



Agenda

Gateway Corridor Commission

June 13, 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 May 9, 2013 Meeting		
b. Checks and Claims		
3. Gateway Capstone Presentations*	Humphrey Students	Information
4. DEIS Study*	Kimley Horn	Information
a. Overview of Environmental Process		
b. Public Involvement Approach / Committee Formation		
5. Communications Update*	Washington County / Dehler PR	Information
a. Outreach Activities		
b. Public Relations Activities		
6. Legislative Update*	Ramsey County	Information
a. State		
b. Federal		
7. Other*	Washington County	Information
a. Meeting Dates Summary		
b. Social Media and Website Update		
c. Media Articles		
8. Adjourn		Approval

**Attachments*

Gateway Corridor Commission
May 9, 2013
Woodbury City Hall, Birch Room

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

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

Others Present	Agency
Mike Rogers	Ramsey County
Lyssa Leitner	Washington County
Andy Gitzlaff	Washington County
David Jessup	City of Woodbury
Tim Mayasich	Ramsey County RRA
Steve Ellenwood	Self
Bob Tatreau	Self
Janelle Schmitz	City of Woodbury
Matt Hilgart	Office of Congresswoman Betty McCollum
Beth Bartz	SRF Consulting
Jeanne Witzig	Kimley-Horn & Associates

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

Agenda Item #1. Introductions

Introductions were made by those present.

Agenda Item #2. Consent Items

Item 2a. Summary of April 11, 2013 Meeting: Motion made by Lantry to approve the April 11, 2013 meeting summary. Seconded by Reinke. **Approved.** Motion carried.

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

Agenda Item #3. DEIS Consultant Selection

Gitzlaff discussed the DEIS Consultant Selection as presented in the packet. The RFP was posted on the County's website for about six weeks and proposals were received from Kimley-Horn and CH2M Hill. Gitzlaff stated the project did come in under the budget of \$3,000,000 which is consistent with the independent cost estimate that was prepared prior to the study.

Motion made by Lantry to authorize the Washington County Regional Railroad Authority to enter into a contract on behalf of the Commission with Kimley-Horn for consultant services to complete the DEIS not to exceed \$3,000,000. Seconded by Reinhardt. **Approved.** Motion carried. Pearson abstained

Reinke asked what the timeframe is for completion of the study. Gitzlaff stated the timeline for the completion of the study is May 21, 2015, however the consultant team has proposed a 20 month process. Weik asked if the Federal statute for the DEIS is 24 months. Gitzlaff stated that is correct and based on the past, two years is an aggressive timeline, but that is where they would like to be.

Gitzlaff introduced Jeanne Witzig from Kimley-Horn. Witzig stated they are extremely excited and ready to get to work to advance the Gateway Corridor.

Agenda Item #4. Communications Update

Item 4a. Outreach Activities

Leitner discussed the Gateway Corridor Outreach Activities as presented in the packet. The Woodbury Chamber held their Eggs and Issues event on April 12, 2013 where a new presentation style was unveiled. Leitner stated they were able to get business cards of individuals that would like them to come out to their groups to give presentations.

Item 4b. Public Relations Activities

Leitner discussed the Gateway Corridor Communications and Public Relations Activities as presented in the packet. The St. Paul Chamber, Woodbury Chamber and Oakdale Chambers have all been talked to about the basic structure of the Development Forum. Leitner stated there is potential to bring in a national keynote speaker for the Development Forum to get excitement about this corridor and what the development would mean to this corridor. A light lunch could be provided along with the keynote speaker and a panel with structured Q & A. Leitner discussed potential panelists including Will Schroeder from the TwinWest Chamber who has been extremely active with the Southwest Corridor, individuals from the University of Minnesota that have done research around transit ways, Jay Cowles from the Itasca Project, Steve Wellington who is a developer and Peter Frosch from Greater MSP. A Commission member also may be included on the panel. The initial place that has been looked at to host the event is Oak Marsh as it is a community owned facility and they are open to hosting the event. Leitner stated they are in the process of working with the Chambers to help with sponsorship, registration and advertisement.

Weik suggested having a keynote speaker from a well-developed bus rapid transit line that is operating in a guide way. Weik suggested someone from the HealthLine in Cleveland as it is an award winning BRT line or someone from Portland or Pittsburgh as they have dedicated guide way for BRT. Since the region already has light rail transit; it may be helpful for the Commission to have a speaker from BRT.

Reinke stated he attended a presentation on a joint public-private bridge deal in Canada. The presenter spoke about the realities, risks and rewards and what they mean in regards to real life elements. Reinke stated he would like to see a speaker with the real life element that has actually gone down that path; won or loss, successful or not.

Reinhardt stated this forum has potential for drawing in individuals from other corridors such as Rush Line. The forum has a universal appeal with all of the activity going on in the Metro area. Reinhardt stated there are a lot of engaging speakers from inside and outside of Minnesota that would be relevant to what is going to be experienced here.

Reinhardt asked what the timing is for the forum. Leitner stated the dates being looked at originally are June 7 and June 14. They would like to wait until the next Commission meeting due to the funding piece of the forum. Leitner stated they are figuring out who will be covering the cost and if there is any cost the Commission would have to approve, they would need to discuss this at the next meeting. Reinhardt asked if there is a way they can authorize a certain amount for the planning prior to the next meeting so they have more time for planning. Gitzlaff stated there is a contingency fund that can be used for items like this and this would be helpful.

Motion made by Reinhardt to authorize an amount not to exceed \$3,000 for the Development Forum expenses. Seconded by Reinke. **Approved.** Motion carried.

Leitner asked if a Friday or Monday afternoon over lunch would work to hold the Development Forum. Reinhardt stated in general more people take off of work on Fridays, but if it is over lunch it may not be an issue. Gitzlaff stated the idea would be to have the forum completed by 1:00 PM if anyone wanted to have the afternoon off. Gitzlaff stated the dates will be sent out to those in key roles followed by a more detailed save the date to all involved.

Agenda Item #5. Legislative Update

Item 5a. State

Rogers discussed the state update as presented in the packet.

Item 5b. Federal

Rogers discussed the federal update as presented in the packet. The Tiger Grants Funding is usually the last dollars into a project. Rogers stated for a metro project, the project needs to be at least \$12,000,000 with the federal piece being no more than 80%. Tiger dollars typically pay for about 25-30% of the project cost.

Commission member Lantry left the meeting at 4:01 p.m.

Gitzlaff distributed two letters to the Commission; one letter from Representative Betty McCollum and one letter from Senators Amy Klobuchar and Al Franken. Weik discussed how both letters strongly support the Commission's comments pertaining to the Federal Transit Administration's Proposed New Starts and Small Starts Policy Guidance dated January 9, 2013. Weik stated the FTA is still on track for a guidance document this summer. Gitzlaff stated it can be anytime from September to October.

Weik stated they were able to meet with the FTA in February when they went for the Federal Fly-In and it was very interesting. Giuliani Stephens stated the timing of the meeting was beneficial for the Commission as they were able to meet with the second in charge at FTA and she was able to let them know about potential red flags and how to address them.

Agenda Item #6. Other

Item 6a. Meeting Dates Summary

Information on upcoming meeting dates is included in the packet.

Item 6b. Social Media and Website Update

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

Item 6c. Media Articles

An article on the students from Humphrey School of Public Affairs that worked on projects about the Gateway Corridor is included in the packet for Commission member's information. Gitzlaff and Leitner will be attending their class tonight and will see the final projects presented. Each team has been extended an invite to attend the next meeting

where they can present their projects to the Commission and the Commission members can provide comments. Weik stated this may help identify things earlier and help with the DEIS.

Weik stated she serves on the Southwest Corridor Management Commission and this past week they are talking about operation and maintenance facilities. Weik stated she is learning as they are further ahead than the Gateway Corridor and hopes to bring back lessons learned to this Commission. As they are going through the process of trying to site operation and maintenance facilities (OMF's), she is learning the message from the cities is that they are saying they would have preferred to have been asked earlier in the process to volunteer some sites for review to coincide with their own planning. The cities feel the Southwest Corridor Commission has moved along and is now going back and talking to them about the sites that the Commission has identified. Weik stated the Commission has narrowed the sites down to four sites in Eden Prairie, two in Minnetonka, two in Hopkins and one in St. Louis Park. Weik stated that it is good to start thinking about these things early.

Agenda Item #7. Adjourn

Motion made by Reinke to adjourn the meeting. Seconded by Pearson. **Approved.**
Motion carried. Meeting adjourned at 4:08 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> 4/1/13 -4/30/13	\$8,463.34
<i>Percent of contract utilized = 14%</i>	
<u>Insurance Premium (League of MN Cities)</u> 2/11/13 – 2/11/14	\$3,361.00
<u>Total</u>	\$11,824.34

Detailed invoices can be made available upon request.

Action Requested: Approval



Agenda Item #3

DATE: June 6, 2013
TO: Gateway Corridor Commission
FROM: Staff
RE: Gateway Corridor Capstone Project Presentations

Every spring, the Humphrey School of Public Affairs at the University of Minnesota 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 led a capstone workshop titled "The Economic and Community Development Potential of Transitway Investments." Gateway Corridor was chosen as the focus of the workshop.

Gateway Corridor city and county staff formulated projects that facilitated 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 was completed in early May. 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. This project was solely an academic exercise.

The final reports are posted on Lee Munnich's blog below. The executive summaries of each report are attached to this memo. Students from each group will be in attendance to do a short presentation about the work they completed over the semester.

http://blog.lib.umn.edu/slpp/regionalities/2013/05/humphrey_students_propose_plan_1.php

Action Requested: Information



Mounds Boulevard Station

Public Realm Upgrades
for Bicyclists and Pedestrians

Brian Deppe
Robert Edstrom
Ashley James
Brent Oltz
Jesse Williams

Executive Summary

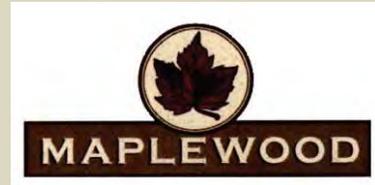
The Gateway Corridor is a regional transitway currently proposed to run from the newly restored Union Station in downtown St Paul to the metropolitan region's eastern edge near Woodbury. The transitway will connect at Union Station to proposed intra-city rail and bus services, the Metro Green rail line and existing bus services, and future Metro intercity and regional rail and bus lines. While an exact alignment and mode for the Gateway Corridor have not been selected at this time, a station has been proposed for Mounds Boulevard as it passes through Dayton's Bluff, a neighborhood to the northeast of downtown St Paul's Lowertown district. In contrast to other proposed stations along the Gateway corridor, the Mounds Boulevard station will be urban in character, with passengers coming and going by foot or bicycle rather than parking and riding. As such, this planning phase presents an opportunity to address the state of pedestrian and bicycle connections between the station and the surrounding neighborhood.

A thorough examination of existing conditions in Dayton's Bluff paints a picture of a neighborhood with a diverse and socioeconomically mixed population and a physical fabric that retains much of its historical character despite significant intrusion by out-of-scale automobile infrastructure. The significant draw of destinations in the neighborhood, and its potential as a point of origin for riders heading elsewhere in the region, demonstrate the value that the Mounds Boulevard station will bring to the neighborhood if the needs of pedestrians and bicyclists can be put into better balance with those of the automobile. The report fast forwards a few decades to see what that future might look like, checking the paper and hearing what

residents have to say about how their neighborhood has transformed into a place where walking and biking is the favored means of getting around.

To realize that future, the report outlines a series of action steps that rebalance the presence of the automobile with upgrades that recognize the unique needs of pedestrians and bikers. These recommendations focus specifically on a new neighborhood spine created along Maria Avenue, and prescribes repairs to the length of Mounds Boulevard as it passes through the neighborhood to connect it to Indian Mounds Park. Specific fixes to the physical environment are described, along with new features and amenities that enhance the value and sense of identity of the neighborhood and strengthen connections to the proposed transit station.

The actions suggested by this report are just that: suggestions. While they are grounded in real expertise about how pedestrians and bikers move through urban neighborhoods, the urban neighborhood itself is what matters. The report concludes with a few ideas for how stakeholders can be convened to gather ideas and impact change to realize a future for Dayton's Bluff that reflects the district's unique sense of identity and place.



Maplewood 3M Station Report



Aubrey Austin
Lisa Elliott
Jennifer Melin Miller
Jill Smith

HUMPHREY SCHOOL
OF PUBLIC AFFAIRS

UNIVERSITY OF MINNESOTA
Driven to DiscoverSM

Part I: Executive Summary



Part I: Executive Summary



The City of Maplewood has requested that a graduate class at the University of Minnesota Humphrey School evaluate a proposed Gateway Corridor rapid transit station at the 3M Campus in Maplewood (See Exhibit 1). This transitway would operate on a separate right-of-way connecting Union Station in St. Paul with various stops on Hudson Road along the I-94 corridor and would extend to Hudson, Wisconsin and ultimately beyond to Eau Claire, Wisconsin. Stations from Sun Ray Shopping Center in St. Paul and eastward would include park and ride facilities, but the Maplewood 3M station would not include an accommodation for parking.

Issues of interest to the city are the connections of the Gateway Corridor with 3M Center, business development opportunities for commercial areas along Tanners Lake and the southwest area at I-94 at Century Avenue, and greater multimodal connectivity between the north and south sides of I-94 that provide better access to businesses, transit, and community facilities including Battle Creek Park.

Project goals include identification of issues, a vision of the potential outcome of what the area could be, areas for further study and planning, and an action plan for next steps to achieve the vision. Incorporation of considerations regarding sustainability, safety, multi-modal connectivity, environment and community were included in design of the outcomes.

Exhibit 1: Maplewood Study Area Map



Part I: Executive Summary



MAPLEWOOD

Transit in the eastern portion of the Twin Cities is currently underserved and the Gateway Corridor would provide a greatly needed transit connection to the communities along the I-94 corridor. This connection would provide a number of benefits to residents and businesses in this area, to the transportation system and to the environment. I-94 is currently suffering from significant congestion during rush hours, and this situation will only get worse. When traffic is slowed to a greater extent, it produces higher levels of emissions that reduce regional air quality. An appealing rapid transit system would provide a welcome alternative for commuters as well as transit-dependent riders.

The Twin Cities has embraced multi-modal transportation options and has the highest proportion of bike riders in the United States. A survey of the subject area indicated that many residents also walk to destinations and for recreation. Support of these activities requires safe and appealing trails and designated lanes and a regional approach. Ramsey County, Washington County, Maplewood and Oakdale all support the goal of greater connectivity of their systems. Design of these facilities to provide a safe method, appealing experience and coordinated system is imperative to its ultimate success.



Example of "cow path" or heavily used but not defined trail on the 3M Campus off Innovation Drive



Part I: Executive Summary

Exhibit 2: Opportunity Sites



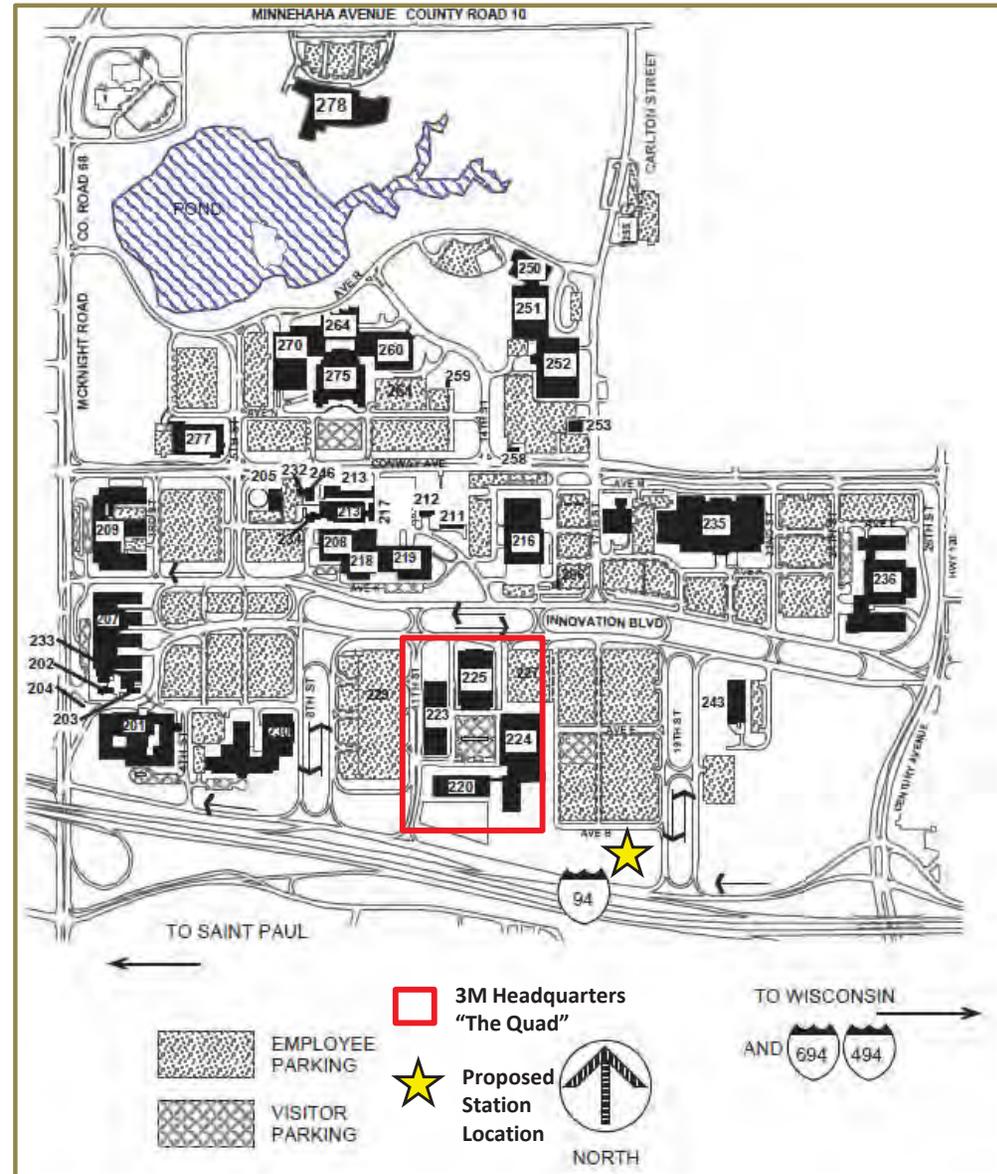
An ideal opportunity for a rapid transit station is to promote transit oriented development in the area. Since the Maplewood 3M station is located along a frontage road and is adjacent to the large 3M Campus, it does not have this direct opportunity. However, the proximity of two commercial areas at Tanners Lake and south of I-94 along Century Avenue does present the opportunity for greater commercial development in these areas (see Exhibit 2). The Tanners Lake commercial area is a narrow strip of land that is under the jurisdiction of Maplewood and Oakdale. Oakdale is currently seeking a new restaurant and other development in their jurisdiction. The Maplewood area is currently developed, but has the potential for a higher level of development in the future that better serves the community. Maplewood and Oakdale must work together to develop an overall plan for this commercial area to ensure optimal coordination of businesses and circulation design. The commercial parcel at the southwest corner of I-94 and Century Avenue is underbuilt and also has potential for greater development for, perhaps, a retail center designed to serve the neighboring communities. Both areas could incorporate attractive public gathering places and use sustainable building practices as well as environmentally sound water quality measures. Development of these areas creates the opportunity to heighten community identity through monument identification and landscaping.



Part I: Executive Summary

The Maplewood 3M rapid transit station will primarily serve 3M employees, but will also serve the public. This station adjacent to 3M creates the opportunity to show the relationship of Maplewood and 3M. It also presents an opportunity for 3M to show a measure of hospitality to its employees and the community with a refreshment kiosk and a display showcasing the 3M materials used in the transit system and station.

The recommendations in this report present a number of opportunities that arise as a direct and an indirect result of planning the Gateway Corridor. As this complex project progresses, many of the Maplewood goals will be able to be realized.



Building Map Guide from the employee directory



OAK COMMONS

STATION AREA PLAN

FINAL DRAFT

May 7, 2013

ANDREW FREERKS, KRISTEN MASON, AARON
MEYERS, KYLLIE PATTERSON, & VINCENT VU

EXECUTIVE SUMMARY

Oakdale, Minnesota is uniquely situated to take advantage of the Gateway Corridor transitway that will cross through this second ring Twin Cities suburb. The Gateway Corridor Commission has determined that Oakdale will receive at least one transitway stop as the line stretches across the eastern portion of the Twin Cities metro area, and, in an auspicious turn, the area planned for Oakdale's station stop is adjacent to a high priority development area. How Oakdale chooses to develop this area will be a major decision that will have significant consequences for the future of this city.

This report aims to analyze the current state of the City of Oakdale and the community immediately surrounding the proposed transitway station locations. The analysis weighs the strengths and weaknesses of four different transitway stop locations by evaluating them based on their potential impacts on the local economy, land uses, transportation uses, transit efficiency and residents and visitors in the City of Oakdale. In the first section, special attention is paid to identifying stakeholders who will be affected by this transitway and the accompanying development. The four transitway sites are then compared to one another, and one location emerged as the best alternative. By planning for the transitway and station area now, the city will be well-positioned to take advantage of the economic and community development opportunities that will emerge along the Gateway Corridor as it comes on line.

Oakdale should pursue an ambitious vision. The vision in the plan—articulated in the second section—is centered on the idea of leveraging public investment to make desirable places for the benefit of residents, visitors, businesses and investors. This vision is intended to be imaginative, to differentiate Oakdale, and to articulate unique transit-oriented elements that will increase interest and pride in the city. Beautiful and exciting places will attract the new investment to lead Oakdale forward into the future and make it a “cool suburb.”

The final section is devoted to moving the vision from the imagined to reality. It contains feasible and detailed steps so that Oakdale's leadership and major stakeholders can enact policies to realize this vision and create the next generation of Oakdale development. This action plan includes advice on funding models, implementation partners, community outreach, and administrative analysis.

Oakdale has the potential to be a great place to live, work, and play. With the introduction of the Gateway Corridor and focused public and private investments, Oakdale will become a regional draw and a community on the move.



Gateway Corridor: Non-Motorized Connections to the Transitway

Compiled by:

Nicole Campbell
Jeremy Jenkins
Timothy Santiago
Josie Warren

May 7th, 2013
Hubert H. Humphrey School of Public Affairs
Spring 2013 Capstone Project

Executive Summary

The Gateway Corridor will bring mass transit to areas that currently have limited access to bus service and no rail service. Maximizing ridership and the utility of the transitway is critical. How can the Gateway Corridor effectively serve those who live more than one quarter or one half mile from the stations? In particular, what strategies should be pursued in addition to park-and-ride infrastructure?

The Gateway Corridor represents a vision within a vision: it is a worthy objective in its own right, but it is also an integral part of a new regional transit network serving the Twin Cities metropolitan area. Ensuring the success of the Corridor is thus not merely a service to the communities directly adjacent to the transitway, it is a service to the entire region. Fully integrated pedestrian and bicycle access is crucial to the fulfillment of that vision.

The Gateway Corridor in Context

The Gateway Corridor extends from Minneapolis, through St. Paul and the eastern Twin Cities metropolitan area, and into western Wisconsin. As currently envisioned, the Gateway Corridor transitway stretches from downtown St. Paul to the eastern boundary of Woodbury and Lake Elmo. With the exception of the Northstar Commuter Rail, the Gateway Corridor is the most complicated Twin Cities transit line to date in terms of inter-jurisdictional operations. As the Gateway Corridor moves east from its St. Paul terminus, land use becomes increasingly suburban in character. While many communities are working together to build the transitway, it would be an oversimplification to assume that the communities are unanimous in their vision.

Several issues must be confronted by the communities building the Gateway Corridor transitway. First, there is a general consensus that the ridership will primarily be commuters of choice rather than transit-dependent commuters. Thus, there is a limited “captive” demand for the service. Second, the realities of Minnesota weather – particularly the challenge of winter, but also the challenge of severe summer storms – must be confronted. Third, the current lack of auxiliary/circulator bus service must be considered. Finally, communities must adapt to the new and changing possibilities presented by transit.

Significant pedestrian and bicycle infrastructure already exists along and in the vicinity of the Gateway Corridor. Connections between cities and between major destinations have received less emphasis than intra-city development. Interstate 94 presents a particular challenge, existing as both a physical and psychological barrier dividing communities. Beginning with this infrastructure, how can those who live or work more than one quarter or one half mile from the stations best be served? Besides park-and-ride infrastructure, what facilities, amenities, or infrastructure are needed?



Figure 2: Daunting width of Interstate-94

Current Conditions

The cities served by the Gateway Corridor differ in character and development; it is likely that they will interact in different ways with the proposed transitway. Cooperative planning will be required by the varying levels of land use development, transportation infrastructure, and commitment to new transit along the Corridor. While there is significant use of existing park-and-ride facilities, the Gateway Corridor offers an opportunity to better integrate pedestrian and bicycle access.

Each municipality recognizes the need to close gaps in trail bicycling infrastructure to create a more interconnected network for multi-modal transportation. However, the emphasis each municipality places on this need changes along the corridor. Similarly, each city approaches pedestrian infrastructure differently. Saint Paul emphasizes the desire to make whole communities more pedestrian friendly by supporting transit-oriented development (TOD), and connecting neighborhoods which currently have poor sidewalk access. In the suburban communities, the emphasis is on closing gaps in trail and sidewalk networks at the time of roadway reconstruction, and on separating cycle trails from pedestrian paths, to promote safety and use of each of these modes.

A Vision for Pedestrians and Cyclists

In order to maximize the benefits and promise of transit, non-vehicular access to each station is critical. Encouraging pedestrian and bicycle access to the transitway will enhance ridership by offering new options to those who are transit-dependent by choice or necessity. This access must extend not merely to the immediate area but to communities a mile or more from the Corridor. True integration of transit will facilitate multiple combinations of transportation modality and usage, allowing those who walk, those who cycle, or those who do both (e.g., cycling from home to station, then walking from station to work) the full benefit of the transportation network.



Figure 3: End of bike path

Action Plan

Gaps in the Pedestrian and Bicycle Network

This project began with a charge to “map the gaps” in pedestrian and bicycle trails in the vicinity of the Gateway Corridor. It quickly became apparent that existing data sources are too scattered and too fragmented to expeditiously answer that charge, but it remains an important goal. Existing GIS data on the pedestrian/cycling environment is insufficient; additional research is required before or during station area planning. A comprehensive analysis will take several months but is a crucial step to define the gaps in the bicycle and pedestrian networks. Though each station is unique, every individual station area plan should be designed to seamlessly integrate with the pedestrian and bicycle network.

A More Comprehensive Bicycle Network

The Metropolitan Council and the Minnesota Department of Transportation are collaborating to complete a Regional Bicycle System Master Plan. As it is developed, the Gateway Corridor transitway should be linked to regional trail systems. Moreover, the Gateway Corridor presents an excellent opportunity to incorporate a bicycle route into the project itself. Both the Hiawatha and Southwest transitways have parallel bike and pedestrian trails; the Gateway Corridor should continue this pattern.

Pedestrian and Bicycle Navigability throughout the Corridor

The Gateway Corridor must allow its bicycle and pedestrian users to easily access and navigate the area. While connecting the gaps in the pathways is essential, other infrastructure is needed to help bikers and walkers conveniently access and navigate the corridor. Bikers need access to bicycle lockers at stations, in addition to standard bike racks. Wayfinding signage will be critical for all users; ideally including direction to other infrastructure (such as trails and parks) and integrated with smart technologies. Additional measures, such as enhanced pavement and signage for road crossings, will be useful.

Service Improvements Needed to Facilitate Pedestrian/Bicycle Connections

Facilitating pedestrian and bicycle connectivity requires more than physical infrastructure. Community services will be required to maintain the infrastructure in a safe, secure condition. Chief among these are services related to the safe maintenance of trails, particularly in winter weather; and seamless provision of law enforcement and public safety services across jurisdictions. Because these functions are delivered by municipalities and counties, cooperation and coordinated planning across jurisdictions will be critical.

Additional Amenities on the Corridor

Transit stations chiefly serve as points of departure and arrival for the transit system and its riders, but they can easily be adapted to serve additional functions. Planners and other stakeholders should explore opportunities to enhance transit stations with community services. The service need not speak directly to the transit experience, but it should improve the potential experience for riders. One example: expanding the award-winning Washington County Library Express network by including library locker kiosks at one or more transit stations.

Creating a Bicycle and Pedestrian Advisory Committee

An advisory committee should be established, charged with encouraging non-motorized transportation improvements in the Gateway Corridor. Modeled on existing citizens' advisory committees, the Bicycle and Pedestrian Advisory Committee will become an important liaison between the Commission, citizens' groups, other committees, and the general public. The new committee should be encouraged to work with other local groups to maximize the importance and impact of citizen involvement. A vibrant, sustainable committee will provide an important resource supporting the accomplishment of other goals outlined in this report.



Agenda Item #4a & b

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

4a Environmental / Study Process

The consultant, Kimley Horn, is now under contract to complete the DEIS. At the meeting the consultant will give a PowerPoint Presentation explaining the overall environmental process and what will be included in this analysis. A copy of the PowerPoint presentation is included in the packet

4b Public Involvement Approach / Committee Formation

Public Involvement Approach

The consultant has also prepared the attached memo outlining the recommended approach to public involvement including guiding principles and engagement methods and the identification of key outreach partners.

Advisory Committee Recommendations

The consultant has prepared the attached memo which includes recommendations for how the three different committees should be structured. The Policy Advisory Committee (PAC) and Technical Advisory Committee (TAC) will be continued from the AA phase of the project with minor restructuring. The Community Advisory Committee (CAC) will be added to formalize an avenue for broad stakeholder input in the advisory committee structure. It is recommended that Committee members would be selected by a subcommittee of the Gateway Corridor Commission following an open applications process.

Action Requested:

Designate 2-3 Commission members to serve on a sub-committee to review and select the CAC members based on the applications received.



GATEWAY CORRIDOR

Draft Environmental
Impact Statement

Environmental/LPA Process

Gateway Corridor Commission Meeting

June 13, 2013

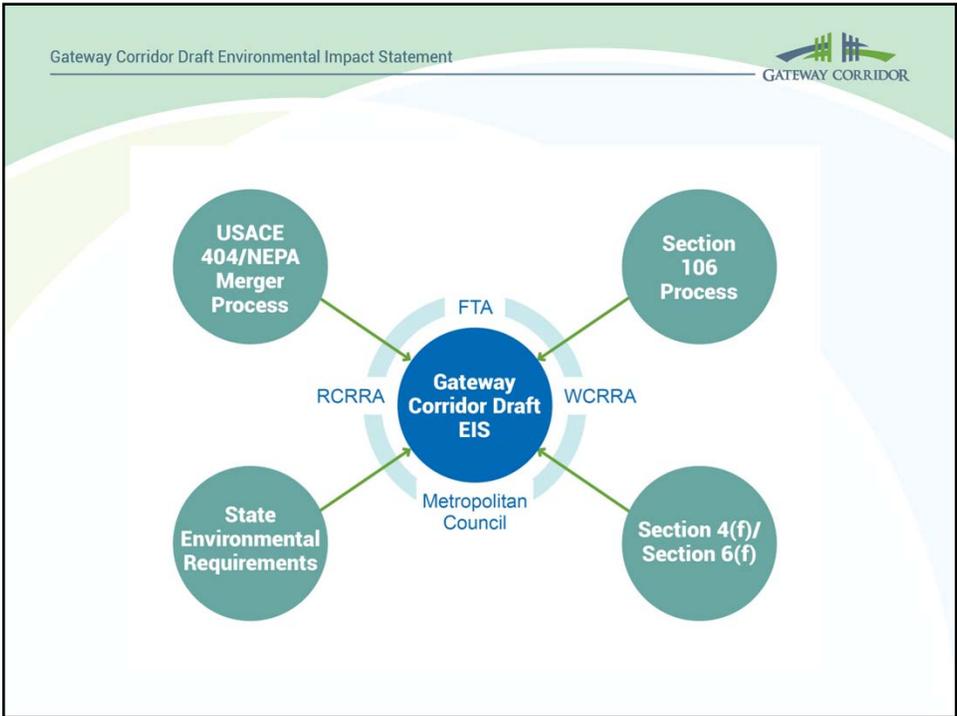
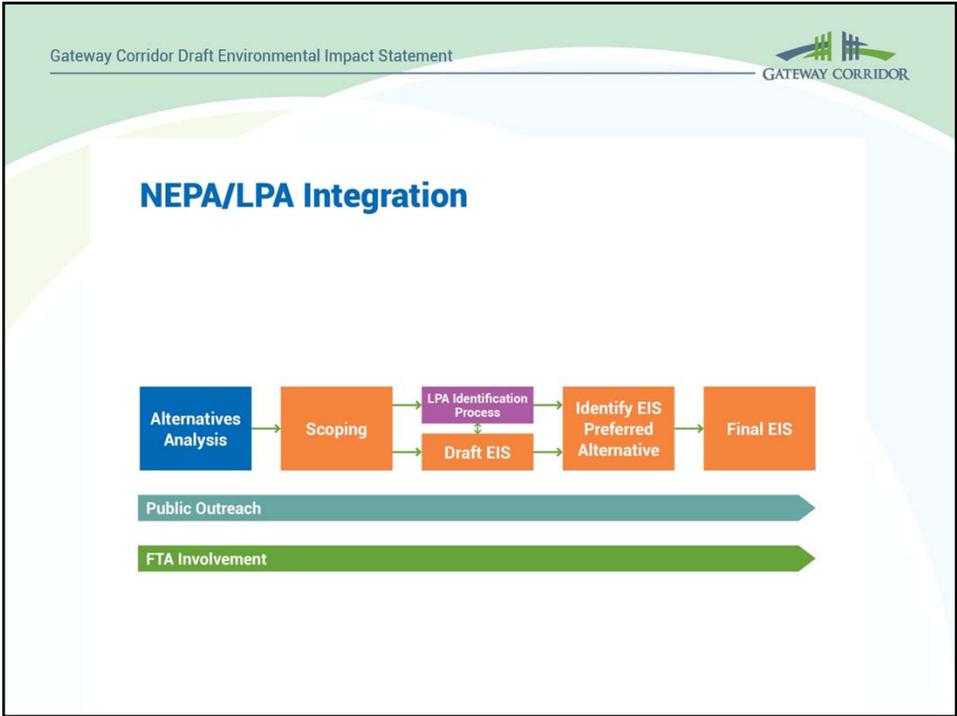
Gateway Corridor Draft Environmental Impact Statement



GATEWAY CORRIDOR

What is the Draft EIS

- Builds off of Alternatives Analysis decisions
- Evaluates alternatives for potential social, economic, and environmental impacts
- Outlines proposed mitigation measures
- Provides opportunity for public and agency review
- Scoping process/evaluation used to inform Locally Preferred Alternative Decision



Gateway Corridor Draft Environmental Impact Statement 

Agency Roles in Draft EIS and LPA Decision Making Processes

- Federal Transit Administration
- Gateway Corridor Commission
- Washington County RRA
- Ramsey County RRA
- Metropolitan Council
- Gateway Corridor Cities
- Advisory Committees

Gateway Corridor Draft Environmental Impact Statement 

Agency Involvement

- Cooperating Agencies
 - Formal designation
 - Larger stake in the project
 - Draft EIS “previews”
- Participating Agencies
 - Have an interest in the project

- *Army Corps of Engineers*
- *Federal Highway Administration*
- *Environmental Protection Agency*
- *U.S. Fish and Wildlife Service*
- *MnDOT*
- *Department of Natural Resources*
- *Pollution Control Agency*
- *State Historic Preservation Office*
- *Department of Health*
- *Board of Water and Soil Resources*
- *Watershed Districts*
- *ETC.*

Typical Issues Covered in an EIS

- Land Use/Economics
- Community Facilities
- Displacements/Relocations
- Historic Resources
- Visual/Aesthetics
- Environmental Justice
- Safety
- Farmlands
- Water Resources
- Vegetation and Wildlife
- Utilities
- Stormwater
- Air Quality
- Hazardous Waste
- Noise and Vibration
- Energy
- Transportation (roads, transit, bike/ped, freight)

Project Outcomes

- Completion of a Draft Environmental Impact Statement
 - Federal requirements (NEPA)
 - State requirements (MEPA)
- Selection of a Locally Preferred Alternative (LPA)

Gateway Corridor Draft Environmental Impact Statement 

Environmental Process

- Scoping
 - Public and agency input on alternatives and issues to be studied in the Draft EIS
 - Refine Purpose and Need
 - Goals and Objectives
 - Evaluating Criteria

Gateway Corridor Draft Environmental Impact Statement 

Milestone Dates

- Scoping Process June 2013 – February 2014
 - Notice of Intent
 - Scoping Booklet
 - Scoping Meetings/Interagency Coordination
 - Scoping Decision
- Locally Preferred Alternative November 2013 – July 2014
 - Advisory Committee Recommendations
 - City Resolutions of Support
 - WCRRA, RCRRA and Gateway Corridor Commission Resolutions
 - Metropolitan Council Action – Transportation Policy Plan Amendment process/decision

Gateway Corridor Draft Environmental Impact Statement 

Milestone Dates (continued)

- Draft EIS January 2014- January 2015
 - Coordination Plan
 - Annotated Outline
 - Technical Reports
 - Draft EIS Document

Gateway Corridor Draft Environmental Impact Statement 

Key Decisions – Gateway Commission

- Advisory Committee
Structure/Role/Representation
- Scoping Decision – What is studied in Draft EIS
- Locally Preferred Alternative Recommendation
to Met Council
- Draft EIS

Gateway Corridor Public Involvement Approach

Draft for discussion, June 5, 2013

Desired outcome: a targeted, efficient public involvement process that informs project development and builds public support.

- Education based/Respectful, open context
- Developing meaningful input
- Timed with key milestones/decision points
- Building toward informed consent

Preliminary Goals to be clarified through the Public Involvement Plan:

- Building community support for the transit corridor necessary to obtain LPA approval
- Identify project concerns by low-income and minority communities (environmental justice) concerns and significance of impacts for inclusion in the EIS
- Identify and evaluate social and community concerns beyond environmental justice issues – negative impacts of proximity versus positive impacts of accessibility and investment – for inclusion in the EIS
- Identify and build support for community benefits that will aide in New Starts scoring
- Guide design and operational refinements to avoid negative impacts identified in environmental analysis and develop a transit service network that builds accessibility for all (city as well as suburban users)

Public Involvement Structures/Methods:

- Gateway Corridor Commission
- Policy Advisory Committee
- Technical Advisory Committee
- Community Advisory Committee (CAC)
- Focused Interest Groups (FIGs)
- Public Involvement Plan
- Coordination with Community organizations
- Development of engagement materials
- Newsletters and Websites
- Public Information Meetings
- Scoping Meetings
- DEIS Public Hearings

Identification of Key Partners:

- Corridors of Opportunity CET and grantees
- Engage Eastside
- CURA
- Alliance for Metropolitan Stability
- Chambers/Business Associations
- District Councils/Neighborhood Groups
- Major employers
- Institutions (e.g. Metro State University)

Gateway Corridor Advisory Committee recommendations

Draft for Discussion: June 6, 2013

B. Bartz, SRF Consulting Group

Two advisory committees – the Policy Advisory Committee (PAC) and Technical Advisory Committee (TAC) will be continued from the Alternatives Analysis (AA) phase of the project; however, we recommend minor restructuring to reflect the anticipated project limits and EIS responsibilities. A third committee – the Community Advisory Committee—will be created to formalize an avenue for broad stakeholder input in the advisory committee structure.

Policy Advisory Committee recommendations

The PAC is composed of representatives from corridor communities and key partnering agencies and provides policy input on study work efforts to the Gateway Corridor Commission (GCC). The PAC met 13 times during the AA process.

As the project moves into the DEIS phase, recognizing that the Gateway Corridor Commission (including ex-officio members) does not include all the policy interests, will need to be supplemented to support the decision-making process. Further, the PAC structure from AA was effective but could be repetitive at times given the similarity of representation on the GCC, and was also confusing to the public. We therefore recommend that the PAC consists of all Gateway Corridor Commission members (including ex-officio), with the same representative (or their designated alternate) sitting on both the GCC and the PAC. The PAC would also include agencies that play a key role in the process moving forward, but are not part of the joint powers agreement including Met Council, Metro Transit, and MnDOT. Ex-officio members representing additional key stakeholders along the corridor could also be added.

We recommend that the PAC meet on the same day as the Commission meeting, respecting the time commitment of GCC members and limiting the need to repeat information.

The PAC will continue to remain an advisory committee to the GCC, recognizing that some PAC members will have authorities and responsibilities outside of the GCC decision-making process. PAC meetings will continue to be open to the public; minutes should be kept and posted on the project website.

Technical Advisory Committee recommendations

The TAC is composed of technical staff from corridor communities within the study area as well as affected agencies. Key responsibilities of this group include providing technical input, reviewing study findings, and providing recommendations to the PAC.

Specific representation on the TAC will be reviewed, as the technical expertise needed for the DEIS will be greater than that required for the AA process.

Community Advisory Committee recommendations

Purpose: The purpose of the Citizen Advisory Committee (CAC) would be to advise project development of the Gateway Transitway project representing the diversity of residential and business interests that can be found along the Gateway corridor. To facilitate their ability to provide meaningful input into this process, broad information about project funding and approvals processes, as well as the state and federal environment process, would be provided to CAC members. Specific responsibilities of the CAC would include, but not limited to, the following:

- Providing input on the public involvement plan including the timing and location of public meetings, methods for noticing and advertising for public meetings, information to be presented, and effectiveness of input mechanisms (comment forms, surveys, web-based materials, email blasts, etc).
- Identifying issues or concerns to be addressed in Scoping Documents and the Draft EIS, as well as be considered during concept design.
- Providing information or data related to potential social, economic and/or community impacts analysis.
- Advise the development of Focused Interest Groups (FIGs) to allow a more detailed examination of specialized topics (e.g. environmental justice).
- Identifying possible appropriate mitigation measures if adverse social, economic and/or community effects are identified.
- Providing input/recommendations on key project decisions for consideration by the PAC and the Gateway Corridor Commission including scoping of alternatives and issues, and the Locally Preferred Alternative (LPA) determined by the Metropolitan Council (Please note: this input is will be advisory only, and all CAC perspectives will be forwarded on in the process.)

Committee operations:

- **Size:** The CAC should be large enough to represent a diversity of opinions and perspectives, but not too large to be unwieldy; ideal size is likely about 20, but could accommodate as many as 30 participants given that each meeting will likely not have 100% attendance.
- **Leadership:** The CAC should have a Chair/Co-Chairs who would run the CAC meetings, work with project staff to set meeting agendas and be a communications liaison to the PAC. The Chair/Co-Chairs should be appointed by the CAC members. An ideal candidate would have experience working with large groups and would be perceived as unbiased by the CAC group as well as those outside the Committee. Project staff would assist the CAC Chair/Co-Chairs in meeting facilitation and would prepare meeting materials and/or arrange for presentations.
- **Decision-making:** As the CAC's role would be to advise and provide input from a diversity of perspectives, decision making would not be a primary function of the committee. However, from time to time the CAC may choose to "vote" on an issue (such as an LPA recommendation) to provide an indication of the preferences of the majority of its

members. However, whenever a vote is taken, all points of view will be recorded and moved forward, including minority reports if appropriate.

- **Charter/Ground Rules:** The CAC would operate under a charter outlining committee purpose, member responsibilities and operational protocols.
- **Meeting documentation:** Summaries of meetings would be prepared by project staff and reviewed by the CAC for accuracy and clarity. Meeting summaries would be made available on the project website.
- **Attendance by the public/ Opportunity for public comments:** CAC meetings would be open to the public. A specific area for audience seating would be established in the meeting room. At the beginning of each meeting, the CAC Chair should welcome non-CAC attendees, but also make it clear that they are there to listen, not participate. A 10-15 minute opportunity for public comments at the end of each meeting could be included in the meeting agenda if desired.

Selection of committee members: Committee members would be selected by a subcommittee of the Gateway Corridor Commission following an open applications process, similar to CAC formation for the Central Corridor and Midtown Transitway. Staff would work closely with communities to solicit applications from a broad range of applicants, and the Commission subcommittee would select CAC members representing the broadest range of geographic and issue-based interests corridor wide. The diversity of interests to be represented on the CAC include the following:

- Residents (homeowners, renters)
- Businesses operating on the corridor (range of size and business type)
- Major employers
- Chambers of Commerce
- Institutions (eg. Metro State University) and Schools
- Travelers (existing transit users, bike/pedestrian interests, transit advocates like TLC)
- Environmental Interests
- Low-income/Minority communities
- Geographic diversity including urban, suburban and rural perspectives



DATE: June 4, 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 24, 2013

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
Start of DEIS	
Engage East Side Resident Network staff	Discussion on CAC – May 31, 2013

Action Requested: Information



Agenda Item #5b

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

Summary of Activities

The Communications and Public Relations team focused on the Development Forum and Strategic Messaging research process in May. We distributed a news release on the selection of Kimley Horn as the DEIS consultant and distributed an E-newsletter to the Commission's database. In June we will publicize and host the Forum, begin video pre-production and production, continue outreach activities with the business community, and coordinate with staff and the DEIS consultant.

Development Forum

The Gateway Corridor Development Forum is scheduled for Monday, June 24, from 11 a.m. to 1 p.m. at Oak Marsh Golf Course, 526 Inwood Avenue North, Oakdale, MN. The program is a keynote address, a panel discussion and questions and answers from the audience. More information is in the attached memo.

Strategic Messaging

We conducted opinion research with Commission members, one-on-one conversations with a few business leaders in the Corridor, and an online survey offered to people in the Commission's database. The information gathered helps shape communication strategies and key messages as we move forward with Communications and Public Relations activities including production of materials, electronic communications and videos. More information is in the attached memo.

Video Production

Staff and our video production sub-consultant, Black Powder Works, held a conference call to discuss goals and direction for the production of videos that would inform and advocate for the Gateway Corridor. We identified two key audiences, business and non-commuter communities, and propose to produce three videos, one for each of the key audiences and one general information video. Each of the videos is intended to be short, creative, attention-getting, and "You Tube" friendly, with a goal of driving viewers to the website for more information. More information is in the attached memo.

Action Requested

Information



DATE: June 4, 2013
TO: Gateway Corridor Commission
FROM: Jeff Dehler Public Relations
RE: Development Forum

Development Forum Summary

The Gateway Corridor Development Forum is scheduled for Monday, June 24, from 11 a.m. to 1 p.m. at Oak Marsh Golf Course, 526 Inwood Avenue North, Oakdale. Registration and a light lunch starts at 11 a.m.; the program begins at 11:30. The program is a keynote address, a panel discussion and questions and answers from the audience. We will also be carving out roles for specific Commission members and the Chamber sponsors including opening and closing remarks and a moderator for the panel discussion.

Forum Goal

The goal of the Development Forum is to stimulate a conversation with both the public and private sectors about the development potential along transitways. National and regional experts will be used to accomplish three objectives:

- Describe what role cities and the business community play in transit-oriented development (TOD).
- Build awareness of what needs to be done in the Gateway Corridor to get ready for new development and transit service.
- Learn from local examples and another peer region that has successfully implemented TOD along transit.

Keynote Speaker

The keynote speaker is Joseph Calabrese, CEO, Greater Cleveland Regional Transit Authority. Cleveland's HealthLine, a 6.8 mile, state-of-the art bus-rapid transit (BRT) system, opened in 2008. The line is credited with contributing to \$4.3 billion in economic development.

Panel Members:

- Joseph Calabrese, CEO, Greater Cleveland Regional Transit Authority
- Peter Frosch, Director of Strategic Partnerships, Greater MSP, and former Legislative Director for U.S. Rep. Betty McCollum
- Paul Reinke, Oakdale City Councilmember, President, Silver Oak Development, Inc.
- Jay Cowles, Co-chair, Itasca Project Transportation Committee
- Mark Fabel, McGough Construction, Bloomington Central Station TOD Developer

Target Audience

Business owners and managers, elected officials and policy makers, realtors, urban planners, engineers, land developers and community advocates.

Invitations/Publicity

You can register for the event on the St Paul Area Chamber of Commerce or Woodbury Chamber of Commerce website. Invitations have been staged to invite members of the target audiences first before releasing the information to the broader public. Publicity is primarily to raise awareness of the Gateway Corridor project. Invitations will be sent to Commission members, development associations, Real Estate associations, city development directors and land use coalitions. The Woodbury and St. Paul chambers of commerce will promote the event to their memberships. Press releases will be sent to media, especially those who share the same target audience. Invitations will also be sent to the Commission's E-newsletter list and a variety of transportation partners, including, CTIB, Transportation Alliance, Transit for Livable Communities, MICA, AMC, etc.

Partners

Woodbury Chamber of Commerce and St. Paul Chamber of Commerce have graciously pledged monetary, publicity and day-of-event support.

Budget

A budget not to exceed \$3,000 has been set by the Commission. Anticipated costs include transportation costs for the keynote speaker, room, projector, stage and PA rental fees and food and beverage and are not expected to exceed the budgeted amount.

GET ON BOARD GATEWAY!

Gateway Corridor Development Forum

JUNE 24

11 a.m. to 1 p.m.

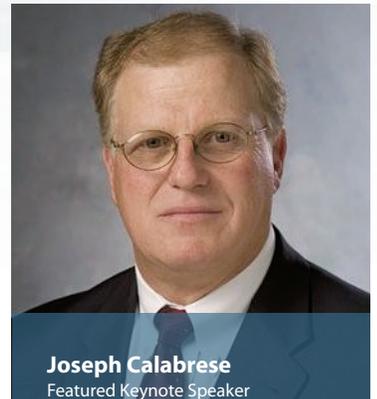
No cost to attend. Lunch provided.

Oak Marsh Golf Course

526 Inwood Ave. N, Oakdale, MN 55128

Presented by:

Gateway Corridor Commission and sponsored by St. Paul Area Chamber of Commerce and Woodbury Chamber of Commerce



Joseph Calabrese
Featured Keynote Speaker

THE DISCUSSION

Transitways are expanding in the Twin Cities region. Gateway Corridor is taking the next step in the process. The Development Forum is an opportunity to think about what will happen on land located adjacent to or near the transit service, leading up to and after the line opens.

- What role do cities and the business community play in transit-oriented development?
- What do we need to do now to get ready for new development and transit service?
- What can peer regions with successful transit programs teach us?

Cleveland's HealthLine, a state-of-the-art bus rapid transit (BRT) system, offers rail-like convenience with the flexibility of a bus. It isn't just moving passengers. It's moving the economy toward numbers like \$4.3 billion in economic development.

Come find out how Cleveland is doing it from their CEO and our keynote speaker, Joseph Calabrese. Joe is responsible for the day-to-day operations of the largest and only multi-modal transit system in Ohio, and one of the largest in the nation.

Panel Members

- Joseph Calabrese, CEO, Greater Cleveland Regional Transit Authority
- Peter Frosch, Director of Strategic Partnerships, Greater MSP and former Legislative Director for U.S. Rep. Betty McCollum
- Paul Reinke, Oakdale City Councilmember, President, Silver Oak Development, Inc.
- Jay Cowles, Co-chair, Itasca Project Transportation Committee
- Mark Fabel, Lead Project Manager, McGough Companies

WHO SHOULD ATTEND

Business owners and managers, elected officials and policy makers, Realtors, urban planners, engineers, land developers, community advocates.

Agenda:

- 11 a.m. Registration
- 11:30 Light lunch provided and keynote speaker, Joseph Calabrese, CEO, Greater Cleveland Regional Transit Authority
- Followed by a panel discussion and Q&A

HOW TO REGISTER FOR THE EVENT

St. Paul Area Chamber of Commerce is coordinating registrations. Space is limited. Sign up today! Click or type in www.SaintPaulChamber.com and look under events.

Woodbury Chamber of Commerce members are welcome to register online at www.WoodburyChamber.org.

Questions about the Gateway Corridor Development Forum may be directed to Sue Youngs, 651-222-7227, or syoungs@rranow.com

www.TheGatewayCorridor.com

Find us on Facebook www.Facebook.com/GatewayCorridor





DATE: June 4, 2013
TO: Gateway Corridor Commission
FROM: Jeff Dehler Public Relations
RE: Gateway Strategic Messaging Report

In May, the Communications and Public Relations team researched key areas of concern and opportunity for Gateway Corridor public outreach. Information was gathered through a focus group with Commission members, one-on-one conversations with a few business leaders in the Corridor, and an online survey offered to people in the Commission’s database.

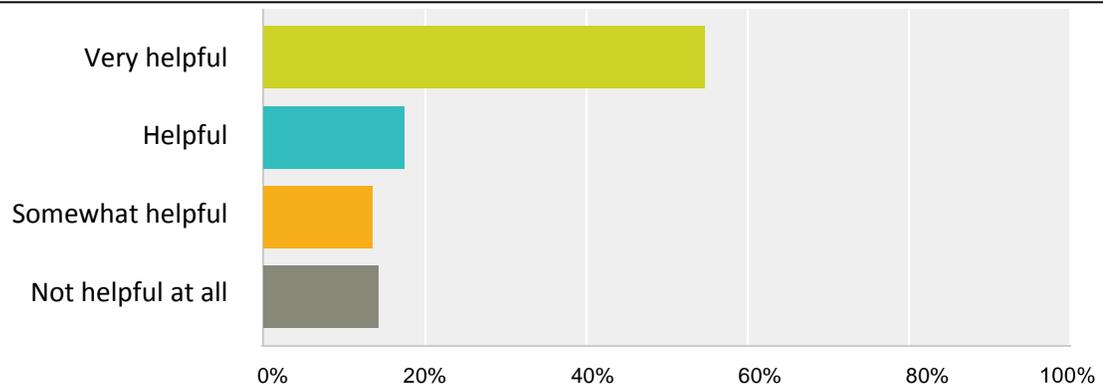
The online survey is not statistically representative of all residents, but the 134 respondents did come from a variety of ages (18-71+) and a mix of public and private sector employment. Three-fourths of the online survey respondents were from Ramsey or Washington Counties; the others were from other metro area counties and Wisconsin. Opinions on transit ranged from positive to negative.

The information gathered helps shape communication strategies and key messages as we move forward with Communications and Public Relations activities including production of materials, electronic communications and videos.

Several themes are clear:

Transportation is an important issue. Commission members cited a need for reliable transit to manage the growth in congestion that will occur over time, meet the needs of transit dependent community members, and meet the needs of corridor businesses to move employees, goods and services. Survey respondents and business leaders agreed. A business leader in the insurance industry said traffic congestion hurts response times for agents assessing property damage. More than 90% of survey respondents said transportation is an important issue, with 87% believing improvements are needed. More than 72% believe BRT or LRT in the Gateway Corridor would be helpful or very helpful for improving transportation options.

How helpful do you think transit will be in improving transportation options in the Gateway Corridor?



Transit will help us compete. At the local level, there is a fairness issue and often a perception that the east metro does not get the same opportunities as the west metro. On a broader scale, there is a belief that transit will help the Twin Cities compete with other metropolitan areas. The idea of “competing” was strong across the board. Recruiting and retaining employees is another perceived benefit, especially among business leaders.

Transit can make life better. Many can picture themselves using transit. Roughly 65% of online respondents said traffic congestion has caused them to arrive to work late and stressed, and they wish there were alternatives to driving alone. A majority think we need to do more to meet the mobility needs of seniors and people without cars. Convenience is the number one reason people take, or want to take, transit to work, school, appointments, and leisure activities. Protecting the environment and saving money are two additional top reasons for using transit. Most of the business people interviewed said work day activities, like meetings, are scheduled to avoid rush hours.

Recommendations

Ongoing Education:

Data suggests many people are unsure of what transit-oriented development will mean for the Gateway Corridor. Case studies, like the HealthLine to be discussed at the June 24 Development Forum, will likely help people visualize what is possible. Recommendation: Staff should continue looking for other examples of transit-oriented development and share case studies through multiple communications channels.

The focus group discussion and survey questions about familiarity with the project show people need more information about the differences between transit options, no consensus between BRT and LRT among transit supporters, and some who do not want transit investments. Recommendation: In outreach activities, increase use of materials that contrast the different modes. Continue providing nuts and bolts information on the project via all channels. Continue expanding outreach efforts to reach employees and business owners.

Key Messages:

1. Investments in the Gateway Corridor will help the Twin Cities compete with other metropolitan areas.
2. The east side of the metro area has not had the same opportunities as the west side for transit improvements.
3. Transit is for me. Less stress. More convenience.
4. Transit helps protect our environment.
5. Transit services in the Gateway Corridor can help companies recruit and retain employees.
6. Transit services in the Gateway Corridor will help the elderly and others who can't drive, or choose not to drive.

Survey results and interview notes are available upon request.



DATE: June 4, 2013
TO: Gateway Corridor Commission
FROM: Jeff Dehler Public Relations
RE: Gateway Video Production

Production Schedule

Pre-Production, June 3-21:

Project outline and video direction, scripting, identify and reach out to key messengers (interview subjects), identify shoot locations, identify source for dedicated-lane bus rapid transit b-roll video, approvals. Provide logos, fonts and other branding guidelines.

Shoot Schedule, June 25-28:

Shoot B-Roll of relevant transit and interviews.

Post Production Schedule, June 29-August 9:

Editing, create after effects and motion elements, rough cut reviews, client feedback.

Video Creative Approach

There are a lot of different ways to tell a “story” or get information across. In these videos we hope to use several successful approaches in order to do so. By creating a hybrid of a more traditional narrative driven video, along with documentary like interview and b-roll footage, we hope to veer away from traditional industrial videos that are dry and matter of fact, while at the same time still including the necessary information and selling points found in such videos. These 3 videos are similar in nature, but our approach to them is dictated by the target audience.

Two of the most effective ways to accomplish this are incorporated in our video plan. For our Business community and Non-Commuter community videos, we propose an interview-based format, drawing upon knowledgeable “messengers” across different fields. This will include some narration, but be more one-on-one in nature, with people from these communities speaking directly to their group.

For our more general audience video, we will have more narration, but still plan to include messengers that can describe the project process (like Gateway officials, staff, technical consultants, and experts). We want to make the general population comfortable with, and excited by these changes, and show them the skilled partnerships that are making them possible.

Although these videos will vary from one to the next, they will be branded in the same manner. By using an opening/closing, original score, as well as logos and computer graphics to introduce each segment, along with the same VO artist to open and close each video, we will be able to tie these videos to each other, and to the Gateway brand.

Each video will contain visual elements that indicate who the audience is, in addition to the messengers and messages they speak to: (for example, B-roll for Video 1 would include shots of professionals exiting or entering trains and BRT obviously on their way to work; video 2 b-roll would include people in Twins jerseys getting off LRT to attend games, etc.)

The key thing to remember in this process is that we will have a lot of creative imagery, dynamic cinematography, motion graphics, and creative effects aimed at keeping these videos as interesting and well paced as possible. We don't ever want to lose our audience, so it is important we determine the focused message of each video, and use only the most pertinent interview snippets, voice-over narration, and visuals possible. We will not spend more than a few seconds on an image of any one interview, or shot. By continuing to keep the pace of editing up, we will continue to keep our audience engaged.

Video Outline

Commission members are encouraged to provide feedback to the consultant team on the proposed video concepts

Video #1:

This 2-3 minute video would be a YouTube friendly, catchy, interesting segment aimed at the business community. This video will feature key messages for both leaders and workers, humanized with interview snippets of key figures (messengers) in the community, speaking to the more in-depth and specific elements and objectives of the proposed plan. This will both help to inform and sell this target community.

Video #2:

This 2-3 minute video will be aimed at the non-commuter community (those that would use the transit system for fun, ease of access, or benefit because of less congestion growth on highways.) Our objective here is to "sell" transit and the ways it will benefit the community as a whole. It will look at the project as a whole and why it's a good thing for Minnesota.

Video #3:

This 2-3 minute video will help general audiences better understand the project: including stations, route, transit modes, project process. This will be descriptive and informative, hopefully making the transit system feel more accessible in general.



Agenda Item #6

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

Item 6a. State Legislative Update

A bill for \$1 million in bond funds for Gateway was authored in the house by Representative JoAnn Ward (HF864) and in the Senate by Senator Susan Kent (SF773) and received multiple hearings. It did not pass because an overall general obligation bond was not authorized this session.

A bill to include statutory authority for BRT for the Washington County Regional Railroad Authority (WCRRRA) was also authored in both the house by JoAnn Ward (HF1374) and in the house by Susan Kent (SF1179). The bill was expanded to include all seven counties in the metropolitan area and was included in the final transportation omnibus bill signed into law.

Please see attached legislative summaries from the Transportation Alliance and from Messerli and Kramer (prepared for CTIB) for additional information.

Item 6b. Federal Legislative Update

Please see attached federal legislative update prepared by Lockridge, Grindal and Nauen (LGN) for CTIB.

Action

Information



Alliance Legislative Update May 20, 2013

Legislature Passes Lights-On Transportation Funding Bill

No increase in gas tax or metro sales tax included in final bill – Need to Gear Up for Next Year!

The Minnesota legislature has passed an omnibus transportation appropriations bill for the coming biennium (FY2014-15) that largely provides status quo funding levels with a few one-time increases. **We are greatly disappointed that the session has ended with no permanent increase in dedicated funding for highways and transit statewide.**

The session provided numerous ups and downs as proposals to increase taxes for transportation were offered and withdrawn. The only vote by a full body, was the Senate vote to increase the gas tax by 5 cents with a 2.5 cent increase this year and another 2.5 cent increase in 2015 along with increasing the metro sales tax for transit by ¼ cent in counties currently levying the tax and ½ cent in counties not currently levying the tax in 2013 and another ¼ cent increase in 2015.

Other proposals considered by the legislature included a 7.5 cent increase in the gas tax, a gross receipts tax on fuel and equalizing the motor vehicle sales tax rate between purchased and leased vehicles.

The House passed a “lights-on” bill off the House floor so the conference committee had the Senate proposal of increasing the gas tax and metro sales tax on the table. During the conference committee deliberations, the **Transportation Alliance suggested including the equalization of the MVST on purchased and leased vehicles as had been included in the Senate bill that passed out of committee, along with increasing the license tab fees** – an option recommended by the Transportation Finance Advisory Committee (TFAC) and not publicly rejected by the governor. These funding options for highways, along with the ½ cent increase in the metro sales tax for transit and expansion of the wheelage tax authority for counties would have made for a more balanced and significant funding bill given the governor’s continued opposition to increasing the gas tax.

MnDOT Commissioner Charlie Zelle testified before the conference committee and recommended that in addition to the increase in the metro sales tax for transit, the legislature authorize an additional \$300 million in trunk highway bonds. The Department has determined that the Trunk Highway Fund has the capacity to handle an

additional \$300 million in trunk highway bond debt without violating the policy that no more than 20% of the trunk highway funds be used for debt service.

Another idea floated was a proposal to combine the ½ cent increase in the metro sales tax with \$500 million in trunk highway bonds with a portion of the revenue from the metro sales tax used to cover the additional debt service on an additional \$200 million in trunk highway bonds.

At the end of the day, leadership and the governor agreed that neither the metro area sales tax increase nor the increase in the gas tax would be included in the final transportation appropriations bill.

The governor has said that he wants MnDOT to spend the coming summer and fall making the case with the public about why transportation investments are needed and how to fund them. Although this is disappointing given the number of studies, plans and reports that have been developed including the most recent work of the Transportation Finance Advisory Committee (TFAC), we're prepared to work with the Department to build more political support for increasing revenue for highways and transit statewide.

Progress In Motion Meeting Tuesday, May 21st 3:00 PM

We're not wasting any time in getting ready for next year's legislative session!

Join us for a meeting with MnDOT Commissioner Charlie Zelle

May 21st 3:00 pm

AGC Conference Room – Suite 110, 525 Park St., St. Paul

The Final Transportation Appropriations Bill – HF1444

Here is a run-down of the provisions that were included in the final transportation appropriations bill passed by the legislature:

- **Wheelage Tax Expansion** – all 87 counties are now authorized to levy a \$10 per vehicle wheelage tax. Previously, only the 7 counties in the Twin Cities Metropolitan Area were authorized to levy this tax and the law included a \$5 per vehicle cap. The new legislation increases the amount to \$10 – an automatic change in those 5 counties that currently levy the tax – with the ability to impose a rate of up to \$20 per vehicle in 2018 and subsequent years. This provision was supported by the Transportation Alliance and included in a transportation funding bill we worked to have introduced (HF1449)
- **Removal of Referendum Requirement** – For Greater Minnesota Counties which were granted the authority to levy a local option sales tax for transportation, the requirement to hold a referendum prior to enacting the tax is now removed. The transportation funding bill passed in 2008 provided authority for counties outside the Twin Cities metropolitan area to levy a sales tax of up to ½ cent for a specific transportation project. Now

counties will be able to levy that tax by county board resolution. The language was also changed on the use of the funds so that the funds may be used for both capital and operating costs for transit as well as capital costs related to the Safe Routes to School program. This provision was supported by the Transportation Alliance and included in a transportation funding bill we worked to have introduced (HF1449)

- **Corridors of Commerce Program Created** – While no ongoing funding is included, the Corridors of Commerce program is established in law and \$300 million in trunk highway bonds are authorized for the program. The bond authorization is not effective until July 1, 2014. This program is designed to channel funds to state highway projects that improve commerce in the state. MnDOT is directed to establish a process for project selection that involves accepting recommendations on candidate projects from area transportation partnerships and other interested stakeholders in each MnDOT district. Candidate projects would be classified as Capacity Development – two-lane segments in corridors with 4-lane segments, or Freight Improvement.
- **Transportation Economic Development Program (TED)** – The bill establishes the TED program in state statute with language similar to previous language regarding the goals and criteria for TED. The bill directs \$10 million per year or \$20 million for the biennium in existing trunk highway dollars to TED. This provision was supported by the Transportation Alliance and included in a transportation funding bill we worked to have introduced (HF1449)
- **One-Time Funding Increases**
 - \$37 Million in general fund dollars are provided for the Southwest Light Rail Transit line. This funding allows the project to keep moving in anticipation of additional construction dollars.
 - \$18 Million in general fund dollars to the Metropolitan Council to deal with operating costs for transit. The base level of funding for transit operations is increased by \$11.7 million per year in the following two years or \$23.4 million for the FY2016-17 biennium.
 - Grants for the cost of providing free transit rides to disabled veterans in Greater Minnesota (\$256,000) for the biennium, also included in FY2016-17 biennium.
 - Safe Routes to Schools - \$500,000 for the biennium, also included in the planning for FY2016-17.
 - State Road Construction

- MAP-21 increase in **federal funding** of \$125.4 million in FY2014 and \$137.6 million in FY2015.
 - \$95 million in one-time increase from the Trunk Highway Fund balance
- Change in distribution of motor vehicle leased sales tax revenue – For FY2014-15 only, the bill changes current law which provides that after the first \$32 million in revenue from the sales tax on leased vehicles is deposited in the general fund, the remaining dollars are split 50/50 between Greater Minnesota transit and 5 of the 7 metro counties (excluding Hennepin and Ramsey) for use on county highways. The new language directs the split of the remaining funds after the deposit of \$32 million to the general fund to be shared with \$9 million for county highways in the 5 metro counties and the rest of the money directed to Greater Minnesota transit. This change is estimated to increase funding for Greater Minnesota transit by \$10.8 million.
- **MVST Loopholes Closed** – The legislation changes the current exemption from paying the motor vehicle sales tax for gifts between individuals so that only gifts among family members will be exempt from the MVST payment. The bill also increases the tax on collector vehicles from a flat \$90 per year to \$150 per year to account for the number of years this fee has remained the same. This provision was supported by the Transportation Alliance and included in a transportation funding bill we worked to have introduced (HF1449)

Barebones Capital Bonding Bill Passed

Another disappointment of the session was the defeat in the House of the capital bonding bill. The House had put together a bonding bill of about \$800 million with funding for a number of transportation programs including transitways, ports and the Local Bridge program and Local Road Improvement program. Bonding bills require a 3/5th s majority of legislators voting in favor to pass or 81 votes in the House so it required 8 Republicans to join all of the Democrats in supporting the bill. When the vote was taken, the bill fell 5 votes short for passage. The bill voted on included \$20 million for the Local Bridge program, \$25 million for the Local Road Improvement program, \$50 million for transitway projects and \$8 million for ports.

With concerns about the funding needed for the capitol building restoration, the legislature passed a very small bonding bill with \$109 million for the capitol building and \$22.6 million for parking facilities in the capitol complex area.

This is another bill that we hope will be resurrected next session and will provide an avenue for funding important transportation projects.

Transportation Policy Issues

The omnibus transportation policy bill was also passed by the legislature. It is largely comprised of technical changes. A few items of note:

- MnDOT is encouraged to examine all real estate owned by the state and decide if any should be sold with a requirement to report to the transportation committees on this review in each odd-numbered year.
- The commissioner is formally directed to appoint a transportation ombudsperson. This position currently exists at MnDOT.
- A Public-Private Partnerships joint program office is authorized with input from the Departments of Minnesota Management and Budget, Employment and Economic Development, the Public Facilities Authority and others. The transportation appropriations bill provides \$250,000 per year in trunk highway funds to cover the cost of this joint program. The Transportation Alliance testified in support of efforts to encourage public-private partnerships.
- Regional Railroad Authorities in the metropolitan area may plan and fund construction and operation of bus rapid transit systems.
- Direction is given to MnDOT on the preferred alternative for the relocation of Highway 53 between Eveleth and Virginia.

One of the most notable issues was the provision that was not included in the bill that would have increased the statutory speed limit from 55 miles per hour to 60 miles per hour. MnDOT, AMC and the Minnesota County Engineers Association testified in opposition to that proposal.

Language that had been included in the transportation appropriations bill making changes to truck weights was amended to only deal with allowing heavier vehicles near a proposed distribution center in Frazee. That language was added to another bill on the Senate floor. The amendment states that a road authority may issue a permit for a six-axle vehicle with a gross weight of 90,000 pounds or seven-axle vehicle with a gross weight of 97,000 pounds only to haul freight from a distribution facility that is constructed after July 1, 2013 and is located within MnDOT district 4.

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GEARS

2013 Session
Minnesota Legislative Report

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OMNIBUS TRANSPORTATION POLICY BILL

Senate File 1270- Chapter 127

Governor signed on May 24, 2013.

SECTION 50

Current law in Minnesota generally restricts public-private partnerships to toll roads, which are not well received by either the legislature or the public. Other states and Canadian provinces have been much more aggressive and more successful in their use of public-private partnerships than Minnesota has been. The creation of a public-private partnership office at MnDOT will bring together the expertise at various state agencies to focus on viable public-private partnerships.

30.4 Sec. 50. [174.45] PUBLIC-PRIVATE PARTNERSHIPS; JOINT PROGRAM

30.5 OFFICE.

30.6 The commissioner may establish a joint program office to oversee and coordinate
30.7 activities to develop, evaluate, and implement public-private partnerships involving public
30.8 infrastructure investments. At the request of the commissioner of transportation, the
30.9 commissioner of Minnesota Management and Budget, the commissioner of employment
30.10 and economic development, the executive director of the Public Facilities Authority, and
30.11 other state agencies shall cooperate with and provide assistance to the commissioner
30.12 of transportation for activities related to public-private partnerships involving public
30.13 infrastructure investments.

SECTION 59

Previously, county regional rail authorities have provided funding for corridor alternative analysis studies. Current law restricts rail authorities to only rail-related activities. This works well if the locally-preferred alternative is light rail or commuter rail. However, when the alternatives analysis results demonstrate bus rapid transit as the preferred alternative, funding for the next steps in the corridor analysis have been stymied. This change in statute will allow rail authorities in the seven county metro area to proceed with bus rapid transit planning within a corridor, providing that the corridor is included in the Metropolitan Council's 2030 Transportation Policy Plan.

35.12 Sec. 59. Minnesota Statutes 2012, section 398A.04, is amended by adding a
35.13 subdivision to read:

35.14 Subd. 2a. **Bus rapid transit development.** A regional rail authority may exercise
35.15 the powers conferred under this section to: plan, establish, acquire, develop, purchase,
35.16 enlarge, extend, improve, maintain, equip, regulate, and protect; and pay costs of
35.17 construction and operation of a bus rapid transit system located within its county on transit
35.18 ways included in and approved by the Metropolitan Council's 2030 Transportation Policy
35.19 Plan. This subdivision applies only to the counties of Anoka, Carver, Dakota, Hennepin,
35.20 Ramsey, Scott, and Washington.

- 35.21 **EFFECTIVE DATE.** This section is effective the day following final enactment
 35.22 and applies only to the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott,
 35.23 and Washington.

OMNIBUS TRANSPORTATION FINANCE BILL

House File 1444 – Chapter 117

Governor signed on May 23, 2013.

ARTICLE 1, SECTION 4

This appropriation to the Metropolitan Council covers the next two years of operating assistance for Metro Transit. Within this appropriation, \$37 million is for the state's share of design and engineering for Southwest Light Rail Transit.

12.8	Sec. 4. Metropolitan Council	\$107,889,000	\$76,970,000
12.9	<u>This appropriation is from the general fund</u>		
12.10	<u>for transit system operations under Minnesota</u>		
12.11	<u>Statutes, sections 473.371 to 473.449.</u>		
12.12	<u>The base appropriation for fiscal years 2016</u>		
12.13	<u>and 2017 is \$76,686,000 in each year.</u>		
12.14	<u>\$37,000,000 in the first year is for the</u>		
12.15	<u>Southwest Corridor light rail transit line</u>		
12.16	<u>from the Hiawatha light rail transit line in</u>		
12.17	<u>downtown Minneapolis to Eden Prairie, to be</u>		
12.18	<u>used for environmental studies, preliminary</u>		
12.19	<u>engineering, acquisition of real property, or</u>		
12.20	<u>interests in real property, and design. This</u>		
12.21	<u>is a onetime appropriation and is available</u>		
12.22	<u>until expended.</u>		

ARTICLE 2 – BONDING

This section provides \$300 million in Trunk Highway Bonding for corridors of commerce projects. The bond proceeds will not be available until after July 1, 2014.

ARTICLE 2 BONDING

18.17

18.18 Section 1. **BOND APPROPRIATIONS.**

18.19 The sums shown in the column under "Appropriations" are appropriated from the

- 19.29 by the commissioner of transportation. The proceeds of the bonds, except accrued interest
19.30 and any premium received from the sale of the bonds, must be deposited in the bond
19.31 proceeds account in the trunk highway fund.
- 19.32 **Sec. 5. EFFECTIVE DATE.**
20.1 This article is effective July 1, 2014.

ARTICLE 3, SECTION 1 – CORRIDORS OF COMMERCE

Corridors of commerce is a new program to focus bond proceeds on eligible projects that will provide a high return on investment and positive impacts on commerce and economic competitiveness.

- 20.4 Section 1. **[161.088] CORRIDORS OF COMMERCE PROGRAM.**
20.5 Subdivision 1. **Definitions.** For purposes of this section, the following terms have
20.6 the meanings given:
20.7 (1) "beyond the project limits" means any point that is located:
20.8 (i) outside of the project limits;
20.9 (ii) along the same trunk highway; and
20.10 (iii) within the same region of the state;
20.11 (2) "city" means a statutory or home rule charter city;
20.12 (3) "program" means the corridors of commerce program established in this section;
20.13 and
20.14 (4) "project limits" means the estimated construction limits of a project for trunk
20.15 highway construction, reconstruction, or maintenance, that is a candidate for selection
20.16 under the corridors of commerce program.
20.17 **Subd. 2. Program authority, funding.** (a) As provided in this section, the
20.18 commissioner shall establish a corridors of commerce program for trunk highway
20.19 construction, reconstruction, and improvement, including maintenance operations, that
20.20 improves commerce in the state.
20.21 (b) The commissioner may expend funds under the program from appropriations to
20.22 the commissioner that are:
20.23 (1) made specifically by law for use under this section;
20.24 (2) at the discretion of the commissioner, made for the budget activities in the state
20.25 roads program of operations and maintenance, program planning and delivery, or state
20.26 road construction; and
20.27 (3) made for the corridor investment management strategy program, unless specified
20.28 otherwise.
20.29 (c) The commissioner shall include in the program the cost participation policy for
20.30 local units of government.
20.31 **Subd. 3. Project classification.** The commissioner shall determine whether each
20.32 candidate project can be classified into at least one of the following classifications:
20.33 (1) capacity development, for a project on a segment of a trunk highway where the
20.34 segment:
21.1 (i) is not a divided highway, and that highway is an expressway or freeway beyond
21.2 the project limits;
21.3 (ii) contains a highway terminus that lacks an intersection or interchange with
21.4 another trunk highway;
21.5 (iii) contains fewer lanes of travel compared to that highway beyond the project

21.6 limits; or
21.7 (iv) contains a location that is proposed as a new interchange or to be reconstructed
21.8 from an intersection to an interchange; or
21.9 (2) freight improvement, for an asset preservation or replacement project that can
21.10 result in:
21.11 (i) removing or reducing barriers to commerce;
21.12 (ii) easing or preserving freight movement;
21.13 (iii) supporting emerging industries; or
21.14 (iv) providing connections between the trunk highway system and other
21.15 transportation modes for the movement of freight.
21.16 **Subd. 4. Project eligibility.** (a) The commissioner shall establish eligibility
21.17 requirements for projects that can be funded under the program. Eligibility must include:
21.18 (1) consistency with the statewide multimodal transportation plan under section
21.19 174.03;
21.20 (2) location of the project on an interregional corridor, for a project located outside
21.21 of the Department of Transportation metropolitan district;
21.22 (3) placement into at least one project classification under subdivision 3;
21.23 (4) a maximum length of time, as determined by the commissioner, until
21.24 commencement of construction work on the project; and
21.25 (5) for each type of project classification under subdivision 3, a maximum allowable
21.26 amount for the total project cost estimate, as determined by the commissioner with
21.27 available data.
21.28 (b) A project whose construction is programmed in the state transportation
21.29 improvement program is not eligible for funding under the program. This paragraph does
21.30 not apply to a project that is programmed as result of selection under this section.
21.31 (c) A project may be, but is not required to be, identified in the 20-year state highway
21.32 capital investment plan under section 174.03.
21.33 **Subd. 5. Project selection process; criteria.** (a) The commissioner shall establish a
21.34 process for identification, evaluation, and selection of projects under the program.
21.35 (b) As part of the project selection process, the commissioner shall annually accept
21.36 recommendations on candidate projects from area transportation partnerships and other
22.1 interested stakeholders in each Department of Transportation district. For each candidate
22.2 project identified under this paragraph, the commissioner shall determine eligibility,
22.3 classify, and if appropriate, evaluate the project for the program.
22.4 (c) Project evaluation and prioritization must be performed on the basis of objective
22.5 criteria, which must include:
22.6 (1) a return on investment measure that provides for comparison across eligible
22.7 projects;
22.8 (2) measurable impacts on commerce and economic competitiveness;
22.9 (3) efficiency in the movement of freight, including but not limited to:
22.10 (i) measures of annual average daily traffic and commercial vehicle miles traveled,
22.11 which may include data near the project location on that trunk highway or on connecting
22.12 trunk and local highways; and
22.13 (ii) measures of congestion or travel time reliability, which may be within or near
22.14 the project limits, or both;
22.15 (4) improvements to traffic safety;
22.16 (5) connections to regional trade centers, local highway systems, and other
22.17 transportation modes;
22.18 (6) the extent to which the project addresses multiple transportation system policy
22.19 objectives and principles; and
22.20 (7) support and consensus for the project among members of the surrounding

22.21 community.

22.22 (d) As part of the project selection process, the commissioner may divide funding

22.23 to be separately available among projects within each classification under subdivision 3,

22.24 and may apply separate or modified criteria among those projects falling within each

22.25 classification.

22.26 Subd. 6. **Funding allocations; operations and maintenance.** In identifying the

22.27 amount of funding allocated to a project under the program, the commissioner may

22.28 include allocations of funds for operations and maintenance resulting from that project,

22.29 that are assigned in future years following completion of the project, subject to available

22.30 funds for the program in those years from eligible sources.

22.31 Subd. 7. **Legislative report, evaluation.** (a) Starting in 2014, annually by November

22.32 1, the commissioner shall electronically submit a report on the corridors of commerce

22.33 program to the chairs and ranking minority members of the legislative committees with

22.34 jurisdiction over transportation policy and finance. At a minimum, the report must include:

23.1 (1) a summary of the program, including a review of the project selection process,

23.2 eligibility and criteria, funds expended in the previous selection cycle, and total funds

23.3 expended since program inception;

23.4 (2) a listing of projects funded under the program in the previous selection cycle,

23.5 including:

23.6 (i) project classification;

23.7 (ii) a breakdown of project costs and funding sources;

23.8 (iii) any future operating costs assigned under subdivision 6; and

23.9 (iv) a brief description that is comprehensible to a lay audience;

23.10 (3) a listing of candidate project recommendations required under subdivision 5,

23.11 paragraph (b), including project classification and disposition in the selection process; and

23.12 (4) any recommendations for changes to statutory requirements of the program.

23.13 (b) Starting in 2016, and in every even-numbered year thereafter, the commissioner

23.14 shall incorporate into the report the results of an independent evaluation of impacts and

23.15 effectiveness of the program. The evaluation must be performed by agency staff or a

23.16 consultant. The individual or individuals performing the evaluation must have experience

23.17 in program evaluation, but must not be regularly involved in the program's implementation.

23.18 **EFFECTIVE DATE.** This section is effective the day following final enactment.

ARTICLE 3, SECTION 4 – WHEELAGE TAX

Previously the wheelage tax, at \$5 per vehicle, was only available to the seven metro counties. This change in law expands the availability of the wheelage tax to all 87 counties and increases the fee to \$10 per vehicle. County boards still must take action to impose this tax in their county.

24.18 Sec. 4. Minnesota Statutes 2012, section 163.051, is amended to read:

24.19 **163.051 METROPOLITAN COUNTY WHEELAGE TAX.**

24.20 Subdivision 1. **Tax authorized.** (a) Except as provided in paragraph ~~(b)~~ (c), the

24.21 board of commissioners of each metropolitan county is authorized to levy by resolution a

24.22 wheelage tax of \$5 for the year 1972 and each subsequent year thereafter by resolution

24.23 at the rate specified in paragraph (b), on each motor vehicle that is kept in such county

24.24 when not in operation and that is subject to annual registration and taxation under chapter

24.25 168. The board may provide by resolution for collection of the wheelage tax by county

24.26 officials or it may request that the tax be collected by the state registrar of motor vehicles;

24.27 ~~and~~. The state registrar of motor vehicles shall collect such tax on behalf of the county if
24.28 requested, as provided in subdivision 2.

24.29 (b) The wheelage tax under this section is at the rate of:
24.30 (1) from January 1, 2014, through December 31, 2017, \$10 per year for each county
24.31 that authorizes the tax; and
24.32 (2) on and after January 1, 2018, up to \$20 per year, in any increment of a whole
24.33 dollar, as specified by each county that authorizes the tax.

24.34 (c) The following vehicles are exempt from the wheelage tax:
24.35 (1) motorcycles, as defined in section 169.011, subdivision 44;
25.1 (2) motorized bicycles, as defined in section 169.011, subdivision 45; and
25.2 ~~(3) electric assisted bicycles, as defined in section 169.011, subdivision 27; and~~
25.3 ~~(4) (3) motorized foot scooters, as defined in section 169.011, subdivision 46.~~

25.4 (d) For any county that authorized the tax prior to the effective date of this section,
25.5 the wheelage tax continues at the rate provided under paragraph (b).

25.6 **Subd. 2. Collection by registrar of motor vehicles.** The wheelage tax levied by
25.7 any ~~metropolitan~~ county, if made collectible by the state registrar of motor vehicles,
25.8 shall be certified by the county auditor to the registrar not later than August 1 in the year
25.9 before the calendar year or years for which the tax is levied, and the registrar shall collect
25.10 such tax with the motor vehicle taxes on the affected vehicles for such year or years.
25.11 Every owner and every operator of such a motor vehicle shall furnish to the registrar all
25.12 information requested by the registrar. No state motor vehicle tax on any such motor
25.13 vehicle for any such year shall be received or deemed paid unless the applicable wheelage
25.14 tax is paid therewith. ~~The proceeds of the wheelage tax levied by any metropolitan county,~~
25.15 ~~less any amount retained by the registrar to pay costs of collection of the wheelage tax,~~
25.16 ~~shall be paid to the commissioner of management and budget and deposited in the state~~
25.17 ~~treasury to the credit of the county wheelage tax fund of each metropolitan county.~~

25.18 **Subd. 2a. Tax proceeds deposited; costs of collection; appropriation.**
25.19 Notwithstanding the provisions of any other law, the state registrar of motor vehicles shall
25.20 deposit the proceeds of the wheelage tax imposed by subdivision 2, to the credit of the
25.21 county wheelage tax ~~fund~~ account of each ~~metropolitan~~ county. The amount necessary to
25.22 pay the costs of collection of said tax is appropriated from the county wheelage tax ~~fund~~
25.23 account of each ~~metropolitan~~ county to the state registrar of motor vehicles.

25.24 **Subd. 3. Distribution to metropolitan county; appropriation.** ~~On or before~~
25.25 ~~April 1 in 1972 and each subsequent year, the commissioner of management and budget~~
25.26 On a monthly basis, the registrar of motor vehicles shall issue a warrant in favor of the
25.27 treasurer of each metropolitan county for which the registrar has collected a wheelage tax
25.28 in the amount of such tax then on hand in the county wheelage tax ~~fund~~ account. There
25.29 is hereby appropriated from the county wheelage tax ~~fund~~ account each year, to each
25.30 metropolitan county entitled to payments authorized by this section, sufficient moneys
25.31 to make such payments.

25.32 **Subd. 4. Use of tax.** The treasurer of each ~~metropolitan~~ county receiving ~~moneys~~
25.33 payments under subdivision 3 shall deposit such ~~moneys~~ payments in the county road and
25.34 bridge fund. The moneys shall be used for purposes authorized by law which are highway
25.35 purposes within the meaning of the Minnesota Constitution, article 14.

26.1 ~~Subd. 6. Metropolitan county defined. "Metropolitan county" means any of the~~
26.2 ~~counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.~~

26.3 **Subd. 7. Offenses; penalties; application of other laws.** (a) Any owner or operator
26.4 of a motor vehicle who ~~shall~~ willfully give ~~gives~~ any false information relative to the tax
26.5 ~~herein~~ authorized by this section to the registrar of motor vehicles or any ~~metropolitan~~
26.6 county, or who shall willfully fail or refuse ~~fails or refuses~~ to furnish any such information,
26.7 shall be is guilty of a misdemeanor.

26.8 (b) Except as otherwise ~~herein~~ provided in this section, the collection and payment
26.9 of a wheelage tax and all matters relating thereto ~~shall be~~ are subject to all provisions of
26.10 law relating to collection and payment of motor vehicle taxes so far as applicable.
26.11 **EFFECTIVE DATE.** This section is effective the day following final enactment
26.12 and applies to a registration period under Minnesota Statutes, chapter 168, starting on
26.13 or after January 1, 2014.

ARTICLE 3, SECTION 19 – TRANSPORTATION AND ECONOMIC DEVELOPMENT

The TED program has been in place for three years as a pilot program of DEED and MnDOT. It was greatly successful in connecting jobs and economic development with highway improvements. This addition to statute permanently enacts and defines the program. By formally placing the program in statute, it will now be a logical recipient of general fund bonding appropriations.

38.7 Sec. 19. **[174.12] TRANSPORTATION ECONOMIC DEVELOPMENT**

38.8 **PROGRAM.**

38.9 Subdivision 1. **Program established.** (a) The commissioners of transportation and
38.10 employment and economic development shall develop and implement a transportation
38.11 economic development program, as provided in this section, that provides financial
38.12 assistance on a geographically balanced basis through competitive grants for projects in
38.13 all modes of transportation that provide measurable local, regional, or statewide economic
38.14 benefit.

38.15 (b) The commissioners of transportation and employment and economic
38.16 development may provide financial assistance for a transportation project at their
38.17 discretion, subject to the requirements of this section.

38.18 Subd. 2. **Transportation economic development accounts.** (a) A transportation
38.19 economic development account is established in the special revenue fund under the
38.20 budgetary jurisdiction of the legislative committees having jurisdiction over transportation
38.21 finance. Money in the account may be expended only as appropriated by law. The account
38.22 may not contain money transferred or otherwise provided from the trunk highway fund.

38.23 (b) A transportation economic development account is established in the trunk
38.24 highway fund. The account consists of funds donated, allotted, transferred, or otherwise
38.25 provided to the account. Money in the account may be used only for trunk highway
38.26 purposes. All funds in the account available prior to the effective date of this act are
38.27 available until expended.

38.28 Subd. 3. **Program administration.** In implementing the transportation economic
38.29 development program, the commissioners of transportation and employment and
38.30 economic development shall make reasonable efforts to (1) publicize each solicitation for
38.31 applications among all eligible recipients, and (2) provide technical and informational
38.32 assistance in creating and submitting applications.

38.33 Subd. 4. **Economic impact performance measures.** The commissioner of
38.34 employment and economic development shall develop economic impact performance
39.1 measures to analyze projects for which financial assistance under this section is being
39.2 applied for or has been previously provided.

39.3 Subd. 5. **Financial assistance; criteria.** The commissioners of transportation and
39.4 employment and economic development shall establish criteria for evaluating projects
39.5 for financial assistance under this section. At a minimum, the criteria must provide an
39.6 objective method to prioritize and select projects on the basis of:

39.7 (1) the extent to which the project provides measurable economic benefit;
39.8 (2) consistency with relevant state and local transportation plans;
39.9 (3) the availability and commitment of funding or in-kind assistance for the project
39.10 from nonpublic sources;
39.11 (4) the need for the project as part of the overall transportation system;
39.12 (5) the extent to which completion of the project will improve the movement of
39.13 people and freight; and
39.14 (6) geographic balance as required under subdivision 7, paragraph (b).
39.15 **Subd. 6. Financial assistance; project evaluation process.** (a) Following the
39.16 criteria established under subdivision 5, the commissioner of employment and economic
39.17 development shall (1) evaluate proposed projects, and (2) certify those that may receive
39.18 financial assistance.
39.19 (b) As part of the project evaluation process, the commissioner of transportation
39.20 shall certify those projects that constitute an eligible and appropriate transportation project.
39.21 **Subd. 7. Financial assistance; awards.** (a) The financial assistance awarded by the
39.22 commissioners of transportation and employment and economic development may not
39.23 exceed 70 percent of a project's total costs.
39.24 (b) The commissioners of transportation and employment and economic development
39.25 shall ensure that financial assistance is provided in a manner that is balanced throughout
39.26 the state, including with respect to (1) the number of projects receiving funding in a
39.27 particular geographic location or region of the state, and (2) the total amount of financial
39.28 assistance provided for projects in a particular geographic location or region of the state.
39.29 **Subd. 8. Legislative report.** (a) By February 1 of each odd-numbered year, the
39.30 commissioner of transportation, with assistance from the commissioner of employment
39.31 and economic development, shall submit a report on the transportation economic
39.32 development program to the chairs and ranking minority members of the legislative
39.33 committees with jurisdiction over transportation policy and finance and economic
39.34 development policy and finance.
39.35 (b) At a minimum, the report must:
40.1 (1) summarize the requirements and implementation of the transportation economic
40.2 development program established in this section;
40.3 (2) review the criteria and economic impact performance measures used for
40.4 evaluation, prioritization, and selection of projects;
40.5 (3) provide a brief overview of each project that received financial assistance under
40.6 the program, which must at a minimum identify:
40.7 (i) basic project characteristics, such as funding recipient, geographic location,
40.8 and type of transportation modes served;
40.9 (ii) sources and respective amounts of project funding; and
40.10 (iii) the degree of economic benefit anticipated or observed, following the economic
40.11 impact performance measures established under subdivision 4;
40.12 (4) identify the allocation of funds, including but not limited to a breakdown of total
40.13 project funds by transportation mode, the amount expended for administrative costs, and
40.14 the amount transferred to the transportation economic development assistance account;
40.15 (5) evaluate the overall economic impact of the program consistent with the
40.16 accountability measurement requirements under section 116J.997; and
40.17 (6) provide recommendations for any legislative changes related to the program.

ARTICLE 3, SECTION 33

This section defines “project” for county regional rail authorities. A project will now be considered the original operating segment for light rail or commuter rail. County regional rail authorities will no longer be limited to ten percent of the improvement cost for safety improvements or station enhancements.

- 47.15 Sec. 33. Minnesota Statutes 2012, section 398A.10, is amended by adding a
47.16 subdivision to read:
47.17 Subd. 4. **Definition.** For purposes of this section, "project" means the initial
47.18 construction of a minimum operable segment of a new light rail transit or commuter rail
47.19 line, but does not include infill stations, project enhancements, extensions, or supportive
47.20 infrastructure, constructed after the rail transit is operational.
47.21 **EFFECTIVE DATE.** This section is effective the day following final enactment.

ARTICLE 3, SECTION 34

This section authorizes the Metropolitan Council to issue 35.8 million in bonds to fund the council's transit capital improvement program.

- 47.22 Sec. 34. Minnesota Statutes 2012, section 473.39, is amended by adding a subdivision
47.23 to read:
47.24 Subd. 1s. **Obligations.** After July 1, 2013, in addition to other authority in this
47.25 section, the council may issue certificates of indebtedness, bonds, or other obligations
47.26 under this section in an amount not exceeding \$35,800,000 for capital expenditures as
47.27 prescribed in the council's transit capital improvement program and for related costs,
47.28 including the costs of issuance and sale of the obligations.
47.29 **EFFECTIVE DATE.** This section is effective the day following final enactment
47.30 and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and
47.31 Washington.

2013 LEGISLATIVE SESSION SUMMARY

The 2013 Legislative Session marked the first time in over 20 years that the DFL had control of the House, Senate and Governor's office. After having won the majorities back from the Republicans, DFL legislative leaders pledged they would work this session to improve the state's fiscal stability, invest in education, and provide property tax relief for homeowners and renters.

Odd-numbered years are budget-setting years for the next fiscal biennium. According to the February economic forecast, lawmakers had to resolve a short-term budget deficit of \$627 million in FY 14-15. During the months that followed, Governor Dayton and legislative leaders reached a global agreement that would raise \$2.05 billion in new revenue:

- **Income taxes** will be raised on the top two percent of earners, from 7.85 percent to 9.85 percent.

<u>Filing Status</u>	<u>Minnesota Taxable Income</u>
Married joint	over \$250,000
Married separate	over \$125,000
Single	over \$150,200
Head of household	over \$200,000

- **Sales taxes** will be expanded to include digital goods, affiliate nexus ("Amazon.com tax"), purchases of telecommunications equipment, warehousing and storage, and the maintenance and repair of electronics equipment.
- **Tobacco taxes** will be increased on products, raising the cigarette tax by \$1.60/pack.
- **Corporate tax** changes, such as repealing the special rules for FOCs, were adopted to provide \$422 million in state revenue.

Some of the biggest investments were made in K-12 Education; state spending on education is increased by \$485 million over two years. \$134 million of that will fully fund optional all-day kindergarten across the state.

Lawmakers also appropriated \$441 million towards property tax relief, including increased aid to cities and counties, an extra \$120 million in property tax refunds for homeowners, and \$15.5 million in increased funding for the renters' credit program.

The 2013 Legislature also accomplished some high-profile policy changes for Minnesota:

- **Marriage equality** was signed into law, making Minnesota the 12th state to allow same sex couples to marry.
- **A state-operated health insurance exchange**, known as MNSure, was signed into law in late March and will be open for enrollment October 2013. MNSure will provide an online portal for individuals and employers to compare and purchase health insurance policies.
- **Child care providers and personal care attendants** can hold an election to unionize under a bill that is expected to be signed by Governor Dayton within the next few days. The union vote would be for licensed and unlicensed in-home child care providers who care for children receiving state subsidies, and personal care attendants who assist the disabled and elderly in their homes.

- **Mayo, Mall of America and 3M** were granted aids and tax breaks for their upcoming projects. The state will spend about \$400 million for Mayo Clinic's "Destination Medical Center."
- **The "Dream Act"** provides for in-state tuition rates and grants for undocumented students who attended a Minnesota high school for at least three years and want to become citizens. This provision was included in the higher education budget bill.
- **Legislators' salaries** did not get an increase this year, but the issue will be on the 2016 ballot. Voters will be asked to approve a constitutional amendment that gives the power over legislator pay to an independent panel.
- **A \$176 million bonding bill** was passed in the final hours, providing \$109 million towards the State Capitol's continued renovation, as well as \$18.9 million for a new Minneapolis Veterans Home building and \$20 million for flood mitigation work.

Some issues that were not passed this session:

- **Gun control** was a hot-button issue in committee this session, but gun-rights advocates successfully blocked attempts to tighten gun laws, including bans on assault-style weapons and high-capacity magazines, as well as any expansion of background checks.
- **A sales tax on clothing** was originally included in the Senate's budget, but ultimately was not adopted due to opposition from Governor Dayton and the House.
- **The "snowbird" tax** will not be implemented, meaning the state won't try to capture income taxes from people who live half the year in Minnesota and half out of state.
- **Alcohol taxes** will also not be increased.
- **Minimum wage** seemed to be headed toward a vote, but legislative leaders were unable to reach an agreement on the final rate.
- **Transportation funding** will continue with the passage of a "lights-on" bill, but legislators rejected raising gas taxes or the metro-area sales tax for transit.
- **An income tax "surcharge" to pay-back the school shift** was removed from the final tax bill.

Policy bills that were not voted down this year can be brought back up for consideration next session. We will be continuing our work throughout the interim to keep track of what issues will be resurrected.

The Legislature is now adjourned until Tuesday, February 25th, 2014 at 12:00 Noon.

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MEMORANDUM

TO: Counties Transit Improvement Board
FROM: Dennis McGrann // Andy Burmeister
DATE: May 14, 2013
RE: Counties Transit Improvement Board Federal Update

Below you will find the May update for the *Counties Transit Improvement Board (CTIB)*. The Fiscal Year 2014 appropriations process is starting to move forward as the House Appropriations Committee begins their “mark-up” of a number of yearly budget bills. The Senate has spent floor time over the past couple of weeks on the Water Resources Development Act (WRDA), an environmental infrastructure bill. Meanwhile, the House and Senate Agriculture Committees are preparing to mark-up their versions of a new Farm Bill and both Chambers have had significant discussion related to immigration reform.

The following provides an update of activities of importance to CTIB which have occurred over the past month, and provides an outlook of issues and opportunities for CTIB to engage during the upcoming year.

FISCAL YEAR 2014 APPROPRIATIONS:

As has traditionally occurred over the last several years, House appropriators are the first to begin moving forward their annual appropriations bills through the Committee process. The House Military Construction – Veterans Affairs appropriations bill will be marked up this week by the Subcommittee. With this said however, it is unlikely that this, nor any of the subsequent appropriations bills, will quickly move through the process and become law. There has been little progress in negotiations between the House and the Senate to set a budget level for the year. If a budget agreement is not reached, Continuing Resolutions are likely to once again be utilized to fund federal programs. Although the President submitted his budget to Congress, it is likely that a number of the Committees will make significant changes to the Administration’s request.

ACTION ITEM: This is the start of what will likely be a long-term discussion on funding levels for federal programs. We will notify you once we get word of action on items of specific

interest to CTIB (transit programs) and provide recommendations on how the Board could weigh in to influence this funding process.

SECRETARY OF TRANSPORTATION:

On April 29th, President Obama announced his nomination of Charlotte, North Carolina Mayor Anthony Foxx to serve as the next Secretary of Transportation. Mayor Foxx led efforts in the City to improve transit infrastructure including the Charlotte Streetcar Project, LYNX light rail system. Once confirmed by the Senate, Foxx will be the youngest Member of President Obama's Cabinet. Mayor Foxx is likely to be confirmed.

ACTION ITEM: We will keep you apprised of the confirmation process as it proceeds. With this said, it is important for the Board to continue to build and strengthen relationships in the Department of Transportation and the Federal Transit Administration. We will provide the Board with recommendations as opportunities to do so become apparent.

SEQUESTRATION:

As you know, sequestration cuts continue to affect Federal Departments. For example, the Department of Defense recently announced that they would furlough 330,000 civilian employees for 11 days. Discussions on replacing the sequester to avert government cuts have cooled. The most recent attempt by Senate Majority Leader Harry Reid to replace the cuts was blocked in the Senate. It appears that nothing will be done on the sequester in the near future and the impacts will likely become more and more clear in the coming weeks and months.

ACTION ITEM: The Sequester will likely be a topic of discussion for weeks, months, and years to come. With this in mind, it would be beneficial for CTIB track the impacts that sequestration is having on your activities. Furthermore, we will keep you apprised of opportunities for CTIB to weigh in on this important funding issue.

TIGER V GRANT PROGRAM:

The FY 2013 Appropriations Act appropriated \$473.847 million to be awarded by DOT for the TIGER Discretionary Grants program. Like previous rounds, the FY 2013 TIGER Discretionary Grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area or a region. Larger projects of national or regional significance which DOT determines demonstrate achievement of several of the strategic goals, as well as the project readiness criterion, could be considered for grants larger than those typically awarded in recent rounds of TIGER.

The full Notice of Funding Availability can be found here:

<https://www.federalregister.gov/articles/2013/04/26/2013-09889/notice-of-funding-availability-for-the-department-of-transportations-national-infrastructure>

ACTION ITEM: Applications are due June 3, 2013. We expect additional rounds of TIGER funding to be available and will keep you apprised of future funding opportunities.

MAP-21 REAUTHORIZATION:

Even as rules and regulations continue to be put into place following the passage of the MAP-21 transportation authorization bill, House and Senate transportation leaders have begun discussions on a new transportation bill. Chief among the discussions is what the funding mechanism for funding transportation and transit programs will be as the current Highway Trust Fund is insolvent. Although conclusions have not yet been made, it is likely that this issue will see significant discussion in the months/years to come.

ACTION ITEM: Although the current transportation law will expire in a relatively short period of time, this issue will likely not be at the top of the agenda until the new fiscal year. With this said, it will be important for the Board to examine the rules and regulations that come out of FTA in an effort to identify areas that could/should be improved in the next transportation authorization bill. We look forward to working with you to identify and transmit your regulatory and legislative viewpoints to Members of Congress and the Administration.

UPCOMING DATES OF NOTE:

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.

May 14, 2013
Page 4

ACTION ITEM: We will keep you apprised of additional dates of note as they become available.

As always we will continue to monitor these and others transportation related issues. Please do not hesitate to contact Dennis McGrann at (202) 544-9840 or dmmcgrann@locklaw.com or Andy Burmeister at (202) 544-9844 or arburmeister@locklaw.com if you have any questions or would like additional information.



Agenda Item #7

DATE: June 4, 2013
TO: Gateway Corridor Commission
FROM: Staff
RE: Other Items

Items 7a. Meeting Dates Summary

Included below is a summary of the Commission and DEIS Study meetings through August 2013. The TAC, PAC and CAC schedule will also be included in this summary once it is available.

Month	Meeting	Date	Planned Start Time
May	Gateway Commission	July 11	3:30 PM
June	Gateway Commission	August 8	3:30 PM

Item 7b. Website and Social Media Updates

Facebook

The Gateway Corridor Facebook page was launched on Monday, February 20, 2012. The page currently has 290 '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

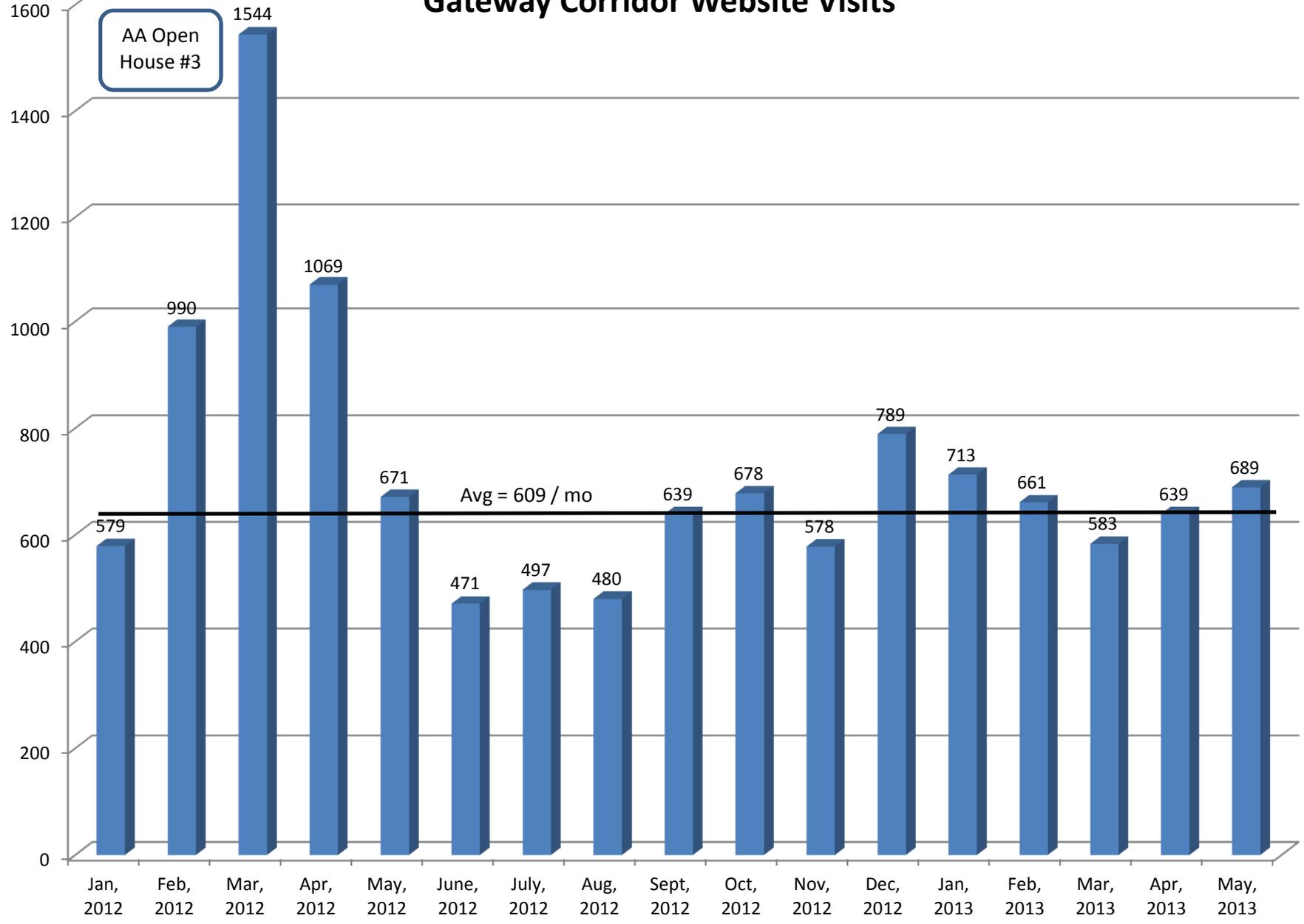
For the month of May, there were 689. The website is averaging 609 visits per month. Attached is a summary of the visits per month for 2012 and 2013.

Item 7c. Media Articles

Attached are media articles about the Gateway Corridor from May.

Action Requested: Information.

Gateway Corridor Website Visits

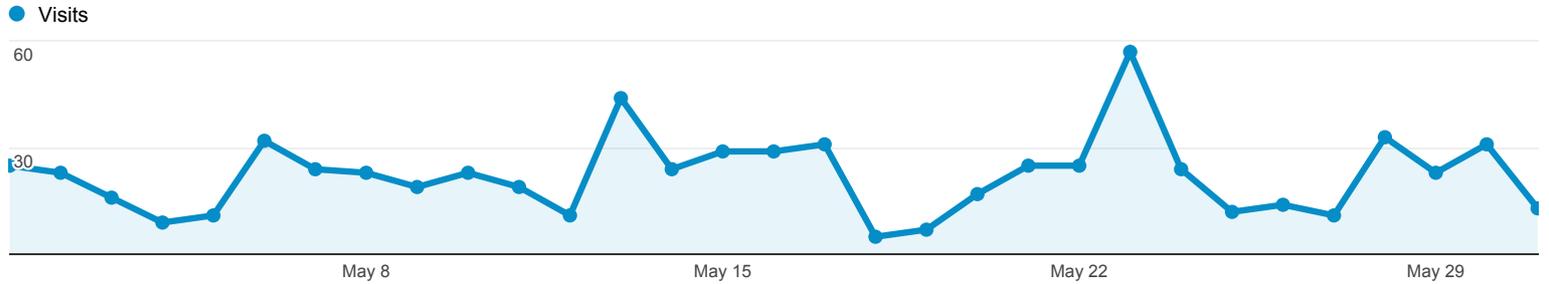


May 1, 2013 - May 31, 2013

Audience Overview

100.00% of visits

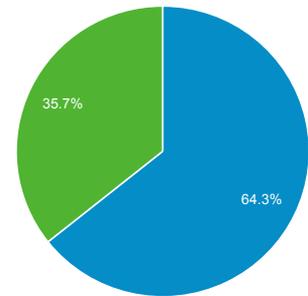
Overview



527 people visited this site



■ New Visitor ■ Returning Visitor



Language	Visits	% Visits
1. en-us	675	97.97%
2. en	10	1.45%
3. en_us	1	0.15%
4. en-gb	1	0.15%
5. fi	1	0.15%
6. zh-cn	1	0.15%

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Next Step Taken in Gateway Corridor Transit Project

During environmental-impact work, a transit mode will be selected, either light rail or bus rapid transit in a dedicated lane.

Posted by [Kris Janisch](#) (Editor), May 13, 2013 at 04:00 am

1 Comment Recommend Like 0 Tweet 0

The Gateway Corridor Commission recently contracted a company to craft a draft environmental impact statement (DEIS).

The document will mark the next phase in the [Federal Transit Administration](#) process for developing a transit line along Interstate 94 between St. Paul's Union Depot and Woodbury with connections to Hudson and Minneapolis.

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The DEIS is meant to "inform decision-makers and the public of the social, economic and environmental impact of the proposed transit line," reads part of a release from the Gateway Corridor Commission. "Examples of impacts include wetlands, protected species of animals and plants, as well as impacts to people, such as minority populations and cultures."

The environmental-impact work will take about two years, during which time a transit mode will be selected, either light rail or bus rapid transit in a dedicated lane.

The Gateway Corridor Commission at its May 9 meeting recommended contracting with [Kimley Horn](#) to prepare the DEIS.

"We believe Kimley Horn has assembled an excellent team that will take a comprehensive and inclusive approach to completing this phase of the project in an efficient manner," [Washington County](#) Commissioner Lisa Weik, chair of the Gateway Corridor Commission, said in a statement. "We are excited for this opportunity to proactively manage transportation needs and shape growth in the east metro."

The cost of the study is not to exceed \$3 million, according to the release.

The DIES will allow the group to refine the plans "in order to ensure the proposed transitway provides the most benefit to the people that live and work in the corridor, with the least possible impact," reads the release.

Depending on study results and funding, the project could be

Boards [All Boards »](#)

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Kid's Fishing Contest
Homestead Parklands on Perch Lake
Kids Fishing Tournament
Saturday 6/08/2013

Age 6 & under:...
Announcements June 4, 2013 at 09:39 am
1 Linda Rutherford

Triple Rainbow in Hudson
Triple rainbow in Hudson last night, just south of exit 4.



Cool Photos June 1, 2013 at 09:05 pm
4 Jessica Meyer

[More Boards »](#)

The project seeks to provide 11 stations with all-day transit service. More information is available on the Gateway Corridor website.

1 Comment Recommend Like 0 Tweet 0



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Dan DeWitt May 14, 2013 at 01:55 am
Run away as fast as you can! This is exactly what the MET Counsel has been waiting for to allow them to get their grimmy fingers into the every city and township on this side of the river!

Recommend

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Double Rainbow at Glenwood City...

Friday 05 31 2013 at Limberg Court, Glenwood City...



Announcements June 1, 2013 at 02:45 pm

2 Andre Rivard

Double Rainbow over Hudson

A double rainbow over the St. Croix and Hudson, WI shot from Lakeland, MN. The storm caused...



Cool Photos May 31, 2013 at 10:53 pm

Amy Lahr

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www.Jeremycudd.com



Buy | Sell | Trade May 31, 2013 at 09:43 pm

2 Joe

Double the pleasure!

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Cool Photos May 31, 2013 at 08:50 pm

Jodi Kimble Ore

South Washington County Bulletin

Published May 30, 2013, 01:19 PM

Public survey finds Washington County roads lacking safety

Overall quality of life is good

By: **Riham Feshir**, South Washington County Bulletin

Washington County residents expressed concerns about public transit and road safety in a recently released county survey.

County residents are still happy with the overall quality of life, the park system and government services, according to the survey done every five years.

The survey was mailed to 1,500 randomly selected households in February with 572 adults, or 40 percent responding.

Switching from phone to mail surveys helped garner more responses, said Erin Caldwell, of the National Research Center, which conducted the survey.

"Response rates for all surveys are dropping, but they're really plummeting for phone surveys," she said last week, adding, "People tend to be more candid on a self-administered survey."

Responses were converted to ratings on a 100-point scale, then compared to other cities and counties.

Local residents gave Washington County an overall rating of excellent or a good for quality of life.

"Somewhat above a good rating," Caldwell said, explaining the county received a score of 77 out of 100, which is above the benchmark in comparison with other areas of the country.

But the survey concluded that residents feel safe but less so on the roads.

People feel safe from violent crimes in their homes and in their neighborhoods. However, they feel the least safe from drunk or impaired and distracted drivers on county roads and from identity theft, according to the results.

When rating problems in the county on the 100-point scale with 0 being "not a problem" and 100 a "major problem" residents rated public transit at 55, taxes at 50 and foreclosed properties at 47.

County government services were highly rated, though, with residents rating the overall impression of their contact with county employees at 73, well above the benchmark.

Residents also favored parks and recreation, county libraries, trails and bikeways, sheriff services and recycling over the 911 dispatch and the records, licensing and registration services.

Survey results show support for economic development in the county, with 69 percent in favor of local government getting involved.

But not by raising the levy, though. The survey concluded that 36 percent said they'd like to see user fees as a primary funding source for the cost of transit improvements, 24 percent were in favor of state sales tax, and 13 percent said a state income tax should be the funding source.

"Definitely the local taxes were less popular than the state," Caldwell said, but added that one-third actually answered "not sure" to the question regarding support for county investments.

County officials were pleased with the survey results and said with additional feedback from constituents, they'll work to improve the overall quality of life.

Board Chairwoman Lisa Weik, who represents Woodbury, said the county is also lacking services to older adults.

"I've had citizens contact me for some type of community center for seniors," she said, which is another concern that needs to be addressed.

The statistically valid survey yields results within +/- 4 percent. The results are weighted to reflect the entire population of Washington County, Caldwell said.

Tags: washington county, updates, government

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Traffic safety a concern in Washington County

- Article by: Kevin Giles
- Star Tribune
- June 1, 2013 - 12:48 PM

Because of distracted and drunken drivers, Washington County residents feel less safe on the roads, a new survey shows.

Residents also fear the rise of identity theft and said they feel only “somewhat safe” from violent crime, property crime and crime in their neighborhoods, the 2013 county survey concluded.

Overall, 572 residents responding to a mail survey rated the quality of life in Washington County between “excellent” and “good,” similar to ratings in previous years, and gave high marks to the county’s abundant recreational opportunities and what they saw as a positive image.

Services of county government — especially parks, trails and libraries — ranked high. So did the 911 emergency dispatch system and help for veterans, older adults and job seekers.

Traffic, however, has escalated in recent years as the county’s population grows. Cities along Hwy. 36, for example, have reported increasing congestion and problems with commuters taking short cuts through neighborhoods. Just about everyone can relate to experiences with distracted and impaired drivers who clog lanes, swerve unexpectedly and tailgate other vehicles, said Sheriff Bill Hutton.

“It’s a legitimate concern,” said Hutton, whose deputies patrol under the Toward Zero Death (TZD) program, which includes seat belt enforcement. “We know drunk drivers are still on the street because we’re still arresting them.”

Drivers distracted with texting and phone calls are as dangerous as drunken drivers because they’re not paying attention to the road, he said.

Residents ranked another transportation issue, a lack of public transit, as a potential concern. They also named taxes, foreclosures, economic development and jobs as other worrisome issues.

The County Board has been working to accelerate transit development on three fronts: the Gateway Corridor along Interstate 94 from St. Paul to Manning Avenue in Woodbury; the Red Rock Corridor from St. Paul southeast through Newport and Cottage Grove, and the Rush Line Corridor from St. Paul to Forest Lake. Also under consideration is a transit plan along Hwy. 36.

When a new four-lane St. Croix River bridge opens late in 2016 at Oak Park Heights, the two-lane Stillwater Lift Bridge will close to vehicles and become part of a loop trail. Minnesota Department of Transportation projections show traffic will grow substantially on Hwy. 36 after the bridge opens.

It’s in the arena of economic development that a majority of residents responding to the survey want more action from their county government. This interest was far greater than shown in the county’s previous survey in 2008, and reflects changing perceptions during the recent recession.

The County Board's two newest commissioners are former mayors. Ted Bearth of Oakdale and Fran Miron of Hugo said before they were elected in November that they wanted to make economic development a priority for the county. That sentiment is shared by the other three commissioners.

None of the criticism in the report fell into a range considered serious, according to the survey firm, National Research Center (NRC) of Boulder, Colo.

The survey was mailed to an equal number of residents in each of Washington County's five commissioner districts, and 39 percent of the surveys were returned.

Respondents rated county services significantly higher than the norm for NRC's clients nationally. Results also were equal to or higher than the four other Minnesota counties — Dakota, Olmsted, Scott and St. Louis — that participated, NRC said.

Kevin Giles • 651-925-5037



Published May 24, 2013, 08:10 AM

East metro transit backers band together

Teamwork was the name of the game at an inaugural meeting for east metro transit proponents last week in St. Paul.

By: [Mike Longaecker](#), Woodbury Bulletin

Teamwork was the name of the game at an inaugural meeting for east metro transit proponents last week in St. Paul.

The meeting represented the kickoff of the East Metro Transit Alliance, which leaders said will aim to buoy transit projects in and around St. Paul.

Attendees were encouraged to band together through the alliance in an effort to garner federal and state transportation dollars for transit projects -- and the economic development they hope will be spurred by new rail and bus lines.

"The west metro is eating our lunch," St. Paul Area Chamber of Commerce President Matt Kramer said.

The concept of an east metro alliance working toward a common goal makes sense to Woodbury Mayor Mary Giuliani Stephens, who was present at the meeting, held May 14 at St. Paul's Union Depot.

"Together you accomplish more," she said after the meeting.

Also among the 50 or so attendees was Washington County Project Manager Andy Gitzlaff, who outlined plans for two transportation projects slated to run through south Washington County. The newly formed alliance could carry more gravitas, he said.

"It helps to have political support when you're out in the community," Gitzlaff said.

Though he tried to tamp down the perception of a clash between east and west metro as they compete for transportation funding, St. Paul Mayor Chris Coleman delivered a message to the group that all ships rise with a high tide.

The difference, he said, is that tide needs to rise in the east metro.

"We are a region," Coleman said. "As a region, we all have to be advocates for our needs."

Planners from Washington and Ramsey County, along with St. Paul, outlined a total of nine projects -- six concentrated in St. Paul, two serving Washington County and one -- the Rush Line -- that would stretch from St. Paul to Forest Lake, and possibly beyond.

Leaders at the meeting hedged when asked which projects would be funded first, but said those that are farther along in their planning process will likely be considered.

Stephens said she likes the Gateway Corridor's chances. The project, which would involve either high-speed buses or light rail transit, is planned to run from Union Depot through Woodbury to Manning Avenue. The Gateway project, slated to cost between \$432 million a \$1.12 billion -- depending on the transportation mode -- concluded its critical alternatives analysis last year and now enters a process to complete an environmental impact statement.

"Gateway's positioned well right now," Stephens said. "We seem to be tracking ahead."

Also in the works for south Washington County is the Red Rock Corridor. That line, which would run between Hastings, though Cottage Grove all the way to St. Paul, was originally planned for light rail travel, but Gitzlaff said planners are doing a "recheck" to determine if high-speed buses would be more efficient.

Tags: [news](#), [woodbury](#), [traffic](#)

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