



Agenda

Gateway Corridor Commission

December 11, 2014 - 3:30 PM

Woodbury City Hall, Birch Room

8301 Valley Creek Road

Woodbury, MN 55125

Notes: There will not be a DEIS Policy Advisory Committee (PAC) Meeting preceding the Gateway Corridor Commission (GCC) Meeting this month. GCC meetings are open to the public

<u>Item</u>	<u>Presenter</u>	<u>Action Requested</u>
1. Introductions a. Thank Outgoing Commission Members*		Information
2. Consent Items a. Summary of November 13, 2014 Meeting* b. Checks and Claims*		Approval
3. Final 2015 Work Plan and Budget*	Washington County	Approval
4. Support for Gateway State Funding Request*	Washington County	Approval
5. 2015 Insurance Renewal*	Washington County	Approval
6. 2015 Meeting Calendar*	Washington County	Approval
7. DEIS Study Update*	Washington County	Information
8. Communications Update a. Outreach Activities* b. Public Relations Activities*	Washington County / Jeff Dehler PR	Information
9. State and Federal Legislative Update*	Ramsey County	Information
10. Other a. Meeting Dates Summary* b. Social Media and Website Update* c. Media Articles*		Information
11. Adjourn		Approval

**Attachments*

For questions regarding this material, please contact Andy Gitzlaff, Washington County at (651) 430-4338 or at andy.gitzlaff@co.washington.mn.us.



Agenda Item #1a

DATE: December 5, 2014
TO: Gateway Corridor Commission
FROM: Staff
RE: Thank you to Outgoing Commission Members

The Commission would like to thank outgoing members Mike Reeves, Lake Elmo City Council and Mike Amundson, Baytown Township Supervisor, for their service on the Gateway Corridor Commission and present them with certificates of appreciation. Their contributions to the Commission have helped to advance the development of the Gateway Corridor project while representing the values of their respective communities.

Action
Information

**Gateway Corridor Commission
 Draft November 13, 2014 Meeting Summary
 Woodbury City Hall, Birch Room**

Members	Agency	Present
Rafael Ortega	Ramsey County	X
Lisa Weik	Washington County	X
Mary Giuliani Stephens	Woodbury	X
Dan Kyllo	West Lakeland Township	X
Kathy Lantry	St Paul	
Randy Nelson	Afton	X
Mike Pearson	Lake Elmo	
Paul Reinke	Oakdale	X
Nora Slawik	Maplewood	
Amy Williams	Lakeland	
Victoria Reinhardt, Alternate	Ramsey County	
Ted Bearth, Alternate	Washington County	
Richard Bend, Alternate	Afton	
Bob Livingston, Alternate	Lakeland	
Paul Rebholz, Alternate	Woodbury	
Mike Reeves, Alternate	Lake Elmo	X
Dave Schultz, Alternate	West Lakeland Township	X

Ex-Officio Members	Agency	Present
Mike Amundson	Baytown Township	
Scott Beauchamp	St Paul Chamber of Commerce	X
Mike Ericson	Landfall Village	
Tim Herman	East Side Area Business Association	
Randy Kopesky	Lakeland Shores	
Richard McNamara	OBPA	
Tim Ramberg	WI Gateway Coalition	
Doug Stang	3M	
Greg Watson	Woodbury Chamber of Commerce	X

Others	Agency
Kevin Roggenbuck	Ramsey County Regional Rail Authority
Andy Gitzlaff	Washington County
Jan Lucke	Washington County
Laura Kearns	Washington County
John Kaul	Washington County Lobbyist
Adam Harrington	Metro Transit
Ben Peterson	US Representative McCollum's Office
Peter Wagenius	City of Minneapolis

Will Schroeer	East Metro Strong
Jeff Dehler	Dehler PR
Matt Croaston	Senator Al Franken's Office
Stephen Ebner	West Lakeland Township
Linda Jungwirth	Assistant to Ramsey County Commissioner Rettman
JoAnn Ward, Representative	State of Minnesota

The Gateway Corridor Commission convened at 3:47 p.m. by Chair Weik.

Agenda Item #1. Introductions

Introductions were made by those present.

Agenda Item #2. Consent Items

Item 2a. Summary of October 9, 2014 Meeting: Motion made by Ortega to approve the October 9, 2014 meeting summary. Seconded by Reinke. **Approved.** Motion carried.

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

Agenda Item #3. Service Improvement Plan Update

Gitzlaff stated that the service improvement plan (SIP) is still in draft form and will continue to be in draft form until the end of the month for comments. Gitzlaff added that Metro Transit's improvement plan is about a 10-15 years outlook focusing on what other options are available; if there was additional funding available. A number of the service plans that are being considered are within the Gateway Corridor. Gitzlaff then introduced Adam Harrington with Metro Transit for a further update on SIP.

Harrington provided a power point presentation; packets were handed out at the meeting. Their service plan focuses mainly on bus service. The SIP helps them prioritize how to grow and improve local and express bus service from 2015-2030. The plan is not funded at this time; any implementation will require additional operating funds. The buses are the backbone of their framework. It includes services that connect to transit ways; but it does not include highway BRT, rail projects or transit ways. Metro Transit asked key stakeholder groups, including community organizations, existing customers, and future customers what they would like to see in future transit services. Metro Transit received over 4000 responses back. Three key items were reviewed. Origin and destination of a person's trip, what type of service expansion would be needed and how often would it be used. Three main categories were used for the SIP Evaluation Criteria; productivity; 50%, social equity; 25%, and system connectivity; 25%. Each project is scored from high to low. Projects that are scored in the high or medium range are recommended for implementation. Projects scored low will be reviewed or implemented; if necessary, at a later date. There are three phases/time lines of implementation, 2015-2017, 2018-2020, and 2021-2030.

Harrington also recommended going to their web site to get more and updated information. Their web site is <http://www.metrotransit.org/sip>

Giuliani Stephens encouraged staff to submit comments on updating the projects. We ranked medium on some of the lines based off of information that was not quite current. Once updated information is received Gateway's ranking could be moved up.

Herman asked if there are opportunities to change the current bus routes between now and the plan that was being presented. He is finding a lot of routes that only run East and West and very few that run North and South and will there be any opportunity for some of the routes to change sooner than two years from now ?

Harrington said that those are specific things that Metro Transit wants to look at. If there are specific ideas that relates to a certain spot like the East side of St. Paul; it is most helpful of what is the specific goal for that area. Are there current routes that can be re-routed or a new route added?

Weik asked if Metro Transit contacts companies or corporations about where their employees want to go and if they also discuss running corporate vans to and from station stops.

Harrington responded that they do talk to companies and corporations about Metro Transit vans. When talking to them they do take into consideration, if it is practical for what the work shifts times are, the amount of employee usage of the vans and is it within their travel shed.

Weik asked that everyone keep this in mind when other meetings are being held or when doing outreach. The vans can bring people to and from the Gateway Stations.

Gitzlaff added that the report is also available online (<http://www.metrotransit.org/sip>). Staff would also recommend that comments should be directed to staff so they are able to submit them with their comments that they are already submitting.

Weik agreed and directed the commission to submit any comments to Gitzlaff and Lucke.

Harrington added that Metro Transit will continue to work with staff on how to better maximize the routes.

Chair Weik commented that Representative Ward has now joined the meeting.

Agenda Item #4. Draft 2105 Work Plan and Budget

Chair Weik mentioned that this will be the first reading of the Work Plan and Budget.

Gitzlaff added that at the next meeting in December there will be a second reading and action will be taken at that time. Gitzlaff then directed commission members to their packet for information provided. He presented an overview on the draft of the 2015 Work Plan and Budget. Gitzlaff also talked about specific items in some of the categories. Item #1; Collaboration / Partnerships; Item #5 "Work with the communities along the corridor to collaboratively plan for future transit improvements in the Gateway Corridor and the surrounding land uses within the station areas." Item # 2 Public Involvement, it is important to still develop and grow our supporter base within the communities and continue to present to civic and community groups to develop lasting relationships. Make sure materials; such as press releases, newsletters, and facts sheets are going out with in a timely matter. Utilize the services of a communication consultant to help staff with some of the tasks. Item #3; 1A; "Send a Gateway Contingent with board representation from government and business and labor to Washington DC to meet with the Corridor's congressional delegation and their staff to meet with representatives from the Federal Department of Transportation (US-DOT) National headquarters to support the project's request to enter Project Development (PD)." The contingent could include the commission members, partners with Met Council and MNDOT. Item #4 A public opinion surveys will be completed in 2015. This will help the commission gauge current levels of support, set messaging and identify areas where additional information, education and feedback as needed. The commission's communication consultant will subcontract

with a reputable survey company to ensure that the survey is conducted in a scientific and unbiased manner. Item#5 DEIS is set for completion mid-2015. The Health Impact Assessment (HIA) grant was successful. The two main reasons that this grant was successful was the integration with in a larger project as well as all of the partnerships that were brought to the table. The Project Support Activities is considered a gap period where there are resources that will help the public engagement work to continue as well as State and Federal coordination to continue working during that period of time. Item #6 Capital Projects. This is a transition period where the commission shifts from the primary driver to the primary stakeholder and becomes a primary funder within this stage. Project development is a two year stage. Entry into PD is expected to be granted in November of 2015. Item #7 Management, Policy, and Administrative Activities are where yearly budgets and financial statements are prepared. The audit is completed. Management of different expenses in the commission continues.

Gitzlaff then directed the commission members to the financial information provided to them with in their packet. He briefly went through 2015 expenditures and members' dues along with the draft, unaudited financial statement as of November 5, 2014.

Giuliani Stephens commented that in the member's dues that there should be a minimum balance that is required to be kept in the account; along with a notation that if there was not \$34,000 to split between Washington County and Ramsey County; both counties would agree to pay the additional dues.

Gitzlaff said he would talk to the accounting staff about best way to handle the minimum balance and see if there is a best practice that they use for this type of situation.

Giuliani Stephens would also like the corridor to leverage their partnership with East Metro Strong; both in DC and here at the State Capital. She would also like people at the Federal level to be aware of the corridor's dash board status. Also to educate people at the State level of what the dash board status is.

Agenda Item #5. DEIS Study Update

Gitzlaff directed everyone to the information provided within the packet. The Rail Authorities for Washington and Ramsey County and the 6 cities along the line have all passed resolutions of support for the locally preferred alternative (LPA).

Gitzlaff stated that the Scoping Decision Document was produced and closes out the scoping phase. It shows the plan for all of the comments from the public and agencies. How everything will be addressed with in the Environmental Impact Statement (EIS).

Gitzlaff said that it is important for the Community Advisory Committee (CAC) to get back together. It is important for them to see some of the market analysis results and station planning that is being done; their group can be very valuable to provide the commission with their input.

Weik asked if anyone has touched base with anyone from the CAC to see if they have time to meet; or have there been any formal conversations with anyone.

Gitzlaff responded that when the committee started they had assumed that it was a two year commitment/process. No formal question has been extended to the committee at this time.

Agenda Item #6. Communication Update

Item 6a.

Gitzlaff referred to the list provided with in the packet of the meetings that staff has had for outreach activities. The next upcoming event is December 4th; ESABA Gala.

Herman added that 4 tickets are included within the sponsorship. They would like to see a display about Gateway. 300-400 business and staff from the business are expected to be in attendance for this event.

Giuliani Stephens commented that the outreach is the perfect opportunity for the commission to take their message regionally now. She is hoping that East Metro Strong can help the corridor with their message as well.

Item 6b.

Dehler said that one of the elements within their contract is to put on a development forum; similar to the one from last year. They would like to have it put on in January 2015. The event would be very similar to last year. They would like to have a panel discussion between business leaders, elected officials and city staff to talk about what they may see as potential issues.

Item 6c.

Dehler then directed everyone to the Development Forum Overview in their packet.

Dehler noted that there is a potential for a partnership with East Metro Strong and to use the forum as a kick-off event for a facilitated process that East Metro would partner with Gateway and focus on one or more station areas to receive some additional input on.

Lucke stated that at this time East Metro Strong is looking for an indication of interest level of partnership. Within the next month Lucke will work with East Metro Strong to put together a budget based on the interest level. Lake Elmo has a big interest.

Reeves believes that the understating of what the transit stations will look like and how they will benefit the cities will be very vital information that needs to be provided to determine the location of the stations and to give the cities a visual that will help them with their decisions.

Lucke said that they will make sure that East Metro Strong is integrated with that station area planning that the consultant team is leading and that everything will be a coordinated effort.

Will Schroeder with East Metro Strong added that they will be more flexible then the information that was provided at the PAC meeting. They can also help out with a real time sketch giving people a more realistic idea of what the stations will look like.

Weik asked is regards to the development forum if there would be any noted experts from the Orange Line in California that might be interested in participating.

Dehler said that they are waiting to hear about the partnership with East Metro Strong to work with them to find the best person to facilitate the East Metro Strong portion and have them possibly lead the forum in part or in total. If anyone has any suggestions of people they think that Jeff should look into please let him know; he is open to suggestions.

Agenda Item #7. Gateway TOD Grant Update

Gitzlaff said that the grant has been submitted. Letters were signed by the US Commission Chair, Chair Haigh and Peter McLaughlin which will carry a lot of weight. The grant is also supported by Congresswoman Betty McCollum and Senator Al Franken. It is also anticipated that U.S. Senator Amy Klobuchar will be sending a letter to show her support as well.

Agenda Item #8. State and Federal Legislative Update

State:

Roggenbuck directed everyone to the election results provided with in their packet. This is the largest victory for the Republicans who won control of the House of Representatives.

Federal:

Roggenbuck added that there is a much larger Republican majority now.

Weik noted that she sent a letter to the Washington County delegation to update them on the LPA, the Environmental Development Study, and the excitement to start the planning on the construction at each of the stations.

Kaul said that the house could be identifying committees as early as tomorrow. There will be a lot of people with transit projects coming to the legislature in 2016, 2017 & 2018. There needs to be a strong appeal to get the \$3 Million; to be we well positioned.

Giuliani Stephens asked if there was some synergy to work with the City of Minneapolis to strategize with them to help bring the BRT projects to the front of the line.

Lucke directed the commission to the DRAFT Proposed Legislative Work plan. Staff will be working on this more next month, now is the time for the commission to start to think their strategy. The request from staff under the advice from John Call and Nick Riley from Ramsey County; they are taking the clean and honest approach. Last year \$5 Million was requested, only \$2 Million was received. This year we are going to ask for the balance of \$3 Million.

Dehler said there is an urgent need for \$3 Million; if Gateway doesn't receive the money there is a potential for the next phase being delayed up to one year. It is critical that cities adopt resolutions for support of the corridor. Dehler is also looking in to a breakfast business get together.

Giuliani Stephens believes that the breakfast would be a great success, with the right people included and some great dialog and good information.

Weik asked that along with the request for \$3 Million is there a message with that and how does it cover the transition?

Lucke added that FTA will not accept the application for project development unless the local shares are committed. The draft for the application is due in June and the final is due in September.

Agenda Item # 9 Other

Item 9a. Meeting Dates Summary

The next commission meeting is December 11, 2014 at 3:30PM

Lucke added that East Metro Strong is going to be having a vision session with each of the corridors in the East metro. They would like to schedule Gateways session on December 11th; since there is not a PAC meeting. The session lasts 2.5 – 3.0 hours. The session would be scheduled from 12:30 – 3:00PM.

Lucke is looking for feedback from the commission about the session scheduling. Andy and Jan will send out and email to the commission about the session and then get it scheduled.

Weik is support of the session on December 11th.

Item 9b. Website and Social Media Updates

Facebook page was launched on Monday February 20, 2012; it currently has 454 “likes”. No instances where comments have needed to be removed from the page.

There are currently 4 videos posted on You Tube. The views for these videos range from 72-1031.

For the month of September, there were a total of 780 visits.

Item 9c. Media Articles

Media articles were included with in the packet.

The meeting adjourned at 5:16 p.m. by chair Weik.



Agenda Item #2b

DATE: December 5, 2014
TO: Gateway Corridor Commission
FROM: Staff
RE: Checks and Claims

<u>DEIS Contract (Kimley Horn)</u>	<u>Amount</u>
10/1/2014 – 10/31/14	\$109,220.98

Contract Utilization = 65%

<u>Communication Contract - (Jeff Dehler PR)</u>	
10/1/14 – 10/31/14	\$7,290.80

Contract Utilization = 54%

Total	\$116,511.78
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Detailed invoices can be made available upon request.

Action Requested:

Approval



Agenda Item #3

DATE: December 5, 2012
TO: Gateway Corridor Commission
FROM: Staff
RE: Final 2015 Workplan and Budget

At the November Commission meeting the draft 2015 Work Plan and Budget was presented for review by the Commission. Based on the comments received the Work Plan advocacy section has been updated to include additional emphasis on the importance of the Gateway permitting dashboard designation and the opportunities to build bi-partisan support at the legislature. The total budget amount stayed the same but additional explanation has been added to the note section regarding the use of fund balance to offset dues. A copy of the Final 2015 Work Plan and Budget is included in the packet.

Action Requested: Approval

Gateway Corridor Commission 2015 Final Work Plan and Budget

1. Collaboration / Partnerships

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

1. Offer guidance, monitor progress and prepare formal comments on studies that are being conducted or that could have an impact on the activities in the Gateway corridor.
2. Work with CTIB, state and local agencies to identify regional priorities for the corridor.
3. Coordinate activities with the University of Minnesota through their Humphrey School of Public Affairs, the Center for Transportation Services (CTS) and the Transitways Impacts Research Program (TIRP).
4. Work with the public-private partnerships such as East Metro Strong to catalyze job growth and economic development opportunities within the Gateway Corridor
5. Work with the communities along the corridor to collaboratively plan for future transit improvements in the Gateway Corridor and the surrounding land uses within the station areas.

2. Public Involvement

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

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

3. Advocacy and Outreach

The Commission will advocate for improved transit to serve the Corridor and the Twin Cities region. In addition to advocacy, the Commission will reach out to other interested parties

who are also working towards improvements in the Gateway Corridor. Commission activities include:

1. Advocacy
 - a. Send a Gateway Contingent with broad representation from government and business and labor to Washington DC to meet with the Corridor's congressional delegation and their staff and to meet with representatives from the Federal Department of Transportation (US-DOT) National Headquarters to support the project's request to enter Project Development (PD).
 - b. Develop a legislative coordination strategy to inform local, state and federal elected officials of the need for transitway improvements in the Gateway Corridor and build bi-partisan support for the project.
 - c. Leverage the Gateway Corridor Project's inclusion on the Federal Permitting Dashboard to increase awareness of the importance of the project at the State and Federal level.
 - d. Promote increased transit funding to improve and expand the existing transit service in the Corridor.
 - e. Establish positions and specific requests on legislative initiatives that affect the Gateway Corridor.
2. Outreach
 - a. Identify and establish communication and action plan with the business community along the corridor.
 - b. Engage the various and diverse community and business groups along the corridor.
 - c. Coordinate with the western Wisconsin communities, Wisconsin DOT, and Wisconsin legislature on issues that impact the corridor in both states.
 - d. Coordinate initiatives with other joint powers coalitions, the Counties Transit Improvement Board (CTIB) and other regional planning groups.

To aid in advocacy and outreach activities, the Commission will continue to utilize the services of a communication consultant in 2015. Some of the key items that the communications consultant will assist with would include:

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

4. Data Collection and Summary

The Commission will complete a public opinion survey in 2015. The survey will help the Commission gauge current levels of support, set messaging, and identify areas where further information, education and feedback is necessary. The Commission's communication consultant will subcontract with a professional survey company to ensure the survey is conducted in a scientific and unbiased manner.

5. Studies

Draft Environment Impact Statement (DEIS)

The Commission began the DEIS for the corridor in May 2013. The study is expected to be completed by mid-2015. The purpose of the DEIS is to conduct a full and open evaluation of environmental issues and alternatives, and to inform decision-makers and the public of reasonable alternatives that could avoid or minimize adverse impacts and enhance the quality of the environment. The Commission reached a major milestone in 2014 with the identification of a Locally Preferred Alternative (LPA) and the completion of the scoping phase of the DEIS study. More detailed environmental analysis and engineering refinements will take place in 2015 along with additional public engagement and the initiation of station area planning work. The next milestone for 2015 is the publishing of the DEIS document.

HIA Grant

A grant was awarded to Washington County from the Pew Charitable Trusts to complete a Health Impact Assessment (HIA) for the land uses surrounding the Gateway Corridor station stops. An HIA is a decision-making tool for policymakers to identify the health consequences of new policies and develop practical strategies to enhance their health benefits and minimize adverse effects. A portion of the grant proceeds will be utilized by the DEIS consultant to complete the HIA tasks in 2015 concurrently with the station area planning work.

Project Support Activities

Project Support Activities are needed in 2015 between the end of the DEIS and start of the PD when the project will be transitioned to the State as the Project Sponsor. The proposed work activities include preparation of materials to support the project's request for entry into Project Development, additional federal and state permit coordination, station area planning work and public engagement. This work will overlap with the PD for a short period in the fall of 2015. This will allow the project support activities to wrap up as the PD engineering consultant is gearing up their work, allowing for a smooth transition between phases.

In addition, the Metropolitan Council, the Gateway Corridor Commission, and the Ramsey and Washington County Regional Rail Authorities have submitted a grant request to the Federal Transit Administration for Transit-Oriented Development Planning assistance. If awarded, these funds will be used to assist the counties and cities along the corridor in more extensive station area planning.

6. Capital Projects

Project Development

Project Development (PD) is the next phase in the federal transitway development process. The Final Environmental Impact Statement (FEIS) and preliminary engineering are completed during this phase. Project sponsors must apply to the Federal Transit Administration (FTA) to enter the PD phase and must complete the PD phase within 2 years. A request to enter PD is expected to be submitted in the summer of 2015 and approved fall of 2015. The PD phase will go from fall 2015 to fall 2017. The Gateway Corridor project will transition to the State as the project sponsor at the start of PD. The Commission will continue to provide a supporting role as a representative group of key project stakeholders. The Counties will be responsible for their share of the overall project cost starting in 2015.

7. Management, Policy, and Administrative Activities

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

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

Commission Priorities for 2015

- Oversee and guide the work of the DEIS consultant in the preparation of environmental document, health impact statement, station area planning and public engagement.
- Oversee and guide the work of the Commission's communication consultant in the execution of the Commission's strategic communication plan
- Support Washington County's request for state bond funding for project development in the 2015 State Legislative Session.
- Develop a legislative coordination strategy to inform local, state and federal elected officials of the need for transitway improvements in the Gateway Corridor.
- Continue to actively engage the business community, community advocacy groups, and the various other stakeholders in the corridor.
- Send a Gateway Contingent with broad representation from government and business and labor to Washington DC to meet with the Corridor's congressional delegation and their staff and to meet with representatives from the Federal Transit Administration (FTA) National Headquarters to support the project's request to enter (PD).
- Complete a public opinion survey to help the Commission gauge current levels of support, set messaging, and identify areas where further information, education and feedback is necessary.

Gateway Corridor Commission 2015 Expenditures

Expenditure Category	Amount
Public Involvement	
Communications Consultant Contract - public relations, legislative coordination, strategic messaging, website maintenance, etc.	\$ 115,000
Advocacy and Outreach	
Federal and State Coordination ⁽¹⁾	\$ -
Public Information Materials / Events / Advertising	\$ 5,000
Washington DC Advocacy Trip ⁽²⁾	\$ 5,000
Data Collection and Summary	\$ -
Public Opinion Survey	\$ 30,000
Management / Administration	
Supplies / Materials / Printing / Memberships	\$ 5,000
Insurance / Audit	\$ 10,000
Studies	
Draft Environmental Impact Study	\$ -
Project Support Activities	\$ 1,800,000
HIA Grant	\$ 93,000
Capital Projects	
Project Development	\$ 1,000,000
Contingency	\$ 10,000
TOTAL	\$ 3,073,000

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

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

Gateway Corridor Commission 2015 Expenditures

Revenues	Amount
Federal Appropriations	\$ -
Federal Transit Administration	\$ 1,000,000
State Appropriations ⁽¹⁾	\$ 200,000
Regional Railroad Authorities	
Ramsey County	
- Commission Operations	\$ 90,000
- Project Support Activities	\$ 40,000
- Project Development ⁽²⁾	\$ 100,000
Washington County	
- Commission Operations	\$ 90,000
- Project Support Activities	\$ 40,000
- Project Development ⁽²⁾	\$ 100,000
Other	
CTIB - Project Support Grant	\$ 720,000
CTIB - Project Development Grant ⁽²⁾	\$ 600,000
Pew Charitable Trust - Health Impact Project	\$ 93,000
TOTAL	\$ 3,073,000

(1) A total of \$2 million in 2014 State Bond funds has been designated for the Gateway Corridor. \$200,000 is needed in 2015 for project development work and the remainder will be utilized in 2016.

(2) The project development phase will be led by the State as the Responsible Government Unit. The Commission will be a key stakeholder. The Counties of Ramsey and Washington and CTIB will continue to be funding partners and will pay their share directly to the State.

Gateway Corridor Commission 2015 Member Dues

Dues	Percentage Due	Dues ⁽¹⁾	AA Credit ⁽²⁾	Fund Balance ⁽³⁾	Amount Due
WCRRA	50%	\$130,000	\$ (13,000.00)	\$ (17,000.00)	\$ 100,000
RCRRA	50%	\$130,000	\$ (13,000.00)	\$ (17,000.00)	\$ 100,000
TOTAL					\$ 200,000

(1) Per the JPA, the financial contribution is split 50/50 between RCRRA and WCRRA

(2) Approximately \$26,000 in unused funds from the Gateway AA funds remain after all 2014 contract obligations have been met. All Federal, State and CTIB funds have been expended on the project. RCRRA and WCRRA each contributed local funding through Commission dues. The remaining funds will be refunded 50/50 to Ramsey and Washington County Regional Railroad Authorities to be used as a credit towards 2015 membership dues

(3) The anticipated fund balance at the end of 2014 after refunding the unspent AA funds is approximately \$64,000. An additional \$34,000 of the fund balance will be used to offset the 2014 budget contribution and the remaining \$30,000 will be held in fund balance. If the fund balance at the end of the year is less than anticipated WCRRA and RCRRA would be responsible for paying any additional dues to ensure that a total of \$30,000 remains held in fund balance. Additional draws from fund balance would require approval by the Gateway Corridor Commission.



Agenda Item #3

DATE: December 5, 2014
TO: Gateway Corridor Commission
FROM: Staff
RE: Resolution Supporting Gateway State Funding Request

Background

Washington County will be requesting \$3 million in state funding during the 2015 legislative session for additional environmental and engineering work for the Gateway Corridor. Washington County requested \$5 million in funding in the 2014 legislative session for this work and was awarded \$2 million in state bond funds. This request is for the balance of \$3 million is still needed to fully fund the State's share of the next phase of work, referred to as Project Development.

If the proposal is not enacted additional work on the Gateway Corridor may be delayed and other transitway projects in the United States may advance ahead of the Gateway Corridor in pursuit of limited Federal funding available for transitway development.

Action

Approval of Resolution Supporting Washington County State Funding Request for Gateway Corridor.

RESOLUTION SUPPORTING WASHINGTON COUNTY REQUEST FOR \$3,000,000 IN STATE FUNDING FOR THE GATEWAY CORRIDOR

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

WHEREAS, the Gateway Corridor is located in Ramsey and Washington Counties, Minnesota, extending approximately 12 miles, and connecting downtown Saint Paul with its East Side neighborhoods and the suburbs of Maplewood, Landfall, Oakdale, Lake Elmo, and Woodbury, and;

WHEREAS, the Gateway Corridor is experiencing robust employment and population growth; and

WHEREAS, the Gateway Corridor will connect the eastern metropolitan area to the region's transit system via Union Depot and will provide economic development opportunities and is a critical link for employees commuting to their workplace; and

WHEREAS, the Gateway Corridor project recently received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project, and;

WHEREAS, the Gateway Corridor Commission is in the process of preparing a Draft Environmental Impact Statement (DEIS) for the project; and

WHEREAS, after an extensive public engagement and rigorous technical evaluation a locally preferred alternative of Bus Rapid Transit within a dedicated guideway that would run generally parallel to I-94 has been determined to be the most cost-effective and economically viable transit solution; and

WHEREAS, the six cities and two counties in which the LPA travels have all passed resolutions supporting the LPA decision; and

WHEREAS, the LPA for the Gateway Corridor has been included in the Metropolitan Council's 2040 Transportation Policy Plan (TPP) which is scheduled for adoption in January 2015; and

WHEREAS, the next step in the development of this transitway will be to transition the project to the State and conduct engineering and additional environmental analysis; and

WHEREAS, additional resources will be needed to advance the transitway through the next phase; and

WHEREAS, Washington County requested \$5 million in funding in the 2014 legislative session for this work and was awarded \$2 million in state bond funds; and

WHEREAS, the balance of \$3 million in State funding is requested by Washington County in the 2015 legislative session; and

WHEREAS, the Commission recognizes that the \$3,000,000 gap is needed to fully fund the State's share of the next phase of work, referred to as Project Development, and to keep the project moving forward without delay.

NOW THEREFORE, BE IT RESOLVED, that Commission hereby supports Washington County's request for the State of Minnesota to provide \$3,000,000 in funds to Washington County for engineering and environmental analysis work for the next phase of development of the Gateway Corridor.

Approved:

I hereby certify that the foregoing resolution is a true and correct copy of the Resolution presented to and adopted by the Gateway Corridor Commission at a duly authorized meeting thereof held on the _____ day of _____, 2014 as shown by the minutes of said meeting in my possession.

	YES	NO	ABSTAIN	ABSENT
ORTEGA	_____	_____	_____	_____
WEIK	_____	_____	_____	_____
LANTRY	_____	_____	_____	_____
SLAWIK	_____	_____	_____	_____
REINKE	_____	_____	_____	_____
GIULIANI STEPHENS	_____	_____	_____	_____
PEARSON	_____	_____	_____	_____
KYLLO	_____	_____	_____	_____
NELSON	_____	_____	_____	_____
WILLIAMS	_____	_____	_____	_____



Agenda Item #5

DATE: December 5, 2014
TO: Gateway Corridor Commission
FROM: Staff
RE: 2015/2016 Insurance Renewal

The Gateway Corridor Commission's insurance policy with the League of Minnesota Cities is up for renewal in February, 2014. Coverage for the work of the Commission is currently held through the League of Minnesota Cities Insurance Trust. Coverage includes open meeting, municipal liability, auto and crime. The premium last year was \$2,871 and was paid by the Commission.

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

The League of Minnesota Cities Insurance Trust would like confirmation that the Commission would again chose not to waive the statutory tort liability limits. It is anticipated that the 2015/2016 premium will be considerably less than last year's due to a reduced Commission budget. Insurance renewal cost is also included in the Commission's 2015 draft budget.

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

Action Requested: Continue insurance coverage with League of Minnesota Cities Insurance Trust for 2015/2016 and that the statutory tort liability limits not be waived as recommended by the Washington County Risk Manager.

SECTION I: LIABILITY COVERAGE WAIVER FORM

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

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

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

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

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

Check one:

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

Date of city council meeting _____

Signature _____ Position _____

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



Agenda Item #6

DATE: December 5, 2014
TO: Gateway Corridor Commission
FROM: Staff
RE: 2015 Meeting Schedule

Through the development of the Bylaws, the Commission identified a regular scheduled meeting date of the second Thursday of every month at 3:30 PM. Included below are the actual dates for 2015:

January 8

February 12

March 12

April 9

May 14

June 11

July 9

August 13

September 10

October 8

November 12

December 10

Action Requested: Motion to adopt the 2015 meeting schedule.



Agenda Item #7

DATE: December 5, 2014
TO: Gateway Corridor Commission
FROM: Staff
RE: Draft Environmental Impact Statement (DEIS) Update

LPA Next Steps

The Rail Authorities for Washington and Ramsey County and the 6 cities along the line have now all passed resolutions of support for the locally preferred alternative (LPA). On Wednesday October 8th, the Washington County Regional Railroad Authority submitted the resolutions along with a cover letter outlining how the Gateway Corridor Project has met the expectations for inclusion in the 2040 Transportation Policy Plan (TPP) as well as the next steps to continue to refine the general alignment. An LPA Selection Report has also been prepared to document the evaluation process and can be downloaded on the project website (<http://www.thegatewaycorridor.com>) under the transit study tab, right hand column under the LPA heading. An overview of the Gateway LPA was presented to Metropolitan Council on November 12th by Council Staff. A report that documents all the comments received on the TPP and how the Council's intends to respond to each of them is available at the following link: <http://metrocouncil.org/METC/files/52/529afdbd-ab1d-43e9-98ee-702afc9724aa.pdf>. Page 168 of the document notes that the Council is in support of the Commission's request to name the Gateway Corridor transitway the Metro Gold Line and will make the change in the Final TPP which will soon be released. The final TPP will be adopted by the Metropolitan Council in January 2015.

Scoping Process

The Scoping Decision Document for the Gateway Corridor Project was published in the Environmental Quality Board Monitor on October 27th. The scoping design document describes what will be studied in more detail the DEIS document is prepared. The Scoping Decision Document can be accessed on the project website (<http://www.thegatewaycorridor.com/>) under the transit study tab, right hand column under the Scoping Docs heading. Section 8 of the document is where you can find the responses to the comments received from all participants. All comments received are in appendix E.

Committee Updates

The Technical Advisory Committee (TAC) did not meet in November. The next TAC meeting is scheduled for December 17th. At the next TAC meeting, updated design concepts will be presented for the pinch points along the corridor. The TAC will also provide input on the station area planning process and the upcoming stakeholder workshops that are being targeted for each community. The next Community Advisory Committee (CAC) meeting is targeted for early January to obtain feedback on the items described above. The Policy Advisory Committee (PAC) met on November 13th before the Commission meeting. The PAC reviewed the results of the scoping decision and LPA process and the areas where more analysis is needed in the DEIS. The findings of the corridor-wide market analysis were also presented. There will not be a PAC meeting in December. The next PAC meeting is scheduled for January 9th at 2:00 pm preceding the Commission meeting.



Shift in Horizon Forecast Year

The Metropolitan Council intends to adopt the 2040 TPP in January 2015. The forecast year in the TPP has been expanded from 2030 to 2040. FTA is requiring that all transitway projects in our region transition to 2040 population and employment projections, which are a key factor in determining ridership projections, to be consistent with the most up to date plan. This change in the middle of the DEIS may require additional resources and time to complete depending on how soon this data becomes available to project staff. Staff is in the process of preparing an updated schedule for completion of the DEIS for review by the FTA. Project staff intends to use the dashboard status to request streamlined permitting from FTA to offset any delays in receiving the updated data.

DEIS Next Steps

DEIS document preparation will continue through May 2015. The Policy Advisory Committee (PAC), Community Advisory Committee (CAC) and (Technical Advisory Committee) will be meeting over the next few months to complete the following tasks:

- Finalize all station locations and the I-94 crossing location in Lake Elmo / Woodbury
- Refine the Guideway Design Concept and Service Plan
- Analysis of community and environmental issues for all Build alternatives advancing for DEIS evaluation
- Station area planning, health impact statement preparation (HIA) and market analysis

Action

Information

Gateway Corridor Environmental Impact Statement

PROGRESS REPORT TO THE GATEWAY CORRIDOR COMMISSION DECEMBER 2014

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

Key Work Activities/Progress during November through early December 2014

■ Meetings

- *Project management team (PMT)* - Held meeting on December 3. Meeting focused on alignment concepts in St. Paul area of corridor, approach to evaluating right-of-way impacts, update on coordination activities, and specific environmental documents under review.
- *Meeting with FTA*—Held FTA coordination call on November 12. Call focused on providing update on Station Area Planning activities, approach to Annotated Outline, and upcoming review activities.
- *Meeting with St. Paul SAP Task Force*— Prepared for and attended St. Paul Task force on December 2 specific to station area planning (Earl Street station discussed).
- *Meeting with MnDOT*—Meeting held at MnDOT Metro District on November 17 to further discuss dedicated BRT design concepts in 3M area of corridor (Ruth Street to Century Avenue) and coordination with MnDOT's proposed auxiliary lane/repaving project on I-94.

■ Other Project Activities

- Prepared Station Area Planning (SAP) meeting summary.
- Prepared Market Research Memo for St. Paul stations (HR&A)
- Prepared Draft Annotated Outline
- Prepared Draft St. Paul Alignment Option Comparative Memo/Matrix
- Refined St. Paul alignment options
- Prepared Draft Glossary of Terms for use at upcoming meetings
- Continued to advance capital cost estimates for refined dedicated BRT alternatives and managed lane BRT alternative
- Responded to FTA comments on the Coordination Plan (first update)
- Continued to advance travel time estimates for dedicated BRT and managed lane BRT alternatives
- Continued coordination with Metropolitan Council regarding updated TAZ data reflecting a horizon year of 2040
- Continued coordination with MnDOT regarding 3M area design concepts
- Held project team workshop on dedicated BRT alignment and station refinement
- Gathered national project examples specific to side-running dedicated BRT
- Prepared general approach to address right of way impacts and reviewed with PMT
- Weekly coordination with KHA/SRF project team and Washington County. Respond to individual requests for project information, as needed.

- Prepare supporting information regarding horizon year for project.
- Updated project schedule, and prepared milestone schedule for use on the Federal Permitting Dashboard site.

Upcoming Activities

- Finalize Annotated Outline following FTA review
- Finalize Coordination Plan (first update) based on FTA review comments and post on project website
- Finalize Glossary of Terms for use at upcoming meetings
- Continue to refine Dedicated BRT alignment and confirm footprint of analysis.
- Work with Metropolitan Council to effectively update data to reflect horizon year of 2040.
- Continue to advance Managed Lane alternative concepts, and reconvene working group to discuss.
- Continue to advance capital and operating cost estimates.
- Follow up to the focused station area planning efforts/meetings with each of the Gateway Corridor communities.
- Continue to advance data collection in preparation of Draft EIS technical analysis
- Initiate preparation of Technical Reports, and update delivery schedule.
- Prepare for and attend upcoming meetings with PMT, TAC, CAC, PAC, GCC and FTA.
- Coordination activities with focused working groups, as needed.



DATE: December 3, 2014

TO: Gateway Corridor Commission

FROM: Staff

RE: Gateway Corridor Outreach Activities

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

Upcoming Outreach

Stakeholder	Status
Maplewood Planning Commission	December 16, 2014
Oakdale Business and Professional Association	Date TBD

Previous Outreach

Stakeholder	Status
ESABA Gala	Table – December 4, 2014
St. Paul Station Planning Task Force	Workshop, December 2, 2014
Legislative Strategy Meeting	November 13 and 21, 2014
Met Council – Committee of the Whole	Presentation, November 12, 2014
Maplewood Station Planning Meeting	November 7, 2014
Lake Elmo Station Planning Meeting	November 6, 2014
Dayton's Bluff Community Meeting	November 6, 2014
Oakdale Station Planning Meeting	November 6, 2014
Partnership for Regional Opportunity-TOD Committee	Presentation, November 3, 2014
Woodbury Station Planning Meeting	October 31, 2014
District 4 Community Council New Moon Celebration	Flyers/booth – October 30, 2014
St. Paul Station Planning Meeting	October 27 and 30, 2014
Washington County Regional Rail Authority	October 7 th , 2014
Globe University – Welcome Day for Students	Booth – October 1 st , 2014
Woodbury City Council	September 24 th , 2014
Oakdale City Council	September 23 rd , 2014
Maplewood City Council	September 22 nd , 2014
Lake Elmo City Council	September 16 th , 2014
Washington County Regional Rail Authority	Public Hearing- September 16 th , 2014
Metro State University Fall Fest	Booth-September 13 th , 2014
Landfall City Council	September 10 th , 2014



Lake Elmo City Council	Workshop-September 9 th , 2014
Oakdale City Council	Workshop-September 9 th , 2014
Ramsey County Regional Rail Authority- Public Hearing	Presentation-September 9 th , 2014
Saint Paul Planning Commission	Update -September 5 th , 2014
Woodbury Rotary Club	Presentation – September 4 th , 2014
Bruce Vento Elementary-Back to School Night	Booth-August 27 th , 2014
City Walk Board (Woodbury)	Presentation-August 27 th , 2014
Metropolitan Council-Transportation Policy Plan Outreach	Booth-August 26 th , 2014
Oakdale City Council Workshop	Workshop – August 26 th , 2014
Maplewood City Council Workshop	Workshop – August 25 th , 2014
St. Paul Transportation Committee	Presentation – August 25 th , 2014
Metro State University-Welcome Day	Booth-August 20 th , 2014
Lake Elmo Property Owners along I-94	Presentation/discussion-August 14 th , 2014
Landfall City Council Workshop	Presentation-August 13 th , 2014
LPA Public Hearing	Public Hearing – August 7 th , 2014
National Night to Unite-several Woodbury neighborhoods	Booth-August 5 th , 2014
National Night to Unite- Dayton’s Bluff, Saint Paul	Booth-August 5 th , 2014
Primrose/City Walk Businesses (Woodbury)	Presentation-July 31 st , 2014
Community Thread-Stillwater	Update-July 29 th , 2014
St. Paul District 1 Community Council	Presentation – July 28 th , 2014
Woodbury Chamber Public Affairs Committee	Presentation – July 24 th , 2014
Wabasha Street Block Party	Booth – July 24 th , 2014
ESABA Bowling Tournament	Booth – July 24 th , 2014
Landfall Planning and Finance Committee	Presentation – July 8 th , 2014
Community Advisory Committee	Meeting – June 30 th , 2014
Orange Line Tour	Field Trip – June 25 - 27, 2014
Make it Happen on E. 7 th St. Night Out Business & Community Fair	Event Presence – June 20, 2014
FTA Tour and Workshop	Tour and Presentation – June 20 th , 2014
District 4 Community Council	Presentation – June 16 th , 2014
Green Line Opening	Booth at Depot/Wanderers – June 14 th , 2014
Community Advisory Committee	Meeting – June 3 rd , 2014
Target Station Opening	Booth – May 17 th , 2014
National Train Day	Booth – May 10 th , 2014
Future of 4 th Event	Booth – May 8, 2014
St. Transportation Summit	Booth – May 6, 2014
Woodbury Expo	Booth – May 3, 2014
St. Paul Port Authority	Presentation – April 17, 2014
Corridor Cities and Market Analysis Consultant	Meetings - Week of April 14, 2014
Met Council Transportation Committee	Presentation - April 14, 2014
Globe University – Students	Presentations – April 9, 2014
Engage East Side – Gateway Event	Presentation/Panel – April 8, 2014
Globe University – Staff	Presentation – March 28, 2014



Gateway Day at the Capitol	One-on-ones - March 26, 2014
DEIS Scoping Open House, Conway Rec Center	Open House – March 25, 2014
DEIS Scoping Open House, Guardian Angels	Open House – March 24, 2014
District 1 Community Council Open House	Booth – March 22, 2014
Interagency Scoping Meeting	Meeting – March 20, 2014
River Valley Action	Presentation – March 18, 2014
FHWA	Meeting – March 13, 2014
Landfall HRA	Presentation – March 12, 2014
Environmental Quality Board	Meeting – March 12, 2014
Park and Rides	Flyer handout – March 12, 2014
Legislative Strategy	Meeting – February 28, 2014
Engage East Side – Gateway Event	Meeting – February 25, 2014
Washington County Board	Workshop – February 25, 2014
Gateway Legislative Kick-Off Breakfast	Meeting – February 20, 2014
Guardian Angels Finance Committee	Meeting – February 19, 2014
Legislative Strategy	Meeting – February 14, 2014
Policy Advisory Committee/Commission	Meeting – February 13, 2014
Woodbury Chamber	Presentation – February 12, 2014
FTA Call	Call – February 12, 2014
Community Advisory Committee	Meeting – February 10, 2014
D1/D2 Open House	Open House – February 6, 2014
St. Paul Area Chamber	Presentation – February 6, 2014
Harley Davidson	Meeting – February 3, 2014
Technical Advisory Committee	Meeting – January 29, 2014
Legislative Strategy	Meeting – January 3, 2014
Washington County Administrators	Presentation – January 22, 2014
St. Paul East Side Groups	Meeting – January 21, 2014
TAC Staff from Woodbury, Oakdale, and Lake Elmo	Meeting – January 9, 2014
FTA Call	Call – January 7, 2014
Driving tour of Corridor w/ Senator Housley	Tour – December 27, 2013
Technical Advisory Committee	Meeting – December 18, 2013
“Get to Know Woodbury” Realtors event	Booth – December 18, 2013
3M Staff	Meeting – December 16, 2013
Policy Advisory Committee	Meeting – December 12, 2013
Community Advisory Committee	Meeting – December 9, 2013
FHWA Staff	Meeting – December 6, 2013
Fostering an East Side Transit Conversation	Transit Summit – December 5, 2013
District 2 Community Council	Presentation – November 20, 2013
Technical Advisory Committee	Meeting – November 20, 2013
FTA Conference Call	Meeting – November 13, 2013
Fostering an East Side Transit Conversation	Town Hall – November 7, 2013
MnDOT, Met Council, County leadership	Meeting – November 1, 2013
FTA Tour	Tour – November 1, 2013
St. Paul District 1 Community Council	Presentation – October 28, 2013



Landfall	Meeting – October 25, 2013
Technical Advisory Committee	Meeting – October 16, 2013
Lake Elmo	Presentation – October 15, 2013
MnDOT/Met Council/County Staff	Meeting – October 11, 2013
East Side Area Business Association	Presentation – October 10, 2013
East Side Partners	Meeting – October 8, 2013
Policy Advisory Committee	Meeting – October 10, 2013
Community Advisory Committee	Meeting – September 30, 2013
Technical Advisory Committee	Meeting – September 25, 2013
FTA	Coordination Call #2 – September 25, 2013
Fostering an East Side Transit Conversation – Engage ES	Presentation – September 25, 2013
St. Paul Transportation Committee	Meeting – September 22, 2013
Woodbury staff	Meeting – September 12, 2013
Oakdale staff	Meeting – September 12, 2013
Maplewood staff	Meeting – September 11, 2013
Lake Elmo staff	Meeting – September 10, 2013
3M	Meeting – September 4, 2013
Metro State	Meeting – August 29, 2013
St. Paul staff	Meeting – August 29, 2013
Community Advisory Committee	Meeting – August 26, 2013
Technical Advisory Committee	Meeting – August 21, 2013
FTA	Coordination Call – August 15, 2013
East Side Groups Update	Meeting – August 13, 2013
Policy Advisory Committee	Meeting – August 8, 2013
Hot Dogs and Transit – Engage East Side	Booth – August 3, 2013
Technical Advisory Committee	Meeting – July 24, 2013
Hot Dogs and Transit – Engage East Side	Booth – July 13, 2013
Development Forum	June 24, 2013
Alliance for Metropolitan Stability	Staff level meeting – June 7, 2013
Engage East Side Resident Network staff	Discussion on CAC – May 31, 2013
Start of DEIS	
Woodbury Chamber – Eggs and Issues	Presentation – April 12, 2013
District 1 Community Council	Booth at open house – March 25, 2013
Woodbury Lions Club	Presentation – March 5, 2013
Maplewood Lions Club	Presentation – January 28, 2013
Cottage Grove City Council	Presentation – January 16, 2013
Maplewood Planning Commission	Presentation – January 15, 2013
District 4 Community Council	Staff Meeting – January 9, 2013

Action Requested: Information



DATE: Dec. 4, 2014
TO: Gateway Corridor Commission
FROM: Jeff Dehler Public Relations
RE: Gateway Corridor Communications and Public Relations Update

Summary of Activities

During November, two news releases and an e-newsletter were distributed. Preparations began for the 2015 legislative session.

Media and Community Relations

A news release was sent Nov. 4 on the health impact assessment initiative and grant. East Metro Strong and the Housing Redevelopment Authorities in Ramsey and Washington County were included in the news release. News coverage included MinnPost on Nov. 5, Pioneer Press on Nov. 11, and the Woodbury Bulletin on Nov. 29.

A news release was sent Nov. 21 on the grants from the Counties Transit Improvement Board. The story was covered by Finance and Commerce on Nov. 20 and Politics in Minnesota Nov. 21.

Other media activity included the Stillwater Gazette Nov. 5 coverage of the news release on the scoping documents being placed on the web site. The Woodbury Bulletin did a story Nov. 12 about Washington County applying for a federal grant to help with station planning. On Nov. 19, MinnPost included Gateway in a story about Riverview Corridor.

A Nov. 25 e-newsletter featured the health impact assessment and CTIB grants.

Strategic Communications Planning

Work continued on updating the Gateway Corridor strategic communications plan.

Legislative Engagement

A 2015 legislative strategy was drafted. The legislative database was updated. A strategy meeting was held and planning began for a legislative breakfast event.

Next Steps

The team is working with project staff and community partners to plan a Development Forum and a legislative breakfast.



Agenda Item #9

DATE: December 5, 2014
TO: Gateway Corridor Commission
FROM: Staff
RE: State and Federal Legislative Update

State Update

The legislative session begins on Tuesday, January 6, 2015.

Budget Surplus

Minnesota announces \$1.037 billion budget surplus. The Office of Management and Budget (MMB) released the state's November budget forecast, which projects Minnesota's state budget to have a \$1.037 billion surplus for the next biennium. A new state law calls for \$183 million of that amount be put into state budget reserves.

Governor Mark Dayton will use this number when crafting his administration's proposed two-year state budget. The governor is required to submit his two-year budget proposal to the legislature by January 27. The next budget forecast will be released in early March, and those numbers will be taken into account when setting the final budget to be negotiated at the legislature and signed by the governor during the 2015 legislative session.

House Committee Chairs Announced

Republicans recently won majority control of the Minnesota House of Representatives and will replace all former DFL committee chairs with Republican committee chairs. More than half of the new chairmen represent communities in Greater Minnesota.

The new committee chairs are as follows:

- Aging & Long-Term Care Policy: Rep. Joe Schomacker (R-Luverne)
- Agriculture Finance: Rep. Rod Hamilton (R- Mountain Lake)
- Agriculture Policy: Rep. Paul Anderson (R-Starbuck)
- Capital Investment: Rep. Paul Torkelson (R- Hanska)
- Civil Law & Data Practices: Rep. Peggy Scott (R-Andover)
- Commerce & Regulatory Reform: Rep. Joe Hoppe (R- Chaska)
- Education Finance: Rep. Jenifer Loon (R- Eden Prairie)
- Education Innovation Policy: Rep. Sondra Erickson (R- Princeton)
- Environment & Natural Resources Policy & Finance: Rep. Denny McNamara (R- Hastings)
- Government Operations & Elections Policy: Rep. Tim Sanders (R- Blaine)
- Greater Minnesota Economic & Workforce Development Policy: Rep. Bob Gunther (R-Fairmont)
- HHS Finance: Rep. Matt Dean (R-Dellwood)
- HHS Reform: Rep. Tara Mack (R- Apple Valley)
- Higher Education Policy & Finance: Rep. Bud Nornes (R- Fergus Falls)



- Job Growth & Energy Affordability Policy & Finance: Rep. Pat Garofalo (R- Farmington)
- Legacy Funding Finance: Rep. Dean Urdahl (R- Grove City)
- Mining & Outdoor Recreation Policy: Rep. Tom Hackbarth (R- Cedar)
- Property Tax & Local Government Finance Division (Taxes): Rep. Steve Drazkowski (R- Mazeppa)
- Public Safety and Crime Prevention Policy & Finance: Rep. Tony Cornish (R- Vernon Center)
- Rules & Legislative Administration: Rep. Joyce Peppin (R- Rogers)
- State Government Finance: Rep. Sarah Anderson (R- Plymouth)
- Taxes: Rep. Greg Davids (R- Preston)
- Transportation Policy & Finance: Rep. Tim Kelly (R- Red Wing)
- Veterans Affairs Division (SGF): Rep. Dettmer (R- Forest Lake)
- Ways & Means: Rep. Jim Knoblach (R- St. Cloud)
- Ethics: Rep. Sondra Erickson (R- Princeton)

Federal Update

Below is a recap of the Federal Updates prepared by Lockridge, Grindal and Nauen (LGN).

Weekly Update for Week of December 1st

Lawmakers used their Thanksgiving recess to continue negotiations on the fiscal year 2015 budget and tax extenders. Those negotiations continued through this week as Congress attempts to reach a deal prior to the expiration of the Continuing Resolution (CR) which is currently funding the federal government and is set to expire on December 11, 2014. The House has a tentative adjournment date of December 11th while the Senate is currently scheduling votes on a day-to-day basis. Both the House and Senate have been busy since returning from the Thanksgiving recess. The House passed a tax extender bill and a defense authorization bill. Meanwhile the Senate has been busy with nominee confirmation votes.

In this Update:

["Cromnibus" Negotiations Continue](#)

[House Passes Tax Extenders](#)

[Defense Authorization](#)

[Key Upcoming Dates](#)

[Special News, Notes, and Events](#)

[Minnesota Delegation Notes](#)

[Additional Media](#)

"Cromnibus" Negotiations Continue

House and Senate appropriators have been negotiating a Cromnibus - a combination of a CR and Omnibus Bill to fund the federal government. Reports indicate that Congressional Members of



both parties are reserving judgment of the Cromnibus idea until they see the final spending package, which is expected to approach \$1 trillion. While negotiations on some sections of the budget are nearly complete, others areas have significant divides that will require more work to bridge the gap. Areas that still have the largest gaps include the Interior-Environment and Labor-Health and Human Services-Education portions of the bill. Currently, House Leadership's goal is to complete negotiations today, December 5th, draft language over the weekend, and have the bill on the House floor ready for votes on Monday, December 8th.

The CR aspect of the Cromnibus is a likely short-term funding compromise for Homeland Security. This comes in response to President Obama's recent Executive Actions on immigration. The Homeland Security CR will likely seek to prevent funding of the President's initiatives. The length to the short-term funding measure is still unclear.

Action on Tax Extenders Bill

On Wednesday, December 3, the House passed a Tax Extender Bill that retroactively extends 50 expired tax breaks. The \$41.6 billion package includes extensions for individual, business, and environmental/energy efficiency tax breaks in addition to correcting some technical problems in the IRS code. The bill is now heading to the Senate floor and is expected to be taken up next week. When the Senate takes up the bill, Senate Majority Leader Harry Reid (D-NV) is not expected to allow any amendments to the measure due to time considerations and concern that an amendment will prevent the House from concurring thus requiring a new deal to be brokered. In particular there is the possibility of some Members of Senate attempting to include a repeal of the medical device tax imposed by the Affordable Care Act.

Defense Authorization

On Thursday, December 3, the House approved the annual defense authorization bill, H.R. 3979, with a vote of 300-119. The annual authorization does not contain funding but rather it authorizes the spending of money on defense, including authorizing \$63.7 billion in war-related funding, and \$5.1 billion requested by the President to be allocated to the fight against the Islamic State. The bill also sets out policies for weapon acquisition and sexual assault in the military among other things.

Furthermore, the bill passed by the House includes partial fiscal year 2015 funding (\$70 million) for the Payment in Lieu of Taxes program (PILT). This program provides payments to local communities that are prevented from levying taxes on land owned by the federal government. PILT still needs \$330 million before it is fully funded.

KEY UPCOMING DATES

December 11, 2014

The stop-gap funding solution passed by Congress this week will expire.

January 6, 2015



New Members of Congress are Sworn In and 114th Congress is formally brought into session.

March 15, 2015

While Congress passed legislation to raise the debt ceiling, action must be taken again prior to March 15, 2015 or the nation once again runs the risk of defaulting on its loans.

May 31, 2015

Current surface transportation law Moving Ahead for Progress in the 21st Century (MAP-21) extension expires.

SPECIAL NEWS, NOTES AND EVENTS

New Member Swearing-In Ceremony Hosted by the Minnesota State Society

Tuesday, January 6th, 11:00 AM-2:00 PM EST

Gold Room Rayburn House Office Building

Washington, D.C. 50515

MINNESOTA DELEGATION NOTES:

Senator Amy Klobuchar, (D-MN), and Representative John Kline (R-MN-02) announced that their bipartisan efforts regarding the National Guard and Reserve's ability to assist victims of sexual assault passed the House in the National Defense Authorization Act. Read more [here](#).

Senator Al Franken, (D-MN), pressed Lyft car service about data privacy policies to ensure that consumers' sensitive geolocation information is protected. Read more [here](#).

Congressman Tim Walz, (D-MN-01), bill to name Mankato Vets facilities after a late Minnesota war hero is heading to President Obama's desk to become law. Read more [here](#).

Congressman John Kline, (R-MN-02), supported bipartisan legislation that will provide disabled individuals and their families assistance to save money in their own account to maintain health and independence. Read more [here](#).

Congressman Erik Paulsen, (R-MN-03), was appointed to the House Ways and Means Trade Subcommittee. Read more [here](#).

Congresswoman Betty McCollum, (D-MN-04), voiced her support for President Obama's Executive Order on immigration. Read more [here](#).

Congressman Keith Ellison, (D-MN-05), and the Progressive Caucus support the striking fast food workers. Read more [here](#).



Congresswoman Michele Bachmann, (R-MN-06), thanked her constituents for the opportunity to service them for eight years in Congress. Read more [here](#).

Congressman Collin Peterson, (D-MN-07), visited the Capitol Christmas Tree that was cut down from the Chippewa National Forest in Cass Lake and decorated with handcrafted ornaments from children across Minnesota. Read more [here](#).

Congressman Rick Nolan, (D-MN-08), praises MnDOT's efforts to proceed with faster, cost-effective Highway 53 route. Read more [here](#).

ADDITIONAL MEDIA

Fate of EPA Riders Unclear as Cromnibus Nears the Endgame By Geof Koss, CQ Roll Call

Both chambers are eyeing a Dec. 11 finish for the 113th Congress and the so-called cromnibus appropriations measure remains the last major piece of unfinished business.

Fate of EPA Riders. Key lawmakers said Thursday that House and Senate negotiators aim to wrap up the measure by this evening, but it may be a few days more before the fate of the EPA riders and other disputed policy provisions is clear. We'll keep you posted on whether members can resolve those sticking points.

Spending aside, the endgame for Congress's energy business appears to be coming into view:

- on efficiency, the House and Senate appear on track to agree to a modest package of energy-saving provisions;
- on taxes, CQ Roll Call's Katy O'Donnell reports the Senate will vote next week on the House-passed tax extenders bill, without amendments, kicking the debate over the production tax credit into the hands of a GOP-led Congress.

Energy Nominees Inch Along. The Senate yesterday voted 53-40 to end debate on the nomination of Jeffrey M. Baran to an extended term on the Nuclear Regulatory Commission. Senators also invoked cloture on the nomination of Ellen Dudley Williams to be director of DOE's Advanced Research Projects Agency-Energy, or ARPA-E, in a 57-34 vote.

Confirmation votes for the pair are expected Monday. Earlier Thursday, senators confirmed two Energy Department nominees. Alaska Republican Lisa Murkowski said she hoped to see the remaining DOE nominees win confirmation before the end of the year, saying Energy Secretary Ernest J. Moniz "deserves to have his team in place."

Defense Bill Moves to Senate. The House yesterday easily passed the defense authorization agreement despite grumbling from both parties over the massive public lands package that hitched a ride. CQ's House Action Reports offers this handy summary of the disputed lands title.



Rockefeller Reflects. Lauren Gardner reports that retiring Sen. Jay Rockefeller, D-W.Va., gave a farewell address Thursday that was absent any sharp rebukes to the coal industry's fight against carbon pollution limits, as he did in a 2012 floor speech. But Rockefeller highlighted his work to increase protections for the myriad coal miners in his adopted home state. He recalled that a visit with a few Republican senators to the West Virginia site of a January 2006 coal mine explosion led to bipartisan legislation to bolster safety standards for mine workers.

"We must not be focused on episodic, 'gotcha' issues," said Rockefeller, who called on colleagues to separate policy-making from campaigning. "When shareholders and the free market cannot, or will not, solve our problems, it is government's responsibility to step in," he added. "Every time."

FERC Protest Preview for Honorable. As we noted yesterday, Senate confirmation of Federal Energy Regulatory Commission nominee Colette Honorable appears more of a question of when rather than if.

But the presence of a handful of protesters was a reminder of the controversy that surrounds FERC. The anti-fracking activists, who identified themselves as affiliated with Beyond Extreme Energy, the group that shut down the street outside of FERC headquarters during a week of protests last month, presented a list of demands to Honorable related to fears over fracking. The group briefly disrupted the start of the hearing with chants of "FERC doesn't work," but quickly took their seats at the request of Sen. Ron Wyden, D-Ore., who chaired the hearing for Mary L. Landrieu, D-La.

Whitfield Eyes DOE Loan Programs. Rep. Edward Whitfield, R-Ky., is reviving concern over the Energy Department's loan programs.

Whitfield, who chairs the Energy and Commerce Subcommittee on Energy and Power, is hosting a members-only Congressional Research Service briefing on "the history, dollar amounts and number of loan and grant programs currently being utilized" by DOE, according to a news release.

The advisory points to a Fox News report about the Ivanpah solar facility in California, whose developers are seeking a tax break in addition to the \$1.6 billion loan guarantee it received.

Whitfield, an ardent critic of the administration's energy agenda, has long been skeptical of DOE's loan programs, which infamously financed Solyndra before its bankruptcy.

However, DOE's loans also support nuclear and advanced fossil fuel projects, including carbon capture storage and utilization technologies that are key to the continued use of coal, which dominates Whitfield's home state.

A spokesman said Whitfield's review extends beyond renewable projects. "He is looking at all of the portfolios and is very concerned about multi-billion dollar corporations seeking federal grants to payoff loans," he said in an email.



U.S. Science Envoys Named: The State Department on Thursday announced that former NOAA Administrator Jane Lubchenco and former ARPA-E Director Arun Majumdar will serve as U.S. Science Envoys starting in January. Both will be involved in climate change.

Action
Information



DATE: December 5, 2014
TO: Gateway Corridor Commission
FROM: Staff
RE: Other Items

Items 10a. Meeting Dates Summary

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

Month	Meeting	Date	Planned Start Time
January	PAC	January 8	2:00 PM
January	Gateway Corridor Commission	January 8	3:30 PM

Item 10b. Website and Social Media Updates

Facebook

The Gateway Corridor Facebook page was launched on Monday, February 20, 2012. The page currently has 459 'Likes'. There have not been any instances where comments have had to be removed during this reporting period.

YouTube

The four YouTube videos of the various alignments are still posted. The "views" of these videos ranges from 72-1031.

Website

For the month of November, there were 698 visits to the website. Attached is a summary of the visits per month for 2013 and 2014.

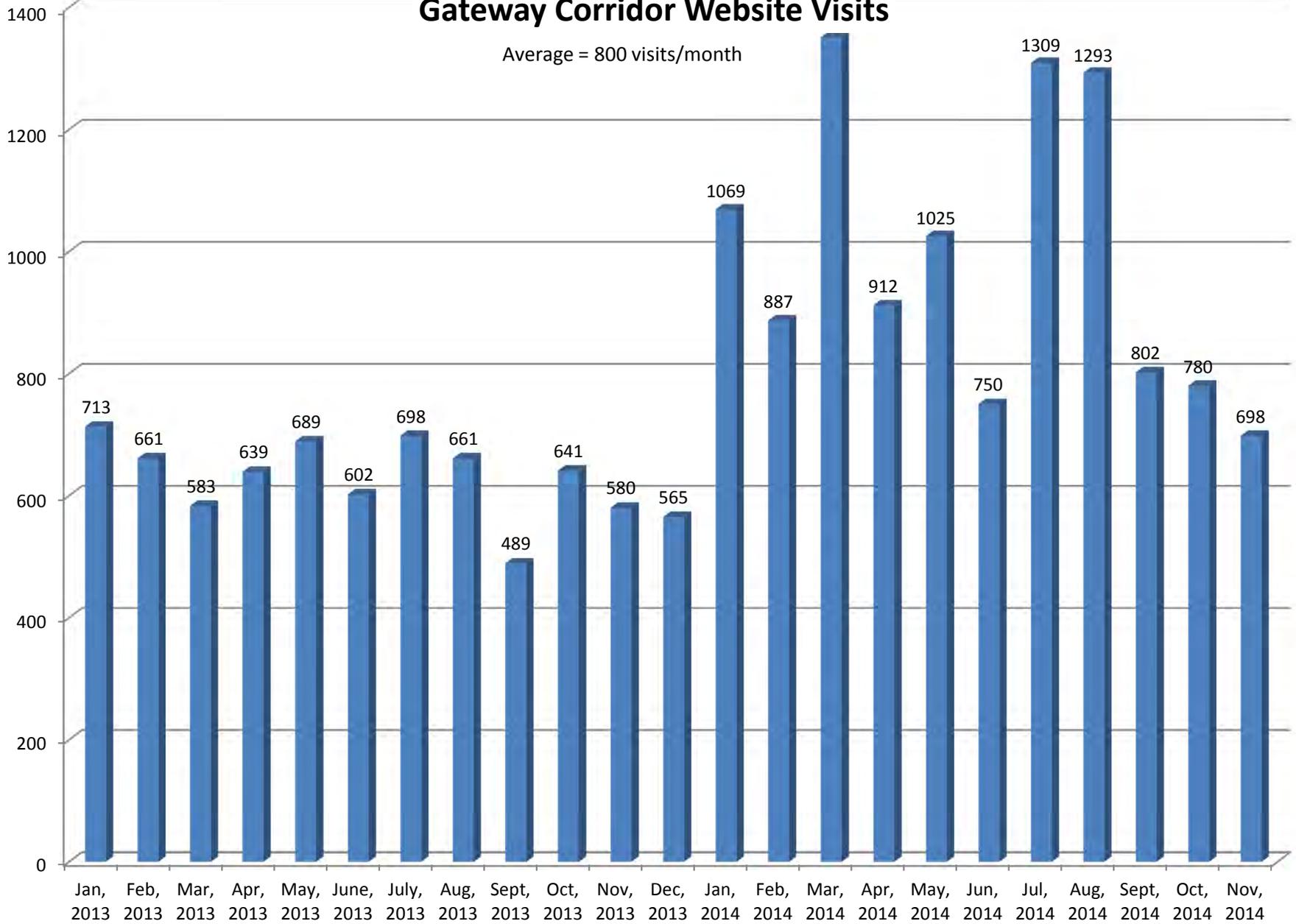
Item 10c. Media Articles

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

Action Requested: Information.

Gateway Corridor Website Visits

Average = 800 visits/month



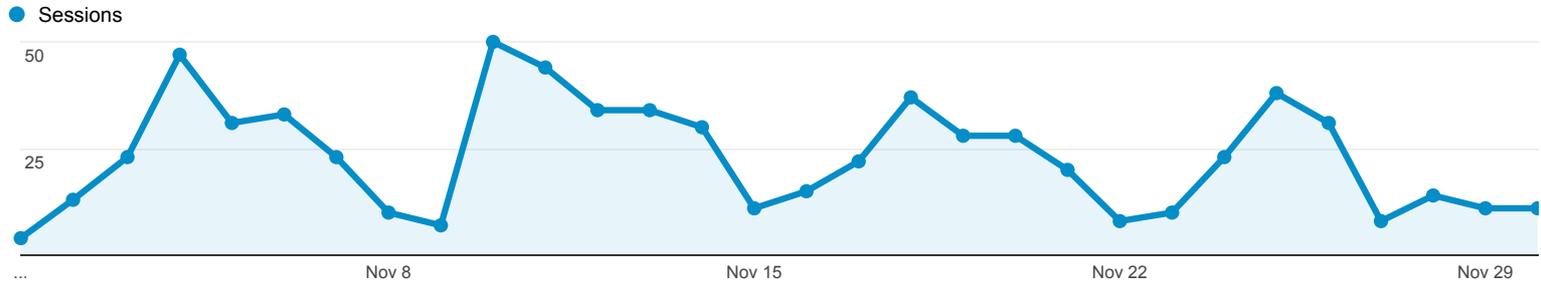
Nov 1, 2014 - Nov 30, 2014

Audience Overview

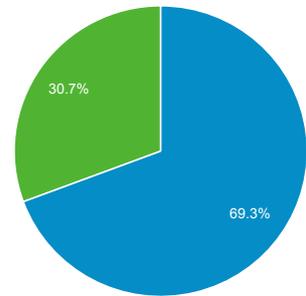
All Sessions
100.00%

+ Add Segment

Overview



■ New Visitor ■ Returning Visitor



Language	Sessions	% Sessions
1. en-us	606	86.82%
2. pt-br	50	7.16%
3. en-gb	10	1.43%
4. it-it	5	0.72%
5. el-gr	2	0.29%
6. es-co	2	0.29%
7. es-pe	2	0.29%
8. zh-cn	2	0.29%
9. de	1	0.14%
10. en	1	0.14%

Woodbury Bulletin

Could Gateway project be a line to better health?

By [Michael Longaecker](#) on Nov 29, 2014 at 7:53 a.m.

Gateway Corridor officials want to know if there are health benefits to be generated by the prospect of mass transit running to Woodbury.

And now they have the money to find out.

Washington County Board commissioners learned Nov. 4 that the Gateway Corridor project was awarded a \$100,000 grant, the funds from which go toward studying how land use around the proposed stations could enhance health benefits.

Lisa Weik, a Washington County commissioner who chairs the Gateway Corridor Commission, said that could mean anything from siting a station closer to the Dale Woods open space area in Woodbury to incorporating things like amenities for bicyclists riding to the platforms.

“We can do a detailed review and analysis on what we think that would bring to the line,” she said.

The \$450 million project, which looks to connect St. Paul’s Union Depot to Woodbury via a bus-rapid transit system, is still years away from rolling on its parallel path to Interstate 94. Washington County officials are currently working on the draft environment impact study portion of the project, which precedes an additional four years of project development and engineering.

The health impact study is not a required portion of the project, but Weik said

that doesn't mean information gleaned from it won't help shape the final product.

Formally, the grant is slated to go toward an assessment focusing on "developing tools for agencies to implement land-use decisions that promote health policies."

Weik said that means things like the possibility of investing in bicycle amenities or – if feasible – building a bus station near the Dale Woods site in hopes of fostering more physical activity among riders. The hope is to engage seniors, millennials and zero-vehicle households, Weik added.

"Anything that can incorporate more activity into people's day," she said.

The assessment, Weik explained, will likely begin by gathering public feedback on health-related concepts that could be incorporated into the project. Funds would then go toward bringing in national experts in the field who can plug those concepts into real-time programs that can show policymakers how they fit with the Gateway plan.

Weik compared the process to the once-popular "Sim City" video game, where players could instantly construct virtual communities.

"We're going to actually get into the nuts and bolts of 'What would this look like?'" she said, adding that the health assessment will run parallel to a required study of station-area planning. "I'm really excited about station-area planning, anyway."

While the grant – issued by private foundations – won't cut into the project's budget, Weik acknowledged that some of the possible amenities could add to the overall cost. She said it's possible added costs like those could be offset by modifications in the project where it won't require constructing the dedicated pathway at certain "pinch points."



Gateway Corridor BRT

Counties award \$141 million in transit grants

By: Cali Owings November 20, 2014 5:22 pm 0

The first phase of Counties Transit Improvement Board's accelerated strategy includes the Orange Line from downtown Minneapolis to Bloomington along Interstate 35W. The line's Lake Street Station would serve 100 buses per hour as a major connector. (Submitted rendering)

The Counties Transit Improvement Board on Wednesday approved \$140.9 million in grant funding to build new transit lines, enhance existing projects and operate the regional transit system as part of its [annual grant process](#).

The grants will help carry two light rail lines and two bus rapid transit lines through project development; improve access, safety and efficiency on the existing BRT and rail system; complete initial work on two corridors in Washington County, and operate the current system.

The board, which collects a quarter-cent sales tax in five metro area counties to build transit lines throughout the region, [awarded](#) \$110 million for capital improvement projects and the other \$30.9 million for operating grants for the existing regional system.

"This is another example of us investing in multiple modes of transit across the region to advance a modern transit system," said CTIB Chair Peter McLaughlin, a Hennepin County commissioner.

The largest portion of the funding — a \$63.6 million grant for advanced design — will go toward the Southwest LRT project from Minneapolis to Eden Prairie.

The funding for Southwest's advanced design over the next year is part of CTIB's \$496 million commitment to the project. Combined with the Hennepin County Regional Railroad Authority's 10 percent share of \$165 million and \$44 million from the state, 85 percent of the local funding for the project has been identified.

"The commitments show that our local funding partners recognize the project's strength following resolution of some big issues through the municipal consent process. The actions by the transit board and regional railroad authority are an important seal of approval that the FTA wanted to see," said Metropolitan Council Chair Susan Haigh in a statement to Finance & Commerce.

Since the board began collecting the sales tax seven years ago, the counties have awarded [\\$648.3 million](#) to transit projects, including the Green Line LRT project, which opened earlier this year.

This year's grant total is only a fraction of the funds the board has pledged to commit to regional projects in its \$1.7 billion, five-year investment plan, known as the Program of Projects. The first phase of board's accelerated strategy includes Southwest LRT, Bottineau LRT, the Orange Line, Gateway Corridor BRT and St. Paul's [Robert Street Corridor](#) and [Riverview Corridor](#), both under study. The board typically funds 30 percent of the capital costs and 50 percent of the operating costs once a project is complete, but recently it decided to up its share of the costs to build projects at a faster pace.

"We keep pushing," McLaughlin said. "Our idea is to get this system built out as fast as we can."

McLaughlin said the board hopes to accelerate projects so that the region will see the benefits sooner and also to build on a positive reputation with the Federal Transit Administration, which has traditionally funded 50 percent of the capital cost for projects.

This year's grants also represent a "milestone" for Washington County, McLaughlin said.

When Washington County joined the board, it didn't have any transit projects in the works, so a portion of the sales tax collected in the county was set aside to be used more flexibly. That money has funded planning activities for several corridors. For the first time this year, a Washington County project — the [Gateway Corridor BRT](#) line — was awarded a \$600,000 capital grant out of the regular fund for projects.

"They did not have a line teed up and ready to go as the other four counties did," McLaughlin said. "For the first time — they now have a line."

Securing the first competitive award for Gateway is a significant milestone in what has been a busy year for the corridor, said Washington County Commissioner Lisa Weik. Earlier this year, officials approved the locally preferred alternative for the project. The project is set to be adopted into the regional Transportation Policy Plan and is part of a new streamlined federal permitting process.

Washington County will also receive \$1.08 million for transit-oriented development planning along Gateway and an implementation plan for the [Red Rock Corridor](#) between Hastings and Minneapolis.

As projects in the east metro gain steam, Weik said, regional leaders are recognizing the importance of a balanced system.

"They all really have more value if there are eastern components," she said. "It will be more valuable if it doesn't end at Union Depot."

The remaining capital grants include:

- \$15.9 million for project development and environmental review for the Bottineau LRT line from Minneapolis to Brooklyn Park.
- \$3 million for project development and environmental review on the Orange Line, a BRT project along Interstate 35W between Minneapolis and Burnsville.
- \$6 million for five additional light rail vehicles for the Blue Line, the region's first LRT line between Minneapolis and the Mall of America in Bloomington.
- \$9.7 million to construct a new online station at Cedar Grove for the Red Line BRT between the Mall of America and Apple Valley.
- \$10.2 million to construct a grade separation between commuter and freight rail and vehicle traffic at Armstrong Boulevard on the Northstar Commuter Rail line.

Tagged with: [BOTTINEAU LRT](#) [COUNTIES TRANSIT IMPROVEMENT BOARD](#) [CTIB](#) [GATEWAY CORRIDOR BRT](#) [ORANGE LINE BRT](#) [RIVERVIEW CORRIDOR](#)
[ROBERT STREET CORRIDOR](#) [SOUTHWEST LRT](#)

New Gateway Corridor study will focus on health

Updated: 11/11/2014 08:10:37 AM CST

TwinCities.com



Workers prepare to set forms to build a concrete platform at the west end of the bus platform at Union Depot, Thursday, March 29, 2012. (Pioneer Press:

to different agencies.

Yet another study is underway for the Gateway Corridor.

With a private \$100,000 grant, local officials will begin assessing how transit development in the corridor could affect residents' health.

The study coincides with a 20-month, \$3 million draft environmental impact study, which is a required part of the government funding process.

While studying health and the environment may appear to overlap, planners say they are complementary and will provide different information

"The environmental impact study looks at potential impact and measurable impacts to the environment," said Lyssa Leitner, a Washington County planner and deputy project manager for the Gateway Corridor. "This (health assessment) is associated with the physical location of the stations, potential land use and not where buses or guideways will be. It's about land uses around stations and how cities will develop long term."

The Gateway Corridor stretches from Union Depot in downtown St. Paul to Woodbury and beyond. Plans call for bus rapid transit in dedicated guideways, or roads on which other vehicle traffic is not allowed.

There will be 11 transit stations along the route, which runs north of Interstate 94 through St. Paul's East Side, Oakdale and Lake Elmo to Lake Elmo Avenue, then crosses to the south side of the interstate into Woodbury and finishes at Manning Avenue.

A draft environmental impact study began in 2013 and should be completed by mid-2015.

The health impact assessment will begin soon and is expected to be complete by the end of 2015, Leitner said. It will be conducted by Gateway Corridor staff, with support from the Washington County department of public health and environment.

Grant funds for the assessment, awarded to the commission in October, come from the Health Impact Project, a collaboration of the Robert Wood Johnson Foundation and Pew Charitable Trusts, with funding from the Blue Cross and Blue Shield of Minnesota Foundation.

Planners say the assessment "will engage residents and businesses in discussions about how community design affects people's health," according to a release from the Gateway Corridor commission.

A similar health impact assessment was completed last year for the Bottineau Transitway, which is slated to be a 13-mile extension of the Blue Line light-rail from downtown Minneapolis to Brooklyn Park. It also was done in conjunction with an environmental impact study.

For more information on assessments and the Health Impact Project, visit tinyurl.com/mapr4oq.

For more information about the Gateway Corridor, visit thegatewaycorridor.com.

The Gateway Corridor project is expected to cost about \$400 million. A two-year, \$1.74 million alternatives analysis study completed in 2013 identified transit options for the corridor, which planners say is congested and in need of transit alternatives for commuters. Bus rapid transit was selected as the locally preferred option earlier this year.

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Follow her at twitter.com/LizMohr.