general schedule of upcoming milestones

- Notice of Intent to Start Scoping Published in Federal Register (January 2014)
- Scoping Booklet Published (Jan/Feb 2014)
- Official Scoping Meetings (Mar/Apr 2014)
- Scoping Decision (May/June 2014)
- Locally Preferred Alternative (LPA) Decision (June/Nov 2014)

Action Requested:

Information

Gateway Corridor Environmental Impact Statement

PROGRESS REPORT TO THE GATEWAY CORRIDOR COMMISSION – NOVEMBER 2013

SUBMITTED BY JEANNE WITZIG, KIMLEY-HORN AND ASSOCIATES, INC.

Key Work Activities/Progress During October/Early November 2013

▪ Meetings

- *Project management team (PMT)* - Held meetings on October 6, 30 and November 6, 2013. Key items addressed at the meetings included: alignment/typical section review, with a focus on the Corridor “pinchpoints”, review and input on Purpose and Need, recommendations regarding D1 and D2 alignment options to further consider, preliminary traffic analysis findings, and discussion regarding added alternative request (Highway BRT) from Met Council and MnDOT.
- *Meeting with Landfall*– Held meeting with city and Washington County staff and elected officials on October 25, 2013. Areas discussed included alignment considerations through Landfall, location of transit station, drainage, accessibility, and overall project development schedule.
- *Coordination Meetings with Met Council/MnDOT/Washington and Ramsey Counties* - The project team met with MnDOT and Met Council staff on October 11 to discuss impacts to I-94 right of way and potential for conducting analysis on an “added” alternative during Scoping – Highway BRT. Policy level meeting with same agencies occurred on November 1, 2013. Current direction to focus on operational plan and impacts to I-94 right-of-way as part of current Alternatives advancing out of AA process.
- *ESABA/Engage Eastside Meeting* – Meeting held with ESABA and Engage East Side on October 8th, 2013. At the meeting, the group agreed to recommend advancing Alignment B1 for further study, and to submit correspondence to FTA regarding their recommendation.
- *Cultural Resources Kick Off Meeting* – Held meeting on October 24, 2013 with MnDOT Cultural Resources Unit (Dennis Gimmetstad). Currently waiting for official FTA delegation of authority to MnDOT.
- *Federal Transit Administration (FTA)* - Conducted tour of the Gateway Corridor on November 1, 2013 with four FTA- Region 5 (Chicago) members, including Regional Administrator Marisol Simon.

▪ Policy Advisory Committee (PAC) and Gateway Corridor Commission –

- Held PAC and GCC meeting on October 10, 2013. Focus of both meetings was to review findings from the Alignment B1 and B2 comparative evaluation, and recommendations from the TAC and CAC. PAC and GCC both voted and approved that Alignment B2 should not advance for further study.

- **Technical Advisory Committee:**
 - Held a meeting on October 15, 2013 at Woodbury City hall. Meeting focused on reviewing Purpose and Need document, and findings from the preliminary traffic analysis.
- **Community Advisory Committee (CAC)**
 - The CAC did not meet during the month of October 2013.
- **Work Activities**
 - Finalized Technical Memo – Alignment B1 and B2 Comparative Evaluation.
 - Continued work on preliminary traffic analysis at selected intersections.
 - Continued to advance definition of D1 and D2 alignment options based on input from PMT and TAC
 - Continued to refine/revise Purpose and Need statement in response to PMT/TAC comments.
 - Continued work on travel time and ridership analysis
 - Prepared preliminary potential Highway BRT alignment and approach to addressing alternative in response to October 11, 2013 request from Met Council/MnDOT.
 - Prepared follow up documents to FTA call (Cooperating/Participating Agency support document)
 - Initiated work on memo regarding new guidance from FTA on New Starts evaluation, and how it could impact Gateway Corridor alternatives evaluation
 - Initiated file review of known historic resources in Gateway Corridor.
 - Prepared for and attended meetings referenced in this document

Upcoming EIS Activities

- Prepare for upcoming TAC, CAC, PAC/GCC and FTA meetings.
- Continue work on Notice of Intent and Scoping Booklet
- Continue to work on DRAFT Purpose and Need Statement and review with committees and FTA
- Respond to forthcoming FTA comments on Scoping Documents.
- Finalize Cooperating and Participating Agency invitation list, and submit letters of invitation.
- Initiate official Section 106 (cultural resource) activities (pending FTA letter).
- Develop Draft Comparative Evaluations for Alignment D1 versus D2 and LRT versus BRT
- Continue to advance and refine concept alignments/typical sections, with a focus on potential I-94 ROW impacts
- Continue to conduct scoping level ridership and travel time analysis as part of refining/defining the Operations Plan
- Continue to conduct scoping level traffic analysis
- Conduct existing condition noise measurements in corridor

Gateway Corridor Environmental Impact Statement

PROGRESS REPORT TO THE GATEWAY CORRIDOR COMMISSION – DECEMBER 2013

SUBMITTED BY JEANNE WITZIG, KIMLEY-HORN AND ASSOCIATES, INC.

Key Work Activities/Progress During November/Early December 2013

- **Meetings**
 - *Project management team (PMT)* - Held meeting on November 6, 2013. Meeting focused on reviewing approach and schedule to address the two key questions that came out of the November 1 Interagency Policy meeting:
 - How can future express bus service operations be optimized?
 - What are the impacts to I-94 expansion/ managed lanes?
 - *Federal Transit Administration (FTA)* – Held project coordination call with FTA on November 13. Key items discussed included summary of B1/B2 local recommendations, input received from Engage East Side, recommended participating/cooperating agencies, and updated project schedule, with an emphasis on required review times by FTA.
 - *Working Group Meetings* – In response to action items from November 1 meeting, two working group meetings were held on November 15 and 21 to address I-94 right-of-way and operational analysis inputs, respectively.
- **Technical Advisory Committee:**
 - Held a meeting on November 20, 2013 at Woodbury City hall. Meeting focused on reviewing approach to addressing potential impacts to I-94 and operational analysis, along with Purpose and Need refinements and an overview of changes to New Starts process under MAP-21.
- **Community Advisory Committee (CAC)**
 - The CAC did not meet during the month of November 2013. The December 9, 2013 CAC meeting update will be summarized in the January 2014 update.
- **Work Activities**
 - Conducted existing noise measurements in the Gateway Corridor the week of November 18, 2013.
 - Prepared background information for working group meetings. Specifically, alignment “pinch point” locations in I-94 corridor and traffic congestion figures.
 - Continued work on and refine travel time and ridership analysis based on 2030 forecasts and congested speeds (primarily on I-94).
 - Prepared Approach document that outlines process to address Met Council/MnDOT request.
 - Continued to advance definition of D1 and D2 alignment options based on input from PMT and TAC and initiated comparative evaluation (Technical Memo and supporting matrix).

- Finalized first local draft of Purpose and Need statement in response to PMT/TAC comments.
- Continued work on preliminary traffic analysis at selected intersections.
- Prepared follow up documents to FTA call (Cooperating/Participating Agency support document)
- Outlined changes in New Starts guidance/evaluation under MAP-21, and how it could impact Gateway Corridor alternatives evaluation
- Conducted “drive through” of Gateway Corridor with Dennis Gimmetad.
- Revised NOI and Scoping Booklet based on further definition/clarification from FTA and project advisory committees.
- Prepared for and attended meetings referenced in this document

Upcoming EIS Activities

- Prepare for upcoming TAC, CAC, PAC/GCC and FTA meetings.
- Continue to advance and refine concept alignments/typical sections, with a focus on potential I-94 ROW impacts
- Continue to conduct scoping level ridership and travel time analysis as part of refining/defining the Operations Plan
- Develop Draft Comparative Evaluations for Alignment D1 versus D2 and LRT versus BRT
- Submit DRAFT Notice of Intent and Purpose and Need to FTA.
- Revise Scoping Booklet based on committee input
- Draft Cooperating and Participating Agency invitation letters
- Continue to advance existing condition inventory as appropriate
- Continue to conduct scoping level traffic analysis
- Prepare for public outreach efforts in January 2014, focused on proposed Alignments D1 and D2
- Prepare for Scoping public outreach activities (March 2014 timeframe)

GENERAL APPROACH TO RESPOND TO MET COUNCIL AND MNDOT REQUEST

11.18.2013

The original request was outlined, in a document provided by Arlene McCarthy (*Attachment A*) at a meeting on October 11, 2013 with representatives from the Met Council, MnDOT, Washington County, Ramsey County, and the EIS consultant team.

On November 1, 2013, an interagency policy-level meeting with MnDOT and Met Council occurred to further discuss the requested analysis. Through discussion at the November 1 meeting (*See Attachment*), the following key points were made to further clarify the request and drive the next step action items:

- Important that the Gateway project recognizes and address that there are two transit markets to serve: express and station to station.
- As per the Transportation Policy Plan, the Met Council underscores the importance of protecting multi-modal options to address growth [in this case, managed lanes in I-94]
- The Met Council would like to see if there's an alternative that can move forward with no harm to express service and preserve options for a future managed lane.
- MnDOT asked that additional analysis be conducted to determine what may or may not fit in the corridor, including the ability to add a managed lane.
- Initiate discussion with FHWA regarding I-94 right of way as soon as possible.
- The group agreed that a working group comprised of the consultant team, Metro Transit, MnDOT and Ramsey and Washington County staff should look at the following during the scoping phase of the DEIS:
 - Operations approach to express bus service in the corridor that does not degrade current service and preferably improves it. The evaluation will determine the optimal solution to serve the express market and project needs which could include express buses staying on I-94 or using the fixed guideway or a combination of both.
 - High-level assessment of implications of the fixed guideway alternative to future I-94 expansion.

Meetings to address the Gateway operational and I-94 right-of-way will be taking place in the November and December 2013 timeframe; along with coordination with the FHWA. Throughout this evaluation, Gateway Corridor Advisory Committees will be engaged along with the Gateway Corridor Commission.

The information gained through both of these activities will be used to inform the Scoping Decision anticipated to be made in late spring 2014, and ultimately for the locally preferred alternative decision in late 2014. The operational analysis is a current work activity in the EIS process; along with the evaluation of potential right of way impacts.

Interagency Coordination Meeting: Met Council and MnDOT

Friday, November 1, 2013

1:30-3:00 pm

Woodbury City Hall

Draft Meeting Summary

Prepared by B. Bartz, SRF Consulting Group. *This summary is not intended to be a comprehensive meeting record, but rather a summary of key points as noted by Beth Bartz, SRF Consulting Group and Andy Gitzlaff, Washington County.*

Attendees:

Commissioner Lisa Weik, Washington County
Commission Rafael Ortega, Ramsey County
Metropolitan Council Member Harry Melander
Mayor Mary Giuliani Stephens, City of Woodbury
Councilmember Kathy Lantry, City of Saint Paul
Scott McBride, Minnesota Dept. of Transportation
Arlene McCarthy, Metropolitan Council
Wayne Sandberg, Washington County
Andy Gitzlaff, Washington County
Tim Mayasich, Ramsey County
Mike Rogers, Ramsey County
Kevin Roggenbuck, Ramsey County
Janelle Schmitz, City of Woodbury
Klayton Eckles, City of Woodbury
Al Lovejoy, City of Saint Paul
Beth Bartz, SRF Consulting Group

Commission Weik opened the meeting, noting that the purpose was to address the request received by the project from the Metropolitan Council and MnDOT that an additional alternative be studied during the Gateway DEIS Scoping Phase. She emphasized that the Gateway Corridor Commission has envisioned this study to be a data-driven process, and would like to see all issues examined in a data driven manner.

Arlene McCarthy stated that the Met Council shares the Gateway Corridor Commissions desire to get to a solution in a timely way noting that it is not uncommon for new alternatives to be added at the scoping phase of an DEIS. She agreed that this should be a data-driven analysis. Arlene stated 2 major purposes for the discussion:

1. Recognition that we have two transit markets to serve: express and station to station
2. As per the Transportation Policy Plan, we want the region to grow so we need to protect our multi-modal options [in this case, managed lanes in I-94]

The Met Council would like to see if there's an alternative that can move forward with no harm to express service and preserve options for a future managed lane. Scott McBride added that additional analysis is needed to determine what may or may not fit in the corridor, including the ability to add a managed lane. Scott also emphasized the importance of involving the FHWA soon on the use of I-94 ROW.

Arlene further noted that it would be better to address this issue now instead of later in the process to avoid delay to the process. Commissioner Weik stated that while she understands the need to address these concerns, she does not want to confuse FTA or create local frustration in revisiting issues that other Corridor Commission members feel have already been decided in the Alternatives Analysis. Andy Gitzlaff stated that the proposal has some similarities and differences to the TSM alternative and BRT managed lane alternatives previously studied.

Arlene stated that she and Adam Harrington, Metro Transit, reviewed the documents discussed at the PMT this week which attempted to take the concept previously articulated and illustrates it within the context of the project corridor. She said that while she appreciated the team's efforts, the intended concept was not understood. The Council's request is for an alternate that has express buses using the general purpose lanes when there is not congestion and the shoulder (perhaps a "super shoulder" transit guideway) allowing the express buses to travel at I-94 posted speeds (as opposed to the standard bus-only shoulder with restricted speeds) with little, if any, restriction on operations by station-to-station service. However, the request did not eliminate the station-to-station fixed guideway alternative or the station stops identified along the line in the current BRT alternative

Substantial discussion followed clarifying the Met Council concept, noting that there are a number of "pinch points" where right of way is very restricted in the corridor as well as a variety of interchange configurations, some of which would support the concept better than others.

Commissioner Ortega expressed significant concern for any options that set the project up for a non-fixed guideway solution. He has polled his Board of Commissioners and all agree that economic development is a very high priority for this project, and they believe this can only be accomplished with a fixed guideway. If that is not part of the picture, then this project will no longer be a priority for Ramsey County.

Council member Melander shared that the Met Council members and staff understand and agree with the need for transit investment in the east metro and the Gateway Corridor specifically. The Council is asking that questions and concerns be addressed through the project process.

Discussion followed as to if a separate alternative, per se, is really necessary to address the express bus concerns, or whether this may be addressed by further optimizing the current BRT alternative, looking at potential operations plans for express buses. Arlene agreed that an operations/service planning analysis approach to this would be acceptable.

Group discussion then turned toward MnDOT's concerns, as an operations approach may address express bus concerns, but not necessarily the issue regarding managed lanes.

Scott clarified that he is not looking for a full I-94 corridor study, as that is not in their current work plan. However, he would like a high-level assessment of what construction of a fixed guideway would mean for future operations. He feels this could be accomplished by a discussion by a group of "smart people" with knowledge of the I-94 corridor from a design,

operations and maintenance perspective and a solid understanding of development of managed lanes.

Commissioner Ortega reiterated that Ramsey County is one of the biggest contributors to CTIB, and the County wants to see their share of investment in the east metro.

The group agreed that a working group comprised of the consultant team, Metro Transit, MnDOT and Ramsey and Washington County staff should look at the following during the scoping phase of the DEIS:

1. Operations approach to express bus service in the corridor that does not degrade current service and preferably improves it. The evaluation will determine the optimal solution to serve the express market and project needs which could include express buses staying on I-94 or using the fixed guideway or a combination of both.
2. High-level assessment of implications of the fixed guideway alternative to future I-94 expansion.

All reiterated the need to engage both MnDOT and Met Council in dialog throughout this process.

Andy Gitzlaff stated that this discussion will be summarized and brought through the study's committee structure including the TAC, PAC, CAC and Gateway Corridor Commission. The project team will prepare more details on any cost or schedule implications.

Please contact Beth Bartz (bbartz@srfconsulting.com) or Andy Gitzlaff (andy.gitzlaff@co.washington.mn.us) with any additions or clarifications to this summary.

Attachments

Gateway Corridor Discussion Items Memo from Met Council and MnDOT dated November 11, 2013

Gateway Corridor Discussion Items

10/11/13 v2

Introduction

Understanding that it is critical in transit project development to evaluate, disclose, and ultimately select a solution that is practicable (permitted by resource agencies/supported by the public and decision makers) and feasible (constructible in the short term and cost-effective and competitive for local and federal funding), MnDOT and the Met Council offer the following points for consideration by the Gateway Corridor PAC.

These thoughts are offered as the Gateway Corridor project prepares to enter into the NEPA scoping process with the recognition that it is critical to evaluate a full range of reasonable alternatives in the NEPA process. Making an investment in improved transit service in the Gateway Corridor is consistent with the region's long-range Transportation Policy Plan as it is an important link in the region's transit system vision. Ensuring that the Gateway Corridor project development process puts the region on track for identifying the best investment to meet this need is precisely what the PAC is currently focused on accomplishing and these thoughts are offered in this spirit.

Use of ROW and Transportation Policy Plan (TPP)

- During the Corridor Overview at the 8/8/13 DEIS PAC meeting, Council and MnDOT staff got the impression that the BRT alignment may require more MnDOT right-of-way through several pinch points than originally anticipated in the AA process. The Council and MnDOT are concerned that the amount of ROW needed for BRT alternative is not clear and has not been vetted.
- The TPP calls for the existing bus-only shoulders to Century Avenue to be maintained and for extending the bus-only shoulders further east as congestion warrants.
- The TPP also identifies the I-94 corridor for a future managed lane. Given the existing and anticipated congestion, a managed lane for this corridor is considered a long-term improvement (i.e. post-2030).
- The existing MnDOT right-of-way needs to be preserved for existing and future multimodal needs (i.e. a managed lane or extended bus-only shoulder lane) and lower cost/high benefit improvements called for in the TPP; only very limited ROW may be available for dedicated exclusive BRT use. In its 10/29/12 letter to Washington County, MnDOT advised of this need to not preclude a future managed lane option with any alternative carried into the EIS process.
- Use of the ROW for BRT needs to be discussed with MnDOT and the Council. County staff have scheduled a meeting on October 11, 2013 to discuss this.

Express Bus Travel Time Comparison

- More than 2,200 weekday express rides were provided on four express routes to Minneapolis and St. Paul in the Gateway Corridor in 2010. These buses use the bus-only shoulder lanes during periods of congestion.
- The Gateway Corridor AA assumed for the BRT alternative that express buses would use the BRT alignment (with bypass lanes provided at BRT stations) rather than remain on I-94. While Council staff expressed the value of clearly comparing the express travel times between alternatives during the AA, this was not completed. The AA work did indicate that the fastest express bus travel time is realized when the general purpose lane is used supplemented by the bus-only shoulders during congestion.
- The Council requests that express bus travel time between the AA alternatives be finalized and clearly communicated, and the results incorporated in the DEIS analyses.

New Starts Evaluation and Rating Analysis

- The two-page Gateway Corridor fact sheet distributed for the 8/8/13 DEIS PAC meeting states “The Gateway Corridor intends to seek federal funds from the Federal Transit Administration’s New Starts program for capital investments.”
- The Council recommends that the DEIS consultant conduct an evaluation of the Gateway Corridor alternatives rankings utilizing the recently released *New Starts Evaluation and Rating Process Final Policy Guidance* and compare the Gateway alternatives to other national projects competing for New Starts funding.
- The Council recently gave a presentation to CTIB on national competition for New Starts funding and is willing to give the same presentation to the Gateway Corridor PAC. Or the DEIS consultant could be asked to give a similar presentation

Add Revised BRT Alternative

- The AA ridership results clearly demonstrated that 90% of all forecasted Gateway Corridor transit trips occur during rush hour serving the primary Minneapolis and St. Paul commute.
- Travel time competitiveness and frequency of service is essential for rush hour commuters with the option to drive a car
- While the forecast showed a smaller percentage of people making trips in non-peak time and direction, access through new connections and wider span of service are important to enable those trips. Recent analysis of the I-35W North corridor for Highway BRT indicated that providing new regional connections with frequent service can provide a significant benefit to communities and transit users.
- The BRT Managed Lane Alternative 8 eliminated through the AA process resulted from the alternative
 - Being very expensive, with BRT designed with on-line (center running) stations requiring major improvements to the I-694/I-94 interchange
 - Having limited economic development opportunities due to the on-line stations

- Being ineligible for New Starts funding; while this alternative would benefit both buses and general purpose autos, the project was not able to determine a reasonable capital split between highway and transit to be eligible for New Starts funding.
- As part of the Council’s regional Highway Transitway Corridor Study currently being conducted, the Highway BRT service design is assuming a mix of lower-cost in-line (immediately adjacent to the freeway) and off-line stations (near, but not immediately adjacent to the freeway) to determine the relative demand for all-day, frequent transit across eight regional highway corridors (I-94 West, Hwy 65, I-35E North, Hwy 36, I-35E South, Hwy 169, Hwy 212 and I-394). These assumptions are based on a few key points:
 - Off-line stations tend to be logically located where park-rides exist or are planned and where economic development is expected or desired.
 - The cost of on-line stations will likely not be cost-effective – with the station cost outweighing the potential increase in ridership. In some cases, the potential for economic development may also play an important role in the type of station recommended for a particular location.
 - Highway BRT service in many of these corridors can achieve reliable travel times during the peak period using either a shoulder lane or managed lane and using the relatively uncongested freeway lanes during the off-peak.
 - When BRT service is utilizing many in-line and off-line stations, faster and more reliable travel times can still be achieved at a lower cost by providing an improved right shoulder in the highway corridor where BRT buses can easily exit and re-enter the highway while still bypassing congested freeway segments.
- The Met Council and MnDOT request that the Gateway Corridor DEIS process add a new BRT alternative that utilizes the right shoulder for appropriate segments of the corridor and moves off the right-of-way to serve station areas.
 - An enhanced shoulder (similar to the situation with the METRO Red Line) would allow higher bus travel speeds on the right shoulder than current bus-only shoulder lane speeds.
 - Both express and BRT buses would share the shoulder with the BRT buses leaving the shoulder, possibly using exclusive guideway, to serve economic centers.

This is a viable alternative for Gateway that was not considered in the AA process.



DATE: December 12, 2013
TO: Gateway Corridor Commission
FROM: Staff
RE: Other Items

Items 10a. Meeting Dates Summary

Included below is a summary of the upcoming Commission and DEIS Study meetings.

| Month | Meeting | Date | Planned Start Time |
|----------|-----------------------------|-------------|--------------------|
| December | TAC | December 18 | 2:00 PM |
| January | PAC | January 9 | 2:00 PM |
| January | Gateway Corridor Commission | January 9 | 3:30 PM |
| January | TAC | January 15 | 2:00 PM |

Item 10b. Website and Social Media Updates

Facebook

The Gateway Corridor Facebook page was launched on Monday, February 20, 2012. The page currently has 347 'Likes'. There have not been any instances where comments have had to be removed during this reporting period.

YouTube

The four YouTube videos of the various alignments are still posted. The "views" of these videos ranges from 130-310.

Website

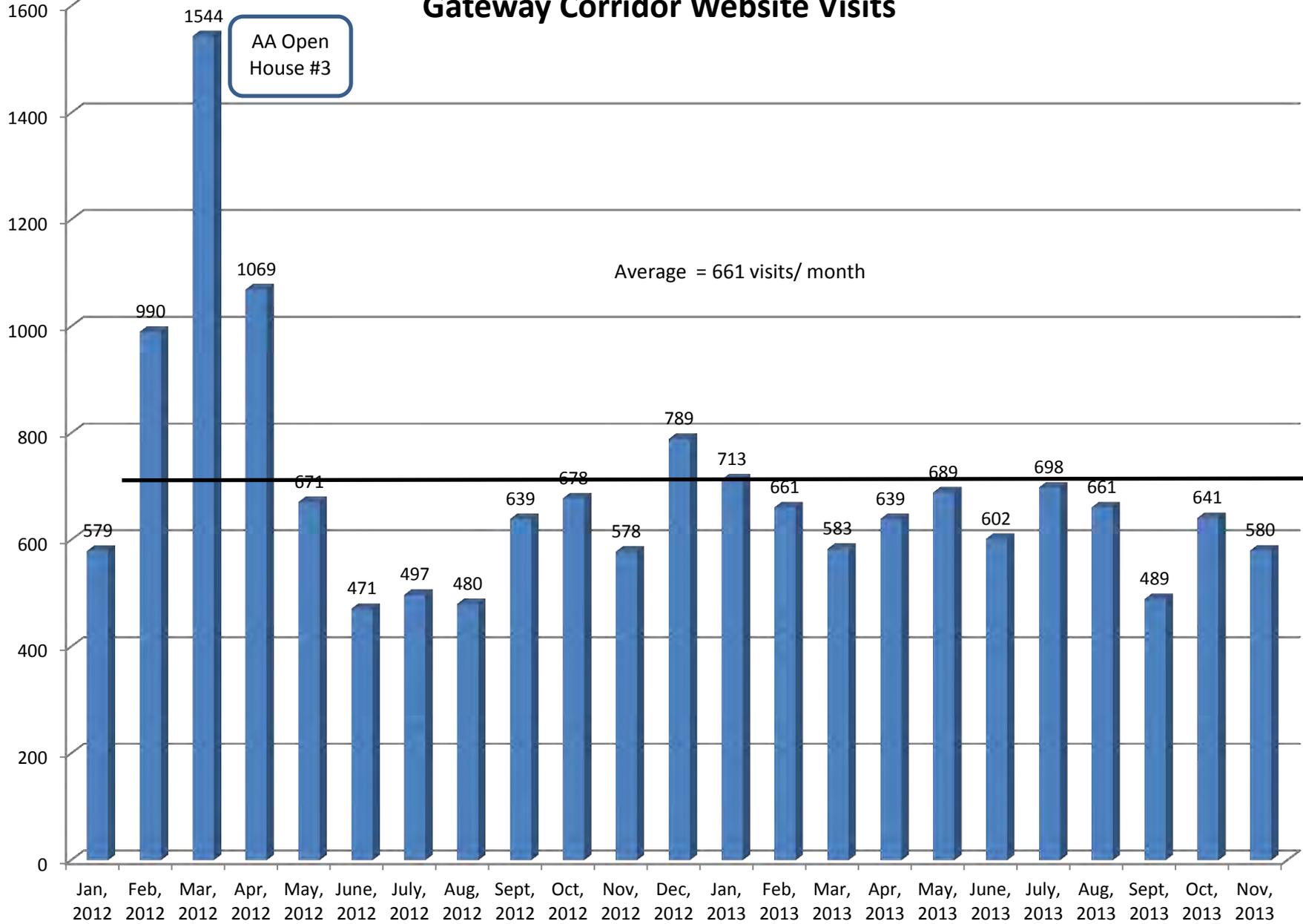
For the month of October, there were 641 visits to the website and in November there were 580. The website is averaging 661 visits per month. Attached is a summary of the visits per month for 2012 and 2013.

Item 10c. Media Articles

Attached are media articles about the Gateway Corridor from the last month.

Action Requested: Information.

Gateway Corridor Website Visits



http://www.thegatewaycorridor.com - http://www.thegateway...
www.thegatewaycorridor.com

Audience Overview

Oct 1, 2013 - Oct 31, 2013

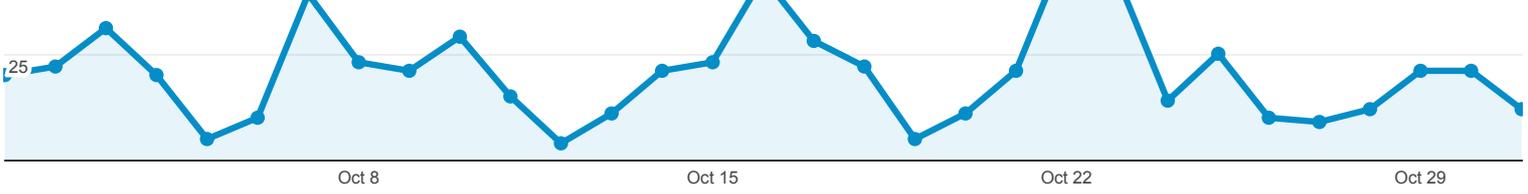
 All Visits
100.00%

Overview

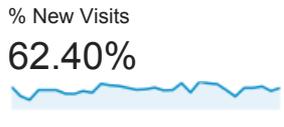
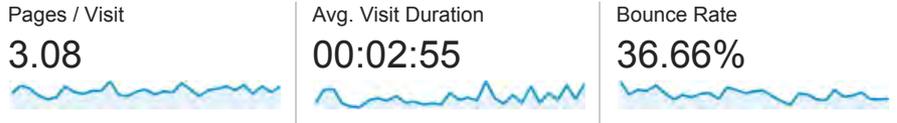
● Visits

50

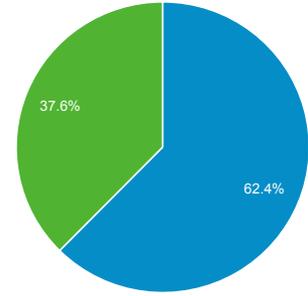




487 people visited this site



■ New Visitor ■ Returning Visitor



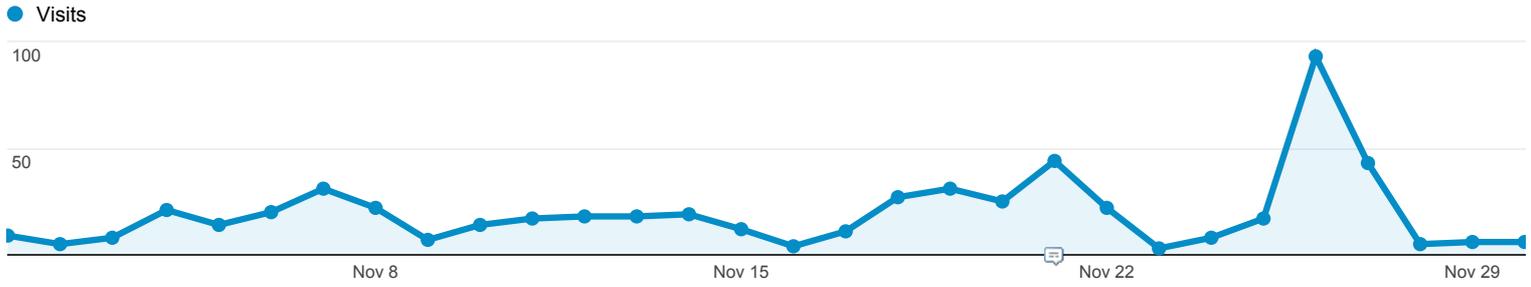
| Language | Visits | % Visits |
|----------|--------|----------|
| 1. en-us | 630 | 98.28% |
| 2. en | 7 | 1.09% |
| 3. c | 1 | 0.16% |
| 4. de-de | 1 | 0.16% |
| 5. en-ca | 1 | 0.16% |
| 6. en-gb | 1 | 0.16% |

Audience Overview

Nov 1, 2013 - Nov 30, 2013



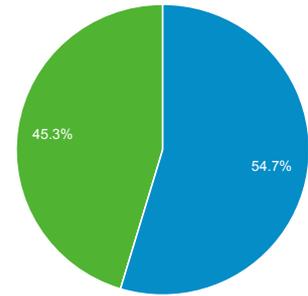
Overview



404 people visited this site



■ New Visitor ■ Returning Visitor



| Language | Visits | % Visits |
|----------|--------|----------|
| 1. en-us | 576 | 99.31% |
| 2. en | 2 | 0.34% |
| 3. en-gb | 2 | 0.34% |



StarTribune

Briefs: New trail would open west side of Lake Elmo Park Reserve

- November 30, 2013 - 4:44 PM

Washington County

East-metro alliance wins McKnight grant

A coveted \$750,000 grant from the McKnight Foundation was awarded to east metro counties to help promote the region's economic development.

"Very exciting commitment" is how Washington County Administrator Molly O'Rourke described the windfall for East Metro Strong, a coalition of counties that want to attract businesses to the region and build a stronger tax base.

Ramsey County officials lobbied for the partnership on grounds that the east-metro region needs a coordinated effort to overcome competitive disadvantages in public transit and economic development.

Dakota County has signed on to East Metro Strong, but Washington County commissioners haven't yet cast a formal vote on the proposal. They did, however, send a letter of support to Ramsey County, said Kevin Corbid, the county's deputy administrator.

Woodbury

Transit video touts merits of Gateway

The potential for rapid transit in the Gateway Corridor between Woodbury and St. Paul is explored in a four-minute video being shown at www.TheGatewayCorridor.com.

The video laments the consequences of ignoring population growth and corresponding growth in traffic congestion. Transit users, business leaders, policy experts and public officials describe how rapid transit will benefit an area that currently serves more than 300,000 people.

By 2030, the population is expected to grow by 30 percent, or 90,000 people, and the area is projected to add 30,000 jobs, said Washington County Commissioner Lisa Weik, who chairs the Gateway Corridor Commission.

"With seismic changes such as population that could double in a certain area, we need to make sure that our infrastructure is robust," Weik said.

For Coleman, much rides on LRT, Ford projects

by Charley Shaw

Published: November 7th, 2013

St. Paul Mayor Chris Coleman, who on Tuesday coasted to a third term, can look in just about any direction from City Hall and see a major economic development project on the horizon.

In the next four years, light rail trains will start running along University Avenue into downtown, the Ford plant in Highland Park will start being redeveloped and funding for the Gateway Corridor transitway from Union Depot to the St. Croix River will be pursued.

The Central Corridor Light Rail Transit project, which will span 11 miles and connect the downtowns of Minneapolis and St. Paul, [is scheduled to start operating next year](#). St. Paul businesspeople are eagerly watching to see what sort of building projects will sprout up along the route.

Mike Zipko, a public relations executive who is active in commercial real estate in St. Paul, noted that an important issue for Coleman will be how the Central Corridor's residential neighborhoods react to new businesses and industries that set up shop along the line. Change isn't always easy in St. Paul, he said.

"The first projects are going to be the real test of the zoning and everything else. The mayor has made a commitment to do what he can to get business and investment here, I think the challenge will be for the community to go along with that," Zipko said.

In an interview Thursday, Coleman said Central Corridor will play an important role in the fate of some major downtown developments. He hopes it will help the Penfield apartments near Interstate 94 that the city has developed and will open along with a Lund's grocery store later this month. The empty space that was once home to the Macy's department store and [future apartments in the Pioneer-Endicott building](#) on Robert Street are other developments that he hopes will get a boost from the Central Corridor.

"Downtown is the heart of Central Corridor in many ways," Coleman said.

And along University Avenue, Coleman' encouraged by developments such as a \$45 million project by Episcopal Homes to [build 173 senior housing units](#) at the old Porky's drive-in site between Prior and Fairview avenues. Coleman said he's searching for a mixture of land uses that will fit along Central Corridor.

"Obviously it's going to be an important mix of housing, non-profit and for-profit businesses," Coleman said.

Shaping Ford site, reviving Palace Theatre

The 122-acre Ford Motor Co. plant, which once produced Model-T cars in the 1920s, began demolition this summer. Matt Kramer, president of the St. Paul Area Chamber of Commerce, said he hopes that the redeveloped Ford site



Demolition work continues at the site of Ford's Twin Cities Assembly Plant in St. Paul's Highland Park neighborhood. St. Paul Mayor Chris Coleman says residential and commercial uses will be considered at the redeveloped site. (Staff photo: Bill Klotz)



will be packed with commercial and industrial property. But he acknowledged there will also be pressure to build additional housing on the site.

Coleman, Kramer said, will play a major role in deciding how much commercial and residential property ultimately gets built.

"Even though it's owned by Ford Motor Co., their real estate division, and they're going to sell it to a developer, the city retains enormous influence through zoning," Kramer said. "The city's vision is going to play a significant role in how a future developer approaches that site."

As in the case of the Central Corridor, Coleman said the project will involve a mix of uses.

"From the time I first took office we have been working to come up with a vision for that," Coleman said. "We've worked very closely with Ford and [the company's real estate subsidiary] Ford Land. Obviously as we get closer to the point where the site is cleaned up and ready for sale, it's going to be a lot more focused effort. That's a long term opportunity that isn't going to be redeveloped overnight. Job creation, housing, business opportunity — those are all going to be important parts of that."

In the near term, Coleman has a couple of projects that he's asking state lawmakers to include in the bonding bill during the 2014 legislative session. In particular the city is seeking \$6 million to bring entertainment events back to the long-vacant Palace Theatre.

"What we know for sure is that when you have the vitality of music and restaurant and entertainment destinations, you attract a lot more people that are interested in living and working in your downtown, particularly for folks who are just coming out of college and have options of going anywhere in the country if not the globe. We need to make sure we attract and retain that talent base," Coleman said.

As the Central Corridor nears completion, other transit projects are in the planning stages. Several units of government are working [on the Gateway Corridor transitway](#) that would run from downtown's Union Depot through Ramsey and Washington counties to the St. Croix River. It's still to be determined whether the mode of transportation will be light rail or bus rapid transit. Coleman also noted there are plans being developed for the Rush Line between Hinckley and St. Paul, Red Rock Corridor between Hastings and St. Paul, Robert Street corridor from Rosemount to St. Paul, and the Riverview Corridor from the Mall of America to St. Paul.

"We look at it from a regional perspective and what is it that's going to best serve the east metro area," Coleman said. "So the Gateway Corridor becomes critically important. Rush Line, Red Rock, the Robert Street Corridor — all of those are regional [transit projects] that would commence or terminate in St. Paul, depending on your perspective."



St. Paul Mayor Chris Coleman plans to ask state lawmakers for \$6 million to revive the long vacant Palace Theatre. He argues a vibrant entertainment district is essential to attracting young college graduates. "We need to make sure we attract and retain that talent base," he said. (Staff photo: Bill Klotz)

Complete URL: <http://finance-commerce.com/2013/11/for-coleman-much-rides-on-lrt-ford-projects/>