



Agenda
Gateway Corridor Commission
May 9, 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 April 11, 2013 Meeting		
b. Checks and Claims		
3. DEIS Consultant Selection*	Washington County	Approval
4. Communications Update*	Washington County	Information
a. Outreach Activities		
b. Public Relations Activities		
5. Legislative Update*	Ramsey County	Information
a. State		
b. Federal		
6. Other*	Washington County	Information
a. Meeting Dates Summary		
b. Social Media and Website Update		
c. Media Articles		
7. Adjourn		Approval

**Attachments*

Gateway Corridor Commission
April 11, 2013
Woodbury City Hall, Birch Room

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

Ex-Officio Members	Agency	Present
Mike Amundson	Baytown Township	X
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	

Others	Agency
Josh Olson	Ramsey County
Lyssa Leitner	Washington County
Andy Gitzlaff	Washington County
Wayne Sandberg	Washington County
David Jessup	City of Woodbury
Stephen Ebner	West Lakeland Township
Matt Hilgart	U.S. Representative Betty McCollum's Office
Jeff Dehler	Dehler PR
Janelle Schmitz	City of Woodbury
James McClean	St. Paul Area Chamber of Commerce

Others	
Matt Croaston	Office of Senator Al Franken
Mike Longaecker	Woodbury Bulletin
Bob Tatreau	Woodbury Resident
Steve Ellenwood	Woodbury

The Gateway Corridor Commission convened at 3:30 p.m. by Chair Weik.

Agenda Item #1. Introductions

Introductions were made by those present.

Agenda Item #2. Consent Items

Item 2a. Summary of February 14, 2013 Meeting: Motion made by Lantry to approve the February 14, 2013 meeting summary. Seconded by Rossbach. **Approved.** Motion carried.

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

Agenda Item #3. Communications Update

Item 3a. Outreach Update

Previous and Upcoming outreach meetings to stakeholders along the corridor were listed in the packet.

Item 3b. Public Relations Activities

Gitzlaff stated we now have Dehler PR on contract. Since the last meeting, we've been able to get started transitioning, looking at the web site, and discussing strategic message development. We've also been working on a Community Engagement plan and how that will interplay with the work being done on the DEIS and creating a Development Forum. Gitzlaff introduce Jeff Dehler from Dehler PR.

Dehler thanked the Commission for the opportunity to work on project. He said there are primarily three people working on the project; he himself, Jill Brown, and Susan Youngs, and they have worked together on other New Starts projects. Dehler said they will be starting with the strategic messages piece. Things have changed in the last year or two; the AA is complete, the DEIS is about to begin, a route has been selected, and there are changes that have occurred with the project itself. It's a good time to review the messages to help determine what information goes into the publications, the web site, and other electronic media. Dehler said they will start on the community engagement activities, which is the major focus of this year's work. The Development Forum will be a kick off of those business and community engagement activities, and there will be some video production work with this project that will begin this summer. Dehler said they discussed what a Development Forum could look like and the initial thought, as far as what does development look like in the Gateway Corridor, is what do cities, counties,

and townships need to know about development and establishing the right kind of codes to make development a possibility. Dehler said a key to the project is that alignment is running in a place where development can occur as opposed to having it run down the middle of freeway. We want to learn about what the community is interested in for development and what it means to be prepared for that development to make sure things are in place so businesses want to work here. Dehler said their initial concept is to gather city and business individuals for a meeting with a speaker who has been involved with how development has occurred for other similar projects. They would also like to have a panel that would include speakers from our area to discuss/dialog with the people in the audience. Dehler said they are hoping to have this happen in late May or early June; they are excited about getting started because it helps to start a relationship with the business community. Dehler noted he will facilitate a workshop immediately following the meeting for more open discussion.

Agenda Item #4. DEIS Consultant Selection Process Update

Leitner stated there are hard copies available of the final Alternatives Analysis report for those interested, and the report is also on the web site. Leitner referred to the information in the packet stating they received two proposals for the DIES, and both are good local teams. There will be a meeting next week to review the proposals and make a recommendation of who should be interviewed. She referred to the schedule listed in the packet.

Agenda Item #5. Legislative Update

Item 5a. State

Olson said there is a significant round of debate on the transportation front relating almost exclusively to the Governor's sales tax. There are a couple transportation bills going through committees; one bill in the Senate does include language for regional rail in the metro to work on BRT projects. On the House side, Representative Housman and the Capital Investment Committee are heading up an \$800 million bonding bill which includes \$50 million specific to transit investments in the region; that bonding bill would include the Gateway Corridor.

Item 5b. Federal

Olson said the conversation on the Federal level is dominated by some specific hot-button items like gun control. On the transportation front, the President's budget was released and identified some key funding areas relating to transportation, and specifically transit. Olson said he will email updated information to Gitzlaff so it can be forwarded to the Commission members.

Agenda Item #6. Other

Item 6a. Meeting Dates Summary

Information on previous and upcoming meeting dates is included in the packet.

Item 6b. Social Media and Website Update

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

there is slight drop off in website hits due to the transition period to the new study. Moving forward, the Development Forum and DEIS will allow us to get more publicity and keep Gateway in front of people's radar.

Item 6c. Media Articles

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

Weik commented that she and Mayor Stephens have been at the Capitol testifying and are scheduled to testify on Wednesday April 17 for the Gateway Bonding Bill. The committee meeting starts at 3:00 in the Transportation and Public Finance Division. Weik invited anyone interested to attend the meeting to discuss the Gateway Corridor with lawmakers at the Capitol.

Agenda Item #7. Adjourn

Motion made by Rossbach to adjourn the meeting. Seconded by Reinke. **Approved.** Motion carried. Meeting adjourned at 3:50 p.m.

Communication Workshop

Communication Consultant Jeff Dehler opened the workshop at 3:50 p.m. He said some goals of the workshop are to determine what members are hearing now and what the FAQs that need answers are.

What is different about Gateway today verses a year or two ago? Obviously, the AA is complete.

- Weik: Greater public awareness
- Reinke: The assumption is that it will be BRT verses Light Rail even though both are on the table, and that is a problem with some of our advocates.
- Giuliani Stephens: Businesses and residents don't understand what BRT is and what we are really talking about. They want to know what it will look like.
- Reinke: The Union Depot is done; our hub of interchange is completed.

Dehler said in addition to the Union Depot, you can see pieces of the Central Corridor coming together. He asked if people are seeing this part of the regional transit system coming together and getting closer to the east metro and if people are thinking about the build-out of a regional system.

- Rossbach: A couple school students who study this type of thing have talked about it but nobody in Maplewood talks about it much. Maplewood's situation is different than Woodbury or St. Paul and there is outside interest and informed people who are paying attention.
- Weik: Housing sales are increasing, more businesses are coming into Washington County, there is a new park-n-ride going in by I-94 east of Gander Mountain, and there is a new Federal law - Map21.
- Reinke: Businesses are concerned about taxes increasing to pay for all this infrastructure.

- Watson: Because of a perceived cohesive strategy for regional transit, we're seeing a transportation NIMBY (Not in my back yard) factor.

Dehler said people moved to the area for a specific reason which usually was for space. Now as we see this corridor expected to grow, they see that the place they moved to is going to be different. He asked if people are realizing that things are changing.

- Watson: The stagnation of our economic recovery has caused people to take an even more conservative eye towards transportation. There is a push/pull effect on how we can maintain a lifestyle and protect what we have in the face of future challenges like increased population.
- Lantry: Now that some concrete decisions have been made, the constituent factor is kicking in more heavily. Now that people know where it's going to go, they are wondering if they'll lose their house.
- Weik: We had redistricting a year ago and are now in Congressional District 4. We have met with Senator's and Representative McCollum and it is one of her top priorities.

Dehler asked for discussion on the strengths, weaknesses, opportunities, and threats of the Gateway Corridor based on change over the last few years.

Strengths/Opportunities:

- Watson: One of the strongest points is that we are taking a futuristic view of what's coming our way and responding to in a way that will be less impactful to our businesses and our community; we're acting in advance of a perceived need.
- Lantry: The business community is here and they support this as a priority. Area Chambers understand that transportation and getting people around is how business works. Chamber participation is huge.
- Weik: There are great businesses, higher education, and many points of interest that currently exist along the corridor.
- Weik: We have multiple political jurisdictions; we are coordinating with two counties, multiple cities, and possibly into the state of Wisconsin.
- Reinke: The Central Corridor had a harmful effect on the smaller local businesses in the near term. Since we have a dedicated guideway, it is independent of existing business locations and will be less disruptive.
- Amundson: A fixed guideway is an opportunity for development to occur.

Weaknesses/Threats:

- Pearson: The perception that congestion in the east metro is not that bad compared to the west; it's worse at peak times.
- Lantry: People are wondering what congestion problem we're trying to solve.
- Giuliani-Stephens: The comparison between the east and west metro congestion. The data from the study shows we will see a significant increase in congestion.
- Pearson: Operating costs and taxes.

- Williams: We have a reliability issue with how Metro Transit is currently set up; bus routes are constantly changed. There is an opportunity to address this as a reliability option.
- Nelson: The ability of managing growth in terms of natural resources and/or our water resources ability to sustain the growth; as a quality transit structure might grow an area, the rest of the infrastructure needs to keep up as well.
- Rossbach: It is difficult for the City of Maplewood to think about additional development along the corridor because 3M is there and they have shown signs that they intend to stay and grow.
- Williams: Unless the population is moving toward the city, there isn't the opportunity for people to explore our communities outside of the stations; we don't have infrastructure available to move people around the outer cities once they get here. It seems like a one-way system into St Paul.
- Pearson: Is the economic development being pulled from other areas that it would otherwise occur?
- Amundson: A huge weakness of the corridor is population density and the land use plans of various communities that restrict increasing the population density.
- Reinke: Coordinating with private land owners for station location; we can't force them to put in a station if they don't want to.

Dehler said, from geographic perspective, there are different pockets within the corridor that will react differently with this project and the development that might come with it. He asked what some of the geographic challenges are.

- Lantry: Displacement; people losing their homes because they're in the way.
- Nelson: Pressure for more development than what may be desired in the outlying communities.
- Dehler: There is a travelshed effect of conveniently located stations, which may be a strength.

Dehler asked what are the community's frequently asked questions about the corridor. The purpose is to compile a list of FAQs.

- Rossbach: 3M is still determining what they think about the whole thing.
- Williams: I have a neighbor who works at 3M and says if they have to get into their car to drive to a station, they'll just drive to work. Rossbach said transit isn't for everyone; people who live within a transit area would use it.
- Giuliani Stephens: How do you move people to and from the station and what kinds of impacts will there be on pedestrian/bike mobility safety?
- Rossbach: Will we get decent trail connections from the south to the north under 94?
- Weik: People want to know the costs of the different modes and how it will be funded.
- Weik: People want to know if it will affect the bus they take now.

- Weik: What is BRT and how is it different from regular bus service? Rossbach suggested putting a picture of a BRT bus on the web site; they look very similar to light rail.
- Weik: What is the frequency of service?
- Ortega: We have to communicate that we don't have the system yet; these are separate lines and they do not function by themselves. This is just one line and it doesn't resolve all the issues, but it is a part of the system.
- McClean: The lack of BRT knowledge can be a negative. People ask why the east metro is getting busses and the west metro LRT. A strength of the Gateway Corridor is how far along in the process it is compared to some of the other corridors. It would be a good FAQ to answer where we are in the technical process and in the political process.
- Reinke: How will the transit help the truck drivers and the goods and services people verses getting the public to work?
- Weik: Will it increase crime?
- Weik: Questions about if we can move it to the north side of I-94 and if the alignment and/or stations can change.

Rossbach commented that this workshop has generated some of the best conversations and thanked Dehler for having it. Nelson asked if there will be feedback from the workshop. Dehler said he will deliver a set of key messages that will be incorporated into the materials to use in everything we do. The goal is for everyone to be consistent in the messages we give.

The Workshop concluded at 4:42 p.m.



Agenda Item #2b

DATE: April 30, 2013
TO: Gateway Corridor Commission
FROM: Staff
RE: Checks and Claims

Item 2b. Checks and Claims

<u>Communication Contract (Jeff Dehler PR)</u>	<u>Amount</u>
<u>Dates</u> 3/19/13 -3/31/13	\$3,387.11

Percent of contract utilized = 4%

<u>Total</u>	<u>\$3,387.11</u>
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Detailed invoices can be made available upon request.

Action Requested: Approval



Agenda Item #3

DATE: April 30, 2013
TO: Gateway Corridor Commission
FROM: Staff
RE: Draft Environmental Impact Statement (DEIS) Consultant Selection

Below is a summary of the DEIS proposal review, interview process and selection of the recommended consultant.

Proposal Review Process

On April 17th the Proposal Evaluation Committee (PEC) met to review the two proposals received for the Gateway Corridor DEIS. The proposal evaluation committee consisted of the following members:

- Allen Lovejoy, City of St. Paul
- David Jessup, City of Woodbury
- Wayne Sandberg, Washington County
- Andy Gitzlaff, Washington County
- Lyssa Leitner, Washington County
- Kathryn O'Brien, Metropolitan Council
- Chuck Ahl, City of Maplewood
- Mike Rogers, Ramsey County

The PEC reviewed each of the proposals focusing on the following evaluation factors; experience of the consultant, experience of the personnel, work plan and allocation of hours. It was determined that both teams are strong and would be able to carry out the work of the DEIS. The PEC recommended interviewing both teams in order to make the most informed decision on whom to hire.

Interview Process

Interviews of both consultant teams took place on April 29th. The PEC members and the three Gateway Corridor Commission members, noted below, were part of the interview panel.

- Washington County Commissioner Weik
- St. Paul City Council President Lantry
- Woodbury Mayor Giuliani Stephens

Each interview lasted one hour and included a 20 minute presentation from the consultant team and 40 minutes of questions and answers. After both interviews were finished, the interview panel discussed the proposals and interviews in order to make a recommendation on which consultant team to hire.

Consultant Summary

Both the Kimley Horn and CH2M Hill consultant teams were extremely qualified, had a great depth of expertise and were considered capable to complete the DEIS. After the proposal evaluation, conducting



interviews and contacting references there was a unanimous determination to recommend the Kimley Horn team for the following reasons:

- The Project Manager and Deputy Project Manager have worked seamlessly on recent DEIS projects and for many years. This relationship was extremely apparent during the interview.
- The approach to community engagement was impressive. The team had great ideas on how to structure a Community Advisory Committee (CAC), engage with environmental justice populations, and to use techniques like round tables and focus groups in order to extend the reach of the typical engagement tools.
- The team has recently worked with FTA on other transitway projects, namely Bottineau, to complete DEIS work. They are very familiar with the practices of both Region 5 and the national FTA offices.
- Staff representatives on the PEC and interview committee were impressed with the teams anticipated structure on how to further engage cities through station planning tasks. There was also recognition from the consultant team that time is valuable and to time meetings with key decision points as opposed to relying on a strict monthly schedule.
- Overall project schedule closely met the expectations of staff and recognized the need for multiple points of coordination with FTA.

Action Requested: Authorize Washington County Regional Railroad Authority to enter into a contract on behalf of the Commission with Kimley for consultant services to complete the DEIS.



DATE: April 30, 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
Developer’s Forum	June (exact date 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 rd Round of Open Houses – St Paul, Harding HS	Presentation – March 27, 2012
3 rd Round of Open Houses – Eau Claire, CVTC	Presentation – March 29, 2012
3 rd Round of Open Houses – Hudson, St Croix Gov Center	Presentation – April 4, 2012
Met Council Transportation Accessibility Advisory Council	Presentation – April 4, 2012
3 rd Round of Open Houses – Woodbury, City Hall	Presentation – April 5, 2012
Met Council Transportation Committee	Presentation – April 9, 2012
King of King’s Church	Presentation – April 10 ,2012



Woodbury Chamber – Eggs and Issues	Presentation – April 13, 2012
Woodbury Expo	Booth – April 14, 2012
White Bear Avenue Business Association	Presentation – April 17, 2012
St. Paul District Council 2 Annual Meeting	Booth – April 25, 2012
Washington County Workforce Investment Board	Presentation – May 16, 2012
APA-MN Brownbag	Presentation – July 18, 2012
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
Woodbury Lions Club	Presentation – March 5, 2013
District 1 Community Council	Booth at open house – March 25, 2013
Woodbury Chamber – Eggs and Issues	Presentation - April 12, 2013

Action Requested: Information



Agenda Item #4b

DATE: April 30, 2013
TO: Gateway Corridor Commission
FROM: Jeff Dehler Public Relations
RE: Gateway Corridor Communications and Public Relations Update

Summary of Activities

Our work for the month of April focused on the Strategic Message Development portion of the Scope of Services, as well as the creation of a new PowerPoint presentation for use with groups. Work also included the initial planning stages of video production and coordination with Washington and Ramsey County staff.

Over the upcoming month our team will work to create initial story boards for video production, finalize plans for the Development Forum and continue to establish initiatives to engage the business community.

Development Forum

Our team has been working closely with staff to establish the details for a Development Forum in early June. We are working to set a date, location and program for the event. Further defined details will be presented at the April Commission meeting and input on the structure will be requested.

Messaging Workshop Follow-Up

The Gateway Corridor project reached a significant milestone with the completion of the Alternatives Analysis in 2012. It is critical at this juncture to develop new messages based on the next phase of project work, the Draft Environmental Impact Statement (DEIS). As your strategic communications consultant, we are taking several steps to determine the information needs of the communities that make up the corridor and the messages that answer their questions.

The steps are as follows:

- Conduct a focus group meeting with Commission members to determine strengths, weaknesses, opportunities, and threats to the project and to confirm audiences (conducted after the March Commission meeting).
- Draft messages and determine their effectiveness by reaching out to key opinion leaders in the community to conduct interviews and distribute an online survey to other stakeholders through current databases.
- Meet with the technical team to understand the DEIS timeline and scope, and critical, mandated public engagement needs.
- Test how well our messages connect to what's happening in the region.

Once each of the steps is concluded, a final report will compile the results. Most importantly, the messages will be incorporated across all outreach materials, from the website, social media and newsletters, to presentations and media relations.



The first step was to conduct a workshop with the commission at its April meeting. Here are the three main points that came from the conversation; a full summary is included in the meeting minutes.

1. *Things have changed in the last year or two:*

Regionally, Union Depot opened, the Central Corridor and Cedar Avenue Bus Rapid Transit are progressing, the economy is beginning to pick up and redistricting has led to many new, less informed elected officials. Locally, home sales are improving and some new businesses have opened.

2. *The Gateway transitway is a way for the communities in the corridor to proactively manage transportation needs and shape growth.*

Commission members cited a need for reliable transit to manage the growth in congestion that will occur over time, meet the needs of community members that will soon need to be more reliant on transit for mobility, and meet the needs of corridor businesses to move employees and ease congestion for vehicles moving goods and services.

3. *The Commission must address the community's questions.*

Commission members hear from community members about needs for transit, but also hear questions about whether the area currently suffers from congestion issues. The suburban portion of the corridor enjoys open space and the prospect of population growth and development along a transit line will require new thought and cooperation around planning among multiple jurisdictions. While awareness of the Gateway Corridor is improving, residents and businesses are now asking a second tier of questions around safety, impacts on current express bus service, and how to get to a destination that may be a mile from a station. Benefits such as connections to the regional transit system and use of transit for after-work activities need to be communicated.

During the month of May we will conduct interviews with additional community groups and create an online survey to a number of audiences in order to gain insight from a range of stakeholders.

Action Requested: Information



Agenda Item #5

DATE: April 30, 2013
TO: Gateway Corridor Commission
FROM: Staff
RE: State and Federal Legislative Update

Item 5a. State Legislative Update

A bill for \$1 million in bond funds for Gateway is authored in the house by Representative JoAnn Ward (HF864) and in the Senate by Senator Susan Kent (SF773). The bill has been heard in both the house and the Senate. It is still unclear whether a bonding bill will be passed this session.

A bill to include statutory authority for BRT for the Washington County Regional Railroad Authority (WCRRA) has also been authored in both the house by JoAnn Ward (HF1374) and in the house by Susan Kent (SF1179). The bill has been heard in both the house and senate and has been included in both the house and senate versions of the transportation omnibus bill.

We will keep the Commission up to date as we hear more on the status of both of these bills and the overall transportation omnibus bill as the legislative session wraps up in May.

Item 5b. Federal Legislative Update

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

Congress Passes Legislation to End FAA Furloughs

On Thursday, the Senate passed legislation that would allow Department of Transportation Secretary Ray LaHood to transfer up to \$253 million from other accounts through the end of FY13 in an effort to avoid additional furlough and tower closing that have been causing delays at several airports across the country this week. Passed by unanimous consent, all Senators agreed it was necessary to require transfers from unspent airport improvement grants - spending that was excluded from the sequester - and from other FAA accounts to spend on FAA staff and air traffic controllers who keep airports running efficiently. Lawmakers noted this does not demand any additional money. On a 361 to 40 vote, the House approved the legislation to end furloughs of air traffic controllers. The Senate also chose to delay final action on the Internet tax legislation, which is now scheduled for a vote on Monday, May 6th.

Water Infrastructure Bill a Priority When Congress Returns in May

On Thursday, leaders in the Senate took the necessary steps to queue up a bill to authorize water infrastructure projects. This bill would authorize of Army Corps of Engineers projects which includes dredging ports and protecting waterways from potential storm damage. Speeding up the regulatory approval process for corps water projects by establishing a three-year deadline for feasibility studies and a \$3 million cap on the federal cost share used by the Corps. Also included in the measure is a levee safety program and pilot program to finance flood control, water supply and wastewater projects. Aiming to increase accountability and efficiency, the bill would create a commission to identify corps



water projects that are no longer feasible. The legislation also aims to ensure the \$1.8 billion raised annually by user fees for the Harbor Maintenance Trust Fund is spent on dredging and port developments, rather than being held back for other spending.

The Senate is scheduled to vote on the cloture motion on Monday, May 6th but it is still unclear what amendments will be offered the bill as Senate Appropriations Committee Members have indicated they will offer amendments. Sources suggest additional provisions to over the Inland Waterways Trust Fund may be added as the legislation moves through the Senate.

DOT Releases Tiger Grants Funding

On Monday, the Department of Transportation announced that \$473.8 million would be available for the TIGER Discretionary Grants Program which was created to help fund national infrastructure improvements. The grant application process will open on Monday, April 29th and applicants will have until Monday, June 3rd to apply for funding. Projects that meet the primary and secondary goals established by the DOT will be prioritized. The Primary Criteria includes projects that will improve the condition of existing transportation facilities and systems, contribute to the economic competitiveness of the United States over the medium- to long-term, increase transportation choices for people across the county, improve environmental sustainability, and improve the safety of U.S. transportation facilities and systems. Priority will be given to projects that can meet all Local, State, and Federal requirements by June 30, 2014. In addition, there are two secondary criteria that will give priority to projects that use innovative strategies to pursue the primary criteria above and demonstrate strong collaboration among a broad range of participants, integration of transportation with other public service efforts, and/or projects that are the product of a robust planning process.

House Panel Approves Legislation to Address Government Debt

This week, the House Majority approved amended legislation that is designed to direct the Department of Treasury to pay the principal and interest on the country's debt obligations and continue to make Social Security payments when the debt ceiling is reached. With borrowing limit set to be reached in May, the House Majority is looking at ways to address the effects of default while the President and his Administration are expected to make several accounting maneuvers to prevent any increase in the borrowing limit until the middle of the summer. Passing through the Committee on party lines, Committee aides suggested this will get a vote on the House floor soon. The likelihood of similar legislation in the Senate is slim, sources suggest, as the Senate Majority has shown their support of plans put forth by the President and Administration.

KEY UPCOMING DATES

May 15, 2013

The date after which the House may consider FY14 appropriations bills even if a final budget resolution has not been adopted.

May 19, 2013

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



July 1st, 2013

Congress' July Fourth recess begins, which also marks the informal deadline set by House leaders to pass all 12 regular appropriations bills.

Mid-July

Target for President Obama to submit his mid-session review of the budget to Congress, which includes revised deficit estimates.

August 5, 2013

Congressional summer recess begins.

October 1, 2013

Fiscal 2014 begins, meaning a stopgap continuing resolution would be required to finance any agency whose appropriations bill has not been enacted.

SPECIAL NEWS, NOTES AND EVENTS

LGN Hosts Reception Honoring Father Dennis Dease, University of St. Thomas President Dennis McGrann and the LGN Federal Relations group sponsored and attended an event honoring Father Dennis Dease, who is retiring from his role as President at the University of St. Thomas this spring. Dozens of St. Thomas Alumni attended the event at Catholic University in Washington, D.C.

Northland Feast Reception Honoring Congressman Rick Nolan

Wednesday, April 26th at the Democratic National Headquarters

The Lockridge Grindal Nauen Federal Relations helped organize a reception honoring Congressman Nolan that featured some Minnesota's finest foods including walleye and wild rice.

Reception Honoring Congressman John Kline

Monday, May 20th, 5:00-7:00PM

*At the Home of Dennis McGrann, LGN Federal Government Relations Director
150 North Carolina Ave SE, Washington, DC*

Reception Honoring Congressman Erik Paulsen

Tuesday, May 21st, 5:30-7:30PM

*At the Home of Dennis McGrann, LGN Federal Government Relations Director
150 North Carolina Ave SE, Washington, DC*

MINNESOTA DELEGATION NOTES:

Senator Klobuchar (D-MN) joined her colleagues, which included the 19 women of the Senate at the White House on Tuesday evening for dinner with President Obama to discuss the a pending budget deal and their important role in negotiations. [Read more here.](#)

Senator Franken (D-MN) introduced a resolution urging the Senate not to cut Social Security or Veterans Benefits. [Read more here.](#)



Congressman Walz (D-MN-01) joined several colleagues in introducing bipartisan legislation aimed to stop student loan interest rates from doubling from 3.4 percent to 6.8 percent on July 1, 2013. Read more here.

Congressman John Kline (R-MN-02) announced that after weeks of speculation about the chances of the Congressman seeking a different office in the coming election cycles, he will run again for his seventh term in Minnesota's Second District. Read more here.

Congressman Erik Paulsen (R-MN-03) offers advice on cyber security and protecting an individual's privacy while using the internet. Watch the video here.

Congresswoman McCollum (D-MN-04) announces that after a disappointing result in the expanded background check for gun purchases vote, she will continue to fight "for common sense gun prevention measures". Read more here.

Congressman Ellison (D-MN-05) reintroduces bipartisan legislation to help Somalis in Minnesota send money back to families at home. Read more here.

Congressman Collin Peterson (D-MN-07) was honored by the U.S. Chamber of Commerce with the annual Spirit of Enterprise Award for his support of pro-jobs, pro-growth policies during the second session of the 112th Congress. Read more here.

Congressman Rick Nolan (D-MN-08) visited the Arrowhead Region in Minnesota to meet with constituents, including the Mayor of Two Harbors, to discuss harbor projects and community development. More details here.

ADDITIONAL MEDIA

Debt Limit Deadline May Push Into the Fall, Economist Says

By Paul M. Krawzak, CQ Roll Call

The Treasury Department may be able to stave off the need to extend federal borrowing authority until the fall, perhaps as late as November, a Wall Street economist said Friday.

The analysis of projected federal expenses and tax receipts suggests that a budget showdown that would come with the May 18 expiration of the debt limit suspension may be pushed back by several months, even past earlier estimates of a summer reckoning on borrowing authority.

Lou Crandall, chief economist for the Wrightson ICAP investment firm, said his new estimate of when temporary measures to avoid default would be exhausted is roughly Oct. 3, based on the likelihood that Fannie Mae will make a sizable dividend payment to the Treasury.

Crandall said the deadline could extend into November, depending on other steps Treasury may take. The date is considered a critical deadline because lawmakers have been looking to the potential threat of default as a major driver for negotiations on budget disputes in Congress.



Crandall and other forecasters previously estimated that temporary measures to avoid default would run out by about the beginning of September.

Crandall said the main reason for the change in his forecast is the likelihood that Fannie Mae, benefiting from a recovering housing market, will make an estimated \$60 billion payment to Treasury in the coming months.

The government-sponsored housing finance enterprise said this week that it "expects to pay Treasury a significant dividend in the quarter following a release of the valuation allowance on the company's deferred tax assets." Revenues to the federal government are up and spending is down this year, but Crandall said he already had factored in those trends. Crandall also said that by July, Congress will have a much better idea of how long it has to reach an agreement to avoid default, one that could involve additional deficit reduction.

Action

Information



Agenda Item #6

DATE: April 3, 2013
TO: Gateway Corridor Commission
FROM: Staff
RE: Other Items

Items 6a. Meeting Dates Summary

Included below is a summary of the Commission and DEIS Study meetings through June 2013.

Month	Meeting	Date	Planned Start Time
May	Gateway Commission	June 13	3:30 PM
June	Gateway Commission	July 11	3:30 PM

Item 6b. Website and Social Media Updates

Facebook

The Gateway Corridor Facebook page was launched on Monday, February 20, 2012. The page currently has 284 '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 100-280.

Website

For the month of April, there were 639. The website is averaging 606 visits per month. Attached is a summary of the visits per month for 2011 and 2012.

Item 6c. Media Articles

Attached are media articles about the Gateway Corridor from April.

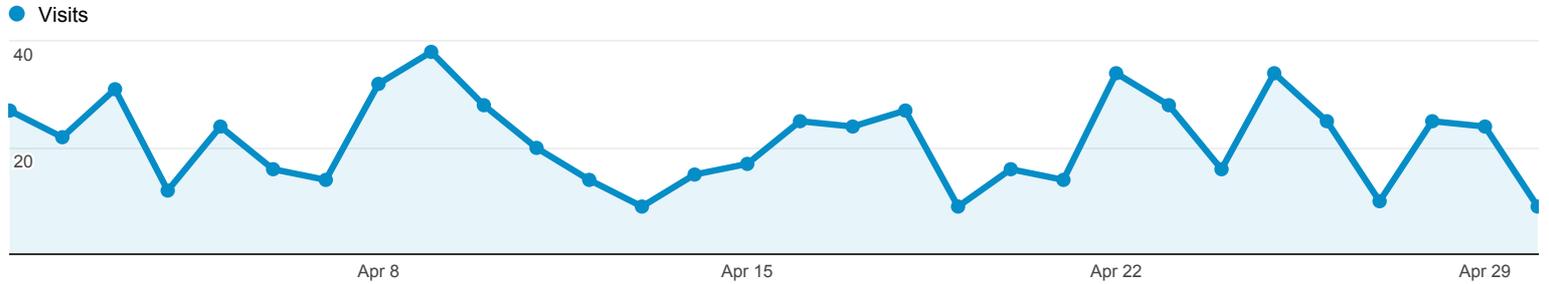
Action Requested: Information.

Apr 1, 2013 - Apr 30, 2013

Audience Overview

% of visits: 100.00%

Overview



486 people visited this site

Visits
 639

Pageviews
 1,766

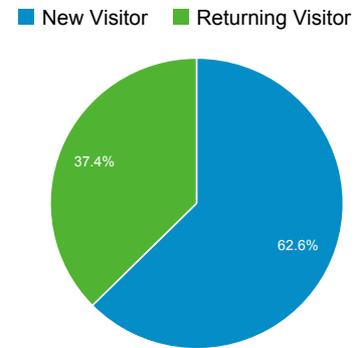
Avg. Visit Duration
 00:02:29

% New Visits
 62.44%

Unique Visitors
 486

Pages / Visit
 2.76

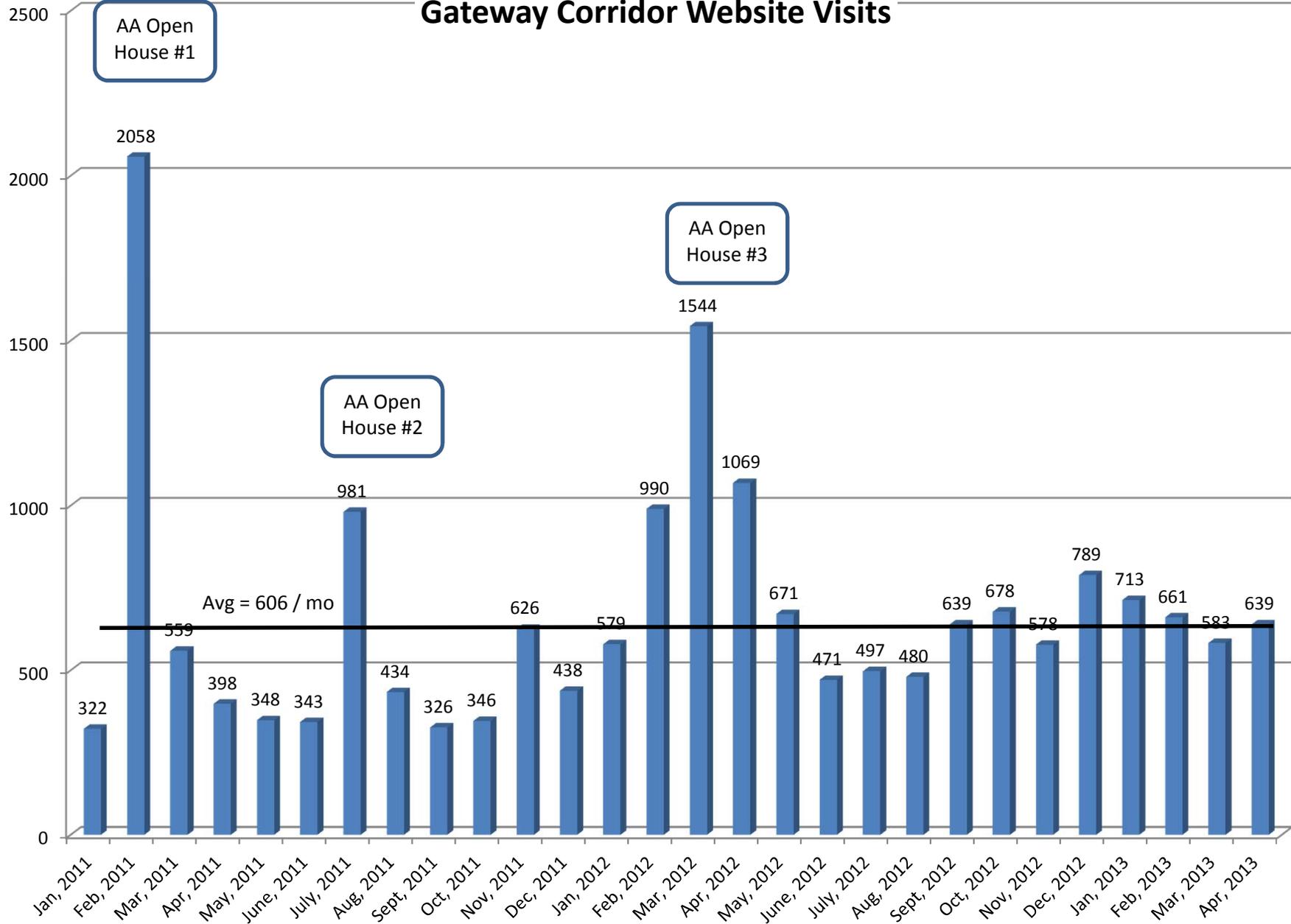
Bounce Rate
 36.93%



Language	Visits	% Visits
1. en-us	625	97.81%
2. en	6	0.94%
3. fr	2	0.31%
4. c	1	0.16%
5. cs-cz	1	0.16%
6. de-de	1	0.16%
7. en-gb	1	0.16%
8. es	1	0.16%
9. ru-ru	1	0.16%

[view full report](#)

Gateway Corridor Website Visits



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Humphrey School Students Gather Gateway Corridor Information

Bob Streetar, Oakdale community development director, is involved in the program.

April 23, 2013



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Related Topics: [BRT](#), [Gateway Corridor](#), [Humphrey School of Public Affairs](#), [Light Rail](#), [Oakdale, Project](#), and [Students](#)



The best decisions are those made based on as much information as possible, but gathering information can be an expensive proposition.

To help with the cost and add to the value, students from the [Humphrey School of Public Affairs](#) are gathering information to help inform decisions on the [Gateway Corridor](#), a transit corridor from St. Paul to the Wisconsin border along Interstate 94.

Since the fall of 2010, the Gateway Corridor Commission has been leading an [Alternatives Analysis Study](#) to determine the best mode of transit, estimated ridership, potential routes and estimated costs for construction and operation. Depending upon federal and local funding, a new transitway in the Gateway Corridor could be operational by 2022.

Before then, many decisions must be made, which is where the Humphrey students come in.

The students took on the topic "Station Area Development and Community Connections along the Gateway Corridor." They have each taken on a client in the community, and are gathering information on proposed stations at St. Paul's Mounds Boulevard, Maplewood/3M, and Oakdale/Oaks.

A fourth group is gathering information from throughout the corridor, to determine how people will get to and use the transit corridor, especially if they are walkers or bicycle riders.

Jeremy Jenkins, a Woodbury resident and a Humphrey student completing a master's of public affairs degree, is part of the fourth group. He has been researching the corridor-wide questions: How to connect people to the transit station, and how to help them negotiate the last half mile or mile from the transitway to home, school or workplace?

The group has interviewed business and civic leaders, while reviewing best practices from other transitways and gathering data from geographic information systems. The students are also talking with planners in the transit field, such as those from the Metropolitan Council and other transit lines, Jenkins said.

"Our hope is to be as useful as we can," Jenkins said.

Related: [Sen. Chuck Wiger: Infrastructure Spending Needed to Boost Economy](#)

[Rep. JoAnn Ward Authors Projects in House Bonding Bill](#)

[Washington County Board Discusses Gateway Corridor Transit Project](#)

[U.S. Rep. Betty McCollum Visits Washington County Board](#)

[Public Comments on Gateway Corridor Transit Options Released](#)

The project is “a chance to do something tangible and something that I could do that definitely affected my community,” Jenkins said, rather than the more theoretical study in other coursework.

Bob Streetar, Oakdale community development director, has participated in a number of student projects at the Humphrey.

“It is very common, and it is very valuable to have students who are knowledgeable to work on a particular project,” he said.

The students act as consultants, defining the problem, gathering information, and creating a vision, Streetar said.

“It’s very helpful for the city, because it is our first look at what some of the issues should be. What they’ve looked at has been one of the big ones, (which is) reverse commuters.”

Another question to ask regarding the Maplewood stop is how to make it accessible to all residents, not just **3M** employees.

County Commissioner Lisa Weik, District 5, is also interested in the distance to and from the transit stops, what she calls “the first leg and the last leg” of the journey.

Weik, chair of Gateway Corridor Commission, said she’s excited about the contributions that the students will make to the project.

“This was new to me. I think it will bring a lot of value to the Gateway study. I think it will be a ‘deeper dive,’” she said.

While a study is underway to meet federal standards, the students will bring additional data to the process, Weik said. “I think that just makes it more robust.”

For example, the students are asking about placing a library facility at the park and ride as an amenity of the transit station. And when students envision such an amenity, they also research how to fund it.

Streetar noted that the students are encouraged to be creative, telling them to “talk about what could be. We get a better product” with the students, he said.

“Once we do formal planning, I always use what the students did as a piece of the overall plan,” Streetar said. “I think students like that, because it is real world stuff.”

The students will report findings to their clients, and may present to the Gateway Corridor Commission, which will be another lesson for them.

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