



Agenda
Gateway Corridor Commission
February 13, 2014 - 3:30 PM

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

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

<u>Item</u>	<u>Presenter</u>	<u>Action Requested</u>
1. Introductions		Information
2. Election of Officers*		Election
3. Consent Items*		Approval
a. Summary of December 12, 2013 Meeting		
b. Checks and Claims		
4. 2014 Insurance Renewal*	Washington County	Approval
5. 2014 Audit Contract Authorization*	Washington County	Approval
6. 2014 Communication Contract *	Washington County	Approval
7. Fostering an East Side Transit Conversation*	FESTC Collaborative	Presentation
8. Communications Update	Washington County	Information
a. Outreach Activities*		
b. Public Relations Activities*		
c. Legislative Support Strategy		
9. Legislative Update*	Ramsey County	Information
10. Transit Tour*	Washington County	Discussion
11. DEIS Study Update*	Washington County	Information
12. Other*	Washington County	Information
a. Meeting Dates Summary		
b. Social Media and Website Update		
c. Media Articles		
13. Adjourn		Approval

**Attachments*



Agenda Item #2

DATE: February 6, 2014
TO: Gateway Corridor Commission
FROM: Staff
RE: Election of Chair and Vice-Chair for 2014

The Gateway Corridor Commission Joint Powers Agreement (JPA) calls for the election of a Chair and Vice-Chair at the first Gateway Corridor Commission meeting of the calendar year. Also, based on the JPA, the Chair and Vice-Chair position shall consist of at least one financial member.

For 2013, the Chair was Washington County Commissioner Lisa Weik and the Vice-Chair was Ramsey County Commissioner Rafael Ortega

Action Requested:

- 1) Election of 2014 Chair of the Gateway Corridor Commission
- 2) Election of 2014 Vice-Chair of the Gateway Corridor Commission

**Gateway Corridor Commission
December 12, 2013 Draft Meeting Summary
Woodbury City Hall, Birch Room**

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

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

Others	Agency
Mike Rogers	Ramsey County
Andy Gitzlaff	Washington County
Tim Herman	East Side Area Business Association
Randy Kopesky	City of Lakeland Shores
Mike Ericson	City of Landfall
John Kaul	Washington County Lobbyist
Josh Straka	US Representative McCollum's Office
Janelle Schmitz	City of Woodbury
Andy Burmeister	Lockridge Grindal Nauen
Jan Lucke	Washington County

Jeff Dehler	Jeff Dehler PR
Stephen Ebner	West Lakeland Township
Bob Tatreau	Woodbury resident
Matt Croaston	Senator Franken's Office
Peter Wagenius	City of Minneapolis
Tim Mayasich	RCRRA
Scott Beauchamp	St. Paul Area Chamber of Commerce
Tom Cook	Metropolitan State University

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

Agenda Item #1. Introductions

Introductions were made by those present.

Weik recognized and thanked Rossbach for his participation in the Gateway Corridor Commission. She presented him with a Certificate of Appreciation.

Agenda Item #2. Consent Items

Item 2a. Summary of October 10, 2013 Meeting: Motion made by Reinhardt to approve the October 10, 2013 meeting summary. Seconded by Nelson. **Approved.** Motion carried.

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

Agenda Item #3. Ex-officio New Members

Gitzlaff gave a brief description of the history of membership, the Commission bylaws, and the ex-officio invitations as outlined in the packet. He distributed resolutions of acceptance from Lakeland Shores and the East Side Area Business Association (ESABA) and asked the new members if they would like to comment.

Mayor Randy Kopesky, City of Lakeland Shores, thanked the Commission for the opportunity and invitation. Moving forward, the Gateway Corridor is a big topic; the people on the Commission are a very diverse group, and Lakeland Shores wants to bring in their expertise, become a partner in this endeavor and share information with area residents. Kopesky said he is passionate about visioning and this is an opportunity for the growth that's going on.

Mike Ericson, City of Landfall Village, said he is glad to be at the Commission table.

Tim Herman, ESABA, said he is also involved with the PAC, and the businesses and community are thankful to be able to weigh in on what's going on.

Motion made by Giuliani Stephens to approve the City of Lakeland Shores, the City of Landfall Village, and the ESABA as ex-officio members. Seconded by Kylo. **Approved.**

Motion carried.

Agenda Item #4. 2014 Workplan and Budget

Gitzlaff said there were not any changes made to the 2014 Workplan and Budget that was presented at the October meeting. He discussed some of the key elements as outlined in the packet.

Weik commented that under the Collaborations/Partnerships it states 'In 2014 one of the notable studies will be the update to the Metropolitan Council's Transportation Policy Plan.' She said this will be an important document in the region.

Motion made by Reinhardt to approve the 2014 Workplan and Budget. Seconded by Rossbach. **Approved.** Motion carried.

Herman asked if there were any additional copies of the Workplan and Budget. Gitzlaff said he could get him a copy and noted it is also available online.

Gitzlaff commented that the financial partners on the budget are Washington and Ramsey Counties, split 50/50 according to the Joint Powers Agreement.

Agenda Item #5. Communication Contract Amendment

Gitzlaff said there is a need to ramp up our legislative coordination to build support in advance of the legislative session. Jeff Dehler's team has provided a lot of communication support and can work as well on the legislative communication support. The Dehler PR contract runs through the end of February and there is a need to start working now before the session starts. We have asked them to amend their contract to provide some of these additional services. They estimate the cost for the rest of their contract period would be \$14,500. Estimates for the remainder of the session would be approximately \$12,000 if the Commission decides to amend next year's contract. Gitzlaff said the Commission has roughly \$70,000 in fund balance that could be used to cover the cost. Gitzlaff discussed some of the details of the work that would be done as a part of this amendment as outlined in the packet.

Gitzlaff said there would also be an expectation of more involvement from the Commission level, and requested that a Commission member be appointed as a legislative lead as we move into the Capitol session.

Herman referred to the \$70,000 in reserved funds and asked if there are things in the future planned for those funds. Gitzlaff said by keeping \$30,000 in contingency, there is another source for things that may come up.

Reinhart said Ramsey County is supportive of the changes to the contract; clearly, as things ramp up, we need to have that voice that everybody recognizes. During the bonding tour, Gateway was one of the things talked about and it was received very well. The emphasis and feedback has been very positive and we need to keep that going.

Reinhart said the situation analysis says the 'Gateway Corridor dedicated guideway rapid transit' is the first step in East Metro transit investments. The dedicated guideway rapid transit is critical to the Commission, and if that changes, then we need to revisit this contract and other contracts as well. Reinhart said she would hate to see this Commission go forward and put money into something that wasn't a dedicated guideway.

Weik concurred stating she fully supports Reinhart's comments.

Motion made by Reinhart to approve the use of up to \$14,500 in Commission fund balance for WCRRRA to amend the contract with Jeff Dehler PR to provide additional communication and legislative support services through the end of February 2014. Seconded by Rossbach. **Approved.** Motion carried.

Commission member Weik volunteered to serve as a legislative lead for the Gateway Corridor Commission. Motion made by Williams to appointed Commission member Weik to serve as the legislative lead. Seconded by Reinhart. **Approved.** Motion carried.

Agenda Item #6. 2014 Meeting Calendar

Gitzlaff noted the meeting schedule follows the same structure of meetings being held on the second Thursday of each month at 3:30 p.m., Woodbury City Hall. There are twelve meetings scheduled, however, if there isn't a pressing reason to meet, a meeting could be cancelled.

Motion made by Nelson to adopt the 2014 Meeting Calendar. Seconded by Williams. **Approved.** Motion carried.

Agenda Item #7. Communications Update

Item 7a. Outreach Activities:

Gitzlaff referred to the outreach activities listed in the packet, and said the upcoming meeting with 3M will focus on the alignment and stations from a technical aspect. He added there recently was a meeting with Metro State University discussing how to continue to engage their faculty and student body.

Item 7b. Public Relations Activities:

Dehler thanked the Commission for approval of the contract for legislative activities stating it will be critical to provide that full-court press at the legislature this year. Dehler distributed a packet/folder that is currently being used as a business action kit; it allows us to provide information to businesses about the project and also lists ways that businesses can get involved with the project. He thanked Tom Cook from Metro State University noting there is really strong support and commitment from them. Dehler said the web site has been updated with new content and the videos are completed. The first video has been added to the web site and is an overview of the project; the next will focus on business community and the third will focus on the benefits to individuals. Dehler will work to make sure people know when the videos are posted on the web site.

Ericson left at 4:03

Dehler said there are limited resources for communications and legislative support; therefore, it will be incumbent on us to tell the story at the legislature. A big part of the legislative strategy is to call on Commission members to actively participate by visiting, tweeting, or emailing the legislators. He said he appreciates Chair Weik being the lead and hopes others from the Commission will come along on visits to the Capitol. Whoever wants to be part of the planning process can be part of the process.

Giuliani Stephens commented that at the Woodbury Chamber meeting they said they were very impressed with the video and they would be posting a link on their web site. She added that she would like to reserve a table for Gateway at the 'Get to Know Woodbury' event.

Herman noted the folder has a list of Commission members and asked when it will be updated with the three new members. Dehler said he will make the changes as quickly as possible and it will also be available on the web site for download. Gitzlaff said to let staff know if they need more folders/materials. Dehler said he can get hard copies to people or they can be downloaded.

Weik said she liked the video; she watched it on Facebook and said it was very well done. She added that she liked having the opportunity to view the video and provide comments prior to its release. Dehler said members could share the video on Facebook or email people within their networks to go to the web site to view the videos.

Agenda Item #8. Legislative Update

Item 8a. State:

Rogers said the biggest news is the November budget forecast came out and we now have a surplus of \$1.1 billion. By law, the first \$246 million will repay the school districts and \$15 million will repay some borrowed airport funds, leaving about \$825 million in surplus. There will be another forecast in February with the number the legislature will use for budgeting. Because of the surplus, there is now pressure to remove some of the taxes that were enacted to deal with the deficit. Kaul added that Senator Bakk is talking about the need for a larger rainy day fund and the Governor is talking about a bigger bonding bill. Kaul said he thinks the bonding bill will be a hard push.

Item 8b. Federal:

Andy Burmeister, Lockridge Grindal Nauen, thanked the Federal partners and their staff for their hard work. Relationships have been created, built, and maintained and it's a theme of looking back at 2013 and its successes and looking forward to 2014 while carrying on and strengthening those relationships. Burmeister said it's a big year at the legislature; they are working on a budget and will be likely to vote on an agreement tonight. The budget agreement stops the sequester; they are moving the budget from \$967 billion to \$1.012 trillion with a two year agreement. He added that it's likely to pass but not without opposition. Burmeister said Map 21 is expiring soon and it's likely going

to be a while before they get back to it as they need to figure out how to fund transportation. From a Gateway prospective, as they come out with rules, regulations, and definitions, we need to find out if the definitions help us or not. If they don't, he recommended the Commission work with their technical experts to try to influence the next one and frame it in a way to benefit this corridor. Burmeister said the visits to Washington and FTA are helpful; it shows those in Washington that we do have the support we need, have our ducks in a row, and moving forward. The transit project pot is becoming smaller across the country so it's important to be there and use the data driven process to show why the direction we're headed is the best way. He suggested a May or June visit to time it with the next milestone.

Giuliani Stephens commented that the Commission provided written comments on Map 21 and asked if they had any impact. Gitzlaff said that on broad level, they didn't make big changes on what they proposed, but they did make some slight adjustments that could benefit Gateway in the long run. Giuliani Stephens asked, looking forward, how to align ourselves to get the best reception. Gitzlaff and Burmeister said a one/two page summary can be drafted for Commission members.

Weik said the scoping activities were discussed at the PAC meeting and a scoping decision would be in the May - June timeframe which would line up with a potential fly in to meet with the congressional delegation.

Agenda Item #9. DEIS Study Update

Gitzlaff said this was discussed at length at the immediately preceding PAC meeting. He briefly reviewed the update presented in the packet.

Agenda Item #10. Other

Item 10a. Meeting Dates Summary:

Information on upcoming meeting dates is included in the packet. Gitzlaff said the East Metro Strong Grant was awarded to the McKnight Foundation to advance the link between economic development, equity and transit investments. He added that Gateway will have a role in that.

Item 10b. Social Media and Website Update:

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

Item 10c. Media Articles:

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

Agenda Item #11. Adjourn

Motion made by Rossbach to adjourn. Seconded by Giuliani Stephens. **Approved.**
Motion carried.

Meeting adjourned at 4:28 p.m.



Agenda Item #3b

DATE: February 6, 2014
TO: Gateway Corridor Commission
FROM: Staff
RE: Checks and Claims

<u>Communication Contract (Jeff Dehler PR)</u>	<u>Amount</u>
<u>Dates</u> 11/1/13 – 12/31/13	\$10,444.17
<i>Contract Utilization = 80%</i>	
<u>Gateway Corridor DEIS Contract (Kimley Horn)</u>	\$123,493.93
<u>Dates</u> 11/1/13 – 11/30/13	
<i>Contract Utilization = 18%</i>	
<u>Total</u>	\$133,938.10

Detailed invoices can be made available upon request.

Action Requested: Approval



Agenda Item #4

DATE: February 6, 2014
TO: Gateway Corridor Commission
FROM: Staff
RE: 2014 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 \$3,361 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 2014/2015 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 2014 budget.

The Washington County Risk Manager has reviewed the application 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 2014/2015 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 #5

DATE: February 6, 2014
TO: Gateway Corridor Commission
FROM: Staff
RE: Commission Audit Contract Authorization

It has been determined by Washington County's Finance Director that a yearly audit is needed for the Gateway Corridor Commission activities because the Commission's budget has exceeded a certain threshold limit.

Washington County Regional Railroad Authority contracted with Clifton Larson Allen on behalf of the Gateway Corridor Commission to complete the audit for a 3 year period from 2010 to 2012. Clifton Larson Allen presented the findings of the audit and distribute some copies of the final report at the September 2013 Commission Meeting.

Clifton Larson Allen has prepared an estimate to provide audit service for the Commission for the year ending December 31, 2013 in the amount of \$8,000 and for year ended December 31, 2014 in the amount of \$8,000.

The firm is already familiar with the County's practices and processes and will be able to complete the Gateway Corridor Commission audit at the same time it does the County wide audit. Audit Services are included in the Commission's 2014 management/administration budget.

Action Requested: Authorize the Chair to Sign the Engagement Letter with Clifton Larson Allen to perform audit services for the year ending December 31, 2013 and for year ended December 31, 2014.



CliftonLarsonAllen

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November 15, 2013

Gateway Corridor Commission
15015 62nd Street
PO Box 3804
Stillwater, MN 55082

Dear Gateway Corridor Commission:

We are pleased to confirm our understanding of the terms and objectives of our engagement and the nature and limitations of the audit and nonaudit services CliftonLarsonAllen LLP (CLA) will provide for the Gateway Corridor Commission ("you," "your," or "the entity") for the year ended December 31, 2013.

Douglas P. Host, CPA is responsible for the performance of the audit engagement.

Audit services

We will audit the financial statements of the governmental activities and the major fund, which collectively comprise the basic financial statements of the Gateway Corridor Commission, as of and for the year ended December 31, 2013, and the related notes to the financial statements.

The Governmental Accounting Standards Board (GASB) provides for certain required supplementary information (RSI) to accompany the entity's basic financial statements. The RSI will be subjected to certain limited procedures, but will not be audited. The following RSI will be subjected to certain limited procedures, but will not be audited.

1. Management's discussion and analysis, in applicable
2. Budgetary comparison schedules

Audit objectives

The objective of our audit is the expression of opinions about whether your basic financial statements are fairly presented, in all material respects, in conformity with accounting principles generally accepted in the United States of America (U.S. GAAP). Our audit will be conducted in accordance with auditing standards generally accepted in the United States of America (U.S. GAAS) and the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, and will include tests of your accounting records and other procedures we consider necessary to enable us to express such opinions. We will apply certain limited procedures to the RSI in accordance with U.S. GAAS. However, we will not express an opinion or provide any assurance on the RSI because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance. We will also perform procedures to enable us to express an opinion on whether the supplementary information (as identified above) other than RSI accompanying the financial statements is fairly stated, in all material respects, in relation to the financial statements as a whole.

We will issue a written report upon completion of our audit of your financial statements. We cannot provide assurance that unmodified opinions will be expressed. Circumstances may arise in which it is necessary for us to modify our opinions, add an emphasis-of-matter or other-matter paragraph(s), or withdraw from the engagement. If our opinions are other than unmodified, we will discuss the reasons with you in advance. If circumstances occur related to the condition of your records, the availability of sufficient, appropriate audit evidence, or the existence of a significant risk of material misstatement of the financial statements caused by error, fraudulent financial reporting, or misappropriation of assets, which in our professional judgment prevent us from completing the audit or forming opinions on the financial statements, we retain the right to take any course of action permitted by professional standards, including declining to express opinions or issue a report, or withdrawing from the engagement.

We will also provide a report (which does not include an opinion) on internal control related to the financial statements and compliance with the provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a material effect on the financial statements as required by *Government Auditing Standards*. The report on internal control and compliance will include a paragraph that states that the purpose of the report is solely to describe the scope of testing of internal control over financial reporting and compliance, and the result of that testing, and not to provide an opinion on the effectiveness of internal control over financial reporting or on compliance and that the report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering internal control over financial reporting and compliance. The paragraph will also state that the report is not suitable for any other purpose. If during our audit we become aware that the entity is subject to an audit requirement that is not encompassed in the terms of this engagement, we will communicate to management and those charged with governance that an audit conducted in accordance with U.S. GAAS and the standards for financial audits contained in *Government Auditing Standards* may not satisfy the relevant legal, regulatory, or contractual requirements.

As part of our audit, we will also perform the procedures and provide the report required by the *Minnesota Legal Compliance Audit Guide for Political Subdivisions*.

Auditor responsibilities, procedures, and limitations

We will conduct our audit in accordance with U.S. GAAS and the standards for financial audits contained in *Government Auditing Standards*. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the basic financial statements as a whole are free from material misstatement, whether due to fraud or error. An audit involves performing procedures to obtain sufficient appropriate audit evidence about the amounts and disclosures in the basic financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the basic financial statements.

There is an unavoidable risk, because of the inherent limitations of an audit, together with the inherent limitations of internal control, that some material misstatements may not be detected, even though the audit is properly planned and performed in accordance with U.S. GAAS and *Government Auditing Standards*. Because we will not perform a detailed examination of all transactions, material misstatements, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the entity or to acts by management or employees acting on behalf of the entity, may not be detected. Because the determination of abuse is subjective, *Government Auditing Standards* do not expect auditors to provide reasonable assurance of detecting abuse.

In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements. However, we will inform the appropriate level of management of any material errors, fraudulent financial reporting, or misappropriation of assets that come to our attention. We will also inform the appropriate level of management of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential, and of any material abuse that comes to our attention.

In making our risk assessments, we consider internal control relevant to the entity's preparation and fair presentation of the basic financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting fraud or errors that are material to the financial statements and to preventing and detecting misstatements resulting from noncompliance with provisions of laws, regulations, contracts, and grant agreements that have a material effect on the financial statements. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*. An audit is not designed to provide assurance on internal control or to identify deficiencies, significant deficiencies, or material weaknesses in internal control. However, we will communicate to you in writing significant deficiencies or material weaknesses in internal control relevant to the audit of the basic financial statements that we identify during the audit that are required to be communicated under AICPA professional standards and *Government Auditing Standards*.

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of the entity's compliance with the provisions of laws, regulations, contracts, and grant agreements that have a material effect on the financial statements. However, the objective of our audit will not be to provide an opinion on overall compliance and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards*.

We will include in our report on internal control over financial reporting and compliance relevant information about any fraud; noncompliance with provisions of laws, regulations, contracts, or grant agreements; or abuse that may have occurred that are required to be communicated under *Government Auditing Standards*.

Our responsibility as auditors is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

Management responsibilities

Our audit will be conducted on the basis that you (management and, when appropriate, those charged with governance) acknowledge and understand that you have certain responsibilities that are fundamental to the conduct of an audit.

You are responsible for the preparation and fair presentation of the financial statements and RSI in accordance with U.S. GAAP. Management's responsibilities include the selection and application of accounting principles; recording and reflecting all transactions in the financial statements; determining the reasonableness of significant accounting estimates included in the financial statements; adjusting the financial statements to correct material misstatements; and confirming to us in the management representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

You are responsible for the design, implementation, and maintenance of effective internal control, including evaluating and monitoring ongoing activities, to help ensure that appropriate goals and objectives are met relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error. You are responsible for the design, implementation, and maintenance of internal controls to prevent and detect fraud; assessing the risk that the financial statements may be materially misstated as a result of fraud; and for informing us about all known or suspected fraud affecting the entity involving (1) management, (2) employees who have significant roles in internal control, and (3) others where the fraud could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the entity received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for implementing systems designed to achieve compliance with applicable laws and regulations; identifying and ensuring that the entity complies with applicable laws, regulations, contracts, and grant agreements; and informing us of all instances of identified or suspected noncompliance whose effects on the financial statements should be considered. You are responsible for taking timely and appropriate steps to remedy any fraud; noncompliance with provisions of laws, regulations, contracts, or grant agreements; or abuse that we may report.

You are responsible for ensuring that management is reliable and for providing us with (1) access to all information of which you are aware that is relevant to the preparation and fair presentation of the financial statements, such as records, documentation, and other matters, and for the accuracy and completeness of that information, and for ensuring the information is reliable and properly reported; (2) additional information that we may request for the purpose of the audit; and (3) unrestricted access to persons within the entity from whom we determine it necessary to obtain audit evidence. You agree to inform us of events occurring or facts discovered subsequent to the date of the financial statements that may affect the financial statements.

Management is responsible for providing us with a written confirmation concerning representations made by you and your staff to us in connection with the audit and the presentation of the basic financial statements and RSI. During our engagement, we will request information and explanations from you regarding, among other matters, the entity's activities, internal control, future plans, specific transactions, and accounting systems and procedures. The procedures we will perform during our engagement and the conclusions we reach as a basis for our report will be heavily influenced by the representations that we receive in the representation letter and otherwise from you. Accordingly, inaccurate, incomplete, or false representations could cause us to expend unnecessary effort or could cause a material fraud or error to go undetected by our procedures. In view of the foregoing, you agree that we shall not be responsible for any misstatements in the entity's financial statements that we may fail to detect as a result of misrepresentations made to us by you.

Management is responsible for establishing and maintaining a process for tracking the status of audit findings and recommendations. Management is also responsible for identifying for us previous financial audits, attestation engagements, performance audits, or other studies related to the objectives discussed in the "Audit objectives" section of this letter. This responsibility includes relaying to us corrective actions taken to address significant findings and recommendations resulting from those audits, attestation engagements, performance audits, or other engagements or studies. You are also responsible for providing management's views on our current findings, conclusions, and recommendations, as well as your planned corrective actions for the report, and for the timing and format for providing that information.

Use of financial statements

The financial statements and our report thereon are for management's use. If you intend to reproduce and publish the financial statements and our report thereon, they must be reproduced in their entirety. Inclusion of the audited financial statements in a document, such as an annual report or an offering document, should be done only with our prior approval of the document. You are responsible to provide us the opportunity to review such documents before issuance.

With regard to the electronic dissemination of audited financial statements, including financial statements published electronically on your website, you understand that electronic sites are a means to distribute information and, therefore, we are not required to read the information contained in those sites or to consider the consistency of other information in the electronic site with the original document.

We may issue preliminary draft financial statements to you for your review. Any preliminary draft financial statements should not be relied on or distributed.

Engagement administration and other matters

We expect to begin our audit June 2014.

We understand that your employees will prepare all confirmations, account analyses, and audit schedules we request and will locate any documents or invoices selected by us for testing. A list of information we expect to need for our audit and the dates required will be provided in a separate communication.

We will provide copies of our reports to the entity; however, management is responsible for distribution of the reports and the financial statements. Unless restricted by law or regulation, or containing privileged and confidential information, copies of our reports are to be made available for public inspection.

We are available to perform additional procedures with regard to fraud detection and prevention, at your request, as a separate engagement, subject to completion of our normal engagement acceptance procedures. The terms and fees of such an engagement would be documented in a separate engagement letter.

The audit documentation for this engagement is the sole and exclusive property of CLA and constitutes confidential and proprietary information. However, pursuant to authority given by law or regulation, we may be requested to make certain audit documentation available to Minnesota Office of the State Auditor, or its designee, a federal agency providing direct or indirect funding, or the U.S. Government Accountability Office for purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of CLA personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies.

The audit documentation for this engagement will be retained for a minimum of seven years after the report release date or for any additional period requested by the Minnesota Office of the State Auditor. If we are aware that a federal awarding agency, pass-through entity, or auditee is contesting an audit finding, we will contact the party(ies) contesting the audit finding for guidance prior to destroying the audit documentation.

Professional standards require us to be independent with respect to you in the performance of these services. Any discussion that you have with our personnel regarding potential employment with you could impair our independence with respect to this engagement. Therefore, we request that you inform us prior to any such discussions so that we can implement appropriate safeguards to maintain our independence and objectivity. Further, any employment offers to any staff members working on this engagement without our prior knowledge may require substantial additional procedures to ensure our independence. You will be responsible for any additional costs incurred to perform these procedures.

Our relationship with you is limited to that described in this letter. As such, you understand and agree that we are acting solely as independent accountants. We are not acting in any way as a fiduciary or assuming any fiduciary responsibilities for you. We are not responsible for the preparation of any report to any governmental agency, or any other form, return, or report or for providing advice or any other service not specifically recited in this letter.

Government Auditing Standards require that we make our most recent external peer review report publicly available. The report is posted on our website at www.cliftonlarsonallen.com/Aboutus/.

Mediation

Any disagreement, controversy, or claim ("Dispute") that may arise out of any aspect of our services or relationship with you, including this engagement, shall be submitted to non-binding mediation by written notice ("Mediation Notice") to the other party. In mediation, we will work with you to resolve any differences voluntarily with the aid of an impartial mediator.

The mediation will be conducted as specified by the mediator and agreed upon by the parties. The parties agree to discuss their differences in good faith and to attempt, with the assistance of the mediator, to reach an amicable resolution of the Dispute.

Each party will bear its own costs in the mediation. The fees and expenses of the mediator will be shared equally by the parties.

Any Dispute will be governed by the laws of the state of Minnesota, without giving effect to choice of law principles.

Time limitation

The nature of our services makes it difficult, with the passage of time, to gather and present evidence that fully and fairly establishes the facts underlying any Dispute. The parties agree that, notwithstanding any statute or law of limitations that might otherwise apply to a Dispute, any action or legal proceeding by you against us must be commenced within twenty-four (24) months ("Limitation Period") after the date when we deliver our final audit report under this agreement to you, regardless of whether we do other services for you relating to the audit report, or you shall be forever barred from commencing a lawsuit or obtaining any legal or equitable relief or recovery.

The Limitation Period applies and begins to run even if you have not suffered any damage or loss, or have not become aware of the existence or possible existence of a Dispute.

Fees

We estimate that our fees for these services for the year ended December 31, 2013, will be \$8,000. We estimate that our fees for these services for the year ended December 31, 2014, will be \$8,000. The above fees include travel, other costs such as report production, word processing, postage, etc., and internal and administrative charges. The fee estimate is based on anticipated cooperation from your personnel and their assistance with preparing confirmations and requested schedules. If the requested items are not available on the dates required or are not accurate, the estimated fee for services will likely be higher. If unexpected circumstances require significant additional time, we will advise you before undertaking work that would require a substantial increase in the fee estimate. Our invoices for these fees will be rendered each month as work progresses and are payable on presentation. In accordance with our firm policies, work may be suspended if your account becomes 60 days or more overdue and will not be resumed until your account is paid in full. If we elect to terminate our services for nonpayment, our engagement will be deemed to have been completed even if we have not issued our reports. You will be obligated to compensate us for all time expended and to reimburse us for all out-of-pocket expenditures through the date of termination.

Changes in accounting and audit standards

Standard setters and regulators continue to evaluate and modify standards. Such changes may result in new or revised financial reporting and disclosure requirements or expand the nature, timing, and scope of the activities we are required to perform. To the extent that the amount of time required to provide the services described in the letter increases due to such changes, our fee may need to be adjusted. We will discuss such circumstances with you prior to performing the additional work.

Other fees

You also agree to compensate us for any time and expenses, including time and expenses of legal counsel, we may incur in responding to discovery requests or participating as a witness or otherwise in any legal, regulatory, or other proceedings that we are asked to respond to on your behalf. You and your attorney will receive a copy of every subpoena or request we are asked to respond to. You can control the costs of any discovery process or document request by informing us which requests you would like us to act on.

Finance charges and collection expenses

You agree that if any statement is not paid within 30 days from its date, the unpaid balance shall accrue interest at the monthly rate of one and one-quarter percent (1.25%), which is an annual percentage rate of 15%. In the event that any collection action is required to collect unpaid balances due us, reasonable attorney fees and expenses shall be recoverable.

Consent

Consent to use financial information

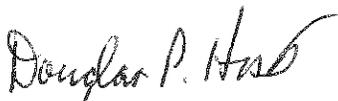
Annually, we assemble a variety of benchmarking analyses using client data obtained through our audit and other engagements. Some of this benchmarking information is published and released publicly. However, the information that we obtain is confidential, as required by ET Section 301 of the AICPA Code of Professional Conduct. Your acceptance of this engagement letter will serve as your consent to use of the Gateway Corridor Commission's information in these cost comparison, performance indicator, and/or benchmarking reports.

Agreement

We appreciate the opportunity to be of service to you and believe this letter accurately summarizes the significant terms of our engagement. This letter constitutes the entire agreement regarding these services and supersedes all prior agreements (whether oral or written), understandings, negotiations, and discussions between us. If you have any questions, please let us know. Please sign, date, and return the enclosed copy of this letter to us to indicate your acknowledgment and understanding of, and agreement with, the arrangements for our audit of your financial statements including the terms of our engagement and our respective responsibilities.

Sincerely,

CliftonLarsonAllen LLP



Douglas P. Host, CPA
Principal
612-376-4500
Ext. 12948
Doug.host@CLAconnect.com

Response:

This letter correctly sets forth the understanding of the Gateway Corridor Commission.

Authorized governance signature: _____

Title: _____

Date: _____

Authorized management signature: _____

Title: _____

Date: _____



Agenda Item #6

DATE: February 6, 2014
TO: Gateway Corridor Commission
FROM: Staff
RE: 2014 Communication Contract Extension

On behalf of the Commission, Washington County Regional Railroad Authority (WCRRA) contracted with Jeff Dehler Public Relations to provide communication services for the Gateway Corridor from March 1, 2013 – February 28, 2014 for a not to exceed amount of \$85,000. The Commission authorized the amendment to the contract in December in the amount of \$14,500 for legislative communication support services through the end of the contract period. Jeff Dehler Public Relations has effectively provided these services during the last year and has continued increase the awareness of the Gateway Corridor as the project continues to progress.

Jeff Dehler Public Relations has prepared a scope of services and budget to continue to provide communication services including legislative communications support services through February 28, 2015 in the amount of \$110,000.

Highlight of the 2014 scope of services include:

- **Project Management and Ongoing Strategy Consultation**
- **Legislative Communications Support**
- **Media and Community Relations**
- **Host a Development Forum**
- **Community and Business Engagement**
- **Video production**
- **Coordination with Regional Transit Events**
- **Update Strategic Communication Plan**

Action Requested:

Authorize WCRRA on behalf of the Commission to amend the contract with Jeff Dehler Public Relations to continue to provide communication and legislative support services through February 28, 2014 in the amount of \$110,000 over the base contract consistent with the attached scope of work.



DATE: February 7, 2014
TO: Lyssa Leitner
FROM: Jeff Dehler Public Relations
RE: Proposed 2014 Strategic Communications Activities

Summary

This is a pivotal year for the Gateway Corridor project. Securing funding from the 2014 Minnesota legislature is necessary to qualify the project for the federal New Starts process and to keep the project moving forward on schedule. Success at the legislature depends on an increased commitment to raise awareness and provide information about the project to stakeholders. Showing business and community support will be crucial. For 2014, the Gateway Corridor Commission's (the Commission) persistence on two fronts is required: move forward with the Draft Environmental Impact Statement and continue to provide information and build support among critical corridor stakeholder groups.

In 2014, Jeff Dehler Public Relations (the Consultant) will continue to provide support of Draft Environmental Impact Statement (Draft EIS) activities, as well as a base level of strategic communications activities to inform key audiences within the Gateway Corridor. The Consultant would again recommend the Commission use a strategic mix of media, online and face-to-face communication activities to raise awareness, engage communities and build support for the Gateway Corridor.

The Consultant recommends several major initiatives in 2014 to complement base strategic communications activities. This summary of the initiatives is further explained in additional detail below.

2014 Major Communications Initiatives

- **Legislative communications support.** With intense competition for bonding dollars, communication services are needed to fully support the \$5 million bonding request this year. The communications team will support government affairs staff and Commission members as they advocate for the Gateway Corridor project at the legislature by providing up to the minute project updates, informational materials and other support as needed.
- **Development Forum.** Business leaders embraced the Development Forum that occurred in June 2013. It introduced the concept of transit oriented development to community leaders. A natural progression is to expose corridor business leaders and VIPs to development occurring on current and proposed Twin Cities transitways. Business leaders can benefit from hearing from other corporations that support transit, include transit in facilities planning, and actively encourage employees to use transit.
- **Video production.** After one-to-one communication, video is the most powerful way to connect stakeholders to the Commission's message with faces, stories and creative production values that inspire viewers to take action. Using new video interspersed with footage recorded in 2013, viewers will see how transit will benefit them. This content will drive additional views of the Commission's website, Facebook page and YouTube channel. Brief, creative videos are envisioned.

- **Coordination with regional transit events.** The Commission can elevate awareness with transit users through advertisements in opening day programs, Gateway Corridor ambassadors at events and other activities at the grand openings for the Green Line (Central Corridor), Target Field Station and at the RailVolution national conference to be held this year in the Twin Cities.
- **Update strategic communications plan.** The Commission's original strategic communications plan was created in 2010; messages were updated last year. In 2014, the plan will be updated to include specific goals, objectives, audiences and timelines and will include an addendum containing a snapshot of current databases.

Summary of 2014 Major Initiatives and Base Communications Activities

Project Management and On-going Strategy

- Provide strategic counsel on the impact of decisions on stakeholders and ways to keep public opinion positive.
- Provide crisis communication counsel and activities as needed.
- Update the strategic communications plan.
- Meet with Commission staff in-person occasionally and every other week by phone.
- Attend Commission meetings as needed.
- Keep abreast of key Draft EIS talking points and milestones.
- Provide a monthly report that includes major accomplishments as well as website and Facebook analytics.
- Weekly maintenance of e-newsletter database.

Legislative Communications Support

During the 2014 Legislative Session:

- Coordinate legislative strategy meetings with partners: lobbyists, Gateway Corridor Commission members, Gateway Corridor staff.
- Provide communications support to government affairs staff, including materials, assistance with testimony and assistance with other legislative communication.
- Draft and distribute electronic newsletter updates to corridor legislators.
- Draft and distribute calls to action to supporters as appropriate.
- Coordinate with transit and community coalitions, determine level of support and what role they can play in legislative strategy.
- Plan and execute a one-day set of legislative meetings with constituent supporters.

After the end of the 2014 legislative session:

- Keep the political community updated with current Gateway information.

Media and Community Relations

- The Consultant will staff between three (3) and five (5) events including the grand openings of Central Corridor light rail transit and Target Field Station and at RailVolution to raise awareness of the Gateway Corridor project with transit fans.
- Draft up to ten (10) press releases for distribution at key project milestones.
- As appropriate, draft and distribute up to five (5) opinion-editorial pieces or letters to the editor on behalf of commission members or key staff.
- Update the corridor media database as needed.
- Draft and distribute nine (9) to twelve (12) electronic newsletters to the Commission database.
- Update the supporter database and opinion leader database as needed.
- Draft copy for city and county newsletters and for transit publications such as Metropolitan Council newsletters, Transit for Livable Communities electronic newsletters and others as appropriate.
- Create and produce educational materials for distribution or display.

Community Engagement

- Plan and execute a Development Forum for corridor business leaders/VIPs that focuses on development along existing and proposed Twin Cities transitways.
- A Community & Business Liaison will continue to establish and maintain relationships with businesses and business and community organizations through up to 30 meetings, presentations and open houses with a goal of increasing the number of supportive businesses and business and community organizations.
- Increase awareness and Enewsletter database by hosting two (2) to four (4) open houses at major business and post-secondary education hubs located along the corridor to supplement Open Houses hosted by the technical consultant.

Website Development and Social Media

- Update TheGatewayCorridor.com website as needed with relevant information about the Draft EIS, public engagement information, new photo, video and other content.
- Increase the number of Facebook page "Likes" by cross-promoting the Facebook page, purchasing Facebook and other social media advertising, increasing the page's social network and increasing the number of posts.
- Develop a Facebook editorial calendar; draft and schedule pre-written posts to supplement current spur-of-the-moment posts.

Video Production

- Using video interviews recorded in 2013, create and publicize features of individuals that describe how transit will benefit them. This content will drive additional views of the Commission's website, Facebook page and YouTube channel.

Budget

Category	Budget
Project Management and On-going Strategy (including update to the Strategic Communications Plan)	\$ 24,000
Legislative Communications Support	\$ 14,000
Media and Community Relations	\$ 10,000
Community Engagement	\$ 19,000
Website Development and Social Media	\$ 8,000
Video Production	\$ 15,000
Direct Costs	\$ 10,000
- Development forum	\$3,000
- Advertising (Social media ads, banners)	\$2,500
- Printing	\$2,000
- Miscellaneous (mileage, copies)	\$2,500
Contingency	\$ 10,000
Total	\$110,000



Agenda Item #7

DATE: February 5, 2014
TO: Gateway Corridor Commission
FROM: Staff
RE: Fostering an East Side Transit Conversation Presentation

In spring of 2013, St. Paul District Councils 1, 2, 4, and 5, the East Side Prosperity Campaign, and the East Side Area Business Association came together to develop and implement a project to engage the community in conversations about transit planning. This project is called Fostering East Side Transit Equity Conversations (FESTEC). Staff from Ramsey and Washington Counties, St. Paul and Metro Transit helped guide the FESTEC scope of services.

This group was contracted by Ramsey County Regional Railroad Authority (RCRRA) to implement this project with funding from the U.S. Department of Housing and Urban Development through the Corridors of Opportunity project. RCRRA's stated goals for the project were to "foster better working relationships with government partners and East Side constituents in transit decision making; develop a deeper understanding by East Side constituents and decision makers of transit patterns and customer needs and the challenges and opportunities for expanded transit service on the East Side; cultivate a more informed constituency that can more effectively influence transit decision making".

During the six month period of this contract, the strategies FESTEC used included contracting with Organizing Apprenticeship Project (OAP) to hire, train, and supervise a cohort of 10 ethnically diverse community organizers who represent the demographic characteristics of diverse East Side neighborhoods. The goals of the FESTEC organizers were to create opportunities for engaging underrepresented voices around transit development, develop a set of transit equity principles, and create a plan to sustain community engagement as transit plans are developed and implemented on the East Side.

Representatives from FESTEC will be presenting their work and potential ways to improve the long-term engagement strategies for the Gateway Corridor.

Action Requested: Information



Fostering East Side Transit Equity Conversations (FESTEC)

Final report

DECEMBER 2013

Prepared by: Nicole MartinRogers, Ph.D. and Amanda Petersen, M.P.P.,
from Wilder Research, on behalf of the FESTEC Steering Committee

The work that provided the basis for this publication was supported by funding under an award with the U.S. Department of Housing and Urban Development. The substance and findings of the work are dedicated to the public. The FESTEC Steering Committee is solely responsible for the accuracy of the statements and interpretations contained in this publication. Such interpretations do not necessarily reflect the views of the Government.

Fostering **EAST SIDE TRANSIT** *Conversations*

451 Lexington Parkway North | Saint Paul, Minnesota 55104
651-280-2700 | www.wilderresearch.org



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Photos throughout this report are courtesy of Metropolitan State University Media Studies and show the various community events that were held as a part of this project. The cover photo is of the FESTECC organizers and two Steering Committee members.

Introduction

In spring of 2013, **District Councils 1, 2, 4, and 5, the East Side Prosperity Campaign, and the East Side Area Business Association (the “Steering Committee”)** came together to develop and implement a project to engage the community in conversations about transit planning. This project is called **Fostering East Side Transit Equity Conversations (FESTEC)**.

This group was contracted by Ramsey County Regional Railroad Authority (RCRRA) to implement this project with funding from the U.S. Department of Housing and Urban Development. RCRRA’s stated goals for the project were to “foster better working relationships with government partners and East Side constituents in transit decision making; develop a deeper understanding by East Side constituents and decision makers of transit patterns and customer needs and the challenges and opportunities for expanded transit service on the East Side; cultivate a more informed constituency that can more effectively influence transit decision making” (from the Request for Proposals, April 2013).

What did FESTEC do?

During the six month period of this contract, the strategies FESTEC used included contracting with Organizing Apprenticeship Project (OAP) to hire, train, and supervise a cohort of 10 ethnically diverse community organizers who represent the demographic characteristics of diverse East Side neighborhoods. The goals of the FESTEC organizers were to create opportunities for engaging underrepresented voices around transit development, develop a set of transit equity principles, and create a plan to sustain community engagement as transit plans are developed and implemented on the East Side.

Beginning with National Night Out events and continuing with individual conversations, focus groups, business and community meetings in various locations, a Transit Equity Café on November 7, and a Transit Equity Leadership Summit on December 5, hundreds of East Side community members and business owners were engaged. The FESTEC Steering Committee wanted to maximize their assets in completing this work. They wanted to assure that the diversity within and among each of their

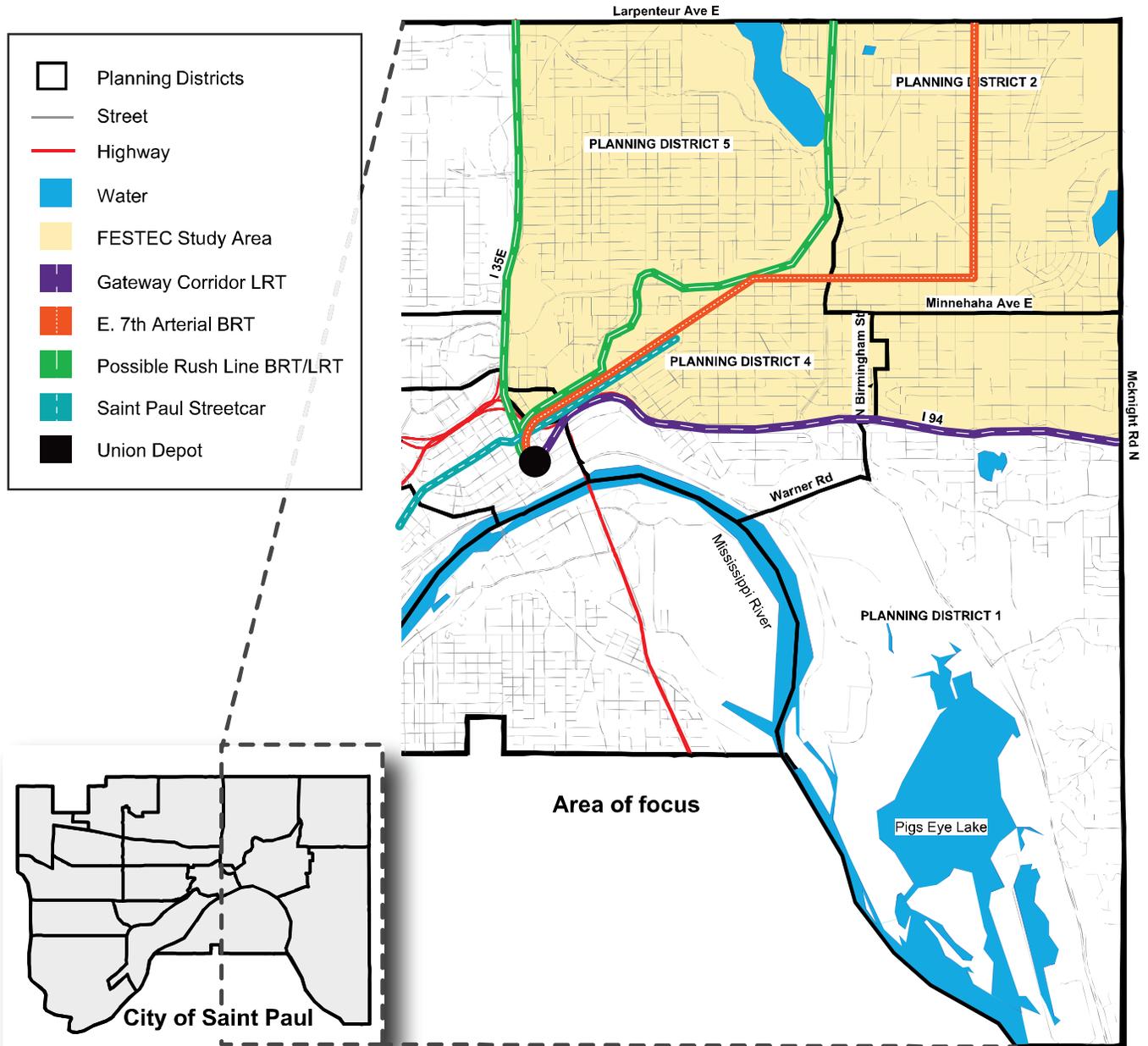
What is “transit equity”?

As stated by the FESTEC organizers, transit equity includes:

- Meaningful involvement from the public in transit decision-making, especially those most affected by the projects and funding choices
- High standards of public accountability and fiscal transparency
- Benefits and burdens of transit projects are distributed equitably across income levels and communities
- High service quality emphasizing access to economic opportunity and basic mobility, with a priority on transit-dependent and transit cost-burdened populations
- Prioritize efforts to revitalize low-income and minority communities AND to expand transportation infrastructure

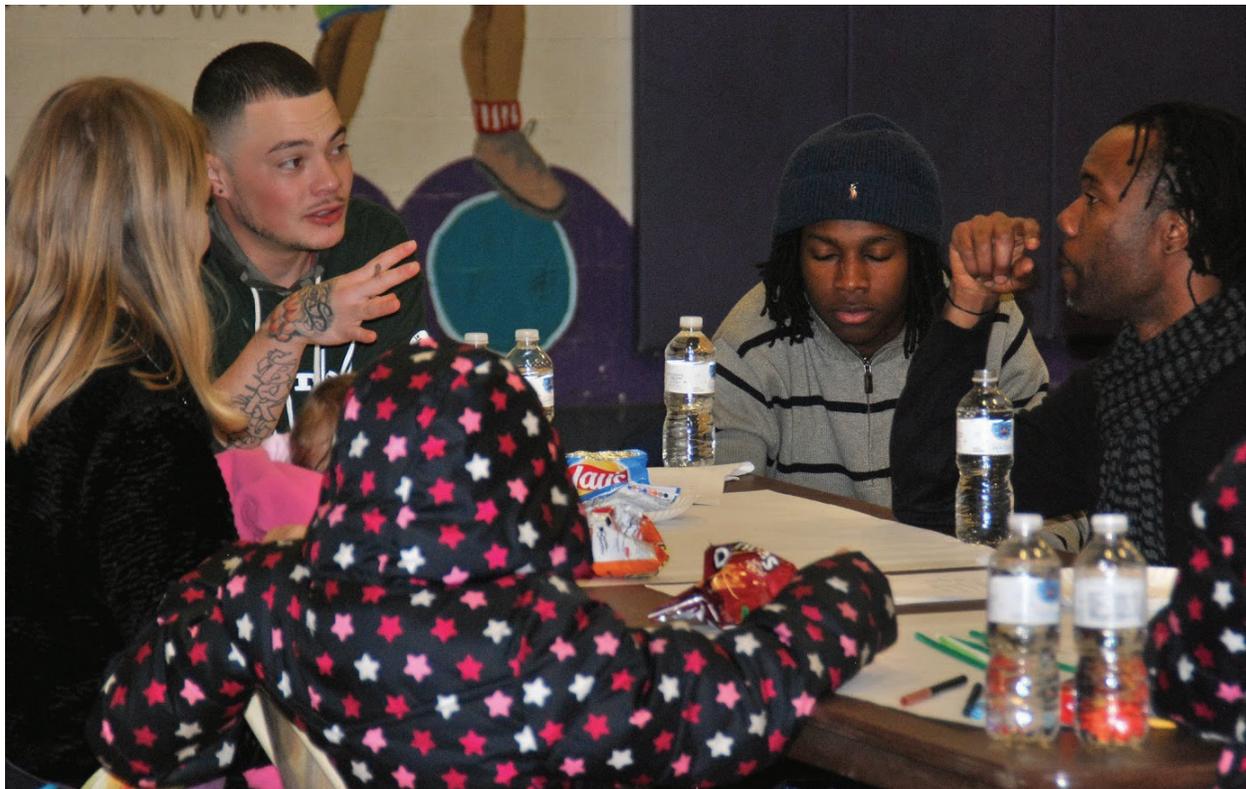
geographic ranges was acknowledged and incorporated into the work, given that this diversity is so often overlooked. See the table on page 16 of this report for more information about the demographic characteristics of residents the FESTECC area and the survey respondents. See the Appendix for more information about the characteristics of each of the Saint Paul Planning Districts that are partly or fully encompassed by the FESTECC study area – Districts 1, 2, 4, and 5.

1. FESTECC map



The FESTECC Steering Committee (through its fiscal agent, Dayton’s Bluff Community Council) contracted with Wilder Research to conduct a literature review of existing studies of transit behavior and needs on the East Side, provide technical assistance for data to be collected as a part of this project (including surveys and focus groups), and to prepare this final project report to RCRRA.

This report highlights the findings from the research conducted as a part of this study as well as the “Equity Principles” (recommendations) provided by the FESTECC organizers, which were developed by the organizers as a result their activities and learnings that occurred throughout this initiative. This effort is ongoing (i.e., this report reflects a snapshot of activities, findings, and recommendations to-date to fulfill the final contract requirements to RCRRA, but the work of the FESTECC Steering Committee continues).



Transit Equity Principle 1:

Community Engagement

Community engagement involves local and relationship-based interactions among community members. This type of engagement is most effective when it is led by trusted community groups. One of the main goals of the FESTECC initiative was to engage community members early in the planning process for several proposed or planned transit projects in various East Side neighborhoods. They did this through one-on-one conversations, focus groups, the Transit Equity Café, and the Transit Equity Leadership Summit convened for this project.

Just over half (54%) of survey respondents said they have a good understanding of the bus routes in their neighborhood. About half (54%) of community members who were surveyed said they use the Internet to get information about transit, and about one-quarter (24%) get information from calling Metro Transit. Another one-quarter (22%) get information at transit stops. Other common sources of public transit information are word-of-mouth and smart phone apps. About 1 out of 10 (12%) community members who were surveyed said they do not get any information about public transit.

During the focus groups and community convenings, some community members expressed confusion about transit planning and described being overwhelmed by the process and how to get involved:

“That’s the hard part. I don’t necessarily fight these things sometimes because there’s so much more detail that they have thought about that I am not privy to understand.”

—SMALL BUSINESS OWNER

Many community members expressed their desire to be involved in transit planning, and noted that they were surprised or pleased that this project was engaging community members very early in the transit planning process and in a very open-ended manner (as opposed to asking community members to comment on a plan that seems to be already set in stone).

In particular, the **small business owners** who participated in the FESTECC small business focus group expressed interest in being engaged in the transit planning process. They are especially interested in

Strategies recommended by the FESTECC Steering Committee to support ongoing community engagement:

- Sustain equity-based organizing, which listens to and supports the recommendations from traditionally underrepresented voices in the community, and could include such activities as:
 - Creating a consumer transit review committee for the East Side
 - Creating a transit safety review committee for the East Side
 - Engaging community in transit stop/shelter design
 - Providing other opportunities for community members to be engaged in all stages of the transit decision-making process
- Implement a transit users’ union

learning more about the experience with light rail lines during the construction period and the impact on small business. They also want additional information about and support for business mitigation and mediation strategies that may be offered to them. Such strategies should off-set the lost business during construction as well as the expenses due to anticipated increase in rent costs after transit upgrades are made (specifically light rail). And finally, they feel that more advance warning is needed about construction plans, so they know when the streets in front of and surrounding their businesses will be closed.

“It would be nice to have a role in there [transit planning]. I think we [small business owners] are looking for increasing our business. I don’t need help on how to do my business. I need to know how to increase my business. I would like to hear statistics on how many people ride the bus to go to businesses. It would be nice, like I said, ads on the bus, help us advertise more [on the sides of busses, etc.]”

—SMALL BUSINESS OWNER

“[I want to know about] financial statistics of other projects that have been done so that they can at least talk to the businesses and say this is what we have seen. Financial statistics would be helpful to know. We’re going to bring light rail and 90% of them went under, or 90% of them never went up. I’d like to know that if they have those statistics.”

—SMALL BUSINESS OWNER

One small business owner: “Is my rent going to go up? If so, I’m not for it [light rail].” Another small business owner, in response: “Yes, it is going to go up because of the value. As your values increases, so will the rent.”

—SMALL BUSINESS OWNERS

Transit Equity Principle 2:

Everybody Benefits

With the expected multi-billion dollar investments in transit on the East Side, FESTECC's Transit Equity Principle 2 calls for all community members, especially people of color and poor people, to share equitably in the benefits and burdens of transit planning and development.

When asked what they like best about having public transit in their community, having the ability to get around (21%) and the accessibility of public transit (20%) were the most common responses given by community members who participated in the FESTECC survey. Many community members (16%) also like the convenience of having public transit available when they need it. Other things that a few community members like best about having public transit in their community are: saving money, the other people on the bus, less vehicle traffic, and less pollution. One survey respondent said, “[Public transit] removes the hassle of driving, it’s more relaxing and less stressful than driving a car.”

When asked if they think transit in their community is fair or equitable currently, half (51%) of survey respondents said they feel it is equitable. Of those who said they think it is not equitable, the most common reason is the cost too high (9%). Other reasons why transit is not considered equitable on the East Side, mentioned by a few community members each, include: lack of information or outreach about service, lack of service to certain areas or at certain times of the day, and distance to or location of transit stops.

A few community members’ comments follow:

“The system is too much based on a 9-5, suburb-to-city transit.”

– COMMUNITY MEMBER COMMENT ON THE SURVEY

“ [There are] too few routes and buses. Routes don’t penetrate neighborhoods.”

– COMMUNITY MEMBER COMMENT ON THE SURVEY

Similarly, when asked about the barriers to using transit, over half (56%) of community members who participated in the survey said there are barriers. The most common barriers mentioned by respondents were related to limited accessibility (not enough routes or stops, 20%) and the cost of using public transit (16%).

The following strategies were recommended by the FESTECC organizers to ensure equity:

- Conduct a Race Impact Analysis to address equity in benefits and burdens, including:
 - Training and jobs
 - Business mitigation and mediation
 - Affordable and low-income housing
 - Etc.
- Conduct environmental justice assessments and adhere to requirements
- Conduct other equity assessments for low-income, transit-dependent and transit cost-burdened populations, etc.

Language barriers and safety concerns were also mentioned by a few community members.

The Met Council defines someone who is transit-dependent as a person who is at least 16 years old with no access to an automobile. According to the American Community Survey, **6 in 10 (57%) transit riders in the 7-county metro area and half (49%) of transit riders from the East Side are transit-dependent.** In addition to transit dependence, the cost burden on families of owning one or more vehicles is an important consideration. As the cost of transportation increases, families' economic stability is threatened. Public transit is one way to lower a family's transportation costs. Therefore, other issues of accessibility besides just transit-dependence are also important on the East Side.

Many of the **youth and older adults** who participated in a FESTECC focus group described their dependence on public transportation. Some of the youth indicated their willingness to walk short distances instead of using the bus, whereas several of the older adult participants noted their physical inability to walk even short distances; sometimes the transit stops were far enough away to create a barrier to them using public transportation.

| *"I rely on the bus to get everywhere."*

—YOUTH

| *"If the bus is there, I'll jump on it."*

—YOUTH

| *"I work in Minneapolis, so I take the bus every day. I depend on it for my livelihood."*

—YOUTH

| *"I gave up my car last year so it's kind of hard for me to get around now. I hate asking for rides all the time. Metro mobility is okay; I've taken that quite a bit. We need something more on time."*

—OLDER ADULT

| *"We need transportation that is designed for seniors. And possibly not all those mixed for the public transportation, because there are people there [on the city bus] who are on deadlines for work, and getting to their appointments and such. So we need more [transit options] for handicapped people, like getting to doctors' appointments and things like that."*

—OLDER ADULT

What is a Race Impact Analysis?

A Race Impact Analysis is a careful examination of the likely impacts of a proposed or existing policy or program in order to minimize disparities and foster racial equity and inclusion. This process helps to maximize the potential for a policy or program to increase equity and helps to minimize unanticipated and unintended consequences that would perpetuate inequities. The process involves a commitment to:

- Fairness and inclusiveness
- Equal protection and enforcement of anti-bias and anti-discrimination laws
- Racial equity in opportunities and outcomes (remedy historic and cumulative institutional bias, both during construction and once the results of development are evident)

The **small business owners** who participated in the FESTECC focus group for business owners expressed their concerns about how they were going to maintain their business during light rail construction. In particular, they had concerns about parking and the impact during the construction period. Several of these business owners noted personal or anecdotal examples from the small business impact of construction of light rail lines.

“When they started building over there where he was at [on the light rail line on Washington Ave.] a lot of those businesses went away -- they were all mom and pop shops. That they went away when the construction started.”

—SMALL BUSINESS OWNER

“It seems to make sense, though, bringing the [light rail] train and then having the little feeder streets like Arcade and Payne having the buses. I can’t imagine seeing tearing up the middle of the road to put in a train and losing parking on the side of the street. That would be bad for everybody.”

—SMALL BUSINESS OWNER

“All the businesses that survived on University are big businesses. They have their own parking lot. All small business owners, family businesses, they’re all out the door. I think there’s no reason for [light rail] transit to come to the East Side because we don’t have any big companies or those who employ thousands of people over here on the East Side. It’s pretty much just family businesses... but there’s not a lot of big stories here on the East Side of Saint Paul.”

—SMALL BUSINESS OWNER

“It’s one thing to detour your daily ride to work but when it is your business ... as much advanced notification [as possible should be provided] and maybe more often than just one business card in the mail saying that starting next spring we will be working on your street. And more information about it. They’re going to do with they need to do and they’re going to dig that street up there not going to do anything better for us except for better signage. It’s usually the traffic - that’s usually the biggest concern. Before they shut the street down they have to get a permit to get all the signs up to make sure the other streets can have that traffic flow but it’s never, ever mentioned [on the sign] about the businesses that are in it [on that street, how to access them]....That affects businesses.”

—SMALL BUSINESS OWNER

Transit Equity Principle 3:

Affordability, Accessibility, and Availability

Public transit is a lifeline for many people, and use of public transit (vs. dependence on cars) can be a way to reduce families' transportation cost-burden.

The commuter population (workers at least age 16 who commute to work) of the East Side is estimated to be 35,250 by the American Community Survey. Of that, 2,715 (8%) commute via bus to work. This is comparable to the City of Saint Paul overall, where 9 percent of commuters use the bus to get to and from work. Data at the planning district level are unavailable.

The community members who participated in the FESTECC survey are likely to be public transit users. Just over half (56%) of the survey participants who were asked said that driving a car is their primary mode of transportation, and just under half (46%) said that using the bus is their primary mode of transportation. Only a few respondents said walking, biking, and other modes of transportation are their primary modes. About one-third (32%) of survey participants said that public transit is their only source of transportation, one-quarter (25%) said they drive and use public transit, one-quarter (25%) said they don't use public transit at all, and one-fifth (19%) said they mostly drive but sometimes use public transit.

One-third (31%) of FESTECC survey respondents said they use public transit daily. The most common reason for using public transit, as reported by two-thirds (66%) of survey participants who ever use public transit, is going to work or school. Other common reasons for using public transit include going to appointments like the doctor (38%), entertainment and leisure (38%), errands (37%), and visiting family and friends (33%).

East Side residents who use public transit experience a significantly longer commute time on average

when compared to East Side commuters who use other modes of transportation. According to the American Community Survey, one-quarter (26%) of East Side residents who take public

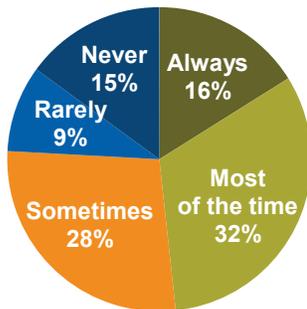
The FESTECC organizers recommended the following strategies to address transit affordability, accessibility, and availability in the East Side.

- Make sure public transit is going to the right places at the right times, including: schools, libraries, other places of education; after school and recreation opportunities for youth; health care centers; jobs and marketplaces; senior residential complexes; etc.
- Increase the hours of service and the number of routes during non-peak hours and overnights
- Make public transit more affordable, especially for youth, seniors, and other transit-dependent populations, and educate community members about how to use public transit in cost-effective ways
- Provide transit information in multiple languages
- Provide WiFi and electrical outlets for charging mobile devices and laptops at transit stops and on transit systems

transit have a commute time of 60 or more minutes. Over one-third (38%) have a commute time between 30 and 59 minutes. The length of trips on public transit is a concern for many East Side community members. When asked in the FESTECC survey how long their transit trips take, very few community members (9%) said their trip takes less than 30 minutes, about one-third (32%) said their trip takes 30 to 59 minutes, one-quarter (27%) said their trip takes between 1 hour and one and a half hours, and one-quarter (23%) said their trip takes over one and a half hours. This could be related to the relatively low number of jobs on the East Side.

Nearly one-third (30%) of survey respondents said their household spends \$50 or more per month on public transit, including 18 percent who spent \$100 or more per month on public transit. One in 10 (11%) of survey respondents said they are part of a program that covers their public transit costs and well over half (58%) said their household spends less than \$50 per month on public transit. When asked if their household’s income was adequate to meet their transit needs, just under half (48%) said it is adequate “always” or “most of the time.” Nearly one-quarter (24%) said their household’s income is “rarely” or “never” adequate to meet their transit needs. See Figure 2.

2. Is your household’s income adequate to meet your transit needs?



Overall, it appears that community members’ experiences with getting around the East Side could be improved, as evidenced by the fact that 7 out of 10 community members who were surveyed rated the overall pleasantness of their experiences getting around the East Side as only “fair” (43%) or “poor” (27%). On the other hand, about two-thirds of community members who were surveyed said that the transit schedule fits in with their life (24% said “excellent” and 43% said “good”). The routes available and the location of transit stops were rated somewhat more positively than the cost to use transit, quality of bus stops, the wait times for rides, and the length of time trips on the bus take. Only about one-quarter of community members who were surveyed rated options for biking on the East Side as “excellent” (10%) or “good” (18%). See Figure 3.

3. Please rate the following aspects of transit in your community.

Overall pleasantness of your experience getting around the East Side



City bus routes available/Routes available



Location of transit stops



Quality of bus stops (i.e., shelter, air and noise, cleanliness, etc.)



Wait times for bus rides/bus schedule



How long city bus trips take



Transit schedule fits in with your life



Cost to use transit



Options for biking



■ Excellent ■ Good ■ Fair ■ Poor ■ Not applicable

When asked about how transit could be improved in their community, by far the most common response given by community members (46%) who participated in the survey were related to improving or expanding the transit system in terms of routes, schedule (frequency and times of day), etc. One survey participant said, “I’d like more solid routes, easier to understand. Right now, routes are counter-intuitive - they go all over the place.” Reducing cost (12%), improving busses (including cleanliness, size, amenities, etc., 8%), and providing enclosed transit stops (6%) were also mentioned by several residents. Only a few residents (4%) suggested bringing light rail to the East Side (and the survey did not ask specifically about community members’ attitudes toward light rail).

Older adults who participated in the FESTECC focus group were particularly likely to note accessibility barriers that prevent them from fully using public transit:

One participant: "I think would be great if they had an Eastside trolley and you did specify seniors only and give it an age of 45, 50 or whatever. I think it would be awesome." Another participant: "I think that would be really great but then it's going to have to have a lift included in it as well... We are remarkably heavy with seniors on the East Side. I'm sure you even know that. And a lot of them want to stay in their homes and alter their homes and their lifestyles right where they are at so that [a seniors only transit option] would work for them."

—OLDER ADULTS

"Up until last spring I took buses all the time. It did work, but like I belong to Health Partners clinics and they are on Phalen Boulevard and for that, you have to go downtown, transfer, go to Regions Hospital, catch a shuttle that will take the clinics on Phalen Boulevard. So that was kind of inconvenient."

—OLDER ADULT

"I quit taking the bus because they eliminated the bus #6. I used to take it to work every day. So I had to walk. But then I slipped on the ice I fell flat on my back twice. And that's when I started driving to work."

—OLDER ADULT

"Being a visitor to other cities I found it very helpful to know that particular route that bus could be expected every 10 or 15 minutes rather than an hour or hour and a half to two hours in between. Bigger buses on the more heavily traveled routes are fine but perhaps smaller buses would be more fuel efficient and could travel more frequently and have more of a network in an area rather than just one spike that way and another one that way."

—OLDER ADULT

Metro Transit bus routes most commonly used by East Side community members who were surveyed include routes #63, #74, and #64. Routes #16, #50, #21, and #10 were each used by a few of the survey respondents. Many of these routes are outside of the East Side. About half of the survey participants' most recent use of public transit involved trips that started on the East Side (43%) and that ended on the East Side (45%). Other common starting and ending locations for East Side residents who use public transit are: downtown Saint Paul, east metro suburbs (Maplewood, Oakdale, Woodbury, etc.), and downtown Minneapolis. When asked where they want to go on public transit but can't, the most common responses were locations in Saint Paul (including locations on the East Side where transit is not currently going). Some respondents also wanted to go to east metro suburbs, shopping areas, Minneapolis, southern suburbs, and northern suburbs.

One common theme that was found from the survey responses as well as many comments at the public events held for this project is related to accessibility of public transit: East Side community members tend to perceive the system as designed for suburban workers who travel in to downtown for work, on a typical 9 a.m. to 5 p.m. work schedule. A few comments follow:

One participant: “Tamarack, Battle Creek, the movie theater in Woodbury. They fill those whole parking lots up [with people who park and ride] and they catch the bus and they take it straight downtown St. Paul. They come into the cities. But people from the cities who work out [in the suburbs] too... so they should be flexible and offer that same sort of system for people who are in to go out as well as people who are out to go in.” Another participant: “A lot of buses [come in to the city] in the morning and [travel out to the suburbs] at night.”

—OLDER ADULTS

Another common theme related to accessibility that was raised in several focus groups and at both of the FESTECC community convenings is related to the “hub and spoke” concept of organizing transit routes, which often requires users to travel in to a central location before getting back on another bus to travel back out to their desired destination. One participant’s comment follows:

“When setting up the transportation system there needs to be a grid or a spoke or wheels around the centers so that you don’t necessarily have to go from the end of one spoke to the hub and then all the way back out to the other spoke in order to get to where you need to be.”

—OLDER ADULT

Transit Equity Principle 4:

Safety

Transit safety is a concern for all riders (and some who don't ride but would if they were not afraid to) and must be addressed through various strategies, including a focus on crime and inappropriate behavior (rough language, etc.), fear of using public transit because of immigration status, conduct and demographic make-up of transit police officers, and accessibility issues related to snow and ice removal, condition of sidewalks, etc.

Safety is a significant concern related to public transportation, among all groups of community members including business owners and residents of all ages, income levels, and racial/ethnic backgrounds. When asked about the one thing that could be done to improve public transit in their community, 11 percent of community members who participated in the FESTECC survey mentioned suggestions related to safety. Figure 4 indicates that road conditions, safety, and walkability on the East Side are also concerns for a majority of surveyed community members.

4. Please rate the following aspects of transit in your community.

Safety of transit



Road traffic conditions (cars)



Pedestrian traffic conditions (walkability, safety)



Many of the **small business owners** who participated in the FESTECC small business focus group commented on the fights that frequently occur the transit stops outside of their places of business. One small business owner talked about wanting to have the transit stop outside of their business removed due to all of the disruptive and dangerous fighting that occurs there. They noted that most of their customers drive to their place of business (as opposed to walk or ride the bus), and that for some communities, safety was the main reason why public transportation is not used.

“...Having the bus shelters out there and thugs would hang out at the bus shelters with all those people...What’s happening in the bus stops, there’s a lot of drugs going on, there’s a lot of gang activity going on. There’s just a lot of... people don’t feel safe to even come close to the bus there.”

—SMALL BUSINESS OWNER

In addition to fighting and criminal activity at transit stops and on the bus, many community members commented on the dangers of winter weather and lack of snow removal on sidewalks and around transit stops.

“I had a customer come from Maplewood recently and they said, ‘Two days and you still don’t have the snow off the streets? My neighborhood is so nice and clean, nobody parked outside, and all the snow is gone.’ That’s something that the City of St. Paul needs to do a better job of following the snow, especially major streets. Not the smaller blocks but the major streets.”

—SMALL BUSINESS OWNER

The following strategies were recommended by the FESTECC organizers that focus on security personnel, staff capacity in transit systems to assist those who need extra help, and emergency services:

- Create a better pipeline for job opportunities for more diverse Metro Transit Police
- Involve youth by creating driver/operator assistance programs
- Create emergency buttons/emergency phone line for transit stops (including crime, snow removal, and other maintenance issues) and add security cameras at transit hubs
- Ban firearms on public transit
- Ban immigration raids on public transit

Other Issues to Consider

It was noted at both the Transit Equity Café and the Transit Equity Leadership Summit that several of the FESTECC organizers were not able to answer community members' questions about transit planning on the East Side. In addition, the emphasis in responses on light rail as the mode of transit coming to the East Side indicates that the organizers were unaware of the range of transit options being considered. (For example, Bus Rapid Transit was not significantly discussed.) Therefore, Wilder Research recommends that in addition to the training provided to the FESTECC organizers by Organizing Apprenticeship Project (OAP), in the future it would also be beneficial for the FESTECC organizers to receive intensive training from the transit systems (and through other resources, possibly) to ensure that they are aware of existing and proposed transit development plans and options, can articulate current data about transit use and needs (research-based), and have an understanding of how transit planning, decision-making, and implementation processes work. In addition, when engaging diverse communities, better integration of the organizers' work with that of geographically-based entities, including the District Councils and their leadership, could be mutually beneficial.

Wilder Research also observed in the focus groups, at the Transit Equity Café, and at the Transit Equity Leadership Summit, that the FESTECC organizers had preconceived ideas or recommendations that they were offering up to participants during conversations and activities that were framed as information-gathering from the community. Additional training for the FESTECC organizers about how to collect information from community in a neutral manner while collecting surveys and facilitating café-type events (i.e., not inserting their own opinions), and how to separate information-gathering activities from organizing activities is recommended. Furthermore, better integration of the research and organizing components of this initiative would strengthen the recommendations for future phases of FESTECC work.

Data Sources & Participants

Wilder Research compiled data and information from several sources to provide the information that supports the FESTECC Equity Principles as described above. First, Wilder Research conducted a review of available transit-related studies that have been conducted in parts of the East Side over the past several years. The complete review can be found in the Appendix.

5. Demographic characteristics of the study participants and the FESTECC study area

	Survey respondents N=276	Residents of the FESTECC area* N=85,282
Under 18	12%	31%
18-34	52%	61%
35-64	35%	
65+	4%	
African American	39%	15%
American Indian	4%	2%
Asian/Pacific Islander	11%	28%
White	38%	39%
Hispanic/Latino/a	20%	13%
Other**	2%	9%
Less than \$10,000	14%	27% poverty rate
\$10,000 - 19,999	14%	
\$20,000 - 29,999	19%	
\$30,000 - 39,999	17%	
\$40,000-49,999	14%	
\$50,000-79,999	15%	
\$80,000-99,999	3%	
\$100,000+	5%	

*Source: American Community Survey (2007-2011)

**FESTECC survey respondents were given the option to mark all that apply, whereas "Other" includes people who marked two or more races on the American Community Survey.

Second, Wilder Research developed a short survey that the FESTECC organizers used in their interactions with community members. Three versions of the survey were used, due to updates after pilot testing and further revisions after feedback from the FESTECC organizers and Steering Committee. All three versions of the survey and all of the survey results can be found in the Appendix. Figure 5 summarizes the demographic characteristics of the 280 community members who took the survey, as well as the characteristics of the East Side neighborhoods that are covered by the FESTECC project area.

Third, Wilder Research worked with the FESTECC organizers to conduct three focus groups in the East Side during November 2013. One group was with five youth (plus 2 FESTECC organizers), one group was with six business owners (plus one FESTECC organizer), and one group was with 10 older adults (plus 2 FESTECC organizers). Participant quotes from these groups are used throughout the report. The focus group questions are included in the Appendix.

Finally, Wilder Research staff observed both the Transit Equity Café and the Transit Equity Leadership Summit and used our notes plus the notes provided by the FESTECC organizers and feedback from the FESTECC Steering Committee to flesh out the recommendations and strategies described above.





DATE: February 5, 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
DEIS Scoping Open House, Conway Rec Center	Open House – March 25, 2014
DEIS Scoping Open House, Guardian Angels	Open House – March 24, 2014
Policy Advisory Committee-Scoping Hearing	Meeting – March 13, 2014
Gateway Legislative Kick-Off Breakfast	Meeting – February 20, 2014
Technical Advisory 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

Previous Outreach

Stakeholder	Status
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: February 4, 2014

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 began coordinating the Commission's legislative strategy, began promoting the second of the three videos, held and scheduled six business outreach meetings and sent one Enewsletter in December and January.

Legislative

Two legislative team meetings and one planning meeting were held. We began planning the Feb. 20, 7:30-8:30 a.m. Gateway event at Wells Fargo in coordination with St. Paul Area Chamber and Woodbury Area Chamber of Commerce. It pairs supportive Gateway Corridor business leaders with corridor legislators. The team developed supporting communications materials for legislative activities.

Community Engagement/Business Outreach

The communications team participated in six meetings with: Metro State, Oakdale Business and Professional Association, Transit Equity Summit (FESTEC), Get to Know Woodbury, Maplewood Mayor-Elect Nora Slawik, St. Paul Area Chamber of Commerce. Future meetings are scheduled with the St. Paul Area Chamber of Commerce transportation committee and the Woodbury Chamber of Commerce government affairs committee.

Community Engagement

An E-newsletter was distributed Jan. 17 and two memos were distributed to city communications staff promoting videos and the open house on the alignment in Oakdale/Woodbury. Social media posts on the e-newsletter and the release of two videos were drafted and posted. A new display banner made its debut at the Get to Know Woodbury event. Flyers to promote videos and open house were created.

Video Publicity

The business video was posted and promoted in January; the transit rider video will be posted and promoted in late February to coincide with the start of the legislative session.

Media Relations

A news release on Feb. 6 open house immediately generated articles in Finance & Commerce, MinnPost, Politics in Minnesota (weeklies are expected to publish soon).

Next steps

In February, the Communications team will focus on the legislative effort as well as promoting the next video and meeting with community and business organizations.

Action Requested Information



Agenda Item #9

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

State Update

Legislature's 2014 committee deadlines set

Leaders in the Minnesota Senate and House of Representatives announced three committee deadlines for action on bills for the upcoming 2014 legislative session.

- March 21 is the first deadline, where committees must act favorably on bills in the house of origin.
- March 28 is the second deadline in which committees must act favorably on bills, or companion bills, that have met the first deadline in the other body.
- April 4 marks the third deadline, where the House Ways and Means Committee and Senate Finance Committee must act favorably on major appropriation and finance bills.

Session officially convenes on Tuesday, February 25. By law, legislators must adjourn by May 19.

Federal Update

New/Small Starts Comments

On March 8, 2013 the Gateway Corridor Commission (GCC) submitted a letter providing comments on the Federal Transit Administration's (FTA) Proposed New Starts and Small Starts Policy Guidance which was released on January 9, 2013. On August 23, 2013 and after receiving stakeholder comments, the Federal Transit Administration issued its Final Policy Guidance on the Evaluation and Rating Process of New and Small Starts Projects. Lockridge, Grindal and Nauen (LGN) has prepared the attached memorandum examining the Commission's comments as they relate to the actions that the FTA made/continue to make during their rulemaking process. A summary chart overviewing the updated New Starts and Small Starts Criteria is also attached

Weekly Update for Week of January 27th

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



This week the President gave his annual State of the Union address, touching on the Administration's priorities to focus on income inequality, immigration reform and the gridlock in Congress. House and Senate negotiators finalized the long-awaited Farm Bill, authorizing nearly \$1 trillion in spending on farm subsidies and nutrition programs, while at the same time saving about \$16.6 billion over the next 10 years. The Farm bill passed through the House and is expected to pass a Senate vote next week. The House and Senate continued negotiations on numerous legislative items, including flood insurance and water resources legislation.

In this Update:

[President Obama Addresses Members of Congress at Annual State of the Union](#)

[Farm Bill Passes House; Vote Expected in Senate Early Next Week](#)

[Bipartisan Flood Insurance Legislation Passes in Senate](#)

[House Majority Leaders Release Immigration Proposal](#)

[Key Upcoming Dates](#)

[Special News, Notes and Events](#)

[Minnesota Delegation Notes](#)

[Additional Media](#)

President Obama Addresses Members of Congress at Annual State of the Union

President Barack Obama primarily offered refinements of his previous legislative proposals when he delivered his fifth State of the Union address on Tuesday, January 28th. Speaking to a joint session of Congress, Obama outlined a series of agenda items aimed at middle-class security, some of which do not require the approval of Congress. The President outlined executive actions such as raising the minimum wage from \$7.25 to \$10.10 per hour for new federal contract workers and creating "starter" retirement savings accounts available through employers. He also pressured lawmakers to enact legislation to extend unemployment insurance benefits that expired in December, 2013 and expand the Earned Income Tax Credit. The President also called for the abolition of tax incentives that benefit high earners' retirements while proposing automatic IRAs for employees without workplace savings plans.

The speech contained numerous agenda items that have been delayed by Congress including accelerating infrastructure investment and overhauling immigration laws to create a path to citizenship for people living illegally in the United States. Also included in the speech were opportunities for bipartisan cooperation, including expanding foreign trade, overhauling the patent litigation system and changing the housing finance system, especially the role of mortgage giants Fannie Mae and Freddie Mac.

In the House Majority response that followed, Congresswoman Cathy McMorris Rodgers (R-WA) argued that economic prosperity stems from policies that enable individuals, rather than the government, to



make their own decisions. In addition, she sought to tap public dissatisfaction with the rollout of Obama's signature health care overhaul - the Affordable Care Act (ACA).

Farm Bill Passes House; Vote Expected in Senate Early Next Week

House and Senate Farm Bill conference committee negotiators reached an agreement Monday evening on a bipartisan five-year farm bill notable for its sweeping reforms to both commodity and food stamp programs. The agreement brings changes to the dairy supply management program, the crop subsidy and crop insurance programs. Overall, the bill is expected to save nearly \$23 billion over the next 10 years.

The newly released bill authorizes one year of mandatory funding for the Payment In Lieu of Taxes (PILT) program, which was initially omitted from the comprehensive budget bill Congress passed earlier this month. The program is extended as a fully funded entitlement program at \$425 million. The Rural Development program received \$228 million in mandatory funding for waste water programs and rural development grant among others. Reductions to the Supplemental Nutrition Assistance Program (SNAP), formerly known as food stamps, will total \$8 billion over 10 years which is a significantly greater cut than was included in the Senate bill but far less than in the House-passed measure. As expected, the \$8 billion cut in food stamps will come largely from increasing the state heating assistance requirement. The bill would authorize pilot projects in new work requirements but without the incentives for states that were included in an amendment pushed through the House in June. Ranking Member of the House Agriculture Committee, **Minnesota Congressman Collin Peterson (D-MN-07)** played a major role in negotiations.

The report was adopted by the House in a bipartisan 251-166 vote on Wednesday, January 29th. The Senate will vote on the legislation next Tuesday, February 4th.

Bipartisan Flood Insurance Legislation Passes in Senate

This Thursday, the Senate passed a bill, with bipartisan support to delay federal flood insurance rate hikes, after rejecting efforts earlier in the day to phase in the premium increases. The legislation would postpone National Flood Insurance Program premium increases until the Federal Emergency Management Agency (FEMA) finishes a study on flood insurance affordability. That study and a Congressional review are expected to take roughly four years.

The rate increases are required by a 2012 law to reflect current flood risk on properties and boost the program's financial stability. Under the law, the higher rates would be phased in over five years. While the measure passed the Senate with bipartisan support, it is unclear whether House leaders will clear the bill or seek a phased-in approach.

Earlier this week, the White House expressed concern regarding postponing the rate increases and warned that the delay would hurt the program's financial position and FEMA's ability to pay claims. Senator Robert Menendez (D-NJ) said while the administration favors a phase-in, it does not oppose the Senate's legislation. He and other supporters argue that the size of the rate increases have overwhelmed homeowners and housing markets, particularly in areas recovering from recent floods.



They contend homeowners, unable to pay the higher rates, will drop their plans and face significant devaluation of their homes.

House Majority Leaders Release Immigration Proposal

Following a House Majority retreat in Maryland this week, Majority Leaders released their plan for a long-awaited immigration overhaul, laying out a pathway to legalized status for undocumented immigrants. House Speaker John Boehner (R-OH) and other top Majority Members have been talking about tackling immigration policy for months and the newly released document lays out a draft for how the Majority intends to approach the contentious issue, which continues to create divisions in their party.

The plan stresses that interior and border enforcement must be enacted before mechanisms to legalization can begin and notes that House Majority Members do not favor a "special pathway" to citizenship for anyone who illegally traversed the border into the United States. Despite this, the plan does present options for the roughly 11 million immigrants living in the country.

The document states that persons may be allowed to live within the United States legally if they are willing to admit their culpability (in regards to having illegally entered the country), pass rigorous background checks, pay significant fines and back taxes, develop proficiency in English and American civics, and be able to support themselves and their families (without access to public benefits). Criminals and suspected gang members, among others, would not be eligible for consideration.

The plan also includes measures that would address visas, employment verification, changes to the current legal immigration system and provide "an opportunity for legal residence and citizenship for those who were brought to this country as children through no fault of their own."

KEY UPCOMING DATES

February, 2014

Under new legislation, the country is expected to reach its debt ceiling in mid-February which will require Congress to act to avoid defaulting on our loans.

Special News, Notes and Events

Reception Honoring Congressman Rick Nolan (MN-08)

Tuesday, February 11th, 5:30-7:00PM

Home of Dennis McGrann

150 North Carolina Ave SE, Washington DC

Annual Minnesota State Society Walleye Dinner

Wednesday, February 5th, 6:00-9:00PM EST

The National Press Club



529 14th NW, Washington, DC

Association of Minnesota Counties Welcome Reception in Washington, D.C.

Saturday, March 1st, 4:30-6:30PM

Home of Dennis McGrann

150 North Carolina Ave SE, Washington DC

Association of Minnesota Counties Legislative Briefing

Sunday, March 1st, Time TBD

Washington Hilton

Washington, D.C.

Association of Minnesota Counties Legislative Breakfast

Wednesday, March 4th, 8:00-10:00AM

Library of Congress

Washington, DC

MINNESOTA DELEGATION NOTES:

Senator Amy Klobuchar (D-MN) introduced legislation supporting drivers' rights to privacy, pushing for protections of personal data that is recorded in vehicular "Black Boxes". Read more [here](#).

Senator Al Franken, (D-MN) praised the House for passing a bipartisan five-year Farm Bill. He also called upon the Senate to pass the bill and send it to the President's desk as quickly as possible. Read more [here](#).

Congressman Tim Walz (D-MN-01) joined a number of Congressmen to call for a meeting with President Barack Obama to discuss the proposed renewable fuels volume obligations (RVO's) whose impact on rural communities and farmers he is concerned about. Read more [here](#).

Congressman John Kline (R-MN-02) supported the Exchange Information Disclosure Act, which requires the Department of Health and Human Services to submit weekly reports to Congress regarding consumer interactions with Healthcare.gov, citing his concern for the Affordable Care Act's low enrollment numbers. Read more [here](#).

Congressman Erik Paulsen (R-MN-03) invited a notable Anti-Sex Trafficking Advocate to be his guest at the State of the Union. Vednita Carter is the Founder and Executive Director of Breaking Free, a non-profit organization which advocates on behalf of women and girls involved in exploitation of sex trafficking. Read more [here](#).

Congresswoman Betty McCollum (D-MN-04) introduced legislation calling for the creation of a Hunger Relief Coordinator position in the White House, and called for increased awareness of the hunger emergencies that exist around the world. Read more [here](#).

Congressman Keith Ellison (D-MN-05) praised the President's decision to raise the minimum wage of federal contractors to \$10.10 an hour, calling it a huge victory for thousands of federal contract workers.



Read more [here](#).

Congresswoman Michele Bachmann (R-MN-06) announced that she was troubled with some of the President's proposed changes to the National Security Agencies programs, and urged for a robust debate on the balance between civil liberties and national security. Read more [here](#).

Congressman Collin Peterson (D-MN-07) was pleased this week with the passage of the Farm Bill in the House. Peterson, as ranking member of the House Agriculture Committee played a critical role in the passing of this legislation. Read more [here](#).

Congressman Rick Nolan (D-MN-08) pushed for the Administration to release additional emergency funds to help families during the propane shortage in the Midwest. Read more [here](#).

ADDITIONAL MEDIA

GOP Discusses Tying Debt Limit to Obamacare

Jan. 31, 2014 - 12:52 p.m

CAMBRIDGE, Md. - House Republicans may again tie a debt ceiling increase to a repeal of a section of President Barack Obama's health care law, but the plan remains murky after a three-day retreat here.

At an afternoon panel moderated by GOP leaders and former Congressional Budget Office Director Doug Holtz-Eakin, members expressed support for tying a one-year increase to the nation's borrowing limit to a repeal of the health law's so called risk corridors, a provision that mitigates risk for insurance companies.

"That's certainly was an option put forward by some members," said Rep. Jim Jordan, R-Ohio, who last year helped craft the GOP's debt ceiling strategy.

The calculation for leadership is whether they can draw 218 Republican votes for the plan, which would almost certainly be rejected by a majority of Democrats. Any increase to the debt ceiling will be a heavy lift, especially during an election year in which members can draw primary ire for supporting a policy that is generally unpopular among Republican constituency.

But tying the increase to the risk corridor plan drew some unexpected support. Rep. Michele Bachmann, R-Minn., for instance, surprised leadership when she said she would vote for the increase, according to a member in the room.

Other plans emerged, such as tying the increase to a balanced budget amendment to the Constitution or language that would spur the Keystone XL oil pipeline project. But the risk corridor repeal seemed to have the most support, said Rep. Tom Cole, R-Okla.

He noted the plan would not be accepted by Democrats, but if Republicans can pass it, it could be an opening bid in negotiations. Last year, he said, Republicans raised the debt ceiling in exchange for a plan that forced the Senate to write a budget.



"People called it gimmicky, but guess what? The Senate produced a budget. . . . That was the beginning of something that turned out pretty good, for all concerned," he said. "If the Democrats don't accept it, OK, the process may yield something we don't expect."

Action

Information

MEMORANDUM

TO: Gateway Corridor Commission

FROM: Dennis McGrann // Andy Burmeister

DATE: February 3, 2014

RE: Gateway Corridor Commission New/Small Starts Comments

On March 8, 2013 the Gateway Corridor Commission (GCC) submitted a letter providing comments on the Federal Transit Administration's (FTA) Proposed New Starts and Small Starts Policy Guidance which was released on January 9, 2013. On August 23, 2013 and after receiving stakeholder comments, the Federal Transit Administration issued its Final Policy Guidance on the Evaluation and Rating Process of New and Small Starts Projects. The following memorandum examines the GCC's comments as they relate to the actions that the FTA made/continue to make during their rulemaking process

TIME HORIZONS FOR CALCULATING MEASURES:

Proposed Policy Guidance: In their proposed policy guidance, the FTA chose to evaluate the time horizons for New and Small Starts projects based on current year conditions as they are or in their words: "the most easily understood, most reliable, and most readily available" for decision making. The FTA also stated that it would allow a sponsor to calculate the evaluation criteria using horizon year estimates on either a 10 or 20 year scale. If a sponsor wishes to use a horizon year estimate, it will be weighted 50/50 with current year conditions as well.

Gateway Corridor Commission Comments: In its comments on the Proposed Policy Guidance, the GCC urged the FTA to give much greater weight to the horizon year forecast in order to recognize the significant long-term investment that New and Small Start projects represent. The GCC stated that "our project, like many others in the New Starts pipeline, is being planned to serve growing markets, with the goals of building ridership over time, enhancing future transit performance, increasing the corridor mode shift to transit, and shaping development. An evaluation heavily weighing existing conditions would not give full recognition to the project's benefits". The GCC further requested clarification on when the implementation of the horizon year calculation would begin, stating, "under federal rules the time horizon of this

plan covers at least 20 years in the year it is adopted, but may not be exactly 20 years at the time a project sponsor is calculating criteria”.

FTA Status/Action: In its Final Policy Guidance, the FTA did not change the weighting of current and horizon year estimates. Sponsors may use current year estimates or, alternately, they may use horizon year estimates that are weighted 50/50 with current year conditions. The FTA notes that they rejected the optional use of horizon year estimates without averaging because without extra horizon-year weighting, projects planned in expectation of significant future growth may be at a disadvantage.

MOBILITY IMPROVEMENTS:

Proposed Policy Guidance: In their proposed policy guidance, the FTA proposed to evaluate mobility improvements for both New and Small Starts projects by measuring the total number of linked trips using the proposed project, with extra weight given to trips that will be made on the project by “transit dependent persons”. A trip made by a transit dependent person is given extra weight by making it equivalent to two trips made by a non-transit dependent person.

Gateway Corridor Commission Comments: In its comments on the Proposed Policy Guidance, the GCC supported the FTA’s proposal to measure mobility by the number of linked trips rather than estimated travel time savings, but noted that the proposed breakpoints favored large cities rather than mid-sized cities with growing transit systems. The GCC suggested that the FTA provide different breakpoints for different classes of projects. Suggesting for example one set of breakpoints for Small Starts, and a second set for New Starts tiered at less than \$500 million, \$500 million to \$1 billion, and megaprojects over \$1 billion.

The GCC additionally requested that the FTA refine its definition of “transit-dependent persons”, as the proposed definition, in their perspective, fails to account for transit-dependent trips made by households with only one car but more than one commuter. Thus, the FTA’s emphasis on “zero-car households” prioritizes regions with historically strong transit networks and places growing regions such as the Twin Cities at an inherent disadvantage.

FTA Status/Action: In its Final Policy Guidance, the FTA determined that it is not “appropriate to establish separate breakpoints for the mobility criterion for New and Small Starts projects.” However, they did recalculate the breakpoints using current year as well as horizon year data and included data from a variety of recent projects to ensure a broader analysis. The revised breakpoints are lower than those originally proposed. The FTA further states that they believe the final breakpoints to be a fair representation of likely outcomes on this measure based on a variety of projects located in different settings around the country and for different transportation modes.

In regards to the definition of the term “transit-dependent persons”, the FTA states that this is defined in the appendix to the final rule and cannot be changed.

The FTA agrees with the industry that income categories for travel forecasting models around the country are not consistent. Thus, the FTA will allow sponsors to use either their newly developed simplified national model called Simplified Trips-On-Projects (STOPS), or the sponsor's local travel model to define transit-dependent persons. The FTA's STOPS model uses auto ownership as the primary variable and defines trips made by transit dependent persons as trips made by persons in households that do not own a car. Local transit models typically defines trips made by transit-dependent persons as trips made by persons in households having no car, or as trips made by persons living in households in the lowest income bracket (as defined locally).

The FTA notes that even though the use of a single set of breakpoints may result in poor ratings in this criteria for many projects, specifically Small Starts, they remind sponsors that factoring in transit dependent riders (at their 2x weighting) may raise the project rating.

LAND USE:

Proposed Policy Guidance: In their proposed policy guidance, FTA proposed an examination of land use surrounding the New and Small Starts projects. This criterion examines a mix of available employment and affordable housing options across all levels of income in areas serviced by the new projects. The FTA specifically includes “legally binding affordability restricted” housing, or units with a lien, deed of trust, or other legal instrument attached to a property and/or housing structure, in the criteria to ensure that as transit service is improved in a region, a mix of housing options for current and future residents is maintained.

Gateway Corridor Commission Comments: In its comments on the Proposed Policy Guidance, the GCC requested additional clarification on a few of the proposals. First, they inquired as to whether the FTA intends to base the measurement of this criterion on jobs/housing served by the existing system plus the new project, or rather by the new project itself. The Commission suggests that the FTA include all jobs and housing served by the system within a 30 minute transit travel time and within a ½ mile of stations in order to leverage the investments made and benefits derived from a robust transit system.

Secondly, the commission encouraged the FTA to consider providing specific income guidelines to further define “legally binding affordability restricted” housing. The GCC recommended that the FTA use the number and share of legally binding affordability restricted housing units in the corridor that restrict the household income of residents to no more than 60% of area median income compared to total housing units in the corridor and the region.

FTA Status/Action: In its Final Policy Guidance, the FTA revised the affordable housing measure based on comments it has received. They will base their rating on transit station area population densities (a station area encompasses a ½ mile radius of the station), total employment served by the project, and the proportion of legally binding affordability restricted housing with ½ mile of stations to the proportion of legally binding affordability restricted housing in the counties through which the project travels.

Addressing GCC's suggestion to utilize specific income guidelines to define legally binding affordability restricted, the FTA clarified that they are seeking legally binding affordability restricted units of renters with incomes below 60% of the area median income and/or owners with incomes below the area median. They further note that this data can come from numerous agencies including area housing authorities, the National Housing Preservation Database, and the American Community Survey.

The FTA stated that they recognize that there may be other measures that capture the benefits of a proposed project to low-income families. Therefore, they will allow supplemental information to be submitted for the FTA to consider on a case by case basis.

COST EFFECTIVENESS:

Proposed Policy Guidance: In their proposed policy guidance, FTA proposed to measure cost effectiveness by computing the annualized capital cost plus annual operating costs of the project divided by the annual number of estimated trips on the project. They proposed to either reduce by a percentage or eliminate entirely from the calculation "enrichments" to the project. The FTA defines "enrichments" as improvements such as artwork, landscaping, bicycle and pedestrian improvements, sustainable building design features, alternative energy vehicles, and joint development of mixed-use developments in which FTA has an inherent interest.

Gateway Corridor Commission Comments: In its comments on the Proposed Policy Guidance, the GCC signaled their support for the new approach to measuring project cost effectiveness as well as the proposal to exclude the cost of "enrichments" from the cost effectiveness calculation and had no further recommendation.

FTA Status/Action: In its Final Policy Guidance, there was no change from the proposed policy guidance as discussed above.

CONCLUSION:

As always we will continue to monitor these and others transit 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.

FTA Proposed New Starts and Small Starts Criteria

	New Starts	Small Starts	Thresholds
50%			
1. Mobility Improvements	Trips by Non-Transit Dependent Persons plus Trips by Transit Dependent Persons multiplied by 2 50% Forecast year + 50% Current year		Annual Trips: <ul style="list-style-type: none"> • High >30 million • Med-High 15-29.9 million • Med 5-14.9 million • Med-Low 2.5-4.9 million • Low < 2.5 million
2. Economic Development	<ul style="list-style-type: none"> • Growth Management (non-Small Starts) • Transit-Supportive Corridor Policies • Tools to Implement Land Use Policies • Performance of Land Use Policies • Potential Impact on Regional Land Use • Plans to Maintain or Increase Affordable Housing 		Qualitative for each criteria
3. Environmental Benefits	Various Environmental and Safety Factors		Change in: <ul style="list-style-type: none"> • High >10% • Med-High 5-10% • Med 0-5% • Med-Low 0- -10% • Low <-10%
4. Cost-Effectiveness	Annualized capital and operating cost per linked trip on the project, compared to no-build or existing	Annualized federal share per linked trip on project	New Starts <ul style="list-style-type: none"> • High <\$4 • Med-High \$4-\$6 • Med \$6-\$10 • Med-Low \$10-\$15 • Low >\$15 Small Starts <ul style="list-style-type: none"> • High <\$1 • Med-High \$1-\$2 • Med \$2-\$4 • Med-Low \$4-\$5 • Low >\$5
5. Land Use	Mix of Qualitative and Quantitative measures of existing land use: <ul style="list-style-type: none"> • Employment served • Population density • CBD daily parking cost • CBD spaces available per employee • % housing affordable compared to regional average 		See next page.
6. Congestion Relief	On hold awaiting subsequent rule making		All project "medium" until further notice
50%			
7. Local Financial Commitment	More info needed		See next page.

Land Use Criteria:

Rating	Station Area Development		Parking Supply	
	Employment served by system	Avg Population Density (persons/square mile)	CBD typical cost per day	CBD spaces per employee
High	>220,000	>15,000	>\$16	<0.2
Medium-High	140,000-220,000	9,600-15,000	\$12-\$16	0.2-0.3
Medium	70,000-140,000	5,760-9,600	\$8-\$12	0.3-0.4
Medium-Low	40,000-70,000	2,561-5,760	\$4-\$8	0.4-0.5
Low	<40,000	<2,560	<\$4	>0.5

Rating	Proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels
High	>2.5
Medium-High	2.25 – 2.49
Medium	1.50 – 2.24
Medium-Low	1.10 – 1.49
Low	<1.10

Local Financial Commitment Criteria:

	High	Medium-High	Medium	Medium-Low	Low
Current Capital and Operating Condition (25% of local financial commitment rating)	<ul style="list-style-type: none"> Average bus fleet age under 6 years. Current ratio exceeding 2.0 Bond ratings less than 2 years old (if any) of AAA (Fitch/S&P) or Aaa (Moody's) Historical positive cash flow. No cash flow shortfalls. No service cutbacks in recent years. 	<ul style="list-style-type: none"> Average bus fleet age under 6 years. Current ratio exceeding 1.5 Bond ratings less than 2 years old (if any) of AA (Fitch/S&P) or Aa3 (Moody's) or better Historical positive cash flow. No cash flow shortfalls. No service cutbacks in recent years. 	<ul style="list-style-type: none"> Average bus fleet age under 8 years. Current ratio exceeding 1.2 Bond ratings less than 2 years old (if any) of A (Fitch/S&P) or A3 (Moody's) or better Historical positive cash flow. No cash flow shortfalls. Only minor service adjustments in recent years 	<ul style="list-style-type: none"> Average bus fleet age under 12 years. Current ratio exceeding 1.0 Bond ratings less than 2 years old (if any) of BBB+ (Fitch/S&P) or Baa3 (Moody's) or better Historical positive cash flow. No cash flow shortfalls. Major service cutbacks in recent years. 	<ul style="list-style-type: none"> Average bus fleet age of 12 years or more. Current ratio less than 1.0 Bond ratings less than 2 years old (if any) of BBB (Fitch/S&P) or Baa3 (Moody's) or below Recent historical cash flow problems. Major service cutbacks in recent years.
Commitment of capital and operating funds (25% of local financial commitment rating)	<ul style="list-style-type: none"> At least 75% of the Non-Section 5309 capital funds are committed or budgeted. At least 75% of the funds needed to operate and maintain the proposed transit system in the opening year of the project are committed or budgeted. 	<ul style="list-style-type: none"> At least 50% of the Non-Section 5309 capital funds are committed or budgeted. At least 50% of the funds needed to operate and maintain the proposed transit system in the opening year of the project are committed or budgeted. 	<ul style="list-style-type: none"> At least 30% of the Non-Section 5309 capital funds are committed or budgeted. At least 30% of the funds needed to operate and maintain the proposed transit system in the opening year of the project are committed or budgeted. 	<ul style="list-style-type: none"> At least 10% of the Non-Section 5309 capital funds are committed or budgeted. While no additional operating and maintenance funding has been committed, a reasonable plan to secure funding commitments has been presented. 	<ul style="list-style-type: none"> Less than 10% of the Non-Section 5309 capital funds are committed or budgeted. The applicant does not have a reasonable plan to secure operating and maintenance funding.
Reasonableness of capital and operating cost estimates and planning assumptions/capital funding capacity (50% of local financial commitment rating)	<ul style="list-style-type: none"> Financial plan contains very conservative planning assumptions and cost estimates when compared with recent historical experience. The applicant has access to funds via additional debt capacity, cash reserves, or other committed funds to cover cost increases or funding shortfalls equal to at least 50% of estimated project cost and 50% (6 months) of annual system wide operating expenses. 	<ul style="list-style-type: none"> Financial plan contains conservative planning assumptions and cost estimates when compared with recent historical experience. The applicant has access to funds via additional debt capacity, cash reserves, or other committed funds to cover cost increases or funding shortfalls equal to at least 25% of estimated project cost and 25% (3 months) of annual system wide operating expenses. 	<ul style="list-style-type: none"> Financial plan contains planning assumptions and cost estimates that are consistent with recent historical experience. The applicant has access to funds via additional debt capacity, cash reserves, or other committed funds to cover cost increases or funding shortfalls equal to at least 15% of estimated project cost and 12% (1.5 months) of annual system wide operating expenses. 	<ul style="list-style-type: none"> Financial plan contains optimistic planning assumptions and cost estimates when compared to recent historical experience. The applicant has access to funds via additional debt capacity, cash reserves, or other committed funds to cover cost increases or funding shortfalls equal to at least 10% of estimated project cost and 8% (1 month) of annual system wide operating expenses. 	<ul style="list-style-type: none"> Financial plan contains planning assumptions and cost estimates that are far more optimistic than recent history suggests. The applicant has a reasonable plan to cover only minor (< 10%) capital cost increases or funding shortfalls. Projected operating cash balances are insufficient to maintain balanced budgets.



DATE: February 7, 2014
TO: Gateway Corridor Commission
FROM: Staff
RE: Transit Tour

The Commission's 2014 travel budget and work plan identifies going to a peer region as a priority for 2014. The purpose of the trip would be to experience another transit system/line with similar characteristics as what is being proposed in the Gateway Corridor and identify strategies lessons learned that could be applied to our region. Staff is targeting a May timeframe for the trip.

Who should go on the trip?

The Commission itself is a target audience for the trip but it may be valuable for others as well to learn from the experience. For example, project staff, staff from corridor Cities and Counties, fellow Council and Commission members, business representatives and State legislators could also benefit from this learning experience. The Commission should also discuss if it would like to pursue providing a reimbursement for some of the travel costs as was done for the DC trip or if the costs would be the responsibility of the individual members.

What are the important characteristics to see in a tour?

- Dedicated Guideway / high level of transit amenities
- Newer vs established system
- TOD examples
- Urban vs suburban contexts
- Similar sized region
- Ability to Meet with Project Sponsors
- Other?

Where to go?

Staff has been working with our DEIS consultant team, who has experience working on transit projects throughout the Country, to prepare the following short list of potential options. Emerald Express (Emx),

- Emerald Express (EmX), Eugene Oregon
- Health Line Cleveland Ohio
- Crystal Line, Washington D.C.
- Orange Line, Las Angeles, California

Staff will provide more details on the background research on each of these locations at the Commission meeting.

Action Requested:

Discussion



Agenda Item #X

DATE: February 5, 2014
TO: Gateway Corridor Commission
FROM: Staff
RE: DEIS Update

Committee Updates

The Technical Advisory Committee (TAC) held meetings on December 18th and January 29th. The Community Advisory Committee (CAC) will be meeting on Monday, February 10th and the Policy Advisory Committee (PAC) will be meeting prior to the Commission meeting on February 13th. The committees have been working on the following activities

- Prep for D1/D2 Open House
- Review alignment options in Oakdale/Lake Elmo/Woodbury Area
- Update on Status of Operational and ROW Analysis
- Reviewing Scoping Booklet and other Materials
- Preparing for Scoping Activities including public involvement efforts

Schedule / Next Steps

The initiation of the scoping phase will begin in March. A schedule of key milestones in the scoping process are listed below:

- Notice of Intent to start scoping published in Federal Register and Scoping Booklet released - February 27, 2014
- Start of 45-day scoping comment period – March 3, 2014
- Official Scoping Meetings
 - Open House 1 - Monday, March 24, 2014, from 4:30 to 6:30 p.m., at Guardian Angels Catholic Church (8260 4th Street N, Oakdale, MN 55128)
 - Open House 2 - Tuesday, March 25, 2014, from 4:30 to 6:30 p.m., at Conway Recreation Center (2090 Conway Avenue, Saint Paul, MN 55119) Scoping Decision (May/June 2014)
 - Start of PAC Meeting – scoping comments can be received – April 10, 2014
- 45-day comment period ends – April 16, 2014
- TAC / CAC / PAC discussion on preliminary scoping decision – May, 2014
- PAC / GCC action on preliminary scoping decision – June, 2014
- WCRRA action on scoping decision – Late June, 2014

In addition to the scoping meetings, project staff will be hosting “pop-up” information session throughout the corridor and will be available to give presentations at any community or business group, neighborhood organization, City Council or committee who would like more information. All scoping materials will also be placed on the gateway corridor website.



Petition

We wanted to make the Commission aware of the attached petition submitted to the FTA and the response form FTA

D1/D2 Open House Recap

An open house for the D1/D2 alignments has held on Thursday, February 6th from 5-7, at Globe University in Woodbury. The purpose of the meeting is to inform business and community members in the Corridor of these two alignments and gather community input on the advantages and disadvantages of each option prior to the official scoping period. The meeting was an open house format with brief presentations at 5:30 pm and again at 6:30 pm to provide an overview of the available materials. Comments were accepted in written form and through an interactive exercise. Project staff were also available to answer questions.

The meeting was well attended by the general public as well as a mix of project and technical staff, policy makers and community advisory committee members. A more detailed recap of the meeting along with summary of the comments received will be prepared in advance of the Commission meeting.

Community Advisory Committee Vacancies

Staff has been notified by two Community Advisory Committee members who will no longer be able to participate on the Committee. The two representatives are Tom Sorel and Elaine Santore. Attached to this memo is the full list of CAC members. Elaine represented the rural and senior perspective and Tom represented the larger region because of his past positions with MnDOT and FHWA.

At this point, there is not an established process to replace members who are leaving. A sub-committee of the Commission initially made recommendations out of all the applications received and the full Commission approved the final list.

Below is the suggested process for replacing the vacant positions.

- Review list of initial applications to see if someone would be able to fit the role that is vacated.
- If there are people who would fit that role, reach out to those individuals to assess their interest.
- If there are not people who would fit that role, coordinate with local officials and community leaders to determine a replacement.

Action Requested:

Information

Gateway Corridor Environmental Impact Statement

PROGRESS REPORT TO THE GATEWAY CORRIDOR COMMISSION – FEBRUARY 2014

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

Key Work Activities/Progress during December 2013, January and early February 2014

▪ Meetings

- *Project management team (PMT)* - Held meetings on December 11, January 8 and 22, and February 5. Meetings focused on the I-94 right-of-way analysis, operations and service plan analysis, traffic analysis, D1 and D2 comparative evaluation, and scoping documents.
- *Federal Transit Administration (FTA)* – Held project coordination calls with FTA on December 19 and January 7. Key items discussed included FTA comments on Notice of Intent (NOI), confirmation of cooperating and participating agencies, project coordination and upcoming scoping process.
- *Federal Highway Administration (FHWA)* – Two separate meetings with FHWA (MnDOT, RCRRA, WCRRA and Met Council also participated) have been held: December 6 and January 29. The first meeting focused on an overview of the Gateway Corridor. The second meeting focused on pinch points in the I-94 ROW and potential design options to address. FHWA is now a member of the TAC, and will be invited as a Cooperating Agency.
- *Focused Discussion Meetings* – Meetings with representatives from 3M, Harley Davidson, and St. Paul East Side neighborhood associations have taken place. Items discussed included: alignment and station locations, concerns regarding access, and outreach techniques.
- *City Meetings* – Meetings with Oakdale, Lake Elmo and Woodbury occurred in January to discuss in more detail the proposed D and E alignments and stations in advance of the February 6 open house.

▪ Policy Advisory Committee

- Participated in PAC meeting held on December 12. Presented information regarding I-94 right of way analysis, operations/service planning, D1/D2 analysis, refinements to purpose and need, MAP-21 and upcoming scoping documents and activities.

▪ Technical Advisory Committee:

- Held TAC meetings on December 18 and January 29. Meetings focused on initial findings from operational/service plan analysis, I-94 right of way analysis, D1 and D2 alignment analysis, preparation for February 6 open house and review of scoping materials.

- **Community Advisory Committee (CAC)**
 - The CAC met on December 9. The CAC covered topics including: purpose and need, MAP-21, scoping, and upcoming station planning. The CAC provided input into ways to “get the project word out”. The February 10 CAC meeting will be covered in the next update.
- **Primary Work Activities**
 - Prepared Gateway Corridor Sensitivity Analysis Memo.
 - Continued to work on ridership analysis.
 - Continued to work on I-94 Right of Way Analysis Technical Memo.
 - Continued to advance concept designs, focusing on design options at pinch point locations.
 - Continued to work on Traffic Analysis Technical Report.
 - Prepared D2/D2 Comparative Analysis (narrative and matrix)
 - Prepared the DRAFT Scoping Booklet for PMT and TAC review.
 - Prepared letter to EQB and Draft Cooperating/Participating agency invite letters.
 - Prepared for February 6 open house (meeting information/handouts/boards)
 - Initiated work on Scoping presentation (PREZI).
 - Finalized first local draft of Purpose and Need statement in response to PMT/TAC comments and submitted to FTA for review.
 - Coordination with Dennis Gimmetstad regarding cultural resource work (APE definition).
 - Finalized Notice of Intent for publication in Federal Register.
 - Prepared for and attended meetings referenced in this document

Upcoming EIS Activities

- Prepare for upcoming TAC, CAC, PAC/GCC and FTA meetings.
- Finalize Scoping Booklet for publication on March 3, 2014.
- Prepare for Scoping Open Houses and Interagency meeting in March.
- Prepare I-94 ROW Analysis Memo for committee review.
- Continue work on ridership analysis.
- Continue to advance and refine concept alignments/typical sections, with a focus on potential I-94 ROW impacts
- Send out Cooperating and Participating Agency invitation letters
- Continue to advance data collection in preparation of Draft EIS technical analysis

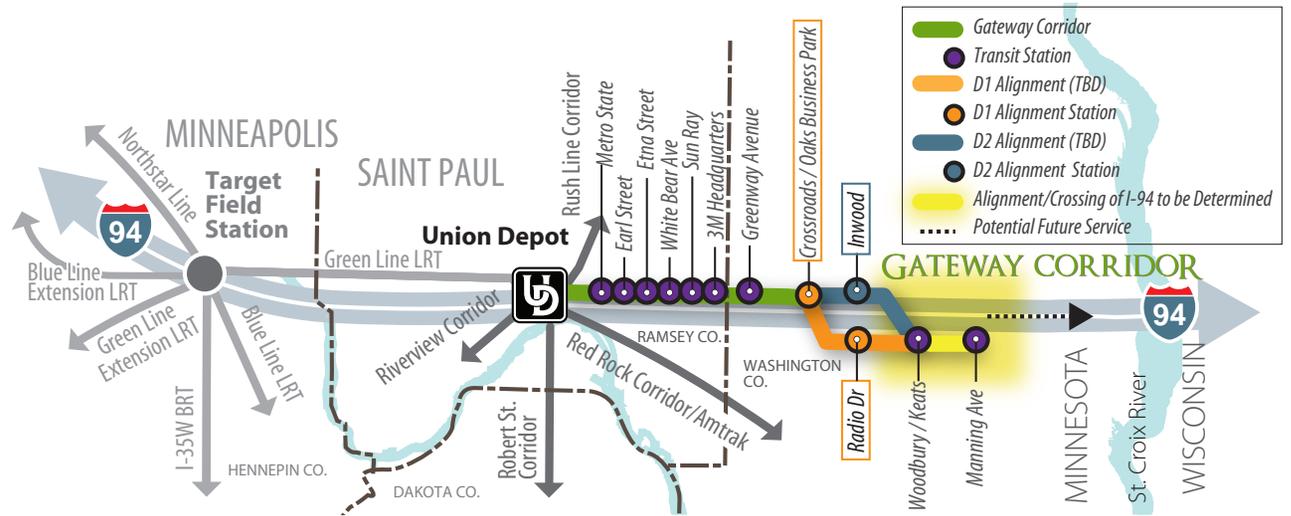
GATEWAY CORRIDOR

What is the Gateway Corridor?

The Gateway Corridor is a proposed transitway intended to improve mobility in the eastern part of the Twin Cities Metropolitan Area. Located in Ramsey and Washington Counties, the Gateway Corridor transitway will extend approximately 12 miles from downtown St. Paul east through the East Side neighborhoods of St. Paul and the suburbs of Maplewood, Landfall, Oakdale, and Woodbury with transit connections to Minneapolis. The route would run generally parallel to I-94 in dedicated right-of-way. Beyond the transitway, Gateway Corridor would serve a broader commuter market to the east, including the communities of Lake Elmo, West Lakeland Township, Afton, and Hudson, Wisconsin.

What studies have been done on the Gateway Corridor?

Most recently, the Gateway Alternatives Analysis compared the benefits, costs, and impacts of a range of light rail transit (LRT), commuter rail, bus rapid transit



(BRT), and express bus alternatives in the Gateway Corridor. The Alternatives Analysis identified two transitway alternatives to be carried forward for study in the Draft EIS: Alternative 3 – BRT on I-94 and Hudson Road and Alternative 5 – LRT on I-94 and Hudson Road. The Metropolitan Council's 2030 Transportation Policy Plan, the region's long-range transportation plan, identified the Gateway Corridor for implementation prior to 2030.

How are decisions made for the Gateway Corridor?

The Gateway Corridor Commission, comprised of the Washington and Ramsey County Regional Railroad

Authorities and the Gateway Corridor cities, with input from the public and corridor stakeholders, will identify and recommend a Locally Preferred Alternative (LPA) for the project to the Metropolitan Council. Action on the LPA by the Metropolitan Council is anticipated in Summer 2014. The Gateway Corridor intends to seek federal funds from the Federal Transit Administration's New Starts program for capital investments. Ongoing community input, the requirements of the FTA New Starts program, and adherence to federal and state environmental regulations are central to realization of the Gateway Corridor, as illustrated below.

Transitway Development Process



What is the Gateway Corridor Draft Environmental Impact Statement?

The Gateway Corridor Draft Environmental Impact Statement (Draft EIS) will provide decision-makers and the public with a full discussion of the environmental impacts of constructing and operating each of the transit alternatives under consideration for the Gateway Corridor. The Draft EIS will disclose potential impacts to the built and natural environment and reasonable ways to avoid or minimize those impacts. Agencies and the public will have the opportunity to provide comments on the contents of the Draft EIS.

The Draft EIS will be followed by a Final EIS, which will identify the preferred alternative and describe the mitigation measures that will be incorporated into the transitway project.

Study Process

March 3, 2014

Notice of intent to prepare a Draft EIS published in the Federal Register, EQB Monitor, and local media

March 3, 2014 SCOPING COMMENT PERIOD BEGINS

Comment on the purpose and need for the project, the proposed transit alternatives, and the potential environmental benefits and impacts of the project. Comments help to define the issues studied in the Draft EIS.

April 16, 2014 SCOPING COMMENT PERIOD ENDS

Early 2015 DRAFT EIS PUBLISHED

March 3, 2014 SCOPING BOOKLET PUBLISHED

The Scoping Booklet will provide information on the intended scope of the Draft EIS. The Scoping Booklet will help to navigate stakeholders through the Scoping process and will be available at www.thegatewaycorridor.com and at libraries and city halls in the corridor.

March 3, 2014 - April 16, 2014

- Attend a public open house
 - Monday, March 24th
Guardian Angels Church
 - Tuesday, March 25th
Conway Recreation Center
- Send an email
- Send a letter

Summer 2014 SCOPING DECISION DOCUMENT PUBLISHED

This report will describe the transit alternatives and environmental issues that will be studied in the Draft EIS. Comments received during Scoping will be responded to in this report, which will be available at www.thegatewaycorridor.com and at libraries and city halls in the corridor.

Early 2015 DRAFT EIS COMMENT PERIOD BEGINS

Comment on the contents of the Draft EIS

- Attend a public hearing
- Send an email
- Send a letter

Preparation of the Draft EIS and Final EIS will satisfy both federal and state environmental requirements under the National Environmental Policy Act and Minnesota Environmental Policy Act, respectively.

What is Scoping?

Scoping is the process of determining which transit alternatives and issues will be evaluated and assessed in the Draft EIS. Scoping is an opportunity to: confirm the purpose and need for the project; identify appropriate transit alternatives that address those needs; name significant issues that should be studied in the Draft EIS; and eliminate issues that are not significant or have already been adequately addressed in earlier studies.

How can I share my ideas about the Gateway Corridor?

Submit your questions, comments, and ideas for the Gateway Corridor to gatewaycorridor@co.washington.mn.us or Washington County Public Works, 11660 Myeron Road, N., Stillwater, MN 55082. Additional opportunities to share your input on the project will occur throughout the scoping process, beginning in Spring 2014.



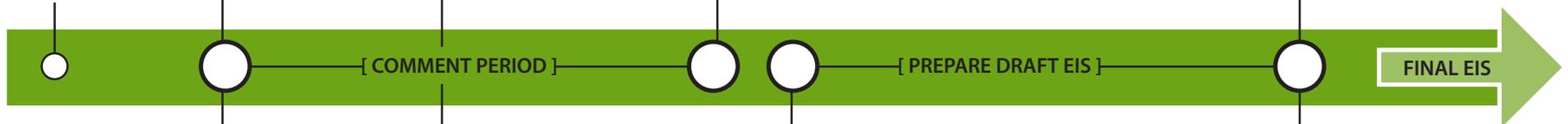
For more information

visit www.thegatewaycorridor.com

email gatewaycorridor@co.washington.mn.us

Facebook www.facebook.com/gatewaycorridor

call 651-430-4300



CAC Selection Summary

	Name	Primary Interest Group	Secondary Interest Groups	Geography	
1	Jacob Lambert	Near East Side Resident	Homeowner near Earl St (Dayton's Bluff); Imago Dei Church	St. Paul	Residents
2	Gordon Westerberg	Far East Side Resident	District 1 Community Council; interested in representing seniors and disabled populations	St. Paul	
3	Paul Sawyer	Far East Side Resident	District 1 Community Council; board of several organizations that have a stake in the Gateway process	St. Paul	
4	Donald Gonser	Landfall Resident		Landfall	
5	Mark Jenkins	Maplewood Resident	Member of housing and economic development committee	Maplewood	
6	Kathy Tucci	Lake Elmo	Works for Lake Elmo Bremer Bank	Lake Elmo	
7	Grant Stevenson	Woodbury Resident	Regular express bus rider	Woodbury	
8	Linda Stanton	Woodbury Resident	Social worker with low income populations and seniors	Woodbury	
9	Elaine Santore	Rural	Senior population	Afton	
10	Michael Meyer	Downtown St. Paul Business	Hospitality industry; St. Paul Chamber of Commerce Public Affairs Committee	Downtown St. Paul	Businesses
11	Nick Heidenreich	Earl St. Business	Owns rental properties; active in community	Earl Street, St. Paul	
12	Doug Swalboski	Sun Ray Business	ESABA; owns Culvers	Sun Ray	
13	Tom Giannetti	Landfall Business Owner	Harley owner	Landfall	
14	David Johnson	Oakdale Business	Owner of Crossroads Properties; Woodbury Chamber of Commerce; Oakdale Business and Professional Association	Oakdale	
15	Lisa Crain	Woodbury Lakes Manager	Woodbury Chamber of Commerce; long-time resident	Woodbury	
16	Tracy Baumann	Libraries	Works at Sun Ray library; serves transit-dependent patrons	Larger Region	Others
17	Freddie Davis-English	Works with youth, non-profit business	COO of 180 Degrees; transit-dependent clients	Larger Region	
18	George Gorbatenko	MICAH	Engineering consultant	Larger Region	
19	Robert Crawford	Work Force Development	Multi-modal	Washington County	
20	Mikael Carlson	Engage East Side	Works with environmental justice populations	Greater East Side	
21	Tabitha DeRango	Fostering an East Side Transit Conversation	Dayton's Bluff Community Council; works with businesses and community members	Greater East Side	
22	Tom Sorel	Former policy maker	Background in transportation	Larger Region	



U.S. Department
of Transportation
Federal Transit
Administration

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

January 31, 2014

Linda Stanton
2511 Wimbledon Place
Woodbury, Minnesota 55125

RE: Transit Studies within the East Metro Area of Minneapolis/St. Paul

Dear Ms. Stanton,

This correspondence is in response to your letter dated December 17, 2013 regarding ongoing transit studies within the east metro area of St. Paul, specifically the Gateway Corridor Project. The Gateway Corridor is a proposed 12-mile transitway that would provide connections to downtown St. Paul from the east metro area. Washington County and the Metropolitan Council are conducting a study of the Gateway Corridor to determine the best way to address transportation needs in the area. The decisions regarding mode and alignment are locally driven.

There are many ongoing opportunities to comment on the project as the study progresses. Any questions or comments regarding the Gateway Corridor should be directed to Mr. Andrew Gitzlaff, AICP, LEED AP, Transportation Coordinator at the Washington County Public Works Department at (651) 430-4338. Mr. Gitzlaff's email is Andy.Gitzlaff@co.washington.mn.us.

Sincerely,

Marisol Simón
Regional Administrator

Cc: Andrew Gitzlaff, Washington County
Steve Elmer, Metropolitan Council

Ms. Marisol Simon
Administrator, Region 5
Federal Transit Administration
200 W. Adams St. Suite 320
Chicago, IL 60606

Dec. 17, 2013

Dear Federal Transit Authority:

We are a group of citizens living in the east metro area of St. Paul, MN – cities like Woodbury, Cottage Grove, Stillwater, and St. Paul that would like to share with you numerous concerns we have regarding transit corridors being studied in our areas.

1. Resident needs are not being met

One concern is that the needs of the majority of residents are being ignored by the planning groups for the Gateway Corridor and other routes like the Red Rock Corridor, Rush Line, which are proposed LRT or BRT lines running to and from St. Paul, MN. For instance, a recent report highlighted how the Washington County staff has ignored oppositional comments gleaned from community surveys expressing that the proposed transit is not in line with community needs nor are they a smart use of taxpayer dollars. Please see the attached list of comments*8. Furthermore, how will BRT meet the needs of senior citizens or entrepreneurs?

2. People drive cars

In addition, other surveys have indicated that 99% of residents drive cars and only 2% said they would ride light rail/mass transit if available. Most drivers are traveling from suburb to suburb or need their autos during the day making public transit completely inefficient and out of the question. *Does the FTA realize how cold it gets in MN in the winter and that most people need a car to fulfill the requirements of their jobs?*

3. Duplicates exiting transit options

Besides, *our area already supports numerous transit options like Express Buses, City buses and door-to-door service: Transit Link and Metro Mobility.* All the

LETTER TO FEDERAL TRANSIT AUTHORITY

while our taxes are increasing at every turn during a time when small business owners are struggling to survive. Billions of taxpayer dollars are being literally wasted on these projects that will not be fully utilized if ever built.

4. Hudson Road alignment is impossible at best

Furthermore, *a detailed video was filmed of the proposed route and the obvious choke points, displacement of homeowners; disruption to business is quite remarkable.* It's an improbable, impossible route along Hudson Road. *All for something that duplicates already existing service.*

5. St. Croix Valley area

The areas to the east of St. Paul range from urban to suburban to rural all the way to the St. Croix River. It's a beautiful rustic area in eastern Washington County that includes lakes and many open spaces. Imagining a light rail or bus rapid transit is completely incongruous with the geography of the region.

6. Diverse mix of people of all ages

Besides this, *our cities are a mix of diverse people.* For instance, Woodbury, the 10th largest city in Minnesota during the 2010 census revealed these populations breakdowns: 81.4% White, 5.6% African American, 0.3% Native American, 9.1% Asian, 1.0% from other races, and 2.5% from two or more races. Hispanic or Latino of any race was 3.8% of the population. (Reference: Wikipedia) Area households contain numerous children as well.

7. Negative impacts on businesses and homeowners

This planning should be stopped if only for the reason that *it will hurt homeowners and businesses* if the corridors are ever built. Neighborhoods will be destroyed. *Besides the corridor is already economically well-developed!* Business *will not* be attracted to the Hudson Rd corridor, it will be *exactly the opposite*. Taxpayer subsidized 'development' hurts the economy and doesn't help it.

Thank you very much,

Bob Tatreau, Steve Ellenwood, Linda Stanton, Matt Behning and *more signatures attached.*

PLEASE NOTE: We have also collected signatures in an online petition (44 so far): http://www.change.org/petitions/federal-transit-authority-do-not-build-light-rail-lrt-or-bus-rapid-transit-brt-on-the-east-side-of-st-paul-mn-including-the-east-metro-counties?utm_source=guides&utm_medium=email&utm_campaign=petition_target_tips

A response should be sent to: Linda Stanton, mnlas@msn.com; 2511 Wimbledon Place, Woodbury, MN 55125

***8. Comments from Red Rock Corridor community survey:**

- *People don't live, work, and play in straight lines... your pick up is nowhere near my house and even worse your drop off points are nowhere near where I work and shop.*
- *If it wasn't scamming tax payers who'll never use or benefit from the line.*
- *No way no how! -Nothing!*
- *Nothing! I shouldn't have to pay for it!*
- *Only use the transit for Viking & Twins games, which doesn't seem very cost effective.*
- *Quit over regulating taxi cabs and market based transit choices.*
- *Transit that isn't costing tax payers who'll never ride it.*
- *WE DON'T NEED YOUR (GOVERNMENT) HELP.*
- *Would never use it. It's a waste of taxpayers' money.*
- *The amount of times I would use it would not be cost effective.*
- *If I felt safe bringing my family on it. But no, you practically give the rides away so the worst members of society are on these things.*
- *I don't work conveniently close to the 61 corridor*
- *If I have to drive 15 miles to pick up a bus, I'd rather drive.*
- *I find it necessary to drive myself because sometimes I must get in early to work on projects*
- *If it didn't steal tax dollars from the federal transportation fund. Have local tax payers fund this 100% and watch public support TANK! The responsible thing would be to have the people riding it pay for it!*
- *Nothing. I'd rather have an extra lane or two on 61 instead*
- *Transit times are usually two or three times the length of travelling by car.*
- *If I have to drive to get to a bus I may as well drive to work since busses are slower anyway.*

- *If they were honest with the public. ie: these one sided surveys are a disappointment to say the least.*
- *If the people that ram it through and get it running didn't lie and manipulate the funds and support to do so I'd actually ride it. But the people behind this can't even run a honest survey, let alone a self-sustaining ride fair.*
- *If it charged a fair price for non-transit riders... Meaning, charge corridor riders not tax payers for the lines.*
- *If it was self-sustainable. That'd prove it actually has public demand and as a rider I wouldn't have to feel like a free loader riding it for pennies on the dollar.*
- *Don't build it.*
- *I WILL BE DOING EVERYTHING I CAN TO BLOCK THIS WASTE OF TAXPAYERS DOLLARS.*
- *Make it pay for itself or dump it!!!!*
- *Survey is complete bunk! Totally one sided!*
- *Should never happen. Will be a complete waste of money and not meet any of the BS projections. Paying off labor unions. Plain and simple*
- *If the location of the Newport transit stop wasn't going to be in the worst location in South Washington County. Drive over the Wakota Bridge at any given time and it smells like burning garbage from the nearby RRT.*
- *If it went wherever I needed it to go, whenever I needed it to go there, just like getting in my car accomplishes.*

**Petition to Federal Transit Authority to stop the LRT, BRT
along the Gateway and other East Metro Corridors -**

Choose NO BUILD Option!

We the undersigned agree to the contents of the attached letter: that a BRT or LRT line along the Gateway, Red Rock and other (East Metro of St. Paul, MN) lines are not necessary. Please do not build along these routes.

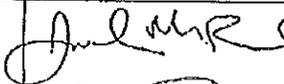
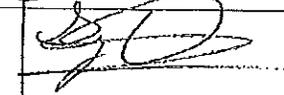
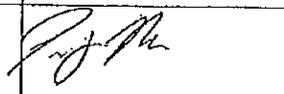
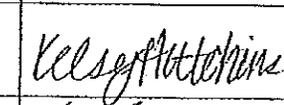
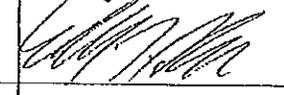
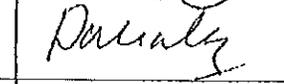
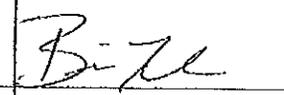
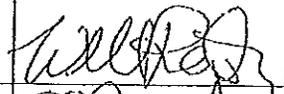
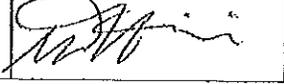
Name (print)	Signature	address	address
¹ MARY ANN MAGGI	<i>Mary Ann Maggi</i>	1565 Hudson Rd	St. Paul, MN
² TONY MAGGI	<i>Tony Maggi</i>	1565 Hudson Rd	
³ Ron Stossel	<i>Ron Stossel</i>	5720 Winnetka Ave N, #303	New Hope, MN 55428
³ Dick Mulhern	<i>Dick Mulhern</i>	360 Kennard Street	St Paul, MN 55106
⁴ Susan Sandberg	<i>Susan Sandberg</i>	801 Amundson Dr.	Stillwater, 55082
⁵ Brian Marum	<i>Brian Marum</i>	2971 Wimbledon Pl Woodbury, MN	Woodbury, MN
⁶ Laurie Czekowicz	<i>Laurie C</i>	193 Loretta Lane	St Paul, MN
⁷ Becky Langan	<i>Becky Langan</i>	4025 3rd Ave N	Brainerd, MN
⁸ Joe Salmon	<i>Joe Salmon</i>	1315 BELMONT	35125 WOODBURY, MN
⁹ Michelle Ventura	<i>Michelle</i>	3418 Dunhill Lane	55125 Woodbury MN
¹⁰ Tina Arsenault	<i>Tina Arsenault</i>	15285 Palomino Trail, North Stillwater, MN	

55082

**Petition to Federal Transit Authority to stop the LRT, BRT
along the Gateway and other East Metro Corridors -**

Choose NO BUILD Option!

We the undersigned agree to the contents of the attached letter: that a BRT or LRT line along the Gateway, Red Rock and other (East Metro of St. Paul, MN) lines are not necessary. Please do not build along these routes.

Name (print)	Signature	address	address
¹ John Rouleau		2000 Mayo Park Ave St. Paul, MN 55116	
² George Dams		East 1870 52 nd St E #201 ICott, MN 55071	Inver Cove Heights
³ Petr Mac		2600 Whitson Ln Woodbury, MN	
³ Kelsy Hutchins		801 University Ave SE, Apt. 9, Minneapolis MN, 55414	
⁴ Edward Koehler		801 University Ave SE Apt 9 Minneapolis, MN 55414	
⁵ BOB JEWSON		3079 JULEPOLLER W 800 BIRCH MN 55125	
⁶ Dalia Jensen		" "	
⁷ BRIAN JOHNSON		31840 LAKEWAY DR 10 Crosby, MN 55118	
⁸ Will Feister		11333 Sandance Way Woodbury MN 55121	
⁹ Steve Ellenwood		5182 Fox Lane Woodbury MN 55121	
¹⁰ Ted Lille		9485 Lakehill Woodbury MN 55121	

**Petition to Federal Transit Authority to stop the LRT, BRT
along the Gateway and other East Metro Corridors –**

Choose NO BUILD Option!

We the undersigned agree to the contents of the attached letter: that a BRT or LRT line along the Gateway, Red Rock and other (East Metro of St. Paul, MN) lines are not necessary. Please do not build along these routes.

	Name (print)	Signature	address	address
1	GREG PENTON		11333 SOMMERSE WAY WOODBURY 55129	
2	Linda Carson		3425 MCKnight WBL. JMN 55110	
3	Jim Carson		3425 MCKnight WBL MN 55110	
3	LARRY PUTNAM		WOODBURY 55125	
4	Lynne Lille		2133 LAMPKENT DR GRAND LACE ROAD WOODBURY MN 55125	
5	John O'Driscoll		2465 Eagle Valley Dr Wetby MN 55129	
6	Lynn O'Driscoll		2465 Eagle Valley Dr. WOODBURY MN 55129	
7	DAVID JONES		3064 ARDEN PL WOODBURY MN 55129	
8	Ann Jones		3064 Arden Pl Woodbury, MN 55129	
9	Daniel Surman		1880 FAIRMOUNT AVE ST PAUL, MN 55105	
10	Andrew Ojeda		1880 FAIRMOUNT AVE ST. PAUL, MN 55105	



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

Items 12a. Meeting Dates Summary

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

Month	Meeting	Date	Planned Start Time
March	Gateway Corridor Commission	March 13	3:30 PM
March	Scoping Open House (Oakdale)	March 24	4:30 PM
March	Scoping Open House (St Paul)	March 25	4:30 PM
April	PAC – Public Comments	April 10	2:00 PM
April	Gateway Corridor Commission	April 10	3:30 PM

Item 12b. Website and Social Media Updates

Facebook

The Gateway Corridor Facebook page was launched on Monday, February 20, 2012. The page currently has 374 ‘Likes’. There have not been any instances where comments have had to be removed during this reporting period.

YouTube

The four YouTube videos of the various alignments are still posted. The “views” of these videos ranges from 130-460.

Website

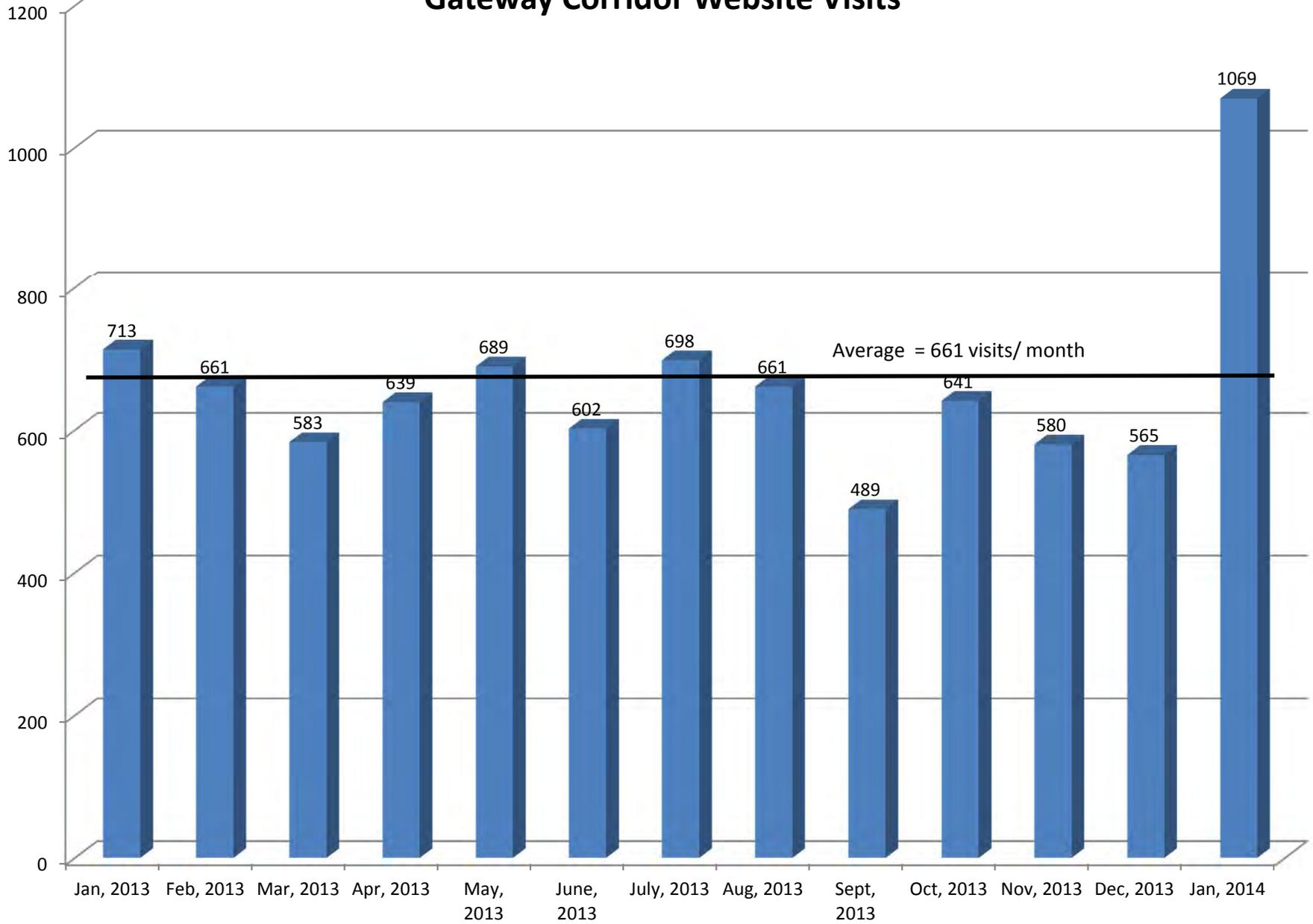
For the month of November, there were 565 visits to the website and in December there were 1,069. The website is averaging 661 visits per month in the last month. Attached is a summary of the visits per month for 2013 and 2014.

Item 12c. Media Articles

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

Action Requested: Information.

Gateway Corridor Website Visits



Dec 1, 2013 - Dec 31, 2013

Audience Overview

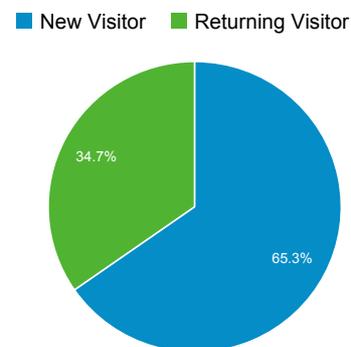
All Visits
100.00%

Overview



443 people visited this site

<p>Visits</p> <p>565</p>	<p>Unique Visitors</p> <p>443</p>	<p>Pageviews</p> <p>1,554</p>
<p>Pages / Visit</p> <p>2.75</p>	<p>Avg. Visit Duration</p> <p>00:02:31</p>	<p>Bounce Rate</p> <p>42.65%</p>
<p>% New Visits</p> <p>65.31%</p>		



Language	Visits	% Visits
1. en-us	560	99.12%
2. en	3	0.53%
3. en_us	1	0.18%
4. pt-br	1	0.18%

Audience Overview

Jan 1, 2014 - Jan 31, 2014



Overview



848 people visited this site

Visits 1,069	Unique Visitors 848	Pageviews 2,877
Pages / Visit 2.69	Avg. Visit Duration 00:02:29	Bounce Rate 40.79%
% New Visits 70.81%		



Language	Visits	% Visits
1. en-us	1,055	98.69%
2. en	8	0.75%
3. fr-fr	3	0.28%
4. en_us	1	0.09%
5. en-gb	1	0.09%
6. es-es	1	0.09%

MINNPOST

Two routes considered for Gateway Corridor East Metro bus/rail

By [Joe Kimball](#) | 01/28/14

As planning continues for the Gateway Corridor transit line between Woodbury/Lake Elmo and downtown St. Paul — with options for light rail or rapid bus transit — officials are considering two alternate routes as the line nears St. Paul.

They'll discuss those routes and seek public input at a Feb. 6 meeting in Woodbury.

The meeting, 5 to 7 p.m. at Globe University, 8147 Globe Drive, will include brief presentations at 5:30 and 6:30 p.m.

The plan is for the transit route to run between the Union Depot in St. Paul and Woodbury, along I-94. The goal is to have 11 stations, with implementation by 2022 for light rail or bus rapid transit.

The two alignments in Woodbury and Oakdale are now being considered by the [Gateway Corridor Commission](#); one goes north into Oakdale near Inwood Avenue and the other drops into Woodbury at Radio Drive. They'd like to narrow it to one for further evaluation.

Related Tags:

ABOUT THE AUTHOR:



Joe Kimball

Joe Kimball, formerly of the Star Tribune, reports on state politics and St. Paul City Hall.



Naming rights deal whispers begin, years ahead of schedule

Article by: Libor Jany

Star Tribune

February 1, 2014 - 2:00 PM

Members of the Gateway Corridor Commission have said they will seriously consider selling the naming rights to future stations on the transit corridor that will eventually connect St. Paul to western Wisconsin.

While acknowledging that "it's probably a little early to be thinking about that," commission chair Lisa Weik said she would be open to establishing public-private partnerships to help pay for the long-awaited Gateway Corridor project, which is expected to be finished in 2022.

"I think we should encourage public-private partnerships, in as many areas as we can, not just transit projects," Weik said. "I think that's a good thing, as a local elected official. We don't move forward with these projects, unless we have the support of the local business community."

Any deals would likely be at least five years away, Weik said.

Similar agreements have been reached in such cities as New York City, Tampa, Fla., and Cleveland, where transit agencies have pulled in millions of dollars by selling the naming rights to individual stations and rail and bus lines.

"I assume it's a win-win. It generates income for the line and it provides advertising or marketing for the company or companies that choose to name it," said Woodbury Mayor Mary Giuliani Stephens, another Gateway commissioner.

Gateway vice chairman Rafael Ortega said his fellow commissioners haven't ruled out selling the naming rights to transit stations, although he acknowledged that it "is not on top of my list as an issue."

"I'm not against it. I just would like to know specifically what kind of criteria we're talking about and what kind of revenue it would bring," said Ortega, who also serves on the Ramsey County Regional Railroad Authority. "And also, what precedent does this set? We have to work with a lot of partners."

The commission is the body charged with mapping out the future of mass transit in the east metro, including the Gateway project, which would add light-rail or rapid bus service along Interstate 94 from downtown St. Paul to Eau Claire, Wis. Gateway officials will hold an open house Thursday at Globe University in Woodbury to discuss the project's progress.

Weik, a Washington County commissioner, said the commission has closely monitored Cleveland's \$200 million HealthLine BRT (bus rapid transit) system, which debuted in 2008 and will pump \$6.25 million over 25 years into the city's coffers through a naming rights deal with the Cleveland Clinic and University hospitals. The system is being held up nationally as a model of mass transit of the future.

Financially strapped cities stand to gain by working with private companies willing to pay handsomely to affix their corporate logos to "public domains and assets," said David Hopkins, a professor in the University of Minnesota's Carlson School of Management.

The Metropolitan Transportation Authority in New York City sold the naming rights to the subway stop next to Barclays Center in Brooklyn, one of the borough's oldest and busiest, for \$4 million over 20 years.

Philadelphia's transit authority reached a five-year, \$5 million deal with AT&T in 2010 to rename one of its busiest stations.

Closer to home, Hennepin County reached an agreement with the Minnesota Twins and United Properties last fall that called for the Twins and the Bloomington-based developer to pay \$1.95 million for the right to name the planned light-rail transit hub next to Target Field.

Critics are wary

The trend has its critics.

Some experts say the renaming of transit stations could be confusing for commuters. Others are leery of the commercialization of public facilities and spaces.

“Sometimes the brand names create the idea that there’s a commercial relationship that exists with the name and the name presence,” Hopkins said. “Public amenities sometimes signal a connection to the community and the heritage of the community, so sometimes there’s more of a sensitivity to changing the name.”

The Met Council, which must sign off on the Gateway project, has established “identity and branding” guidelines: “The name must continue to have a clear link to a nearby landmark or regionally recognizable destination.”

“If a station name is sold, the sale should be for a period of at least 20 years and the price should be based on market exposure,” the guidelines read.

Weik says she has been approached by 3M Co. representatives about a possible deal to name the proposed “walk-up” station outside the manufacturing giant’s headquarters in Maplewood.

“Personally, I hear all the time that citizens want more private investment with local government and state government because of the fallout of the recession. It will benefit commerce and keep property taxes affordable and stable,” Weik said.

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Gateway Corridor project open house is Thursday

Blog Post by: Tim Harlow

February 3, 2014 - 12:47 PM



The opening of the new light-rail line from Minneapolis to St. Paul and discussions about where to route the proposed Green Line extension from Minneapolis to Eden Prairie have dominated the headlines lately.

This week, east metro residents can weigh in on plans to establish a light-rail or Bus Rapid Transit line connecting St. Paul with Oakdale, Lake Elmo, Maplewood and Woodbury.

Two alignments in the Oakdale and Woodbury area for the [Gateway Corridor](#) project are under consideration. On Thursday, residents can offer input on the advantages and disadvantages of each during an open house from 5 to 7 p.m. at Globe University, 8147 Glove Drive, Woodbury. The evening will include presentations at 5:30 and 6:30 p.m. with time for discussion.

One route takes the buses or light rail along I-94 with a stop at Radio Drive and then hops up to I-694 west of the Crossroads/Oaks Business Park. The second alignment would route buses or light rail along Inwood Avenue.

The Gateway Corridor stretches along I-94 from downtown St. Paul to the St. Croix River Bridge and serves as a feeder route for several corporate campuses, educational institutions, commercial centers, and recreational destinations.

More than 300,000 people live in the corridor. That number is expected to swell 30 percent (90,000 people) by 2030 according to some estimates. Another 30,000 jobs will likely be added by 2030, too, corridor project officials say.

Currently up to 150,000 vehicles use the highway each day, and the Minnesota Department of Transportation has no plans for road expansions or improvements to handle the growth in the I-94 corridor. Corridor officials say alternatives are needed.

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Open house to explore Gateway Corridor Oakdale-oriented route

By [Michael Longaecker](#) on Feb 5, 2014 at 12:09 p.m.

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The Gateway Corridor transitway would skirt western Woodbury in favor of a rerouted jog through Oakdale, according to an alternate alignment plan the public will get to examine this week.

Project officials last week announced an alternate

route will be considered for the corridor, which proposes to build a high-speed transit connection between Woodbury and St. Paul's Union Depot using either light rail or high-speed buses.

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“The intent is to get some awareness out there that there is this other option that is being looked at,” said Andy Gitzlaff, a Washington county Public Works Department planner and project manager for the Gateway Corridor.

The public open house will be from 5-7 p.m. Thursday, Feb. 6, at Globe University, 8147 Globe Drive. Brief presentations outlining the project will be held at 5:30 p.m. and 6:30 p.m.

Gitzlaff said the new route came at the behest of the city of Oakdale. He said concerns were raised about the original route's proximity to the Oaks Business Park, which is looking to expand near Fourth Street and Helmo Avenue – the general area where the original route would make a southeasterly jog.

Planners came up with the new alternative route that follows Fourth Street as it travels east and continues on Hudson Road North once it reaches Lake Elmo.

A transit station for the alternate route would be placed at the existing park-and-ride facility at Guardian Angels Catholic Church. Gitzlaff said the facility would need to be expanded in order to handle expanded ridership in addition to the express buses it currently serves.

He said there has not yet been enough engineering to determine if one route would call for more property acquisition than another.

“There aren't a lot of fatal flaws with either one,” Gitzlaff said, adding that initial projections would call for “slivers of property” acquisitions.

The original plan proposes crossing from Oakdale into Woodbury just west of Radio

Drive utilizing a standalone structure.

It's conceivable the alternate route wouldn't enter Woodbury at all until some point east of Woodbury Drive; the current map calls for a transit station east of Radio Drive. Whether that station is north or south of Interstate 94 has yet to be determined.

The route east of that station has not yet been finalized. Gitzlaff said officials first must settle on one of the two routes west of Woodbury Drive.

"It really is a blank slate," he said of those plans.

Cost estimates for the two competing routes are currently being studied, Gitzlaff said. Topography challenges for the southern route near the State Farm Insurance building look to be more complex than the northern route through Oakdale, which he called "more straightforward."

This week's open house represents the trailhead down a pathway toward a critical phase of the Gateway project.

Gitzlaff said the project enters an official environmental review process in March, which will be followed by two more public meetings that will address the scope of the project.

The Gateway Corridor Commission will make a decision on route alignment and the locations of transit stations at some point this summer, he said. That meeting will also include a final decision on the mode of transit – either bus-rapid transit or light rail.

"It really is the culmination of the work we've done in the last (alternatives analysis) study," Gitzlaff said.

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Michael Longaecker

Mike Longaecker is editor of the Woodbury Bulletin. His coverage includes local crime, legislative activity and prep sports.



Metro Transit ridership increased in '13

Article by: Tim Harlow

Star Tribune

January 24, 2014 - 11:06 PM

Ridership on Metro Transit buses and trains increased for the fourth consecutive year in 2013, at nearly 81.4 million rides, according to figures released Thursday.

The number of rides was up 315,000 systemwide, agency officials said. That includes buses, light-rail trains and the Northstar commuter line.

"Only twice in 32 years has Metro Transit ridership reached this level," said General Manager Brian Lamb.

Light-rail traffic posted a surprising decline. The number of people using the Blue Line from downtown Minneapolis to the Mall of America dipped 3.2 percent to just over 10.1 million. But gains on the Northstar Line (up by 86,963 rides) and urban bus service (up by 565,266 rides) more than offset the drop in ridership on the light-rail line. Agency officials attributed the Blue Line decrease to weekend disruptions.

The new Green Line, which will run between Minneapolis and St. Paul, will begin service on June 14, the Metropolitan Council announced Wednesday.

The number of rides taken on Metro Transit's 53 freeway-oriented express routes rose slightly, from 9.459 million in 2012 to 9.488 million in 2013, while numbers on the agency's six suburban local routes fell 1.9 percent to 1.630 million.

The bright spot was the Northstar Line, where fares were slashed last year to improve ridership. Customers took 787,239 rides, the highest ridership since the line between Big Lake and Minneapolis began four years ago. Weekday ridership, the line's primary target, was up 17 percent.

"The line's weatherproof reliability, comfortable ride and new onboard Wi-Fi service offer an increasingly attractive package for work travelers," Lamb said.

After declining by 117,000 rides from 2011 to 2012, urban local bus service saw a resurgence in 2013. Total ridership on Metro Transit's 60 routes was 59,300,133 and accounted for 70 percent of all trips taken on Metro Transit vehicles.

Agency officials said the gains were largely because of extended evening and weekend service in the east metro and a partnership with Minneapolis public schools to provide bus service for students at South and Southwest high schools.

Earlier this month, the Minnesota Valley Transit Authority also reported a ridership record in 2013. The agency, which provides bus service in several communities south of the Minnesota River, said more than 2.7 million people boarded its buses and eclipsed the old mark set in 2008 by 67,500 rides.

Much of that jump was attributed to the Red Line, the bus rapid transit line that runs along Cedar Avenue between the Mall of America and the Apple Valley Transit Station. The line, which opened in June, accounted for 130,733 rides, MVTA officials said.

Tim Harlow • 612-673-7768

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Megabus moves St. Paul stop to Union Depot

Article by: KEVIN DUCHSCHERE

Star Tribune

January 23, 2014 - 7:52 PM

Starting next week, Megabus will pick up and drop off St. Paul passengers at the Union Depot in downtown rather than at the Midway Shopping Center.

The low-fare express bus company will move its St. Paul stop starting Wednesday to the renovated train station, at 214 E. 4th St. in the city's Lowertown district.



Elizabeth Flores, Star Tribune

That means passengers will be able to wait inside for the bus rather than outside in the shopping center's parking lot.

"We are pleased to offer a more convenient, sheltered location in St. Paul for customers departing/arriving to the area," said Megabus spokesman Mike Alvich.

Metro Transit, Minnesota Valley Transit Authority and Jefferson Line buses already provide service at Union Depot. Amtrak will move its Twin Cities terminal there later this winter, and Green Line light-rail trains will stop outside the depot starting in June.

Megabus began service to St. Paul last May, seven years after it began making stops in Minneapolis. From the Twin Cities, the bus goes to two locations in Madison, Wis.; Milwaukee and Chicago.

The bus service changed its downtown Minneapolis stop in November from a site near the Metrodome to a parking garage on the other side of downtown. The bus now stops in Ramp C at 318 3rd Av. N., between Washington Avenue and Target Field. The company started searching for a new spot when the city asked it to stop curbside pickups.

Megabus offers express bus service for fares as low as \$1, and provides service from several hubs in the United States and Canada. For more information, go to www.megabus.com.

KEVIN DUCHSCHERE

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