



**Agenda**  
**Gateway Corridor Commission**  
**February 14, 2013 - 3:30 PM**

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

<u>Item</u>	<u>Presenter</u>	<u>Action Requested</u>
1. Introductions		Information
2. Consent Items*		Approval
a. Summary of January 17, 2013 Meeting		
b. Checks and Claims		
3. Gateway Corridor AA*	Washington County /	
a. Outreach Activities	CH2MHILL	Information
b. Final Report Approval		Approval
4. Communication Contract Approval*	Washington County	Approval
5. Release DEIS RFP contingent upon FTA approval*	Washington County	Approval
6. Resolution Supporting Expanding RRA BRT Responsibilities*	Washington County	Approval
7. MAP-21 Update / New Starts Criteria Guidance*	Washington County / CH2MHILL	Information
8. Gateway Contingent DC Trip Recap*	Washington County	Information
9. Legislative Update*	Ramsey County	Information
a. State		
b. Federal		
10. Other*	Washington County	Information
a. Meeting Dates Summary		
b. Social Media and Website Update		
c. Media Articles		
d. Capstone Project		
11. Adjourn		<i>*Attachments</i>

**Gateway Corridor Commission DRAFT Meeting Summary  
January 17, 2013  
Woodbury City Hall, Birch Room**

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

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

<b>Others</b>	<b>Agency</b>
Lyssa Leitner	Washington County
Andy Gitzlaff	Washington County
David Jessup	City of Woodbury
Stephen Ebner	West Lakeland Township
Ted Bearth	Washington County Commissioner
Janelle Schmitz	City of Woodbury
Stephanie Eiler	Ch2M Hill
Josh Straka	Office of Congresswoman Betty McCollum
Matt Croaston	Office of Senator Al Franken
Kyle Klatt	City of Lake Elmo

<b>Others</b>	<b>Agency</b>
Allen Lovejoy	City of St. Paul
Joan Vanhala	Alliance for Metro Stability
Clint Gridley	City of Woodbury
Tim Mayasich	RCRRA
Doug Stang	3M Company
Bob Tatreau	Self

The Gateway Corridor Commission convened at 3:31 p.m. by Chair Weik.

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

Introductions were made by those present.

### **Agenda Item #2. Election of Chair and Vice Chair**

Chair Weik requested nominations for the position of Chair. Motion made by Lantry to nominate Weik as chair. Ortega seconded. **Approved.** Motion carried.

Chair Weik requested nominations for the position of Vice Chair. Motion made by Nelson to nominate Ortega as Vice Chair. Guiliani Stephens seconded. **Approved.** Motion carried.

### **Agenda Item #3. Consent Items**

**Item 3a. Summary of December 13, 2012 Meeting:** Motion made by Lantry to approve the December 13, 2012 meeting summary. Seconded by Ortega. **Approved.** Motion carried. Reinke abstained.

**Item 3b. Checks and Claims:** Motion made by Lantry to approve the checks and claims. Seconded by Guiliani Stephens. **Approved.** Motion carried.

### **Agenda Item #4. Insurance Renewal**

Gitzlaff discussed the insurance renewal as presented in the packet. Motion made by Lantry to approve the insurance renewal. Seconded by Ortega. **Approved.** Motion carried.

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

#### **Item 5a. Outreach Activities**

Gitzlaff discussed the updated Gateway Corridor outreach activities as presented in the packet. He stated there was a Maplewood Planning Commission meeting on January 15, 2013 where an overview presentation was given on the Gateway Corridor as well as at the Cottage Grove City Council meeting last night. Gitzlaff said there will be an upcoming presentation at the Maplewood City Council on January 28, 2013 and a future date will be set for the Lion's Club. He stated that if there are any upcoming meetings that anyone would like a presentation at, let the staff know.

**Item 5b. Review AA Report Public Comments & Final Report Approval**

Leitner discussed the reviewed the public comment summary as presented in the packet. She stated that the comments were in full and the only thing they changed was that addresses were removed. The comments were summarized into categories as well. Leitner stated that many comments came from the East Side Gateway Forum that was held in Dayton's Bluff which was organized by the residents with panel speakers. Leitner received emails and responded to every email and also had conversations and met with some of the people in person to provide further information. She stated that many people have a better understanding of the project from this forum. A lot of the comments revolved around items that have to be addressed in the upcoming DEIS as they are federally mandated with the environmental laws. Many of the concerns are due to Dayton's Bluff being a historic district as well as concerns involving the negative or positive impacts to Environmental Justice Populations. There were also many questions about other environmental concerns and the construction impact to businesses and residents. Leitner addressed the first phase of the EIS, which involves addressing everything that has been done to date to make sure that everything is sound and to make sure that things that were not overlooked.. This would take around three to six months and would allow more time for public comments making sure it is a two way street.

Chair Weik asked if Leitner could define the Environmental Justice Population. Leitner explained that it is generally defined as populations of color, lower income, disabilities and also people that are transit dependent. This ensures these populations are not negatively impacted, but positively impacted by the project. Reinke thanked Leitner for responding to each comment as he feels it is important.

Reinke asked for clarification on the statement in the MNDOT letter regarding utilizing existing I-94 right-of-ways. Gitzlaff stated that MNDOT would like there to be enough room that they would be able to add a manage lane in the future. The assumption has been made throughout the project to use existing public right-of-ways as much as possible; there are a few potential conflict areas and MNDOT is aware and would still like to continue to be a partner.

Chair Weik asked Ortega about the feedback he has received from his district. Ortega asked that the Commission to layover the final approval of the report and resolution as he and colleagues would like to take more time to go through all of the public comments to see if they need to reconnect with people. Lantry asked how long they need. Ortega said until the next meeting. Lantry stated that she is willing to consider a layover if it is for people to have more time to look the information over and understand it, but she does not want anyone to misunderstand that the reason for the layover is to change the alternative that has already been selected. Ortega stated that it is for him to have more time to make sure that he understands all of the information and wants to make sure all the bases are covered. Leitner stated that she is willing to meet with anyone that needs more information or explanation. Chair Weik stated that she is comfortable with allowing more time as it does not impact the timelines. Chair Weik stated she has driven through

some of the neighborhoods to better understand some of the individual comments that have been made by the public.

#### **Item 5c. Next Steps – DEIS Scope of Work & Procurement Schedule**

Leitner discussed the DEIS scope of work and schedule as presented in the packet. Weik asked if the cost/benefit is related to the federal changes in MAP-21. Leitner stated that this will actually give a number that people will want to know; an actual number that frames the project. Weik asked if they would need Commission Members to serve on the proposal evaluation committee. Leitner stated they can wait for a designated timeline, but would recommend that two to three members be on the interview panel for the consultant process. Weik asked that Commission Members think about being on the committee as it is an important part of the next phase. Gitzlaff stated that there will most likely be initial staff screenings of the proposals and then the Commission would be brought in for reviewing and interviewing them. Guiliani Stephens requested the information be provided sooner to be able to meet with staff with the information.

#### **Agenda Item #6. Gateway Contingent DC Trip**

Gitzlaff discussed the Gateway Contingent Washington DC Trip as presented in the packet. Weik clarified that Option C has more of the cost share aspect for member entities that are not a financial partner so they would pay a small amount to participate in a Federal Fly-In. Weik asked what the timeline would be if anyone else would like to join the contingent. Gitzlaff stated that if they know what the Commission wants to authorize today, they would be able to offer that to anyone that would be eligible if they decide to go. Ortega stated that Option C seems like the middle of the road and will allow cost sharing. Reinke stated that he likes Option C as it is more appropriate for the allowed amount to be \$500.

Motion made by Reinke to approve Option C with a \$500 limit as the reimbursement plan. Seconded by Nelson.

Lantry stated that she likes the idea of a cost share, but is concerned with what the actual cost of the trip will be. She does not like that there is a set amount as the cost is unknown and that it could become a barrier for future trips if municipalities end up paying more than half of the trip. Guiliani Stephens suggested choosing a percentage instead of a set amount. Lantry stated that she does not have an alternative, but she will support it if there is a way to make it more of a percentage. Ortega suggested making the set amount \$750. Reinke stated the reason he chose \$500 was that it is important for the government entities to spend money on what they are representing. Ortega stated that trips vary and the cap should be \$750. Williams stated that it depends on what is going on in the Washington DC area as to how much the trip could cost.

Motion revised by Reinke to approve Option C with a \$750 limit. Seconded by Nelson.

**Approved. Motion Carried.**

**Agenda Item #7. Resolution Supporting Expanding RRA BRT Responsibilities**

Chair Weik discussed the resolution supporting expanding RRA to include BRT. Motion made by Guiliani Stephens to approve the Resolution Supporting Expanding Regional Railroad Authority Responsibilities to include BRT. Seconded by Lantry.

Reinke stated that he is concerned about the rider's experience with two different operators of transit. Reinke asked if it would be managed by the rail authority? Mayasich stated that if it is BRT in a dedicated corridor it will be Metro Transit that will take over to do the engineering, final designing, as well as operating; not the rail authorities. Ortega stated that Dakota County is driving CTIB because they actually operate Cedar Avenue transit service. Mayasich stated that Metro Transit operates Cedar Avenue transit service, but Dakota County did pay into the project. Ortega stated that he is concerned that the resolution includes the words operate and regulate. Gitzlaff clarified that BRT is just being added to the current statute in addition to rail as part of the RRA responsibilities. The primary purpose was to allow the RRA to expend funds on BRT. Ortega stated that he would not support this if it were being discussed at the Ramsey County Board or CTIB as he would have the same concerns. Weik asked if the wording came out of the referenced statute. Ortega stated a discussion needs to be had so that Met Council understands that this is their responsibility. He stated that they have paid for some bus service and that it is not a healthy way to do business. Mayasich stated he would hope the Commission would have a conversation about the language used as the legislature may give you exactly what you ask for. Guiliani Stephens stated that the statute needs to be checked to see if the definition is what is wanted for BRT versus existing transit lines for railroad authority.

Mayasich asked if the wording came right out of the statute from rail authorities. Gitzlaff stated that the NOW, THEREFORE clause came from the Washington County legislative adoptive platform. Gitzlaff stated that they would be able to go back and change the wording. Ortega asked what this is needed for. Gitzlaff stated that Washington County is advancing legislation to allow BRT on all approved transit ways. Ortega stated that he will be supportive of Washington County, but Ramsey County will not be supporting this. Chair Weik stated that she does not see any problems holding this over until the next meeting. Guiliani Stephens stated that the wording is out of the statute, however it says the authority "may," so she would suggest adding the word "may" or something different. Chair Weik stated that this is becoming technical and staff may need to look over this. Guiliani Stephens stated that if there are different resolutions coming out of every County Board, it will not go over well at the State Legislature and that everyone should get on the same page. Guiliani Stephens withdrew her motion to approve the Resolution Supporting Expanding Regional Railroad Authority Responsibilities to include BRT. Lantry withdrew her second of the motion.

**Agenda Item #8. Communication Services RFP Update**

Gitzlaff discussed the 2013 Communications Consultant Proposals as presented in the packet. Chair Weik asked for clarification if it will be a focus of the video to be used for continued public outreach. Gitzlaff said yes. Guiliani Stephens asked if the proposal evaluation committee has been selected and who the representative are. Gitzlaff stated that it has and Zach Schwartz from the St Paul Area Chamber has volunteered to serve on the committee along with Washington and Ramey County staff.

**Agenda Item #9. Legislative Update****Item 9a. State**

Tim Mayasich referred to the state update in the packet. Mayasich stated that Washington County has moved forward with a request for \$1 million for the Gateway Corridor for bonding. Chair Weik stated that the money is for preliminary engineering and the money will be used for next year. The environmental work has already been fully funded. Chair Weik asked when the Governor's budget will be released. Lantry stated that it is released on January 22, 2013. Chair Weik clarified that the Governor's State-of-the-State Address is the following week. Ortega stated that Senator Bakk is talking around \$300 million bonding bill, Representative Hausman is talking \$800 million and the Governor is talking around \$500 million. Ortega stated that he is comfortable that Gateway is a priority for Ramsey County. Chair Weik asked if the numbers are for state wide transportation projects. Ortega stated that it is for the entire bonding bill. The Governor's staff said he will put out a range, but will not list what the items are yet as they do not have a budget. Chair Weik stated that they have heard the Governor has made comments on making \$100 million worth of renovations to the Capital.

**Item 9b. Federal**

Gitzlaff referred to the Federal update in the packet. Gitzlaff stated that with the approval of the additional work for the Ch2M Hill, there was funding available for assessing changes under MAP-21. The consulting team will prepare potential comments on the new rules for the Commission to better position Gateway. It will be a benefit if this can be done before the February trip to Washington DC. Ortega asked for clarification on the third key change in the packet. Gitzlaff stated there will be different point categories; with one of the categories being affordable housing that is either in the proximity of the station area or if planning and framework is in place to promote affordable housing. Ortega asked if that is where the city is going to have a bigger role. Gitzlaff stated that the more the land use component is being tied in as a theme of the rule changes, it will stress the importance of the local cities, municipalities, and counties working together to put a project in the best competitive position. In working with the consultant, they are still figuring out the positives and negatives for Gateway and are hopeful that an update of the changes can be made at the February meeting. Chair Weik stated that they can have some discussion of these items at the Federal Fly-In to try and get some clarification. Gitzlaff stated that on the federal level since the fiscal cliff has been diverted, the sequestration will kick in at the end of February and Congress and the administration will spend a lot of time to figure out the solution.

**Agenda Item #10. Other**

**Item 10a. Meeting Dates Summary**

Information on upcoming meeting dates is included in the packet.

Guiliani Stephens asked if they could get the names of the people they will be meeting with at the FTA. Gitzlaff will get the names to everyone.

**Item 10b. Social Media and Website Update**

An update on the social media and website are included in the packet.

**Item 10c. Media Articles**

Articles are included in the packet for Commission member's information.

**Agenda Item #11. Adjourn**

Motion made by Reinke to adjourn the meeting. Seconded by Nelson. **Approved.**  
Motion carried. Meeting adjourned at 4:48 p.m.



*Agenda Item #2b*

**DATE:** February 7, 2013  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Checks and Claims

**Item 2b. Checks and Claims**

<u>Communications Contract (Tunheim Partners)</u>	<u>Amount</u>
<u>Dates</u>	
12/1/12 - 12/31/12	\$811.25

Note: Percent of contract utilized = 76.5%

Detailed invoices can be made available upon request.

**Action Requested:** Approval of Consent Items



**DATE:** February 6, 2013  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Gateway Corridor Outreach Activities

The Gateway project team has been arranging outreach meetings to stakeholders along the corridor. These stakeholders range from local community city councils, council districts, business chambers, individual businesses, community groups and others. Included below is a summary the Commission’s outreach activities in 2012 and ongoing in 2013.

**Upcoming Outreach**

Stakeholder	Status
Lions Club	Presentation – March 5, 2013
Developer’s Forum	TBD

**Previous Outreach**

Stakeholder	Status
Oakdale City Council	Presentation – January 10, 2012
St Paul District Council 17 Development Review Cmte	Presentation – January 10, 2012
St. Paul Transportation Committee	Presentation – January 30, 2012
St Paul Chamber Event at Globe University	Presentation – February 3, 2012
St. Paul District Council 4 Board Meeting	Presentation – February 6, 2012
East Side Business Association	Presentation – February 8 , 2012
St. Paul District Council 5 Board Meeting	Presentation – February 8, 2012
St. Paul District Council 2 Board Meeting	Presentation – February 15, 2012
St. Paul District Council 1 Board Meeting	Presentation – February 27, 2012
Stillwater LIONS Club	Presentation – February 28, 2012
Engage East Side	Meeting – March 2, 2012
Washington County Regional Rail Workshop	Presentation – March 20, 2012
Woodbury Chamber – Government Affairs Committee	Meeting – March 23, 2012
Lower St Croix Valley Alliance	Presentation – March 26, 2012
3 <sup>rd</sup> Round of Open Houses – St Paul, Harding HS	Presentation – March 27, 2012
3 <sup>rd</sup> Round of Open Houses – Eau Claire, CVTC	Presentation – March 29, 2012
3 <sup>rd</sup> Round of Open Houses – Hudson, St Croix Gov Center	Presentation – April 4, 2012
Met Council Transportation Accessibility Advisory Council	Presentation – April 4, 2012
3 <sup>rd</sup> Round of Open Houses – Woodbury, City Hall	Presentation – April 5, 2012
Met Council Transportation Committee	Presentation – April 9, 2012



King of King's Church	Presentation – April 10 ,2012
Woodbury Chamber – Eggs and Issues	Presentation – April 13, 2012
Woodbury Expo	Booth – April 14, 2012
White Bear Avenue Business Association	Presentation – April 17, 2012
St. Paul District Council 2 Annual Meeting	Booth – April 25, 2012
Washington County Workforce Investment Board	Presentation – May 16, 2012
APA-MN Brownbag	Presentation – July 18, 2012
St. Paul East Side Community Groups	Meeting – August 28, 2012
District 5 Land Use Committee	Presentation – September 11, 2012
Woodbury City Council Workshop	Presentation – September 19, 2012
Woodbury Community Foundation	Presentation – September 25, 2012
APA-MN State Conference	Presentation – September 26, 2012
St. Paul Transportation Committee	Presentation – November 5, 2012
Met Council Transportation Committee	Presentation – November 26, 2012
Union Depot Grand Opening	Handouts at CTIB booth – December 8, 2012
East Side Gateway Forum	Presentation – December 18, 2012
District 4 Community Council	Staff Meeting – January 9, 2013
Maplewood Planning Commission	Presentation - January 15, 2013
Cottage Grove City Council	Presentation – January 16, 2013
Maplewood City Council	Presentation – January 28, 2013

**Action Requested:** Information



**DATE:** February 7, 2013  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Alternatives Analysis Final Report Approval

At the January meeting, the approval of the report was held over until the February meeting to give Commissioners more time to review all of the public comments received.

**Comments Received**

The public comment period for the Gateway Corridor Alternatives Analysis Draft Final Report was from November 5, 2012 to January 3, 2013. A memo that summarizes all comments along with a listing of every comment in full is available on the Gateway Corridor website at the following address:

<http://www.thegatewaycorridor.com/documents/2013/Draft%20Final%20Report%20Comment%20%20Memo%201.11.13.pdf>

Additional resolutions have been received since the last meeting from the City of Oakdale, City of Maplewood and St Croix County which have been attached to this memo.

**Response to Comments**

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

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

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

**Approval of Final Report**

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

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

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

**Action Requested:** Approve Alternatives Analysis Final Report

**RESOLUTION APPROVING THE ALTERNATIVES ANALYSIS FINAL  
REPORT**

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

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

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

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

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

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

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

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

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

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

Approved:

\_\_\_\_\_  
Chairperson

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

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

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

Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Maplewood, Minnesota, was duly called and held in the Council Chambers of said City on the 28<sup>th</sup> day of January 2013, at 7:01 P.M.

The following members were present:

Will Rossbach, Mayor	Present
Robert Cardinal, Councilmember	Present
Rebecca Cave, Councilmember	Present
Kathleen Juenemann, Councilmember	Present - Arrived at 7:16 p.m.
Marvin Koppen, Councilmember	Present

**J3. Consideration of a Resolution Supporting the Findings of the Gateway Corridor Alternatives Analysis Study**

Councilmember Koppen moved to approve the Resolution Supporting the Findings of the Gateway Corridor Alternatives Analysis Study.

RESOLUTON 13-1-850  
Resolution Supporting the Findings of the  
Gateway Corridor Alternatives Analysis Study

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

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

WHEREAS, the Maplewood is an active member of the Gateway Corridor Commission; and

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

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the Maplewood city council supports the findings of the Gateway Corridor Alternatives Analysis Study.

The Maplewood City Council approved this resolution of support on January 28, 2013.

Seconded by Councilmember Cave

Ayes – Mayor Rossbach, Council Members Cardinal, Cave and Koppen

Abstain - Councilmember Juenemann due to her absence from the Workshop

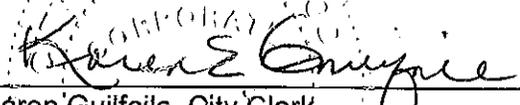
The motion passed.

The motion passed.

STATE OF MINNESOTA     )  
COUNTY OF RAMSEY     ) SS  
CITY OF MAPLEWOOD     )

I, the undersigned, being the duly qualified and appointed Clerk of the City of Maplewood, Minnesota, DO HEREBY CERTIFY that I have compared the attached and foregoing extract of minutes of a regular meeting of the City of Maplewood, held on the **28<sup>th</sup> day of January 2013** with the original on file in my office, and the same is a full, true and complete transcript therefrom insofar as the same relates to the **Resolution Supporting the Findings of the Gateway Corridor Alternatives Analysis Study.**

WITNESS my hand and sealed this **6<sup>th</sup> day of February 2013.**

  
\_\_\_\_\_  
Karen Guilfoile, City Clerk  
City of Maplewood, Minnesota

**City of Oakdale**  
**RESOLUTION NO. 2013-12**

**SUPPORTING THE FINDINGS OF THE GATEWAY CORRIDOR ALTERNATIVES ANALYSIS STUDY.**

At a regular meeting of the City Council of the City of Oakdale held on Tuesday, January 22, 2013, at the Oakdale Municipal Building, 1584 Hadley Avenue North, Oakdale, Minnesota, with the following members present: Mayor Carmen Sarrack, Councilmembers Stan Karwoski, Lori Pulkrabek, and Paul Reinke; and the following absent: Councilmember Kent Dotas, the Oakdale City Council resolved:

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

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

**WHEREAS**, the City of Oakdale is an active member of the Gateway Corridor Commission; and

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

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

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

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

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

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

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

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

Voting in Favor: Mayor Sarrack, Councilmembers Karwoski, Pulkrabek,  
and Reinke;

Voting Against: None.

Resolution duly seconded and passed this 22nd day of January, 2013.

  
\_\_\_\_\_  
Carmen Sarrack, Mayor

Attest:

  
\_\_\_\_\_  
Susan Barry, City Clerk



**Resolution No. 20 (2012)**  
**RESOLUTION TO ADVOCATE FOR BUS, COMMUTER RAIL,**  
**AND HIGH SPEED RAIL TRANSPORTATION ALTERNATIVE**  
**OPTIONS THROUGH ST. CROIX COUNTY**

1           WHEREAS, in August 2010, the Minnesota Gateway Corridor Commission and its consultant  
 2 team initiated a Transit Alternatives Analysis (AA) Study, looking at the I-94 corridor from Minneapolis-  
 3 St. Paul to western, Wisconsin; and  
 4

5           WHEREAS, the Gateway Corridor Commission removed the commuter rail option from its  
 6 preferred list with recommendations to MnDOT and WisDOT to study commuter rail service to Eau  
 7 Claire; and  
 8

9           WHEREAS, the study also recommends removing the express bus service option to Eau Claire  
 10 (W100), with a recommendation that consideration be given to extend the bus service in the future; and  
 11

12           WHEREAS, MnDOT is continuing the environmental study process regarding high speed rail  
 13 service between Milwaukee and the Twin Cities, without support from Wisconsin; and  
 14

15           WHEREAS, the AA study, soon to be approved by the Federal Rail Administration, advances  
 16 one preferred route through La Crosse rather than Eau Claire, but states that the Eau Claire route is  
 17 feasible, just not preferred at this time; and  
 18

19           WHEREAS, frac sand mining activity in the area will improve the rail infrastructure thereby  
 20 increasing the interest of a transit route through Eau Claire rather than La Crosse; and  
 21

22           WHEREAS, St. Croix County is isolated from alternative transportation links to the rest of  
 23 Wisconsin, as well as the Twin Cities area; and  
 24

25           WHEREAS, the West Central Wisconsin Rail Coalition has documented evidence to support the  
 26 need and potential for transit options in the Wisconsin portion of the Gateway Corridor, and the viability  
 27 of longer distance high speed rail service through West Central Wisconsin, including St. Croix County;  
 28 and  
 29

30           WHEREAS, it is an advantage to businesses, employees, St. Croix County residents, area  
 31 educational institutions and their students to provide more transportation options and alternatives besides  
 32 airplane and long distance car travel.  
 33

34           THEREFORE, be it resolved that the St. Croix County Board of Supervisors supports more  
 35 frequent bus service, commuter rail options, and high speed rail options through St. Croix County for  
 36 improved travel options.  
 37

38           FURTHER be it resolved that the St. Croix County Clerk forward copies of this resolution to the  
 39 Federal Transportation Department, Senators Sheila Harsdorf and Ron Johnson, U.S. Representative  
 40 Ron Kind, State Assembly Representatives Erik Severson, John Murtha, Dean Knudson, Transportation  
 41 Secretary Mark Gottlieb, and Governor Scott Walker.

***Sponsored By: Transportation Committee on September 4, 2012***

**Legal – Fiscal – Administrative Approvals:**

Legal Note: None  
 Fiscal Impact: None

  
 Don Gillen, Corporation Counsel 8/6/2012

  
 Tabitha Hansen, Finance Director 8/6/2012

  
 Patrick Thompson, County Administrator 8/14/2012

**St. Croix County Board of Supervisors Action:**

Roll Call - Vote Requirement – Majority of Supervisors Present

**RESULT:** ADOPTED [12 TO 4]  
**MOVER:** William Peavey, Supervisor  
**SECONDER:** Dave Ostness, Supervisor  
**AYES:** Travis Schachtner, Agnes Ring, Daryl Standafer, Fred Yoerg, Buck Malick, Dave Ostness, Roger Larson, Fred Horne, Andy Brinkman, Brian Hurtgen, Duane Russett, William Peavey  
**NAYS:** Chris Kilber, Richard Ottino, Tom Hawksford, Joe Hurtgen  
**ABSENT:** Tim Hood, Ron Kiesler, David Peterson

This Resolution was ADOPTED by the St. Croix County Board of Supervisors on September 4, 2012  
 Cindy Campbell, County Clerk



**DATE:** February 6, 2013  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Gateway Communications Consultant Selection

The Gateway Corridor Communications Services RFP was released on December 14<sup>th</sup> and proposals were due on January 14<sup>th</sup>. A total of four proposals were received from the following consultant teams:

- Goff Public
- Tunheim
- Constantine Group
- Jeff Dehler Public Relations

Included below are the representatives that participated in the review of all proposals.

- Mike Rogers, Ramsey County
- Andy Gitzlaff, Washington County
- Lyssa Leitner, Washington County
- Zach Schwartz, St. Paul Area Chamber of Commerce

The proposal review team evaluated all five proposals and brought Goff Public and Jeff Dehler Public Relations in for interviews. The same staff that reviewed the proposals participated in the interviews which were held on February 5<sup>th</sup>.

Both Goff Public and Dehler Public Relations are great candidates and would be able to perform the work. Staff has determined that the scope of work Dehler will be able to provide and their exact expertise is more relevant for the upcoming year. Based on the proposals, interviews and references, the interview team recommends the selection of Jeff Dehler Public Relations and their supporting team to complete communications services for the Corridor. Some of the reasons for this recommendation include:

- They have a very experienced team with highly qualified individuals in key areas of the work scope including a long history with regional FTA projects
- They will be a great fit between the outreach efforts needed for the DEIS and the overarching communication needs of the Commission
- They proposed great techniques for reaching out to businesses within the Corridor to expand knowledge base and support for the Corridor
- They have a great understanding of transitway projects and will be able to successfully translate technical details into larger key messages for the Commission.
- They have the expertise to complete short videos about the Corridor that focus on different aspects of the alignment, transit needs in the east metro and the process.

**Action Requested:** Approval of selecting Dehler Public Relations for completion of communications services for the Gateway Corridor from March 1, 2013 – February 28, 2014 for a not to exceed amount of \$85,000



**DATE:** February 6, 2013  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Release of Draft Environmental Impact Statement (DEIS) Request for Proposals (RFP)

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

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

**Scope of Work**

The scope of work for the DEIS is divided into two sections; 1) tasks directly required/necessary to complete EIS documentation and 2) supporting tasks to achieve a Locally Preferred Alternative (LPA).

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

Staff has received comments from the Metropolitan Council, Ramsey County and has a meeting on February 14<sup>th</sup> with Corridor city staff to review the RFP. FTA has also received the RFP and staff is awaiting their comments. The full scope of work is attached to this memo for your review.

**Schedule**

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

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



**Proposal Evaluation Process**

A proposal evaluation committee (PEC) will be formed to review the proposals, interview candidates and make a recommendation to the Commission on who to select. Due to the scale of the study and its high visibility staff recommends that the proposal evaluation committee consist of a mix of Commission Members and staff from the Commission and the Metropolitan Council. Staff would do an initial screening of the proposals. This is consistent with the selection process for the Gateway Alternatives Analysis solicitation. At the January meeting, the Commission agreed to assign 1-2 representatives to the interview panel at its February meeting.

**Action Requested:** Approval the DEIS scope of work contingent upon FTA approval and the release of the RFP to occur once FTA approval is received.

# **REQUEST FOR PROPOSALS**

## **Gateway Corridor Draft Environmental Impact Statement**

**Issue Date:** XXXX, 2013

**Proposals Due:** XXXX, 2013 by 2:00 PM local time

**Issued by:**

**Washington County Regional Railroad Authority  
On behalf of the Gateway Corridor Commission**

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- 1.0 Gateway Corridor Background Information
  - 1.1 Corridor Overview
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- 2.0 Proposal Process, Content and Submissions Requirements
  - 2.1 Proposal Timeline
  - 2.2 Project Contact Information
  - 2.3 Budget
  - 2.4 Proposal Submission Process
- 3.0 DEIS Scope of Service
  - 3.1 Project Initiation
  - 3.2 Project Management
  - 3.3 Resource Agency Coordination
  - 3.4 Purpose and Need
  - 3.5 Stakeholder Involvement
  - 3.6 Initial Alternatives Considered
  - 3.7 NEPA Scoping
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    - 3.7.2 Scoping Process
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  - 3.9 Environmental Consequences and Mitigation Measures
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  - 3.16 Draft Environmental Impact Statement (DEIS) Document
- 4.0 Supporting Actions Scope of Services
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  - 6.1 Evaluation
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  - 6.3 Incorporation of Federal Transit Administration Terms (FTA Circular 4220.1F)

## **Attachments**

- Attachment 1: Map of Preferred Alternatives
- Attachment 2: Gateway Corridor Alternatives Analysis Final Report Executive Summary

## Appendixes

Appendix A	Evaluation of Proposals: General Rules Applicable to the Selection Process
Appendix B	General Contract Terms and Conditions
Appendix C	Federal Contract Clauses
Appendix D	Lobbying Restriction Certification
Appendix E	Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
Appendix F	Affirmative Action Certification Statement
Appendix G	Subcontractor Information Form
Appendix H	Washington County Protest Procedures
Appendix I	Disadvantaged Business Enterprise (DBE) Subcontracting Policy and Procedure and Information and Certifications***

*\*\*\*Consultants MUST submit all completed DBE forms IN A SEPARATE ENVELOPE labeled DBE Forms. Any consultant who is not proposing to meet or exceed the full DBE goal must then submit all their documentation of good faith efforts to the Metropolitan Council's Office of Diversity and Equal Opportunity within 7 days of the proposal submittal. In addition, the Office of Diversity and Equal Opportunity may request any and all additional documentation or clarification they deem necessary to fully evaluate the good faith efforts a consultant has stated they performed. Any proposal that does not include the fully completed DBE forms attached to the RFP will be deemed non-responsive and their proposal CANNOT be considered further by WCRRA.*

## **1.0 Gateway Corridor Background Information**

### **1.1 Corridor Overview**

The Gateway Corridor (Corridor) runs generally along I-94 from western Wisconsin to the Union Depot in downtown St Paul and on to downtown Minneapolis. The Corridor has a radial travel shed orientation extending from the fast growing counties in western Wisconsin through the communities Lakeland, West Lakeland Township, Afton, Lake Elmo, Woodbury, Landfall, Oakdale, Maplewood, St. Paul and Minneapolis. The region's current long-range transportation plan, the 2030 Transportation Policy Plan (adopted January 2009) identifies Gateway Corridor as one of the transitway corridors to be developed by 2030.

Metro Transit provides both local and express bus service in the Gateway Corridor. The express bus service is provided from the Oakdale and Woodbury park-and-rides to both downtown St Paul and downtown Minneapolis. Local bus routes serve the more densely populated areas in Maplewood, Oakdale, Landfall, and St Paul. Many of these local bus routes utilize the Sun Ray Transit Center for transfers and pickups and drop offs.

The Corridor is home to many employers including commercial, industrial, and educational institutions. In addition to the adjacent employers, I-94 is a heavily traveled corridors for both passenger and freight vehicles in the Twin Cities metropolitan area. The Average Daily Traffic (ADT) volumes range from 89,000 vehicles per day (vpd) at the St. Croix River Bridge to 150,000 vpd in St Paul to 170,000 vpd near Minneapolis.

The Minnesota Department of Transportation does not have any planned capacity improvements for this corridor east of Saint Paul included in their 4-year Statewide Transportation Improvement Program (STIP) or 20-year Statewide Highway Investment Plan (SHIP).

The Gateway Corridor Commission in partnership with the Washington and Ramsey County Regional Railroad Authorities (WCRRA and RCRRRA respectively); the Minnesota Department of Transportation (Mn/DOT); Metropolitan Council (the region's metropolitan planning organization (MPO) and parent organization to the region's largest transit provider, Metro Transit); and the cities and counties along the Corridor from Minneapolis to Eau Claire, recently completed an Alternatives Analysis (AA) Study for the Corridor. This AA Study was initiated in the fall 2009 with technical analysis and draft documentation completed in fall 2012.

The Gateway Corridor AA Study recommended further evaluation of the most promising bus rapid transit (BRT) and light rail transit (LRT) build alternatives through a Draft Environmental Impact Statement (DEIS) consistent with the provisions of the National Environmental Policy Act (NEPA). Detailed information regarding the outcomes of the AA are included in Section 1.4.

## 1.2 Gateway Corridor Commission

To begin advocating and planning for improved transit service in the Gateway Corridor, the Gateway Corridor Commission (Commission) was developed in May of 2009. The Commission is a joint powers board of local elected officials from Ramsey and Washington Counties and the majority of the communities from St. Paul to the St Croix River. The Commission is supported by staff from Ramsey and Washington County Regional Railroad Authorities. Washington County is the fiscal agent and staff lead for the Gateway Corridor Commission.

Included below are the vision and goals that guide the actions and decisions of the Commission:

### Vision:

The Gateway Corridor Commission will facilitate the planning and development of a transitway along the I-94 corridor that provides increased mobility and access to safe and efficient travel for all area populations and regional travelers, promotes economic development and job growth and improves livability while respecting the land use plans and character of the various communities along the corridor.

### Goals:

- Goal 1: Develop comprehensive transportation data to advocate for, plan and design an effective multi-modal transportation system in the I-94 corridor.
- Goal 2: Conduct advocacy and outreach activities to promote coordinated transportation planning and investments of the I-94 Corridor.
- Goal 3: Coordinate activities with state and federal agencies to ensure consistency with their policies and guidelines.
- Goal 4: Identify and secure funding to facilitate the planning and development of a transitway in the I-94 corridor.
- Goal 5: Collaborate with local communities, business owners and developers to identify local land use planning and economic development opportunities related to the I-94 Corridor Transitway.

## 1.3 Pre-Alternatives Analysis Study Information

Multiple studies have been completed that are pertinent to ongoing investments in the Gateway Corridor, a list of some of those studies are below. A review of these previous studies has been conducted as part of the Gateway Corridor AA Study with documentation available on the study website for review:

- 2030 Transportation Policy Plan, 2009: The Gateway Corridor is included the Metropolitan Council's *2030 Transportation Policy Plan* as a transitway corridor in need of additional development from the St Croix River through St. Paul to Minneapolis.
- Regional Transitway Guidelines, Met Council, 2012: The Metropolitan Council led an effort to create Regional Transitway Guidelines for the development of corridors where intensive transit investment is planned, as identified in the region's [2030 Transportation Policy Plan \(TPP\)](#). The guidelines are intended to provide guidance for developing transitways in corridors that will be served by commuter rail, light rail and bus rapid transit. The purpose of the Regional Transitway Guidelines is to provide technical guidance, based in best practices, that supports the development and operation of transitways in a way that is consistent, equitable, and efficient, and delivers an effective, integrated, and user-friendly transit system throughout the Twin Cities region. The Metropolitan Council adopted the Regional Transitway Guidelines February 22, 2012.

- I-94 Managed Lane Study, 2009: The Minnesota Department of Transportation (Mn/DOT) completed an analysis of the I-94 corridor from 6<sup>th</sup> Street in Minneapolis to John Ireland Boulevard in St Paul. The focus of this analysis was to identify strategies to improve mobility in the corridor and maintain transit advantages for the existing bus service while utilizing the existing freeway cross-section. Based on the recommendations from this study, construction of these improvements was expected to begin in 2010. These improvements will be a key factor in the connection between St. Paul in Minneapolis on the Gateway Corridor
- Connections 2030 – Wisconsin Statewide Long-Range Transportation Plan, 2009: *Connections 2030* is the long-range transportation plan for the State of Wisconsin. This plan addresses all forms of transportation over a 20-year planning horizon: highways, local roads, air, water, rail, bicycle, pedestrian and transit.
- 2030 Transit Master Study, 2008: The Metropolitan Council's 2030 Transit Master Study provided the detailed analysis for the information that was included in the 2030 Transportation Policy Plan.
- West Central Regional Freeway System, 2005: The Wisconsin Department of Transportation (WisDOT) completed the West Central Regional Freeway System study in 2005, which examined capacity and operations, safety, pavement needs, and economic impacts along the I-94 Corridor from the St Croix River to the east to Eau Claire County in Wisconsin. In addition, a follow-up micro-simulation analysis was conducted along the I-94 corridor in 2006 with the study limits of that analysis extending to the west to County Road 19 in Washington County, MN.
- Union Depot Environmental Impact Statement, 2009: In 2003, the Ramsey County Regional Railroad Authority (RCRRA) completed its Phase II study of Union Depot. This study described how several different modes of public transportation now serving, or proposed to serve, downtown St. Paul, can fit together in a thoughtfully designed multi-modal transit terminal located at Union Depot. It followed a Phase I study that analyzed alternative locations for the multi-modal transit terminal and resulted in a preferred site location, that of Union Depot. Following the completion of the Phase II study, the RCRRA purchased property around the Depot including its concourse and train deck. In 2009, the RCRRA completed its acquisition of the Union Depot property by purchasing the headhouse.
- Minnesota Statewide Passenger and Freight Rail Plan, 2010: The Comprehensive Statewide Freight and Passenger Rail Plan provides guidance for rail initiatives and investments in the state.
- I-94 East Metro Highway Analysis, 2010: Mn/DOT undertook an analysis of the I-94 corridor from TH 120 (Century Avenue) to the St Croix River Bridge to determine the operating characteristics of the corridor utilizing both existing and the year 2030 traffic volumes.
- East Metro Rail Capacity Study: In 2010, the Ramsey County Regional Railroad Authority (RCRRA) with the Red Rock Corridor Commission, commissioned the East Metro Rail Capacity Study to identify impacts and recommend capacity solutions to the freight rail network for the introduction of commuter, high speed, and passenger rail to the Union Depot in downtown St. Paul, Minnesota. The Study has been done in collaboration with the BNSF, Canadian Pacific, Union Pacific, Amtrak, multiple short line railroads, and multiple government agencies. The purpose of this study is to identify how multiple high speed, passenger, and commuter rail corridors can utilize the freight rail system to access the regional multimodal transit hub at the Union Depot in downtown St. Paul. The study area includes significant freight infrastructure and three Class One railroads. The infrastructure includes the Robert Street Bridge, Hoffman Interlocking, Westminster Junction, and the railroad yards to the southeast of the Union

Depot. Together, this infrastructure handles 5% of the nation's freight volume and is home to both Canadian Pacific's and BNSF's transcontinental mainlines between the Pacific Northwest and Chicago. The study was completed in October, 2012.

- I-94/TH 280 Interchange Study: The purpose of the I-94 / TH 280 Managed Lanes study is to develop a high-benefit, low-cost solution for the provision of MnPASS lanes on I-94 between Downtown Minneapolis and Downtown St. Paul. This study builds upon: 1) an earlier effort for I-94 which identified the Smart Lanes concept that was recently constructed in the corridor, 2) the Metropolitan Council's evaluation of regional managed lane corridors as a part of the Metropolitan Highway System Investment Study, and 3) the Minnesota DOT's development of a MnPASS system plan for the Twin Cities as a part of the MnPASS System Study 2 project. Altogether, the project team will develop concepts for the reconfiguration of the I-94 / TH 280 interchange to facilitate a managed lane being carried through that interchange on I-94, and, the development of concepts for managed lane direct connections to and from downtown Minneapolis and St. Paul. Besides concept level design for these locations, the project will also conduct public outreach, travel demand forecast updates for the managed lanes, simulation-based operations analysis for the most viable design concepts, and a final report.

#### **1.4 Alternatives Analysis Study Information**

The Gateway Corridor AA Study compared the benefits, cost, and impacts of a broad range of transit alternatives to identify the alternatives that best meet the transit travel needs in the Gateway Corridor. Study tasks included development of a problem statement, purpose and need statement, identification of appropriate transit technologies (baseline/Transportation System Management (TSM), BRT, LRT, commuter rail and managed lane), identification of alignment alternatives, generation of year 2030 ridership forecasts, compilation of capital and operating/maintenance cost estimates, development of an operating plan including a bus/rail integration plan, a thorough evaluation process, and an extensive public involvement program.

Based on stakeholder support, public input, direction from the Technical and Policy Advisory Committees (TAC and PAC) and approval of the Gateway Corridor Commission, BRT and LRT along a single alignment will continue to undergo analysis in the DEIS with the intent that this rigorous study framework will result in the recommendation of a locally preferred alternative (LPA) which may then progress through design, implementation and development of the FEIS. These alternatives, known as 3 and 5 throughout the AA, were found to best meet the established Gateway Corridor goals. The following is a summary description of each alternative. The alternatives are shown in a map in Attachment 1.

- Alternative 3 Description:
  - The conceptual design of the BRT alternatives provides one 16-foot runningway in each direction, barrier-separated from both local roads and from freeway general traffic lanes. This alternative has eleven stations, five are park and rides and six are walk up stations.
  - Extends east from the Union Depot on Kellogg Boulevard, turns southeast onto Mounds Boulevard; transitions into a new exclusive bus-only roadway on Hudson Road adjacent to the north side of I-94.
  - East of the I-94 interchange with Johnson Parkway, extends north at grade to cross Etna Street, following the interchange ramps back south to the north side of I-94.

- Follows interchange ramps at White Bear Avenue, Ruth Street, McKnight Road and Century Avenue; crosses these streets at grade and returns to its adjacent location on the north side of I-94.
- Runs adjacent to Hudson Road past the Sun Ray Shopping Center and 3M corporate headquarters, until extending north to 4th Street North to pass over I-694 in Oakdale.
- Crosses over I-94 to Old Hudson Road (the south frontage road of I-94), where it to runs east to the Manning area station.
- BRT buses would continue on the same frequency to the Hudson-Carmichael park and ride facility. At the Union Depot riders would connect with Central Corridor LRT or existing express bus routes to continue into Minneapolis.
- Alternative 5 Description:
  - Alternative 5 provides a double-track, exclusive LRT guideway, following an alignment identical to that of Alternative 3. This alternative has eleven stations, five are park and rides and six are walk up stations.
  - Runs east from Union Depot in downtown St. Paul on Kellogg Boulevard, turns southeast onto Mounds Boulevard, then transitions into right of way located between local streets and the north side of I-94.
  - East of I-94/ Johnson Parkway interchange, extends north at grade to cross Etna Street, following ramps back south to the north side of I-94.
  - At White Bear Avenue, Ruth Street, McKnight Road and Century Avenue, route again follows interchange ramps to cross at grade and returns to its adjacent location on north side of I-94.
  - Runs adjacent to Hudson Road, past Sun Ray Shopping Center and 3M headquarters, until extending north to 4th Street North to overpass I-694 in Oakdale.
  - Crosses over I-94 to Old Hudson Road (the south frontage road of I-94), where it to runs east to the Manning area station.
  - At Manning station, riders transfer to an express bus, continuing on the same frequency to Hudson-Carmichael park and ride facility, using bus shoulder lanes and general purpose lanes across St. Croix River Bridge. At the Union Depot riders would connect with Central Corridor LRT or existing express bus routes to continue into Minneapolis.

The final AA Report was approved by the Gateway Corridor Commission in January, 2013. The Executive Summary of the AA can be found in Attachment 2 and all documentation from the AA Study is available on the Gateway Corridor website at [www.thegatewaycorridor.com](http://www.thegatewaycorridor.com).

### **1.5 Project Expectations**

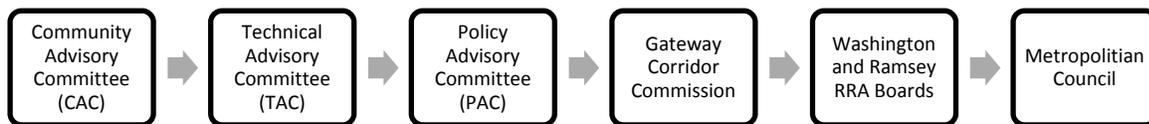
In conformance with federal process guidelines, it is intended that the DEIS process will use the results of the Gateway Corridor AA in combination with input from the DEIS scoping process to inform the selection of a locally preferred alternative (LPA) for the Gateway Corridor. It is intended that an LPA recommendation involve the following committees:

- Project Management Team (PMT) – Staff from Washington, Ramsey and Metropolitan Council
- Community Advisory Committee (CAC) – to be established with community and business members from the entire corridor,
- Technical Advisory Committee (TAC) - group to be reestablished from the AA that includes technical staff from all relevant cities, counties and agencies along the corridor. There may be sub-groups of the TAC formed if specific input is needed on work tasks.

- Policy Advisory Committee (PAC) - group to be reestablished from the AA that includes policy makers (in some cases elected officials) from cities, counties and agencies along the corridor. There may be sub-groups of the PAC formed if specific input is needed on work tasks.
- Gateway Corridor Commission
- Washington and Ramsey Regional Railroad Authorities
- Metropolitan Council

Below is an outline of the entire LPA decision making process.

**Figure 1 LPA Decision Making Process**



Prominent objectives of the Gateway Corridor DEIS process are:

- Refinement of engineering concept plans to more fully define the potential for social, economic, and environmental impacts of alternatives;
- Evaluation of the viability of alternatives relative to potential funding through the Federal Transit Administration (FTA) MAP-21 New Starts process (including livability principle integration);
- Thorough assessment of social, economic and environmental effects of alternatives
- Inform the public and decision-makers on potential impacts of the alternatives.

Significant Gateway Corridor outcomes to be supported by the information generated as part of this DEIS process will include:

- Official adoption and resolutions of support by local jurisdictions.
- Recommendation of a Locally Preferred Alternative (LPA) for consideration by Metropolitan Council;
- Metropolitan Council adoption of the LPA and amendment into the region’s long-range transportation plan, the 2030 Transportation Policy Plan (TPP); and
- Preparation of a New Starts application to the FTA for submittal by the Met Council requesting approval to enter Project Development as outlined in MAP-21 (based on favorable assessment of and support for a transitway build alternative).

This Request for Proposals (RFP) is issued by WCRRRA on behalf of the Gateway Corridor Commission to solicit proposals from consultants interested in conducting a DEIS and associated development of conceptual level engineering and evaluation work for promising Gateway Corridor alignment concepts. The purpose of the DEIS is to conduct a full and open evaluation of the impact of alternatives on the physical, human, and natural environment, and to inform the public and decision-makers of reasonable alternatives that could avoid, minimize, and/or mitigate adverse impacts and enhance the quality of the environment.

All work shall comply with NEPA and all associated federal and state regulations and regulatory agency requirements, including provisions of the Minnesota Environmental Policy Act (MEPA). The Commission expects that the successful consultant will conduct the DEIS in accordance with the latest Federal

Highway Administration/Federal Transit Administration (FHWA/FTA) joint guidance, *Linking the Transportation Planning and National Environmental Policy Act (NEPA) Processes*, (February 2005) to ensure that the alternatives considered are consistent with previous planning efforts. The Commission intends to continue leveraging the progress made during the AA Study effort with respect to the three benefit categories identified in the above referenced FHWA/FTA joint guidance as follows:

- **Relationship Building Benefits:** Many partnering agency work sessions and public involvement activities have been conducted as part of the AA study. These activities have heightened awareness for the Gateway Corridor and provided input on many potential interests to engage and issues to be addressed.
- **Process Efficiency Benefits:** Valuable input has been obtained from a broad range of stakeholders regarding AA study methodologies, results and concept refinement suggestions. It is intended to use this informative input for structuring the DEIS scope of work.
- **On-the-Ground Outcome Benefits:** The environmental screening conducted as part of the AA study in collaboration with resource agencies and the public provides valuable information regarding study area resources and potential affects. This information, along with identification of the purpose and need for the corridor, has assisted in the screening of many alternatives from further consideration. This work has also informed resource areas that warrant more detailed study in the DEIS.

Additionally, all work must conform to the provisions of MAP-21, 2012 and State of Minnesota environmental regulations. The consultant will also conduct the work in accordance with FTA regulations regarding standards of conduct. The consultant will also conduct their work in accordance with the FTA guidance on efficient development of environmental documents.

The Commission expects that the successful consultant will prepare the information in the Gateway Corridor DEIS in a manner and format consistent with guidelines for the FTA’s Section 5309 New Starts program. It should be assumed that work programs, procedures, and products are subject to FTA review and approval.

The consultant is expected to review the information in all nine appendices (A through I) and submit all necessary forms. The sample WCRRA professional services agreement contained in Appendix G is intended for consultant review purposes and is not to be completed as part of the proposal submittal. The consultant may want to review and assess its ability to comply with the requirements of this contract.

## 2.0 Proposal Process, Content and Submission Requirements

### 2.1 Proposal Timeline

<b>Activity</b>	<b>Timeline</b>
RFP Released	February xx, 2013
Pre-Proposal Conference*	xxx, 2013
Written Questions Received (4:00 PM)	March X, 2013
Response to Questions Released (4:00 PM)	March XX, 2013
Proposals Due (2:00 PM)	March XX, 2013
Oral Interviews (if necessary)	Week of April XX, 2013

Contract Negotiations  
WCRRA Approval - Contract Award and Notice to  
Proceed

April -May, 2013  
May xx, 2013

\*A Pre-Proposal Conference will be held at the Washington County Government Center at 2:00 pm. Attendance at this conference is not mandatory.

## 2.2 Project Contact Information

Washington County Regional Railroad Authority  
Attn: Andy Gitzlaff, Senior Planner  
Washington County  
11660 Myeron Road North  
Stillwater, MN 55082  
[andy.gitzlaff@co.washington.mn.us](mailto:andy.gitzlaff@co.washington.mn.us)

All questions related to specific project requirements must be submitted in writing by 4:00 PM on XXX, 2013. All questions should be submitted via e-mail to [andy.gitzlaff@co.washington.mn.us](mailto:andy.gitzlaff@co.washington.mn.us)

All questions regarding this RFP are to be directed only to the RFP Administrator, Andy Gitzlaff. Consultants may be disqualified if any unsolicited contact related to this RFP is made with an employee or representative of the WCRRA other than the RFP Administrator during the proposal process.

Written responses to all questions received on time will be posted on the Washington County website at: <http://www.co.washington.mn.us/bids.aspx>

No oral questions will be entertained prior to or after the deadline for written questions specified above.

## 2.3 Budget

The total project budget for all tasks within this RFP should not exceed \$3,000,000 (three million). A 10% contingency needs to be included within the not to exceed amount of \$3,000,000.

## 2.4 Proposal Submission Process

### *Notice to Consultant*

- Upon submission, all proposals become the property of WCRRA, which retains the right to use any concept or idea presented in any proposal submitted, whether or not that proposal is accepted.
- The WCRRA expressly reserves the right to amend or withdraw this Request for Proposals at any time and to reject any or all proposals.
- The WCRRA reserves the right to reject any and all proposals if such action is in the public interest.
- The WCRRA is not bound to accept the lowest cost proposal.
- Consultants are held legally responsible for their proposals and proposal budgets. Consultants are not to collude with other consultants and competitors or take any other action which will restrict competition. Evidence of such activity will result in rejection of the proposal.

- The WCRRA reserves the right to negotiate contract terms contemporaneously and /or subsequently with any number of consultants as WCRRA deems to be in its best interest.
- Any exceptions to the requirements of this RFP, including the language in the sample contract, must be included in the proposal submitted by the Consultant. Identify the exceptions as a separate element of the proposal under the heading “Exceptions/Deviations”. Failure to note exceptions shall be deemed a waiver of objections.
- The WCRRA reserves the right to request any additional information at any stage of the Request for Proposals process. Compliance shall be at the consultants’ expense.
- WCRRA reserves the right to include any clarifications/ revisions to the RFP content in correlation with the question and response process.

*Joint Offers*

Where two or more consultants desire to submit a single proposal in response to this RFP, they should do so on a prime-subcontractor basis rather than as a joint venture. The Washington County Regional Railroad Authority intends to contract with one single firm and not multiple firms doing business as a joint venture.

*Protests*

Consultants who wish to file a protest regarding the RFP process shall conform in all respects to the Washington County Protest Procedure in the Appendix H. All protests must be addressed to the RFP Administrator at the address indicated in Section II.B, Project Contact Information.

*Submission of Proposals*

Proposals are due by 2:00 PM on xxx, 2013 and must be submitted to:

Washington County Regional Railroad Authority  
 Attn: Andy Gitzlaff, Senior Planner  
 Washington County Public Works  
 11660 Myeron Road North  
 Stillwater, MN 55082

Faxed proposals will not be accepted. Proposals received after the specified time and date may not be considered, at WCRRA’s discretion.

*Proposal Format*

The response must include one original and ten (10) copies of the proposal and one (1) CD in pdf format. The first page of the original must have the original signature of the officer who will be accountable for all representations

Proposals shall be prepared using 8 ½ x 11 double sided paper with all text clear of bindings. Use of 11x17 fold-out sheets for large tables, charts, or diagrams is permissible, but should be limited. Index the proposal and sequentially number all pages throughout the section. Proposal narratives may not exceed 30 pages in length including the cover letter and Executive Summary. An appendix may be included that includes resumes and examples of relevant work experience. This appendix is not to exceed 20 pages. The proposal narrative and appendices should be bound together in a single submittal.

The proposal should be clear when reproduced in black and white. To facilitate proposal opening, the original only should be sealed in a separate envelope or box. All proposal materials should be clearly marked "Gateway Corridor DEIS" as well as include the name and address of the consultant. The remaining copies may be wrapped or boxed together.

Pricing information must be included with the proposal in a separate, clearly marked, sealed envelope.

The WCRRA shall not, in any event, be liable for any pre-contractual expenses incurred by the consultants in the preparation of their proposals. Consultants shall not include any such expenses as part of their proposals. Pre-contractual expenses are defined as expenses incurred by the Consultant in:

- Preparing its proposal in response to this RFP
- Submitting that proposal to the WCRRA
- Negotiating with the WCRRA any matter related to this proposal
- Any other expenses incurred by the Consultant prior to the date of execution of the proposed contract.

Failure to submit a proposal on time may constitute grounds for the rejection of the proposal.

All information included in the submitted proposal will be classified in accordance with Section 13.591 of Minnesota statutes governing data practices.

#### *Valid Proposal*

In order to be considered valid, the proposal shall be in writing, submitted on time and be signed by an officer of the consultant who can be accountable for all representations.

The proposal must contain the following information, presented in the order shown:

1. Cover Letter
2. An Executive Summary of not more than six (6) pages.
3. Profile of proposed team including the size and organizational structure, past history, and the status and outcome of any lawsuits brought against the consultant in the past five years.
4. Description of Consultants overall approach.
5. Base Work Plan with a breakdown of project by phases or tasks. For each task listed, identify the following in the written proposal:
  - Specific staff to be involved, roles, and responsibilities.
  - Time commitment for each person (hours)
  - Schedule illustrating task relationships including anticipated meetings over the duration of the schedule. Strategies to reduce the overall schedule can be considered.
  - Deliverables for each task
6. Description of proposal team's past experience providing similar services, including:
  - Names and addresses of contact persons
  - Description (history and experience) of proposal team members role in each project
  - Experience with similar type projects in scale and function

- Experience and knowledge of Federal Transit Administration (FTA) regulations and transitway development
  - Experience and knowledge of the National Environmental Protection Act (NEPA) and the Scoping Process
7. Project Personnel Profile
    - Resumes of key project personnel, including prior projects of similar size and scope for which the personnel played the same or a similar role as proposed for this project and the status and outcome of any lawsuits brought against team member firms in the last five (5) years.
    - Organizational chart of the consultant's team identifying firm relationship and function of all key positions.
    - Confirm that each team member will be fully engaged in the study as described for the duration of the contract.
    - Description of the current assignment and time commitment to that assignment for all key personnel.
  8. Budgets (*Pricing information shall be included with the proposal but must be in a separate, clearly marked, sealed envelope*)
    - Hourly budget broken down by team member, by firm, and by task.
    - Current audited hourly rates for staff.
    - Current audited overhead rates for all team member firms.
    - An estimate of reimbursable direct expenses by firm and expense type.
    - A 10% contingency
  9. Suggested Modifications to Base Work Plan
    - Description of additional work tasks including description of benefits to the design process.
  10. Conflict of Interest
    - The consultant shall list past or present involvement of all projects that may constitute a conflict of interest. WCRRA reserves the right to exclude Consultants that have an organizational conflict of interest.

### **3.0 DEIS Scope of Services**

The scope of work for the DEIS is described in this section. The DEIS work will be completed in two phases. The first phase of the project primarily includes the scoping process. It is anticipated that the scoping process will reestablish that the transitway route of Alternatives 3 and 5 as the preferred alignment for the corridor and will lead to a determination of the preferred mode (either LRT or BRT). It is the Gateway Corridor Commission's intent to provide sufficient analysis during the scoping process to support the recommendation of a locally preferred alternative (LPA) to the Met Council. The second phase of the DEIS is to complete all necessary NEPA work on the LPA and work with the Metropolitan Council and local jurisdictions to include the LPA in their plans.

The consultant's scope of work must fully satisfy the environmental guidelines, requirements and regulations of the National Environmental Policy Act (NEPA) and the U.S. Council of Environmental Quality (CEQ), as well as the Clean Air Act and Americans with Disabilities Act. The scope of work reflects current FTA direction for the preparation of New Starts projects under FTA 49 CFR Part 611 Final Rule released January 9, 2013. The consultant must be prepared to account for and respond to changes as FTA guidance on evaluation of EIS alternatives as part of New Starts Project Development is modified.

### **Accessibility to Public Records**

The consultant will be required to provide all work records and deliverables developed under this contract that are, or will be, made available to the public in a format accessible to persons with disabilities in accordance with MN Statute 363A.42.

### **Tasks**

#### **3.1 Project Initiation**

Within the first 30 days after the Notice to Proceed, the selected consultant, with WCRRA staff assistance, will schedule a field reconnaissance trip for key members of the project management team (PMT) along with other key members of the consultant's team to review the study area including alignment locations, potential station locations, general characteristics of the natural and built environment and to review specific issues and concerns raised by stakeholders during the AA Study process.

The consultant will review AA Study documentation and other relevant studies referenced in this RFP. The consultant will be expected to synthesize relevant issues and conditions using the field review, PMT input and AA Study documentation as references. The consultant will draft a memorandum of relevant issues and identify a strategy for addressing these issues in the DEIS work plan in terms of work task refinements for PMT consideration. Based on PMT review and approval the consultant will finalize a memorandum of relevant issues which will provide clear guidance for any adjustments needed to the DEIS work plan.

*Deliverable:* Relevant issues memorandum (draft and final). All memorandums should be web-ready.

#### **3.2 Project Management**

WCRRA with assistance from the Metropolitan Council and the RCRRRA, will be the project manager for the DEIS. Within 14 days from Notice to Proceed, the consultant's project manager will prepare a DEIS effort project management plan (PMP) that will be reviewed and approved by WCRRA. The PMP should specifically address quality assurance/quality control and document control/archiving. The consultant shall prepare monthly project progress reports and invoices, establish and maintain a project schedule with key milestones, a contact reporting system and an issues tracking system. The work plan should assume the consultant will be responsible for the preparation and maintenance of corridor mailing and contact lists.

Unless otherwise specified by WCRRA, the proposal work plan should assume the consultant's project manager and key members of the consultant team will attend:

- Weekly meetings or conference calls with WCRRA including other project management team (PMT) members as necessary. PMT is made up of WCRRA, RCRRRA and Metropolitan Council staff.
- Monthly Community Advisory Committee (CAC) meetings. The CAC is anticipated to be created at the beginning of the DEIS. The structure and participation of specific residents are to be determined.
- Technical and Policy Advisory Committee monthly meetings (TAC and PAC). The TAC and PAC members from the AA Study will be reevaluated to ensure that the proper staff and policy makers are participating in the DEIS.
- All public meetings held throughout the DEIS process (see Task 3.5 for direction on the number of meetings anticipated).

- Bi-monthly key agency staff meetings which will include staff from but is not limited to FHWA, Met Council, Mn/DOT, FTA and counties.

*Deliverables:* The consultant shall prepare the project management plan and develop and maintain a schedule with key milestones, a contact reporting system and an issues tracking system. The consultant shall also prepare agendas, appropriate presentation materials and meeting minutes for all meetings.

### **3.3 Agency Coordination**

The consultant shall provide an agency strategy memorandum to the WCRRA during the first 30 days from the Notice to Proceed. The agency strategy shall identify early environmental action items specific to this corridor to assist in streamlining the DEIS process. The regulatory strategy memorandum shall be revised, based on PMT comments and implemented within 45 days of the Notice to Proceed. The consultant shall recommend potential opportunities for coordinating environmental resource agency contacts.

A road map outlining coordination with Metropolitan Council and the FTA throughout the DEIS process should also be prepared. It is also anticipated that the consulting team may make up to two trips to Chicago to meet with FTA Region Five staff and one trip to Washington DC to meet with FTA headquarters staff for technical project review and consultation.

Within 45 days from the Notice to Proceed, the consultant shall work with the WCRRA's Project Manager to convene an agency scoping meeting with all applicable federal and state resource agency staff to ensure early coordination of the DEIS process as required by NEPA.

The consultant shall provide evidence of coordination with appropriate regulatory agencies and provide a monthly summary of contacts made and the results of those contacts in terms of recommendations and/or future action items identified.

The consultant shall ensure all work tasks are in compliance with the following applicable standards. At the start of the contract and throughout the DEIS process, the consultant shall ascertain any additional applicable standards not listed below, or changes to these standards and bring them to the WCRRA's attention in writing:

- *The National Environmental Policy Act (NEPA), Regulations for Implementation and Final Amendment* to 40 CFR 1500-1508; as of July 1, 1986.
- *Guidance Manual for Transit Noise and Vibration Impact Assessment*, U.S. Department of Transportation, Federal Transit Administration, April 1995.
- *Clean Air Act Regulations, 40 CFR, Parts 51 and 93, Air Quality: Transportation Plans, Programs, and Projects; Federal or State Implementation Plan Conformity*; (with updates to August 15, 1997)
- *FTA Regulations for Environmental Impact Statements and Related Procedures* (23 CFR Part 771-777)
- *Executive Order 11514, Protection and Enhancement of Environmental Quality*
- *40 CFR 1502—Federal Register, NEPA Regulations, Incomplete or Unavailable Information, Final Rule*, April 25, 1986.
- *23 CFR 450—Federal Register, Statewide Planning; Metropolitan Planning; Final Rule* October 28, 1993.

- *40 CFR 51 & 93—Transportation Conformity Rule Amendments: Flexibility and Streamlining: Final Rule* August 15, 1997.
- *FTA Reporting Instructions for Section 5309, New Starts Criteria* (Includes updates on New Starts Criteria expected in response to MAP-21)
- *FTA/FHWA, Linking the Transportation Planning and National Environmental Policy Act (NEPA) Processes*, February, 2005.
- *FTA, Keys to Efficient Development of Useful Environmental Documents*, September 2007.
- *MAP-21*, 2012.
- *Section 106 of the National Historic Preservation Act*
- *Section 4(f) of the Department of Transportation Act*
- *Minnesota Environmental Policy Act (MEPA) Requirements*

*Deliverable:* Resource agency strategy memorandum, resource agency meeting notes and monthly progress reports.

### **3.4 Purpose and Need**

The consultant will follow FTA guidance in reviewing and refining the Problem Statement Goals and Objectives developed as part of the Gateway Corridor AA Study into the formal Purpose and Need Statement for the purposes of the DEIS document.

The purpose and need should include overall information describing the corridor setting including identification of existing and forecast travel demand and transit markets, and transportation project planning and development in the context of the local, regional and federal planning processes. The purpose and need shall be consistent with FHWA/FTA joint guidance, *Linking the Transportation Planning and National Environmental Policy Act (NEPA) Process*, (February 2005).

*Deliverables:* Draft and final versions of a purpose and need statement document with appropriate graphics, adaptable for inclusion in the DEIS document. The purpose and need will be presented at public meetings and presented to appropriate regulatory agencies for review, comment and concurrence during the scoping process. The purpose and need statement will only be considered final with WCRRA, RCRRA, Metropolitan Council and FTA concurrence with its content.

### **3.5 Stakeholder Involvement**

The consultant will develop a Stakeholder Involvement Plan to ensure the viewpoints of all key stakeholders including the general public are incorporated into the analysis for this DEIS.

The Commission intends to work cooperatively with the affected cities, residents, businesses, and property owners throughout the environmental and conceptual engineering process. The stakeholder involvement plan shall be fully developed within 30 days of Notice to Proceed and shall describe the public involvement process beyond the agency coordination identified in task 3.3. This plan should include strategies for actively engaging the public on the alternatives during DEIS scoping as well as public involvement for the formal DEIS process. The consultant should make efforts to highlight engagement with environmental justice populations in the stakeholder involvement plan.

It is important that the stakeholder involvement plan developed for the DEIS work effort address the importance of working with the community throughout this process. The Commission has final approval

authority over the selection of the public involvement specialist and reserves the right to propose substitutions and to negotiate these changes with the consultant.

Potential impacts and design issues will be discussed with committees, citizen and business groups, and corridor residents. Consultants shall describe, and include in their cost estimate, the specific activities, techniques, format, and number of meetings to ensure an open and proactive public involvement process that facilitates consensus development, as well as public meetings and notices required by NEPA.

The Commission anticipates that the stakeholder involvement plan may need to include additional public participation efforts, such as field trips to existing transitway lines with the CAC and facilities and small group outreach efforts. The consultant should also include a provision for content development for Gateway Corridor website and e-newsletter 'the ticket' and production and distribution of a quarterly newsletter for the duration of the DEIS effort. This includes the time and costs associated with writing articles, layout, reproduction, postage, and mailing.

The consultant should identify any unique, but reasonable and cost-effective, techniques that could be used to reach populations within the corridor that do not typically attend open house type events. One of the key examples includes addressing how the public involvement process for environmental justice populations in the corridor is envisioned.

The consultant shall prepare presentation materials that clearly and succinctly describe and/or depict environmental impacts for presentation to the advisory committees and citizens. The consultant should include the potential to use simulation techniques as part of the public outreach process to clearly define issues and specific treatments. The consultant will also propose a method for Commission to respond to public comments received during the course of the study.

At a minimum, the consultant will:

- Prepare a draft and final report summarizing the public involvement process and strategies.
- Staff the Technical Advisory Committee (TAC); the Policy Advisory Committee (PAC), and Community Advisory Committee (CAC) meetings including organizing, scheduling, notifying, and participating in all meetings.
- Track public comment and responses and provide to WCRRA throughout the project and upon project completion.
- Production and distribution of corridor newsletters.
- Ensure all materials are web-ready.
- Prepare and provide logistical support, including associated fees, for the required formal Public Hearing(s) and all public meetings. At a minimum, this includes securing appropriate location(s), advertising and various media announcements, Federal Register and EQB Monitor notices, securing the services of a court reporter, when needed, and ensuring compliance with the NEPA public hearing process. All public announcements will be reviewed by the WCRRA Project Manager prior to publication.
- Develop a Scoping Booklet for agency and public scoping meetings.
- Provide the Commission with Public Hearing(s) transcripts.
- Schedule, prepare, and record meetings/hearings.
- Provide translations services when needed at public meetings and translation of some written materials for public consumption. Languages should include Spanish, Somali and Hmong but

may include others, as determined based on recommendations of the Stakeholder Involvement plan and the plan for involving environmental justice populations in the process.

Washington County Regional Railroad Authority (WCRRRA) and the Metropolitan Council will act as the joint lead local agencies for this DEIS and the Federal Transit Administration (FTA) will act as the lead federal agency. A project management (PMT) team will provide direct guidance to the consultant and to ensure that all supporting agencies are directly engaged with the consultant.

*Deliverables:* Draft and final versions of a public involvement plan, draft and final versions of all public presentation materials including but not limited to newsletters, PowerPoint presentations and maps.

### **3.6 Definition of DEIS Scoping Alternatives**

This process should include a summary of conceptual alternatives identified, evaluated and considered in the Gateway Corridor AA Study (including the no-build, TSM and all 6 build alternatives). Original analysis is not required, only a summation of the initial alternatives considered. The consultant will present the descriptions/operations plans of the no build and build alternatives, as follows:

#### *No Build Alternative*

The no build alternative will be defined as existing plus committed transportation infrastructure in the most current Transportation Improvement Plan (TIP) in the corridor and the 2030 Transportation Policy Plan (TPP) outside of the corridor.

#### *TSM Alternative*

The TSM alternative was developed in the AA to be used as the baseline, as was required by SAFETEA-LU. The TSM is not considered a baseline alternative in MAP-21 so should be treated as a build-alternative during the scoping phase.

#### *Build Alternatives*

The six build alternatives from the AA will be included in the scoping phase of the DEIS.

*Deliverables:* Description of initial alignment and technologies/modes for consideration in the DEIS scoping process. At a minimum, the descriptions should include technology, alignment, operation plans and station locations. All items will be included in the DEIS scoping booklet for review and approval of the PMT.

### **3.7 NEPA Scoping**

#### **3.7.1 Revisit Technical Evaluation Criteria**

The first step in the DEIS scoping process will be to review the technical evaluation results from the AA Study, including stakeholder input/concerns and evolving policy to determine the scope of work for continued concept development and for any technical evaluation enhancements needed to facilitate the scoping process.

#### **3.7.2 DEIS Scoping Process**

The consultant will prepare all appropriate materials, coordinate appropriate notifications (write the notice of intent, develop advertisements and pay for ads in local newspapers) and prepare appropriate documentation of the scoping meetings sufficient to meet requirements of NEPA and MEPA.

The consultant is expected to facilitate the development of scoping level evaluation criteria based on past AA work. It is expected that the evaluation criteria contained in the AA Study will be a starting point for the development of these criteria and that the consultant will work with staff to recommend any supplemental criteria to assess alternatives. Technical evaluation criteria will be presented in draft form during scoping to agencies and the public and will be completed as final criteria based on comments received during scoping and final direction from WCRRA, Metropolitan Council and the FTA.

The consultant will prepare an annotated outline of the DEIS document at the conclusion of the scoping process in conformance with FTA guidance serving three purposes; 1) documenting results of the scoping process, 2) contributing to the transparency of the process and 3) providing a clear road map for the DEIS.

*Deliverables:* Notice of Intent, scoping notifications, scoping booklet, scoping meeting materials and logistics, preparation of scoping documentation and revision of alternatives based upon the scoping meetings. Concept plans, critical profiles, section drawings and meeting exhibits. Draft and Final Scoping Summary Report. Annotated outline of the DEIS.

### **3.7.3 Concept Development/Refinement**

Upon conclusion of the NEPA Scoping process, the consultant shall revise the preferred alternative(s), based on input received, for consideration in the DEIS as appropriate. The consultant shall conduct conceptual engineering to a level required for the environmental impact analysis and refined capital cost estimating tasks. The consultant shall include horizontal layout, vertical profiles and typical cross-sections for the alternatives under consideration as part of this work. The consultant shall also include architectural renderings for significant transitway elements which enhance the understanding of concept attributes such as station platforms, operations and maintenance facility (OMF) structures and traction power substations. All refinement should take into consideration MAP-21 New Starts ranking criteria.

Consultants should review the level of concept development provided in the AA Study and recommend continued concept development activities needed for the DEIS evaluation including refined cost estimates. Below is a list of concept development issues identified to date for use as a starting point in identifying the concept development work in the DEIS:

- Review/confirm/refine station locations (adjust as needed).
- Review/confirm/refine all street operating section treatments (adjust as needed).
- Review/confirm/refine all arterial intersection crossing treatments including operational assessment.
- Review/confirm/refine intermodal connection assumptions including connections through downtown St. Paul and onto Minneapolis. Intermodal issues include transfers and connections between different travel modes (e.g. feeder buses, potential arterial BRT, potential modern streetcar, commuter rail, other LRT lines, park and ride, kiss and ride, pedestrian walk up accommodations and bicycle accommodations) at stations, specifically the Union Depot.
- Due to the potential implications of noise and vibration impacts, the concept development work should account for likely mitigation strategies.
- Operations and maintenance facility location development.

*Deliverables:* Horizontal layout, vertical profiles and typical cross-sections for the alternatives under consideration. Architectural renderings such as station platforms, OMF structures and traction power substations.

### **3.8 Affected Environment**

The consultant will describe the environmental conditions (affected environment) that could be affected by the Baseline and build alternative(s). The considered alternatives will have a variety of direct and indirect impacts on the social, economic, built (manmade) and natural environments of this corridor. The intent of this description of the environmental conditions is to provide a baseline conditions from which the location and magnitude of any anticipated impacts can be measured.

The affected environment baseline condition will include an inventory of existing conditions as described below and also account for present and planned actions within the affected environment. The consultant will integrate the information and findings from relevant existing and ongoing planning activities. The consultant is expected to inventory and integrate any planned improvements and/or planning studies with respect to each of the categories described below.

The affected environment will include, but not be limited to, the following:

- Land Use: The consultant will prepare a summary of the existing land uses within the study area; the existing local comprehensive plans and other local land use planning efforts; and an inventory of schools, community services, neighborhoods, major activity centers and other significant community facilities within the study area.
- Transportation: The consultant will prepare a summary of existing travel demand, transit markets, transit services and facilities, roads and highways, non-motorized facilities and parking facilities within the study area.
- Air quality: The consultant will present methodology appropriate for identification of existing air quality levels.
- Noise: The consultant will present methodology appropriate for identification and measurement of existing noise levels within the study area.
- Vibration: The consultant will present methodology appropriate for identification and measurement of existing vibration impacts within the study area.
- Visual and Aesthetic Resources: The consultant will develop an inventory of visual and aesthetics resources within the study area that may be affected.
- Cultural and Archaeological Resources: The consultant will apply applicable legal and regulatory requirements to document the existence of cultural resources and archaeological resources within the study area.
- Parklands, Recreation Areas and Wildlife Refuges: The consultant will prepare an inventory of existing parklands, recreation areas and wildlife refuges within the study area.
- Ecosystems: The consultant will prepare an inventory of existing wetlands, vegetation, wildlife, protected species and aquatic habitats within the study area.
- Geology: The consultant will prepare an inventory of geological soil types within the study area.
- Hydrology/Water Quality: The consultant will prepare an inventory of surface water quality, groundwater resources and floodplains within the study area.
- Hazardous/Regulated Materials: The consultant will propose a methodology for assessment of known contaminated sites within the study area.
- The presence of Environmental Justice population and potential issues

In addition to considering the direct effects of the above items the consultant should consider the secondary and cumulative effects of the above items.

*Deliverable:* Documentation of the affected environment items outlined above.

### **3.9 Environmental Consequences and Mitigation Measures**

The consultant will conduct an environmental analysis (impacts and benefits), including conceptual engineering, of alternatives identified through the scoping process for DEIS review including the build alternative(s). The consultant will define measures used to avoid and/or minimize adverse impacts identified, including design changes.

The consultant will identify and describe, in sufficient detail, all appropriate measures required to mitigate for the build alternative(s) impacts. Potential mitigation measures will be described in detail and coordinated with all agencies, technical, policy, community groups.

Documentation of the environmental consequences and mitigation measures will include, but not be limited to, the following:

- **Land Use:** The consultant will document potential land use impacts based on the outcomes of Task 3.8. In the event potential adverse impacts are identified and where those impacts cannot be avoided, options for minimizing and mitigating impacts will be identified.
- **Transportation:** The consultant will conduct an assessment to identify the impacts on travel demand, transit markets, the transit system (level of service and ridership), the roadway system (e.g. level of service, at-grade vs. grade-separated intersections, transit station access/circulation, parking impacts, property access impacts), freight movement by rail and truck (freight rail relocation), pedestrians and bicycles, air traffic/airports and station amenities including park and ride lots.
- **Air Quality:** The consultant will identify a methodology for assessment of air quality impacts within the study area. In addition, the consultant will develop a plan for avoiding any impacts identified, and where that is not feasible, for minimizing and mitigation them.
- **Noise:** The consultant will conduct an assessment of the potential for noise impacts using an FTA-approved methodology. In addition, the consultant will develop options for avoiding any adverse impacts identified and for minimizing and mitigating any unavoidable impacts.
- **Vibration:** The consultant will conduct an assessment of the potential for vibration impacts using an FTA-approved methodology. In addition, the consultant will develop options for avoiding adverse impacts identified and for minimizing and/or mitigating those adverse impacts that are unavoidable.
- **Visual and Aesthetic Resources:** The consultant will identify a methodology acceptable to the WCRRA, RCRRA, the Metropolitan Council and the FTA for gauging the impact on identified visual and aesthetic resources within the study area. In addition, the consultant will develop options for avoiding adverse impacts and, where that is not feasible, for minimizing and mitigating adverse impacts.
- **Ecosystems:** The consultant will identify the impacts to wetlands, vegetation, wildlife, protected species and aquatic habits. In addition, the consultant will develop options for avoiding adverse impacts and where that is not feasible for minimizing and mitigating adverse impacts.
- **Hydrology/Water Quality:** The consultant will identify the impacts to surface water quality, groundwater resources and floodplains. In addition, the consultant will develop options for

avoiding these impacts and where that is not feasible, for minimizing and mitigating adverse impacts.

- Cultural and Archeological Resources: The consultant will incorporate appropriate reviews from other agencies (Mn/DOT, MnSHPO) to determine the potential impacts to cultural and archeological resources in the study area. In addition, the consultant will work with others to develop options for avoiding these impacts, and where not feasible, for minimizing and mitigating adverse impacts.
- Section 4(f) Evaluation: The consultant will conduct a draft Section 4(f) evaluation to determine what, if any, potential for use of Section 4(f) properties exists, by alternative analyzed. In the event potential use exists, the consultant will complete the Section 4(f) evaluation at an appropriate level of detail.
- Environmental Justice: The consultant will document a methodology for ensuring compliance with environmental justice principles in accordance with current guidance from the United States Department of Transportation (USDOT)/Federal Highway Administration (FHWA) and in accordance with Federal Executive Order 12898 of 1994.
- Construction Impacts: The consultant will assess the potential construction impacts, including, but not limited to, construction noise and vibration, disruption of utilities, access and distribution of traffic, air quality, business disruption and potential loss of revenues, water quality and runoff, and excavations, fill material, and debris.

*Deliverable:* Documentation of the potential environmental consequences and proposed mitigation measures.

### **3.10 Operating Plan**

The consultant will prepare a detailed operating plan, including the bus feeder network, for all build alternatives. The operating plan will be used as an input to the ridership forecasting task and the operating cost task. Metro Transit will need to be directly engaged in this task.

*Deliverable:* Technical memorandum containing the methodology and operating plans for opening day for all build alternatives.

### **3.11 Operating Cost Estimate**

The consultant will develop operating and maintenance cost estimates for years 2021 and 2030. The methodology used to compute the operating and maintenance cost estimate should be consistent with that used for Central Corridor LRT line and the proposed Southwest and Bottineau Corridors and with FTA New Starts guidance under MAP-21.

*Deliverable:* Technical memorandum containing the operating costs estimate for year 2021 and 2030.

### **3.12 Ridership Forecast**

The consultant will be responsible for travel demand forecasting work associated with DEIS activities for this corridor. The starting point for forecasting will be the model used for the Gateway AA. Model inputs, including highway networks, transit networks, and socioeconomic forecasts, will be reviewed and updated as needed by the consultant (after consultation with the Metropolitan Council and other relevant agencies and jurisdictions) based on current planning assumptions and reviewed for any errors. Specifically, the consultant will:

- Validate the regional model in the Gateway Corridor for the base year against observed data. This will include examination of trip generation, destination choice, mode choice, and network statistics.
- Code transit networks for the no-build Alternative and each of the build alternatives upon their definition. SUMMIT maps are recommended to be generated and used to compare the build alternatives to the no-build alternative to identify network coding issues. Preliminary person trip tables may be used for this analysis as it is only to check network coding and is not to produce a ridership forecast.
- Perform opening day and Year 2030 model runs and transit assignments for the No Build and each build alternative.

The consultant shall use analysis of model output to inform the technical evaluation of alternatives. Some of the uses of model output will include the following technical evaluation activities:

- Calculations of transitway ridership and station boardings/alightings
- Park-and-Ride capacity needs implications on the surrounding roadway system including reductions of vehicle miles traveled
- Input for air quality assessment
- Maximum loads for calculating vehicle needs

A key part of the modeling effort and the study process will be close coordination with Metropolitan Council staff regarding regional model input assumptions and results validation. Examples of key issues to be addressed include;

- Conformance with up-to-date modeling assumptions in alignment with the past modeling efforts in the region.
- Clear understanding of transportation system improvement plans in relation to the regional model and DEIS modeling activities. The consultant is expected to coordinate closely with Metropolitan Council regarding the appropriate treatment of planned transportation system improvements including their status in the regional model for the Gateway DEIS forecast modeling effort. The consultant is expected to be especially diligent in providing clear ongoing information to the TAC and PMT regarding modeling assumptions and development.
- The consultant will work closely with Metropolitan Council staff to ensure transit improvements correctly reflected and included in the Gateway project no-build and build forecast model networks.

*Deliverable:* Technical memorandum containing the methodology and ridership forecast for current year, opening day and year 2030 for the no build and build alternatives.

### **3.13 Traffic Operations Analyses**

The consultant shall provide traffic operations analyses for critical locations along the transitway where risks are identified in terms of the potential for traffic operations to significantly influence transitway concepts and/or operating characteristics. The operational analysis needs to inform the feasibility of the at-grade solutions and the operational implications.

The proposal work plan should identify an approach to identifying locations where traffic operations analyses will be required and shall include the methodology used at each identified location. Potential traffic operations issues have been identified through the Gateway Corridor AA technical evaluation and stakeholder input. These issues can be categorized into two groups: traffic impacts

associated with guideway operations passing through signalized intersections, and traffic impacts associated with transitway station areas in terms of feeder bus access/circulation and increased traffic activity associated with station access (including park and ride, kiss and ride, and potential development). The proposal work plan should include the need to perform traffic operations analyses for critical locations along the transitway. The work plan should identify the use of traffic operations modeling tools which will be used to assess the combined traffic/transitway operating environments along the corridor (e.g. use of SYNCHRO and VISSIM for operational simulation).

*Deliverable:* Traffic Operations Analysis Methodology Report. Traffic Operations Analysis Results Report.

### **3.14 Capital Cost Estimate**

The consultant will develop a current year and mid-year construction inflated capital cost estimate for each of the alternatives analyzed. At a minimum, the capital costs should include: guideway, stations, vehicles, utilities, structures, OMF, right-of-way, electrification (OCS), signals/communications, and contingencies. The capital cost estimates for the light rail transit alternatives should be consistent with other transitway corridors in the region and with FTA New Starts guidance and templates.

Some of the key /unique components of the Gateway Corridor cost estimates which need to be developed as part of this task include;

- Property acquisition (partial and full)
- Noise and vibration mitigation
- Surrounding street system improvements directly associated with the implementation of a transitway concept. This may include street system improvements needed to accommodate reoriented traffic, associated intersection closures/alterations and traffic control improvements.

*Deliverable:* Technical memorandum containing the methodology and capital cost in year 2018 in the FTA New Starts template format.

### **3.15 Evaluation of Alternatives for LPA**

The consultant will prepare an analysis, consistent with NEPA and the New Starts program, comparing the transportation, social, economic, and environmental impacts for all alternatives to assist the PMT, CAC, TAC, PAC and Gateway Corridor Commission with determining the alternative that best addresses the needs as documented in the Purpose and Need statement.

*Deliverable:* Technical memorandum documenting the methodology and results of the evaluation/selection process.

### **3.16 Draft Environmental Impact Statement (DEIS) Document**

The consultant will produce a preliminary DEIS for the WCRRA project manager and Metropolitan Council review. This preliminary DEIS will be refined by the consultant, in response to the WCRRA, RCRRRA, TAC, PAC, CAC and Metropolitan Council/Metro Transit comments, and submitted for review to FTA as an Administrative DEIS. Subsequent to FTA approval, the DEIS will be published for public and agency review and comment. Some of these hard copies of the entire DEIS will be required for public review at locations (e.g., libraries, community centers, etc.) along the corridor. Public review locations will be identified in the public involvement plan. The DEIS will include a compilation of stakeholder comments on the DEIS as defined in the public involvement plan. Response to stakeholder and public comments on the DEIS will be the responsibility of the lead agency for the final environmental impact statement (FEIS) and are not included in the DEIS work effort.

*Deliverable:*

- 50 copies of the DEIS executive summary
- 30 hard copies of the entire DEIS including stakeholder and public comments on the DEIS.
- One flash drive with the final DEIS document in original electronic and web ready format (e.g., PDF).
- A master hard copy of the DEIS provided to WCRRA.
- Compilation of stakeholder and public comments, including a summary of the process and comments received.

## **4.0 Supporting Actions Scope of Services**

The items listed in this section are intended to support the LPA decision making process and the transitway development process. These items will happen in conjunction with DEIS scope of service items. An overarching stakeholder involvement process should be taken into consideration throughout the DEIS tasks and the supporting action tasks. The consultant should prepare a schedule that outlines these tasks in conjunction with the above DEIS tasks.

### **4.1 Scenario Planning**

To date, no work has been done on a corridor-wide level to reevaluate the land uses throughout the corridor and around station areas.

Scenario planning should include a variety of short and long term strategies to increase development potential, the economic base of communities and therefore ridership for the corridor.

These strategies will meet the needs of each community. The consultant will be expected to work with the PMT and TAC members in order to develop a scenario planning methodology. One of the main desired outcomes of this task is estimates of transit ridership that can be expected based on the transit oriented development build out scenario for each station and a comparison of this ridership to the base ridership developed with existing land uses in place.

A second scenario should be run to determine the level of impact of land use modifications for the overall corridor would have on ridership potential. This exercise should test the impact of increasing the land use intensity in the Gateway Corridor using the Metropolitan Council's 2030 projections as the baseline.

*Deliverables:* Technical memorandum documenting the methodology used to establish scenarios. Final scenario planning report that is structured based on each separate community that includes data driven results on all station areas and the scenarios established for each area.

### **4.2 Station Area Planning**

Station area planning will be done upon the completion of the scenario planning. These two activities will rely heavily upon one another and the same PMT and TAC members will be involved in both. The local entities where stations are located (St. Paul, Maplewood, Landfall, Oakdale, Woodbury and Hudson) are anticipated to have a direct role in the task. Cities along the corridor will direct the overall vision for each station area and will contribute to the overall vision for the corridor.

Analysis completed for this task will need to include the following:

- Define station-specific strategies that:
  - Create housing for a diverse range of household types and incomes
  - Create new opportunities for employment and commercial use that support new and existing neighborhoods and provide an opportunity to create destination stations along this segment of the Corridor.
  - Enhance and link surrounding neighborhoods to the station area and transit friendly development
  - Create desirable urban places that promote private investment and enhance transit ridership
  - Incorporate existing neighborhood plans to the greatest extent possible without compromising transit friendly design.
  - Identify opportunities for public-private partnerships to complete transit oriented development
  - Identify opportunities for joint use projects
- Determine the appropriate type and intensity of transit oriented development (infill, redevelopment, or greenfield development) based on scenario planning in conjunction with, adjacent to, and in the immediate service area of each station. This work will include the design of conceptual street and block plans for development around the station areas, identification of safe and efficient station access for all modes, and identification of ways to transition between the existing neighborhoods and the new transit oriented development located in and around the station.
- Determine the availability of property for development and/or redevelopment.
- Estimate station specific transit oriented development parking demand, and evaluation of parking management strategies, including, but not limited to: priced parking, residential/employee permit programs, use of shared parking, parking benefit districts, in-lieu parking fees, bicycle and pedestrian amenities, reduced parking requirements and/or maximum parking requirements, and the use of new technologies.
- Develop corridor-wide parking policy recommendations based on the station area plans.
- Complete the appropriate level of market analysis to determine the ability of a station area to support the development envisioned as part of the station vision. The consultant should propose the appropriate level of analysis and options for how to proceed with station areas should the envisioned development not be supported by the market analysis. This may include, but not be limited to, changes in envisioned development, public-private partnerships, financial incentives, and etc.

*Deliverables:*

- A technical memorandum detailing the methodology used to complete the scenario planning and market analysis, the results, and any changes needed to the envisioned development at stations.
- A technical memorandum for each station area along the Gateway Corridor that identifies a station vision, strategies, transit oriented development impacts, the process for how the vision can be achieved and an overview of the specific tools and strategies available to implement TOD at the station areas.
- Development of plans with community support of each station's vision so that the necessary comprehensive plan and zoning changes to implement the station area plans can proceed in a timely manner following the completion of the analysis.
- A final document which includes the above deliverables for Task 4.2

### **4.3 Cost Benefit Analysis**

As the transitway development process continues for the Gateway Corridor there is a desire to estimate the overall cost/benefit of the Corridor. The exact methodology for creating the cost/benefit should be determined by the consultant in conjunction with PMT and TAC members. It is intended that the final cost/benefit analysis be formatted for general public consumption.

The consultant should take into consideration existing methodologies and best practices utilized for other transit cost/benefit analysis's. The cost/benefit analysis should be complete prior to the LPA decision.

*Deliverables:* Technical methodology report outlining the process used to establish the cost/benefit analysis and the final outcomes. A publically consumable document that summarizes the cost/benefit analysis of the Gateway Corridor.

### **4.4 Visualization**

Visual representations of the Gateway Corridor will be an important component of outreach activities. The consultant should prepare visualizations of the corridor that can be understood by a range of community members, technical staff and policy makers in order to aid in the decision making process. Visualizations should include station concepts in line with the outcomes of scope item 4.1 and renderings of multiple points along the corridor. The representations will be used in presentations, on the website and in printed materials. All materials need to be accessible to persons of all abilities.

The consultant will also be expected to create an animation of the corridor which should include images of renderings throughout the corridor, fly throughs of the corridor and station areas. This animation will be used as part of a larger Gateway Corridor advocacy video that the Strategic Communications consultant will lead. The consultant should expect to work with the Strategic Communications consultant in preparing the corridor animation and providing technical details for the Communications consultant to utilize. It is anticipated that one to three videos will be produced with lengths not to exceed approximately five minutes.

*Deliverables:* Renderings of each station, multiple renderings located at key points along the corridor and an animation of the corridor.

### **4.5 Health Impacts Evaluation**

The consultant will conduct a health impacts evaluation that includes an identification of health indicators potentially affected by the project, an analysis of the potential impact of the project on health indicators based on scientific literature, an assessment of community concerns, and suggested measures to be adopted to offset identified negative health impacts. The consultant is encouraged to provide recommendations about the process in their proposal. It is not assumed that a full Health Impact Assessment be conducted.

*Deliverables:* Summary materials that outline the health impacts of the Corridor that is accessible to persons of all abilities. Technical memorandum that establishes the overall process of the health impact assessment.

## 5.0 LPA Decision Scope of Services

A key goal of the DEIS will be to provide travel demand and environmental impact assessment information to public officials and citizens as accurate, high-quality input for decision making. The consultant is expected to assist the Gateway Corridor Commission in the achievement of this goal concurrent with the DEIS process.

The consultant work plan should include an approach for the process of technical analysis and stakeholder/public dialogue and input to efficiently progress through DEIS scoping, LPA selection, and NEPA evaluation of alternatives. As indicated in Section 3.0 of this RFP, WCRRA currently envisions a tiered goals approach relative to the DEIS including an LPA recommendation. The consultant is expected to propose a study process and schedule for key decisions which best meets the needs of the DEIS process.

As stated previously in this RFP, it is the Commission's intent to conduct the DEIS and related transitway development activities that accommodates the following key elements. It is important that the LPA study recommendation is planned in concert with these elements:

- A DEIS scoping process that leverages the alternatives analysis study results and includes additional analysis to deepen the understanding of alternative attributes/performance.
- A NEPA evaluation process which will identify to what extent alternatives meet the purpose and need for the corridor.
- An efficient process which supports the recommendation of a locally preferred alternative (LPA) *at the conclusion of* the scoping process.
- A study process including documentation that fully satisfies the environmental guidelines, requirements and regulations of the National Environmental Policy Act (NEPA) and the U.S. Council of Environmental Quality (CEQ), as well as the Clean Air Act and Americans with Disabilities Act.

### *Deliverables:*

- Development of a locally preferred alternative (LPA) recommendation summary report.
- Public meetings and public hearings associated with continued analysis concept development, technical analysis and evaluation efforts.
- An LPA recommendation report for the Metropolitan Council's use in selecting the LPA and amending it into the 2040 TPP.
- Provide technical assistance in drafting resolutions of support for the LPA from all affected cities through which the transitway passes.
- Draft documents for Metropolitan Council for use in developing FTA New Starts project development submittal. This task will be based on New Starts guidance under MAP-21.

## 7.0 Evaluation and Contract Award

### 5.1 Evaluation

1. WCRRA reserves the right to waive any minor irregularities in the proposal request process.
2. WCRRA reserves the right to interview any or all consultants at its discretion.
3. Proposals will be evaluated by a Proposal Evaluation Team selected in accordance with the provisions of Appendix A.

4. The Proposal Evaluation Team may be comprised of staff and elected officials from the following agencies: WCRRA,RCRRA, Met Council, cities along the corridor and Metro Transit. Others may be added at the discretion of the Commission.
5. The Proposal Evaluation Team will review and evaluate proposals based on the following criteria (in order of relative importance):
  - a) The experience, resources, and qualifications of the proposal team and individuals to be assigned to the project as key personnel
  - b) Ability to meet the project requirements
  - c) Ability to meet the project timeline

The evaluation team may conduct oral interviews with selected consultants if necessary. WCRRA will not be responsible for any costs incurred by a consultant in preparing for or making a presentation.

The WCRRA project manager will make a final recommendation based on the written proposals, the results of oral interviews, reference checks, and the recommendation of the Proposal Evaluation Team. That recommendation will be presented to the WCRRA for approval.

All proposals will be evaluated using Federal Transit Administration's Qualification-Based Procurement Procedures contained in the "Brooks Act," 40 U.S.C. Sections 1101 through 1104, and as set forth in FTA Circular 4220.1F, Chapter VI, Sec. 3.f (3). The WCRRA Commission reserves the right to award a contract for the Gateway Corridor DEIS to other than the low bidder or consultant. Price is excluded as an evaluation factor.

## **5.2 Contract**

The agreement to be executed between the successful consultant and WCRRA will include the General Terms and Conditions, which have been included in this RFP as Appendix B, and the provisions of the successful consultant's proposal.

The agreement will include the following payment provisions:

- "Services will be compensated on a time and materials basis up to a maximum not-to-exceed cost, inclusive of fees and reimbursable expenses. Payments will be made upon achievement of agreed-upon project milestones.
- Payment of interest on late payments and disputes regarding payments shall be governed by the provisions of Minn. Stat. Section 471.425.
- If reimbursement of expenses is included, the WCRRA will only reimburse at actual cost for out of pocket expenses. If reimbursement for travel is permitted, all airfare shall first be authorized by the WCRRA and will be reimbursed at the lowest cost fare. Food, ground transportation and lodging expenses necessitated by the Agreement will be reimbursed according to the Internal Revenue Service ("IRS") Regular Per Diem Rate Method or actual cost, whichever is less. Mileage will be reimbursed at the IRS rate in effect at the time of travel."

Prior to execution of a contract by the WCRRA, the successful consultant shall provide a certificate of insurance acceptable to the County Attorney evidencing, at a minimum, the coverage required by the provisions of Appendix B.

## **5.3 Incorporation of Federal Transit Administration (FTA) Terms (FTA Circular 4220.1F)**

All contractual provisions required by DOT, as set forth in FTA Circular 4220.1F, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed

to control in the event of a conflict with other provisions contained in the Agreement. The consultant shall not perform any act, fail to perform any act, or refuse to comply with any WCRRA requests which would cause WCRRA to be in violation of the FTA terms and conditions. The incorporation of FTA terms has unlimited flow down.

**5.4 Additional Information**

All electronic and hard copy versions of reports and documents produced by the consultant will be the property of the WCRRA. All such documents shall be turned over to WCRRA in their original format, including electronic format, at the end of the project conclusion.



**DATE:** February 7, 2013  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Resolution Supporting Expanding RRA Statutory Rights to include BRT

At the January meeting, the approval of the resolution was held over until the February meeting to allow for additional background information to be prepared on the purpose and intent of the legislative change. The resolution has also been revised to provide additional clarity based on input received at the last meeting.

Background

Throughout the Twin Cities Metropolitan Area, county regional railroad authorities (RRA's) are the primary entities that lead and fund the initial planning and development phases for regional transitways. Once transitway projects have entered into the engineering and construction phase the Metropolitan Council becomes the lead agency and the primary role of the RRA's becomes funding partners responsible for a 10% local match.

Current MN Statute Section 398A allows for RRA's to expend funds to plan, develop, design and possibly construct and operate transit improvements as long as there is a rail component being considered for the project. However, RRA statutory rights do not include Bus Rapid Transit (BRT) projects.

Washington County has included a plank in its legislative platform to support legislation so the Washington County Regional Railroad Authority may exercise the powers conferred by Minnesota Statutes, section 398A.04 for BRT in addition to rail on approved transitways included in the Metropolitan Council's 2030 Transportation Policy Plan impacting Washington County, including Rush Line, Highway 36, Gateway and Red Rock Corridors. This is the same language that Dakota County has previously secured for Cedar Avenue,

Other entities including the Counties Transit Improvement Board (CTIB) are considering similar legislative platform items to support the necessary changes in Minn. Statute to expand RRA statutory rights to include BRT.

BRT is being considered as a viable alternative for the Gateway Corridor transitway. Because of that, the Gateway Corridor Commission could consider passing a resolution supporting legislative changes to expand RRA statutory rights to include BRT. The primary purpose of the legislation is to allow the County RRA's to continue to expend funds to advance the development of the Gateway Corridor if a locally preferred alternative (LPA) is selected that does not include a rail component

Action

Approval of Resolution Supporting Legislative Changes to Expand RRA Statutory Rights to include BRT

**RESOLUTION SUPPORTING LEGISLATIVE CHANGES TO EXPAND  
REGIONAL RAILROAD AUTHORITY STATUTORY RIGHTS TO  
INCLUDE BUS RAPID TRANSIT DEVELOPMENT**

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

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

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

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

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

**WHEREAS**, current MN Statute Section 398A allows for regional railroad authorities (RRA's) to expend funds to plan, develop, design and possibly construct and operate transit improvements as long as there is a rail component being considered for the project; and

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

**NOW THEREFORE, BE IT RESOLVED**, that Commission supports legislative changes to expand RRA statutory rights to include expending funds for BRT development on identified transitways in the Metropolitan Council's 2030 Transportation Policy Plan including the Gateway Corridor.

Approved:

\_\_\_\_\_  
Chairperson

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

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

	<b>YES</b>	<b>NO</b>	<b>ABSTAIN</b>	<b>ABSENT</b>
<b>ORTEGA</b>				
<b>WEIK</b>				
<b>LANTRY</b>				
<b>ROSSBACH</b>				
<b>REINKE</b>				
<b>GIULIANI STEPHENS</b>				
<b>PEARSON</b>				
<b>KYLLO</b>				
<b>NELSON</b>				
<b>LIVINGSTON</b>				



*Agenda Item #7*

**DATE:** February 7, 2013  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** MAP-21 Update / New Starts Criteria Guidance

The Federal Transit Administration (FTA) recently released new criteria for the evaluation of New Starts projects and draft guidance. The new criteria are in response to the changes that were approved as part of the MAP-21 surface transportation bill.

A copy of the New Starts Final Rule and Proposed New Starts Policy Guidance is available for review on the FTA website at [http://www.fta.dot.gov/12347\\_5221.html](http://www.fta.dot.gov/12347_5221.html)

FTA is seeking comments by March 11, 2013 on the proposed guidance. Staff is in the process of reviewing how the rule changes will affect the Gateway project. At the Commission meeting, the project consultant will review the proposed changes and identify areas where the Commission may wish to comment directly to FTA. The Commission could request that the Chair submit a comment letter to FTA on behalf of the Commission since the next full meeting of the Commission will not take place until after the March 11<sup>th</sup> deadline.

Action  
Information



**GATEWAY CORRIDOR**

**MAP-21 Update / Review FTA New Starts Criteria Changes**

**Stephanie Eiler**  
CH2MHill



**Topics to be Covered**

- **FTA's Final Rule on New Starts Criteria**
- **FTA's Proposed Guidance on New Starts Criteria**
- **Potential Comments on FTA's Proposed Guidance**

2

## Final Rule on the New Starts Criteria



- **FTA issued a final regulation on the New Starts Criteria on January 9**
- **FTA uses these criteria to evaluate projects:**
  - Before approving them into the Engineering phase
  - Before approving a Full Funding Grant Agreement
- **Two categories of criteria – project justification and local financial commitment**
- **Projects must get at least a “medium” rating on both**

3

## Criteria in Final Rule



- **Project Justification**
  - Mobility Improvements
  - Cost Effectiveness
  - Congestion Relief
  - Environmental Benefits
  - Land Use
  - Economic Development
- **Local Financial Commitment**
  - Financial Condition of Project Sponsor
  - Commitment of Funds
  - Reasonableness of Financial Plan

4



## Project Justification Criteria

- **Mobility Improvements:**
  - Rating is now based on number of riders using the project
  - Transit dependent riders – those from zero-car households – may be given extra weight
    - *Guidance proposes to double count transit dependent riders*
  - Ridership estimate is based on current year demographics – as if the project were in place today
    - *We can also use a 10- or 20-year forecast, which is then averaged with current year estimate*
    - *Guidance proposes that current year estimate and 10- or 20-year forecast be weighted equally*
    - *This same approach is used for all of the project justification criteria*



## Proposed Mobility Thresholds

Rating	Annual Trips on Project <i>(trips by non-transit dependent persons + trips by transit dependent persons multiplied by 2)</i>
High	> 25.0 million
Medium-High	15 million – 24.9 million
Medium	9 million – 14.9 million
Medium-Low	4.5 million – 8.9 million
Low	0 – 4.49 million

NOTE: The 9 million riders per year threshold for a medium rating corresponds to 25,000-30,000 riders per day.

## Project Justification Criteria (cont.)



- **Environmental Benefits**
  - Monetized value of environmental benefits – air quality, greenhouse gases, energy, safety, and health – divided by annualized cost
  - Benefits are computed based on change in VMT
- **Congestion Relief**
  - To be defined later
  - Meanwhile, all projects receive “medium” rating
- **Cost Effectiveness**
  - Annualized capital cost plus annual O&M cost divided by number of riders using project
  - Project “enrichments” do not count in capital cost but can be part of the grant

## Proposed Cost Effectiveness Thresholds for New Starts



Rating	Annualized Capital and O&M Cost per Trip
High	< \$4.00
Medium-High	Between \$4.01 and \$5.99
Medium	Between \$6.00 and \$9.99
Medium-Low	Between \$10.00 and \$14.99
Low	> \$15.00

## Project Justification Criteria (cont.)



- **Existing Land Use**
  - Existing corridor and station area development – density and character
  - Parking supply and price
  - Affordable housing
- **Economic Development**
  - Land use plans and policies supporting TOD
  - Includes plans and policies to support maintenance of or increases in affordable housing in the project corridor
  - History of creating TOD

## Financial Commitment Criteria



- **Current financial condition of project sponsor (capital and operating)**
- **Commitment of funds to project and to O&M of system**
- **Reasonableness of financial plan**
- **Share of project funding from sources other than New Starts**



## Influencing FTA Guidance

- **Commission can submit comments on the proposed guidance, including thresholds (March 11 deadline)**
  - Reduce the Mobility Improvements thresholds for lower cost projects
  - Give greater weight to 20-year forecast than to existing conditions
  - Give greater weight to not only transit dependents but also to choice riders
- **Can ask legislative delegation to also submit comments to FTA on behalf of Commission**
- **Ensure GCC comments are incorporated into broader regional comments being prepared (Met Council, CTIB)**

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## Influencing FTA Guidance

- **FTA is still developing regulations and guidance on BRT eligibility and New Starts Process under MAP-21**
  - Guidance will define what is meant by “short headway bi-directional service for substantial part of weekdays and weekend days”
    - *The AA assumed weekend service at 15 minute headways in peak, and 30 minute headways off-peak and weekends, 18 hours per day*
  - Will also define what is needed for approval into Project Development and Engineering
  - Draft expected in second half of 2013

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# Questions?





*Agenda Item #8*

**DATE:** February 7, 2013  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Gateway Contingent Washington DC Trip Recap

The Gateway Contingent will be going to Washington DC to meet with our congressional delegation and the US-DOT administration to advocate for the Gateway Corridor from Tuesday February 13 to Wednesday February 14<sup>th</sup>.

Attached is the preliminary agenda for the trip and a list of the attendees. At the meeting staff will provide a recap of the trip to the Commission.

Action  
Information

**LOCKRIDGE  
GRINDAL  
NAUEN**

P. L. L. P.  
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**MEMORANDUM**

**TO:** Washington County Commissioners

**FR:** Dennis McGrann // Andy Burmeister // Carlie Waibel  
Lockridge, Grindal, Nauen, P.L.L.P.

**DT:** February 12 – February 13, 2013

**RE:** Gateway Corridor Commission Washington, D.C. Meetings

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We look forward to the meetings that we have scheduled for the Gateway Corridor Commission with key Federal Transit Administration officials and Members of Congress and/or their staff for February 12-13, 2013. Due to the nature of the Congressional schedule during legislative session, meetings may be subject to change with short notice. We will take notes of key comments, commitments and questions to ensure effective follow up with each of the Congressional offices. Please do not hesitate to contact Andy Burmeister at (202) 713-0895 or Dennis McGrann at (202) 669-4591 if you have any questions or need additional information.

**MEETING ATTENDEES:**

- Ramsey County Commissioner Rafael Ortega
- Washington County Commissioner Lisa Weik
- Woodbury Mayor Mary Giuliani Stephens
- Oakdale Council Member Paul Reinke
- Zach Schwartz, St Paul Area Chamber of Commerce
- Greg Watson, Woodbury Chamber of Commerce
- Kyle Makarios, North Central States Regional Council of Carpenters
- Jesse Bethke Gomez, Metro State University
- Tim Mayasich, Ramsey County RRA
- Don Theisen, Washington County
- Andy Gitzlaff, Washington County

**TUESDAY FEBRUARY 12, 2013**

- 8:30PM**                    **CORRIDOR COMMISSION MEMBERS ARRIVE**  
U.S. Airways Flight 3141
- 9:00PM**                    **WELCOME TO WASHINGTON ORIENTATION MEETING**  
with Dennis McGrann // Andy Burmeister  
International Bar // Washington Plaza Hotel  
10 Thomas Circle, N.W.  
Washington, DC 20005  
Phone: 202-842-1300

**WEDNESDAY FEBRUARY 13, 2013**

- 9:00AM**                    **PRE-MEETINGS STRATEGY SESSION (SUBJECT TO CHANGE)**  
with Andy Burmeister // Carlie Waibel  
United Brotherhood of Carpenters Building  
101 Constitution Avenue NW  
Washington, DC 20001
- 8:30AM**                    **FYI: OPEN HOUSE WITH SENATOR AL FRANKEN (D-MN)**  
and Casey Aden-Wansbury, Chief of Staff  
and Jake Schwitzer, Legislative Assistant  
309 Hart Senate Office Building  
Washington, DC 20510  
Phone: (202) 224-5641  
Email: [jake\\_schwitzer@franken.senate.gov](mailto:jake_schwitzer@franken.senate.gov)
- 11:30AM**                    **SENATOR AL FRANKEN (D-MN)**  
with Jake Schwitzer, Legislative Assistant  
309 Hart Senate Office Building  
Washington, DC 20510  
Phone: (202) 224-5641  
Email: [jake\\_schwitzer@franken.senate.gov](mailto:jake_schwitzer@franken.senate.gov)
- 12:00PM**                    **MID-MEETING STRATEGY SESSION**  
with Andy Burmeister // Carlie Waibel  
Longworth House Office Building Cafeteria (Basement)  
Washington, DC 20510

- 1:30PM**                    **CONGRESSWOMAN BETTY MCCOLLUM (MN-D-01)**  
and Kelly Stone, Legislative Assistant  
1714 Longworth House Office Building  
Washington, DC 20510  
Phone: (202) 225-6631  
[Kelly.Stone@mail.house.gov](mailto:Kelly.Stone@mail.house.gov)
- 3:30PM**                    **DEPUTY ADMINISTRATOR THERESE McMILLAN – FEDERAL  
TRANSIT ADMINISTRATION**  
DOT/Federal Transit Administration  
**East Building**  
1201 4<sup>th</sup> Street, SE (4th Street & M Street, SE)  
Washington, DC 20590
- NOTE:** Please arrive at least 15 minutes (3:15pm) before your meeting  
in order to clear the security process; you will need a photo id, such as a  
driver's license. Once at FTA, please ask Security to call our office at  
202-366-4040 when you arrive so we can have someone escort you to our  
office suite, E57-310.
- 4:00PM**                    **POST-MEETING STRATEGY MEETING AND FOLLOW-UP**  
with Andy Burmeister // Carlie Waibel  
Outside of the Federal Transit Administration
- 9:15PM**                    **GATEWAY CORRIDOR COMMISSION DEPARTS FROM DCA**
- TBD**                        **SENATOR KLOBUCHAR (D-MN)**  
and Travis Talvitie, Deputy Legislative Director  
302 Hart Senate Office Building  
Washington, DC 20510  
Phone: 202-224-3244  
[Travis\\_Talvitie@Klobuchar.senate.gov](mailto:Travis_Talvitie@Klobuchar.senate.gov)



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

Item 9a. State Legislative Update

Please see attached Governor's Proposal for a 21<sup>st</sup> Century Transit System.

Below is a summary of Governor Dayton's State of the State address prepared for CTIB by Lockridge, Grindal and Nauen

*On Wednesday, February 6<sup>th</sup>, Governor Mark Dayton delivered his State of the State Address. The governor highlighted the State's accomplishments, noting significant achievements in health care, education, job creation, and trade, which he says occurred since taking office in 2011. He indicated that while these accomplishments are laudable, the budget deficit of \$1.1 billion is a major concern.*

*The governor touted his plan to eliminate the deficit, which was released on January 22<sup>nd</sup>, as a balanced and fair plan with no gimmicks and no games. He emphasized that his plan proposes spending \$37.9 billion during the Fiscal Years 2014 and 2015, which is \$1.8 billion less than what the budget forecast originally projected when he first took office in 2011. Governor Dayton indicated that the key to his plan is the overhaul of Minnesota's tax system.*

*During the speech, the governor did not provide specific details on the sales tax expansion and the corporate tax change, which are known as the most controversial aspects of his tax reform system proposal. The sales tax reform includes lowering the rate of the sales tax and broadening the tax to digital projects, clothing over \$100, computer services such as programming and design, as well as professional services such as book keeping, accounting, consulting, and legal services. The corporate tax changes would repeal the Foreign Royalty Subtraction and increase the R&D Credit for businesses. Repealing this subtraction would subject all royalties received from foreign corporations to tax. Another contentious part of the proposal includes the fourth tier income tax increase for the wealthiest two percent of Minnesotans.*

*The governor broadly referred to his tax reform proposal as Plan A--a plan that would accomplish his goal of creating "A Better Minnesota." He stated that while his tax reform has generated many opponents and is imperfect, it will provide MN with a better business climate and create new job opportunities. He emphasized that Minnesotans will also have more opportunities to participate in the job marketplace through investment in education, such as early childhood and higher education. In addition to job creation and education, the governor stated that citizens will live in a healthier environment, which depends on energy conservation, more efficient farming and manufacturing practices, and the development and use of clean, renewable energy, particularly wind energy.*



*In regards to the HHS budget, Governor Dayton discussed the long term care system, which he said will provide better services for seniors and people with disabilities in their homes. Moreover, the governor stated that the creation of the Health Insurance Exchange will provide health care to an additional 145,000 poor Minnesotans who lack access to insurance today.*

*Toward the end of the Address, the governor proposed an innovative idea to create an even-year legislative session called the "The Unsession," which would eliminate unnecessary or redundant laws, rules, and regulations that make government nearly impossible to understand, operate, or support. He also urged the Legislature to work together to create the necessary reforms to eliminate the budget deficit and improve public services.*

*In the GOP response to the Address, House Minority Leader Kurt Daudt said that despite the fact that Governor Dayton acknowledged the successes of the GOP Minority from the last two years, Republicans will continue to oppose the Governor's budget proposal. Senate Minority Leader David Hann argued that middle class Minnesotans should expect to pay more and expect less from the tax reform. DFL Leadership praised Dayton for highlighting the state's budget challenges and the need for a new approach. Senate Majority Leader Tom Bakk referred to the speech as substantive. House Speaker Paul Thissen supported the governor's defense of same-sex marriage during the speech, yet plans to first address the budget deficit.*

*On February 28th, the next economic forecast is expected to be released by the Minnesota Management and Budget (MMB). After the February forecast, Governor Dayton will submit supplemental budget recommendations to the budget released on January 22nd. The February 2013 forecast will also provide an update on the status of revenues and expenditures in the current biennium. The Legislature will also release their budget plan following the forecast.*

#### Item 9b. Federal Legislative Update

Below is a recent federal update prepared for CTIB by Lockridge, Grindal and Nauen.

#### **Weekly Update Week of January 28th**

The House was in recess this week, while the Senate went to work to pass legislation to suspend the government's borrowing limit that the House had passed last week. After watching several of his colleagues step down from their roles in the President's Cabinet, Transportation Secretary Ray LaHood announced his retirement. Minnesota will get a visit from President Obama next week as he visits Minneapolis to talk about his plan to reduce gun violence.

#### **Transportation Secretary Ray LaHood Announces Retirement**

This week, Secretary of Transportation Ray LaHood announced his retirement, creating another vacancy in President Obama's Cabinet. However, LaHood has agreed to continue to lead the Department of Transportation (DoT) until his replacement is found, as several names have already been discussed as potential appointees including Los Angeles Mayor Antonio Villaraigosa, former **Minnesota Congressman Jim Oberstar**, and former Governor of Pennsylvania Ed Rendell.



Sources have suggested that no matter who replaces Lahoo, one of his biggest priorities - high speed rail - may be in jeopardy. Congressional enthusiasm for Obama's \$53 billion plan to bring high-speed rail within reach of most of America has waned since lawmakers appropriated an initial \$10 billion for high-speed and intercity rail during his first term. The new Secretary of Transportation will likely face a resistant Congress.

### **Transportation Priorities for 113<sup>th</sup> Congress**

Following President Obama's Inaugural Address, House and Senate Democrats put transportation and infrastructure at the forefront of their agendas. Senate Majority Leader Harry Reid said that a bill to promote infrastructure investment would be among the 10 top-priority bills this year for his caucus. Congressman Nick J. Rahall II of West Virginia, the ranking Democrat on the House Transportation and Infrastructure Committee, said "We are looking forward to rebuild America and put America back to work with good-paying jobs."

A bill that **Sen. Amy Klobuchar, (D-MN)**, introduced in the previous Congress serves as a model for the approach that Senate Democrats are taking to address transportation and infrastructure needs. Senator Klobuchar's bill would have enacted White House proposals by authorizing the investment of \$27 billion for roads and bridges, \$9 billion for transit systems, \$4 billion for high-speed rail, \$2 billion for airport improvements and \$1 billion for the Federal Aviation Administration's long-term NextGen air traffic control system upgrade. The bill would have established a national infrastructure bank with a \$10 billion investment. The \$60 billion transportation and infrastructure package was set to be paid for with a 0.7 percent surtax on annual income above \$1 million.

House Transportation and Infrastructure Chairman Bill Shuster (R-PA.) said enacting new rail and water resources authorizations will be his priority this year. The current rail authorization is set to expire at the end of September, and more than five years have passed since the last water law was enacted. Shuster has said that he is committed to this cause and plans to work closely with Senate Environment and Public Works Chairwoman Barbara Boxer (D-CA) to further these ends.

### **Senate Passes Debt Limit Bill**

On Thursday, January 31, the Senate cleared a bill passed by the House last week to provide a short-term suspension of the government's borrowing limit. The final vote on the bill had support of 64 Senators, after the Senate rejected four amendments that were aimed at ending government shutdown standoffs and spending reductions.

The Obama administration would prefer a long-term extension but have said they will sign this bill that lifts the current borrowing ceiling of \$16.4 trillion through May 18<sup>th</sup>.



### **President Obama scheduled to visit Minnesota next week**

This week, the White House announced that President Obama will visit Minneapolis, Minnesota next week to discuss the comprehensive set of commonsense ideas to reduce gun violence. The President will travel to the Minneapolis Police Department Special Operations Center in Minneapolis on Monday, February 4<sup>th</sup>, to deliver remarks and have a discussion with local leaders and law enforcement officials on gun violence.

### **KEY UPCOMING DATES**

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

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

#### **February 12, 2013**

President Obama delivers the State of the State Address

#### **Late February/Early March**

The President is expected to submit his annual budget proposal to Congress. Delays in the budget process are a result of changes in budgeting numbers because of the fiscal cliff deal that was passed at the beginning of January.

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

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

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

The current continuing appropriations law expires.

#### **April 15, 2013**

House and Senate are required to adopt a budget resolution for FY2014. If legislators fail to meet deadline, their pay will be put into escrow beginning April 16th.

#### **May 19, 2013**

Three-month suspension of the debt-ceiling expires, meaning the U.S. risks breaching the debt limit unless Congress acts again.

### **SPECIAL NEWS, NOTES AND EVENTS**

#### **Minnesota State Society Annual Walleye Dinner**

*Wednesday, February 20<sup>th</sup>, 6 PM*

Marriott Metro Center



Washington, D.C.

RSVP Emily Tranter 202/544-9896

**Salute Minnesota Counties Reception**

*Saturday, March 2<sup>nd</sup>, 4:30-6:30PM*

Home of Dennis McGrann

150 North Carolina Ave SE, Washington, DC

**Celebrate Minnesota Cities Reception**

*Monday, March 11, 5-7 PM*

Capitol Hill, Washington, DC

**MINNESOTA DELEGATION NOTES**

**Senator Klobuchar (D-MN)** has recently received a new committee assignment and now serves on the Agriculture, Nutrition, and Forestry Committee. Read more [here](#).

**Senator Franken (D-MN)** has introduced a bill to expand access to mental health care in schools. Read more [here](#).

**Congressman Walz (D-MN01)** was honored with "Friend of Agriculture" Award from MN Corn Growers Association. Read more [here](#).

**John Kline (R-MN02)** is leading the Education and The Workforce Committee in seeking clarifications from Obama on his school safety recommendations. Read more [here](#).

**Congresswoman McCollum (D-MN04)** joins Congressman Tom Cole from Oklahoma as co-chair of Congressional Native American Caucus. Read more [here](#).

**Congressman Ellison (D-MN05)** releases statement on new immigration proposals announced this week. Read more [here](#)

**Congressman Rick Nolan (D-MN08)** adds former State Rep. Tom Rukavina and other Range and Duluth Natives, to his Congressional Staff. Read announcement [here](#).

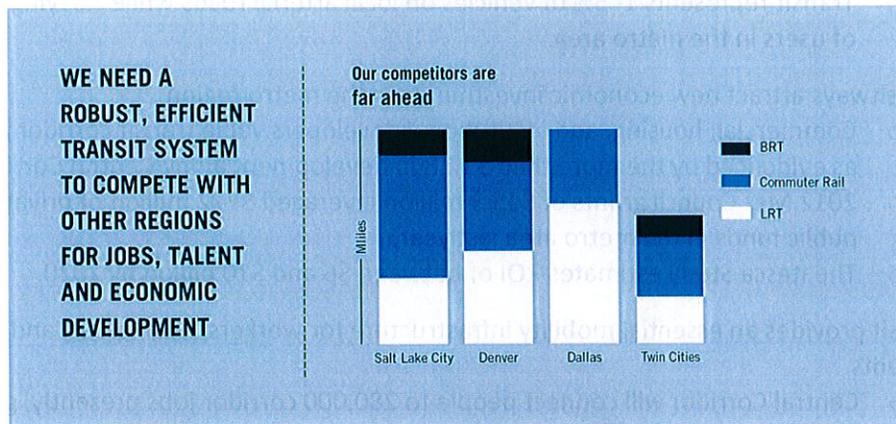
**Action**

Information



## A 21<sup>st</sup> Century Transit System A Transit System to Support Economic Growth

The Governor understands that to achieve our shared economic vision for a world-class economy, we must prioritize investments in our metro area transit system. A recent study by the Itasca Project, made up of Minnesota's business leaders, concluded in the Twin Cities metro region the return on transit investments will be between \$6 and 10 billion if we accelerate our transit system improvements now. The Governor's budget includes a commitment to a multi-model transit system that will give Minnesota a competitive edge for growing business and jobs, drawing new talent, and serving the transit needs of a growing and aging population.

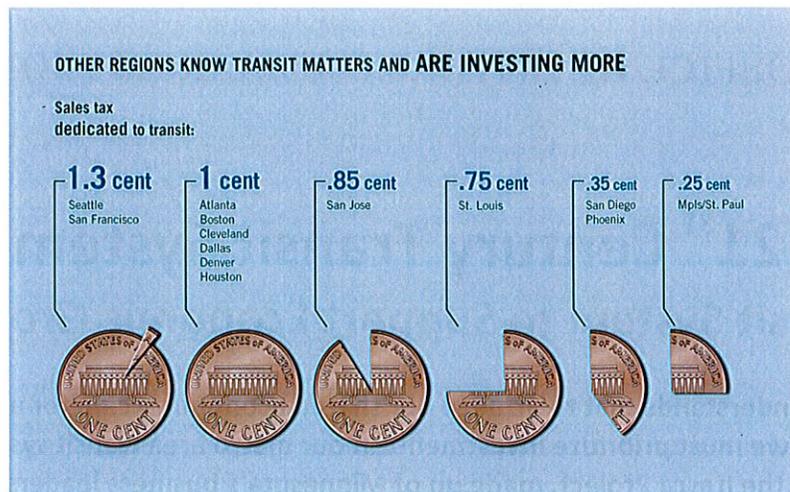


» The Governor recommends a quarter cent local sales tax increase in the seven county metro area to accelerate the build out of metro area transit services and pay for operations of existing services. This funding is necessary to address growing transit demands and maintain a competitive economic region. The additional funding will:

- Eliminate current transit operating structural deficits;
- Fully fund Southwest LRT capital and operating costs;
- Expand and improve bus services across the metro region; and
- Fund as many as 21 new bus and rail transitways over the next 20 years. (Modes may include arterial BRT, highway BRT, streetcar and up to three LRT lines.)

» The Benefits of Investing in Transit

- Regional sales taxes dedicated to transit are successful in many of the our peer regions, including Seattle, San Francisco, Atlanta, Boston, Cleveland, Dallas, Denver, Houston, San Jose, San Diego, and Phoenix.



- Transit relieves congestion for all Minnesota highway and road users.
  - In Minnesota, transit riders are more than 1/3 of peak hour users of major freeways.
  - If transit riders drove cars instead, we would need to add as much as 1.5 additional lanes on highly traveled routes.
  - Transit represents 1- 5% of vehicles on local arterial roads while carrying 20-35% of users in the metro area.
- Transitways attract new economic investments in the metro region.
  - Commercial, housing, and institutional developers value transit corridor access, as evidenced by the more than \$1.2B in development along Central Corridor.
  - 2012 Met Council grants of \$15.3 million leveraged \$272 million of private and public funds in the metro area last year.
  - The Itasca Study estimates ROI of between \$6 and \$10 billion by 2030.
- Transit provides an essential mobility infrastructure for workers, businesses, and students.
  - Central Corridor will connect people to 280,000 corridor jobs presently, growing to 374,000 jobs by 2030.
  - Southwest Corridor will connect people to 210,000 corridor jobs presently, growing to 270,000 jobs by 2030.
- Transit development projects create jobs for all Minnesotans.
  - The Central Corridor project has already provided 4,455 construction jobs for Minnesotans.
  - The Southwest Corridor project is expected to directly support 3,650 construction and engineering jobs.
- Transit expansion enjoys widespread support from citizens, local communities, and businesses.
  - A January 2013 poll conducted by local Chambers of Commerce found that “eight out of ten (79%) agreed with the statement that Minnesota ‘would benefit from having an expanded and improved public transit system, such as rail and buses’.”
  - The same poll found that 65% of poll respondents statewide support an increase in the metro area sales tax to fund transit.



**DATE:** February 6, 2013  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Other Items

**Items 10a. Meeting Dates Summary**

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

Month	Meeting	Date	Planned Start Time
March	Gateway Commission	March 14	3:30 PM
April	Gateway Commission	April 11	3:30 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 260 ‘Likes’. There have not been any instances where comments have had to be removed.

YouTube

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

Website

For the month of January, there were 713 visits. The website is averaging 604 visits per month. Attached is a summary of the visits per month for 2011 and 2012.

**Item 10c. Media Articles**

There were no Gateway Corridor media articles since the January Commission meeting.

**Item 10d. Gateway Corridor Capstone Project with Humphrey School**

Every spring, the Humphrey School of Public Affairs has capstone workshops that function as graduate student thesis projects. Capstone workshops are substantive projects for external clients that are completed by small teams of students and are supervised by graduate faculty. For the spring 2013 semester, Professor Lee Munnich and Lyssa Leitner will be leading a capstone workshop titled “The Economic and Community Development Potential of Transitway Investments.” Gateway Corridor will be the focus of the workshop.



Gateway Corridor city and county staff formulated projects that would facilitate the learning objectives of this workshop and will advance planning around station areas. Four projects were outlined:

- Mounds Boulevard Station: City of St. Paul as the client lead
- 3M Station: City of Maplewood as client lead
- Crossroads/Oaks Business Park Station: City of Oakdale as the client lead
- Corridor wide pedestrian and bike connections between communities: Washington County as the client lead with collaboration from all corridor communities

The course began in late January and students have begun their initial diagnosis of project areas in close collaboration with the client leads. Each client lead is responsible for the overall guidance of the project but the students have the flexibility to use their expertise to initial additional scope of work.

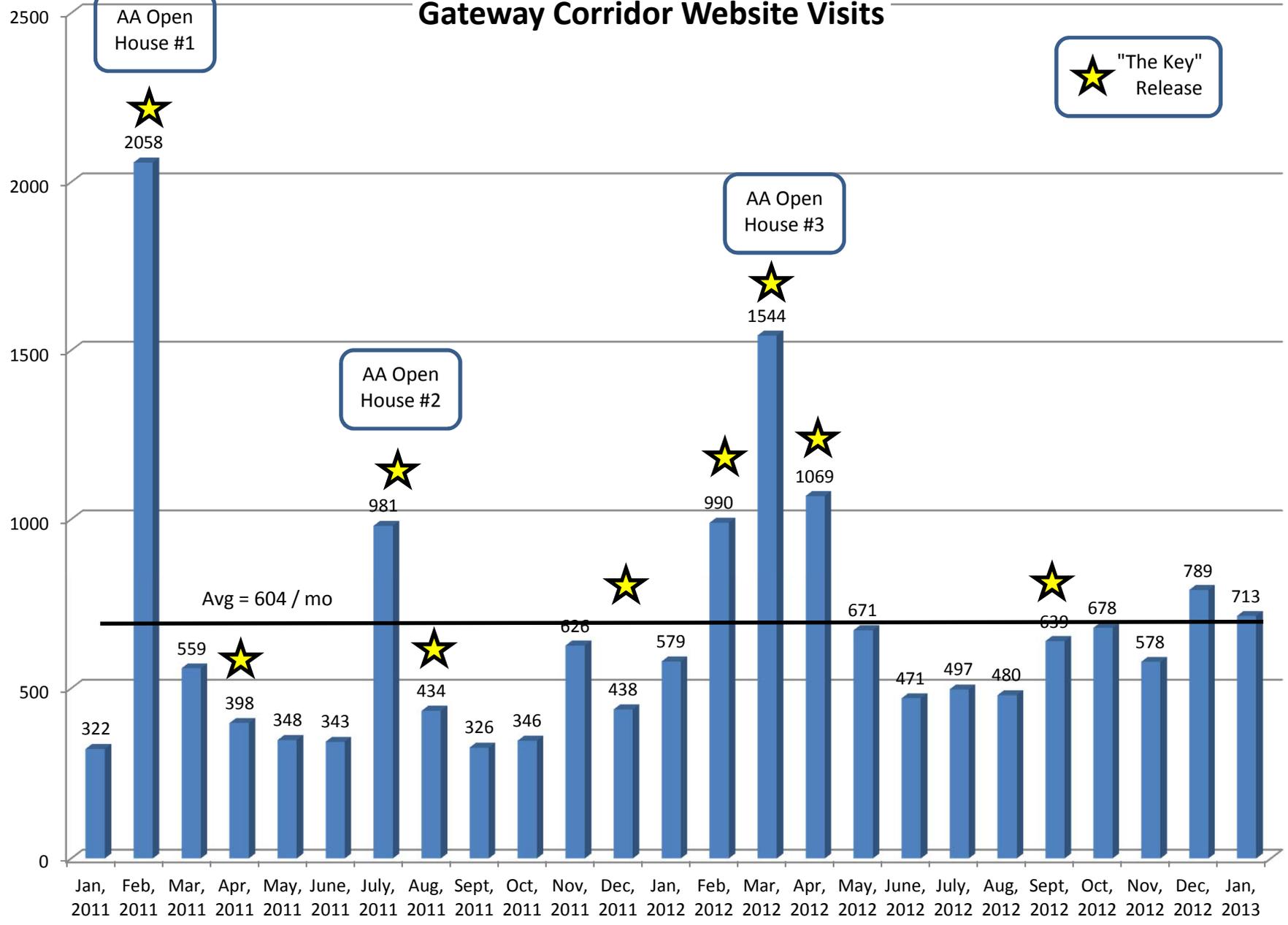
#### Additional Information

Professor Munnich led a similar capstone workshop in 2011 for station areas on the Southwest Corridor. The final reports for those projects can be found here:

[http://blog.lib.umn.edu/slpp/regionalities/2011/05/humphrey\\_students\\_propose\\_plan.php](http://blog.lib.umn.edu/slpp/regionalities/2011/05/humphrey_students_propose_plan.php)

**Action Requested:** Information.

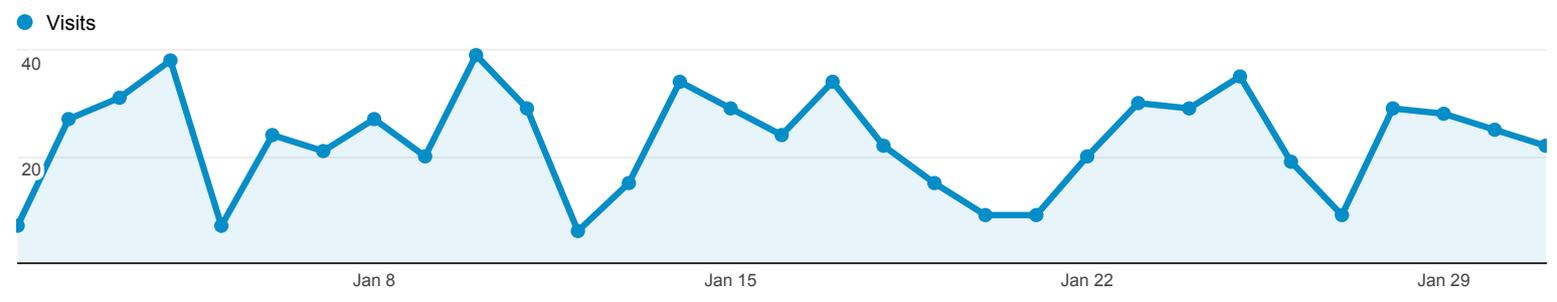
# Gateway Corridor Website Visits



**Audience Overview**

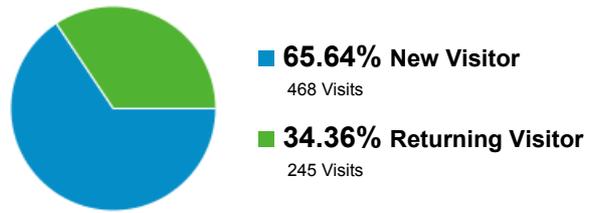
● % of visits: 100.00%

**Overview**



**543 people visited this site**

-  **Visits: 713**
-  **Unique Visitors: 543**
-  **Pageviews: 2,134**
-  **Pages / Visit: 2.99**
-  **Avg. Visit Duration: 00:03:23**
-  **Bounce Rate: 36.75%**
-  **% New Visits: 65.64%**



Language	Visits	% Visits
1. en-us	689	96.63%
2. en	11	1.54%
3. en-gb	4	0.56%
4. cs-cz	3	0.42%
5. c	2	0.28%
6. ja	2	0.28%
7. ru-ru	1	0.14%
8. zh-cn	1	0.14%

[view full report](#)