



# Agenda

## Gateway Corridor Commission

### May 8, 2014 - 3:30 PM

**Woodbury City Hall, Birch Room**

8301 Valley Creek Road

Woodbury, MN 55125

*Note: There will be a DEIS Policy Advisory Committee (PAC) Meeting proceeding the Commission Meeting at 2:00 pm in the same location.*

<u>Item</u>	<u>Presenter</u>	<u>Action Requested</u>
1. Introductions		Information
2. Consent Items*		Approval
a. Summary of April 10, 2014 Meeting		
b. Checks and Claims		
3. Transit Tour Budget*	Washington County	Approval
4. Rush Line Corridor Update*	Ramsey County	Presentation
5. Communications Update*	Washington County	Information
a. Outreach Activities		
b. Public Relations Activities		
c. Legislative Support Strategy		
6. Legislative Update*	Ramsey County	Information
7. DEIS Study Update*	Washington County	Information
8. Other*	Washington County	Information
a. Meeting Dates Summary		
b. Social Media and Website Update		
c. Media Articles		
9. Adjourn		Approval

*\*Attachments*

**Gateway Corridor Commission**  
**April 10, 2014 Meeting Summary**  
**Woodbury City Hall, Birch Room**

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

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

<b>Others</b>	<b>Agency</b>
Kevin Roggenbuck	Ramsey County Regional Rail Authority
Andy Gitzlaff	Washington County
Lyssa Leitner	Washington County
Jan Lucke	Washington County
Joseph Scala	Hennepin County
Linda Jungwirth	Assistant to Ramsey County Commissioner Rettman
Stephen Ebner	West Lakeland Township

<b>Others</b>	<b>Agency</b>
Josh Straka	US Representative McCollum's Office
Janelle Schmitz	City of Woodbury Staff
Jeanne Witzig	Kimley-Horn and Associates
Will Schroeder	East Metro Strong
Peggy Erlandson	ABI/IUPC Oakdale

The Gateway Corridor Commission convened at 3:37 p.m. by Chair Weik.

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

Introductions were made by those present.

### **Agenda Item #2. Consent Items**

**Item 2a. Summary of March 13, 2014 Meeting:** Corrections and updates were made to the names listed in the meeting summary attendance list. Motion made by Lantry to approve the March 13, 2014 meeting summary. Seconded by Reinhardt. **Approved.** Motion carried.

**Item 2b. Checks and Claims:** Gitzlaff distributed a copy of an additional invoice from Lillie News. Motion made by Lantry to approve the checks and claims. Seconded by Reinhardt. **Approved.** Motion carried.

### **Agenda Item #3. Transit Tour Update**

Gitzlaff gave an overview of the proposed transit tour and discussed the itinerary as listed in the packet. He said our consultant has an office near the Orange and Red Line intersection and we are talking with metro staff to coordinate meetings with some of the people who actually put the Orange Line together. Meeting with those individuals would help identify what hurdles and obstacles they overcame and what we can gain from the lessons they learned. Gitzlaff said they are looking into the downtown Los Angeles and Hollywood locations for hotels; both have accessibility to the transit systems. The tentative dates of May 29<sup>th</sup> through May 31<sup>st</sup> now appear to be difficult for both funding counties to attend; therefore, staff is proposing Monday, June 23<sup>rd</sup> through Wednesday, June 25<sup>th</sup>. Commission members Weik and Giuliani Stephens stated those dates would work for them; Commission members Reinhardt, Slawik, Lantry and Reinke indicated they could not attend those dates. Reinhardt asked about the dates of Thursday, June 26<sup>th</sup> through Saturday, June 28<sup>th</sup>. Gitzlaff said those dates are getting close to the July 4<sup>th</sup> holiday weekend. Reinhardt said they could probably move the Resource Recovery meeting on 26<sup>th</sup>.

Weik asked for comments from the Commission. Reinke said it would be worthwhile to send the members who are able attend, even if only a few. Leitner said there were some community members who indicated they were interested in going on the trip. Weik asked if the Commission intended to send invitations to the state lawmakers. Gitzlaff said yes; however, May 29<sup>th</sup> through May 31<sup>st</sup> conflicts with both the GOP and DFL conventions. Reinhardt suggested putting both dates in June to see how many people can attend. Gitzlaff said we would need to determine the dates prior to the May meeting so that the itinerary can be developed; staff will send out email notification of possible tour dates and work with the Chair to choose a final date. Williams asked staff to verify the email list is accurate.

Gitzlaff said the budget and stipend could be determined at the May Gateway Commission meeting. Williams asked if there might be more CAC member participation if the stipend amount was identified. Leitner said she tentatively told the CAC members the stipend would be \$500. Weik said if fewer members of the Gateway Commission attend the tour, perhaps the stipend could be increased to \$750 for those who do go. Reinhardt said the invitation at the last Rush Line meeting was clear that they would be guests and no stipend would be given. She added that Rush Line does not have a budget for travel.

#### **Agenda Item #4. Communications Update**

##### **Item 4a. Outreach Activities:**

Leitner referred to the outreach activities listed in the packet. She noted staff has been to Globe University three separate times; Globe has taken active ownership of this project to make sure their staff and students are updated. Going forward, there are a lot of upcoming outdoor activities; staff will be in St. Paul for the Great River Gathering on May 8<sup>th</sup> when 4<sup>th</sup> Street will be closed for bike-to-work day. Others vents include the Woodbury Expo and Make it Happen on East 7<sup>th</sup> Street. Leitner added that the consultant is working on a market analysis and will be in town next week meeting with each city along the corridor, developers and the port authority in Saint Paul.

##### **Item 4b. Public Relations Activities:**

Gitzlaff gave a brief update of recent public relations activities as listed in the packet stating staff recently met with the public relations consultant to go over items since there is a new work plan for 2014. He said staff continues to be available to anyone who wants a presentation.

##### **Item 4c. Legislative Support Strategy:**

Lucke recapped the Legislative Visit Day at the capitol stating that Dehler PR organized a series of meetings with legislators who represent the Gateway Corridor, legislators who serve on the House or Senate Bonding Committee, and those who serve on the House or Senate Transportation Committee. The meetings were organized and well planned; many of the volunteers and Commission members who attended felt it was worthwhile. In general, the legislators were supportive of Gateway and were actively advocating for its inclusion in the \$5 million bonding bill. Lucke said there is some confusion and unfamiliarity with what BRT is, its many forms, and what it looks like; therefore, we have more work to do on that. She added that she exchanged emails with Jeff Dehler today and there may be another opportunity for organized meetings. Please let staff know if Commission members are interested.

Weik commented that the visit was very well done and productive. Senator Susan Kent met with the group to kick things off and then the group split into smaller groups to cover more territory. She said it was helpful to talk with representatives in their offices and Senator Leroy Stump. Senator Stump is the Chair of the Capital Investment Committee and he was very contemplative and open to listening. Weik commented that we do have pinch points; we have several years to work on all of this, but unlike light rail, we have more flexibility with a guideway and BRT. She stated there are more options available to us and looking at a

corridor somewhere else in the country becomes very important because we can also ask the planners how they mitigated their pinch points.

### **Agenda Item #5. Legislative Update**

#### **Item 5a. State:**

Roggenbuck gave an overview of the update as listed in the packet. He said in addition, Gateway is included in the House Capital Investment Committees bonding bill discussions but it has to compete with other projects for that funding.

#### **Item 5b. Federal:**

Roggenbuck referred to the weekly update from Lockridge, Grindal and Nauen included in the packet. He said Senator Barbara Boxer, Chair of the Environment and Public Works Committee, held a press conference today to announce that they have reached agreement in principal on a transportation bill. In general, they agree that they need a bill and agreed on six different principals:

- The bill should cover a longer term than the current two-year program.
- It should promote fiscal responsibility by keeping current levels of funding, plus inflation.
- It should expand opportunities for rural areas.
- It should continue efforts to leverage local resources for projects.
- It should require better information sharing on federal grants.

Straka concurred that we need a bill.

### **Agenda Item #6. Red Rock Corridor Update**

Leitner said over the last year the Red Rock Corridor has been updating their Alternative Analysis that was originally completed in 2007 to look at the new data that is available. Commuter rail had been the long-term vision for that corridor for many years, but now we can look at the data from Northstar that has been running for a few years. BRT wasn't closely looked at for this corridor mostly because it wasn't on the radar in the region in 2007. The next steps for the Red Rock Corridor will be working with the Metropolitan Council to update their 2040 Regional Plan as well as their transportation policy plan.

Herman asked if the Red Rock Line would follow Shepherd Road or Highway 94 into the Depot and how the interchange at Etna would play into the Gateway Corridor. Leitner said the Commission looked at both options and it was about the same timing; however, if the Gateway Corridor becomes a BRT line, there could be an opportunity for Red Rock to jump into the Gateway lanes and add a few more stops on the east side of St. Paul.

Reinhardt asked if Red Rock has chosen an LPA. Leitner said there hasn't been any official action; choosing an LPA is a very official process through the Metropolitan Council. We didn't want to jump to conclusions from this study and over the next year we will discuss the next steps.

Weik referred to page two of the update and asked if the BRT would run just during morning, noon, and night. Leitner said the current express service would run during peak periods along with overlaid BRT all day service. Weik asked if commuter rail is off the table. Leitner

said that the Commission will continue to monitor peak period capacity needs in the corridor to determine the timing for implementation of additional transit services. The study showed that the peak service and all day service have different needs. Basically, in X number of years from now, do we look at a time when express busses are so overloaded that potentially rail would be needed.

Slawik asked if the timing for the corridors is Gateway first, Red Rock next, and then Rush Line. Reinhardt said her understanding is based on where we are at in the process, Gateway is far ahead and Rush Line is starting its pre-project development which would put it ahead of Red Rock. Leitner said staff is working with CTIB to make sure these are lining up with the funding side and the policy side.

Reinhardt commented that it would be a good idea for all three corridors to be getting information from each other as we move along.

### **Agenda Item #7. DEIS Study Update**

Gitzlaff updated the Commission on committee activities, scoping materials, and the upcoming schedule of scoping activities as listed in the packet. He said the comment period was successful; people expressed their concerns and there are things we will need to look at more closely as we move forward. One lesson learned is that we can continue to be out there more and find more ways to explain the technical process. Pinch points and the BRT discussion will continue to evolve at the next TAC meeting. Gitzlaff noted that the City of Landfall Village passed a resolution last night to submit comments during the scoping period.

Lantry noted that Giuliani Stephens did a fabulous job with the amount of patience shown during the public comments at the PAC meeting. She suggested putting some history of the Gateway project on the web site about how the decisions were made and how we've gotten to the point we are today; just some basic information about how long, why, and how. Lantry said we can always do better with communication, but we need to highlight that the communication has been extraordinary. Providing more background on the history would be helpful for the public.

Watson added we need to establish a menu of cornerstone precepts and costs; we need to quickly show the other alternatives considered along with costs of implementing them.

Leitner said there have been a lot of really well thought out intelligent comments, both positive and negative. She encouraged Commission members to read the comments when they are posted.

Weik said we have made a lot of progress in five years and have been very transparent. She asked Commission members to consider the possibility of televising the meetings in the future to increase transparency; the meetings could be video recorded and played on cable television. She thought it might make sense to make that transition after an LPA or mode is selected.

Reinke said the foregone conclusion that something is going to happen is correct; something

has to happen with transit and that's why we're here. Giuliani Stephens said she thinks people feel like the decisions affecting their homes or business have already been made when they haven't been; they are frustrated that we don't have answers now, but we need to encourage them to stay involved with the process.

Lantry commented that Engage East Side is talking about what transit is, how it affects people's lives and how do people who use it prosper. Giuliani Stephens added it is important for people to know that we look at all opportunities as to how to best serve our communities. Reinhardt said there is a perception that roads are free and you have to pay to use transit.

Herman said the Engage East Side and ESABA have learned that a lot of people using public transportation don't typically show up at community meetings and are not the ones complaining about spending tax dollars. The purpose is to get some of those people to show up to find out where they go and what modes of transit do they use; looking at it from a big picture strategy, we're able to tell people where the transit will go.

Weik said with the explosive growth anticipated in our area in the next 15 years, we do need to be proactive and have careful planning; otherwise, in 2030 we could have total gridlock and businesses will suffer and ask why this wasn't planned for.

### **Agenda Item #8. Other**

#### **Item 8a. Meeting Dates Summary:**

Information on upcoming meeting dates is included in the packet. Gitzlaff noted that a PAC meeting will be planned prior to both the May 8<sup>th</sup> and June 12<sup>th</sup> Gateway meetings.

#### **Item 8b. Social Media and Website Update:**

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

#### **Item 8c. Media Articles:**

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

Lucke updated the Commission members that she attended the Women's Transportation Annual Awards luncheon yesterday, and Fostering the East Side Transit Equity Conversation (FESTEC) won the Rosa Parks Diversity Leadership Award. FESTEC had ten people at the luncheon and Jill Henges, who leads public engagement for Metro Transit, said FESTEC has raised the bar for engaging communities. Chair Haigh spoke and said her new mantra is 'Think regionally, act equitably.' Lucke said it was great exposure for Gateway and it was fun and positive. She complimented Leitner for being with them every step of the way. Lucke mentioned that Scott McBride won the member of the year award.

### **Agenda Item #9. Adjourn**

Chair Weik called the meeting adjourned at 4:45 p.m.



Agenda Item #2b

**DATE:** May 2, 2014  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Checks and Claims

<u>Gateway Corridor DEIS Contract (Kimley Horn)</u>	<u>Amount</u>
<u>Dates</u> 3/1/13 – 3/31/14	\$116,042.94
<i>Contract Utilization = 35%</i>	
<u>Communication Contract 3/1/14 – 3/31/14 (Jeff Dehler PR)</u>	
<u>Dates</u> 1/1/14 – 2/28/14	\$13,295.30
<i>Contract Utilization = 12%</i>	
<u>Insurance Renewal Premium 2/11/14 – 2/11/15 (League of MN Cities)</u>	\$2,871.00
<b>Total</b>	<b>\$210,778.49</b>

*Detailed invoices can be made available upon request.*

**Action Requested:**

Approval



*Agenda Item #3*

**DATE:** May 5, 2014  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Transit Tour Budget

**Background**

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 and lessons learned that could be applied to our region. Since BRT within a dedicated guideway does not exist in Minnesota travel to another region is required.

In February the Commission identified the important characteristics to incorporate into a tour and staff worked with the DEIS consultant team to prepare a short list of potential options. At the March meeting the Orange Line BRT in Los Angeles, California was chosen because of its similar transit characteristics to those being proposed on Gateway (ratio of corridor length to number of stations, use of dedicated guideway, level of transit station and vehicle amenities) as well as the diverse communities, variety of land uses from urban to suburban and TOD along the line.

The trip will be an opportunity to interact with the people behind the service to learn what works well and what they’d do differently. These are valuable lessons for Gateway Corridor Commission and project partners to learn from prior to making significant decisions on future investments in the corridor.

**Trip Details**

After polling Commission members and other interested attendees trips dates from Wednesday June 25<sup>th</sup> through Friday June 27<sup>th</sup> have been confirmed. We have also made connections with the project sponsors and our DEIS consultant will be assisting with finalizing the itinerary.

**Potential Trip Attendees**

At the April meeting the Commission discussed who should go on the trip and whether a stipend to offset some of the travel cost should be offered. There was a general consensus that in addition to Commission members it would be valuable for others to learn from the experience. For example, project staff, staff from corridor Cities and Counties, fellow Council and Commission members, community advisory committee members, business representatives and legislators could also benefit from this learning experience. Invites have been sent out to these broader groups on behalf of the Commission.

The Commission also discussed a stipend in the amount of \$500 or \$750 depending on the amount of people attending and estimated cost of travel which has been updated below:



- Flights (Delta, Sun Country, United and Southwest average costs) = \$350 - \$450
- Hotel (Rate at Standard Hotel, downtown Los Angeles at \$225 per night plus tax) = \$550
- Ground Transportation (transit pass and airport shuttle) = \$50
- Meals (3 days) = \$100

Estimated Total Cost + \$1,050 - \$1,150

**Confirmed Attendee List**

#	Name	Affiliation	Stipend Requested
1	Lisa Weik	GCC Member – Washington County	Yes
2	Victoria Reinhardt	GCC Member – Ramsey County	Yes
3	Nora Slawik	GCC Member – Maplewood	Yes
4	Mary Giuliani Stephens	GCC Member - Woodbury	Yes
5	Amy Williams	GCC Member Ex-Officio - Lakeland	Yes
6	Randy Kopesky	GCC Member Ex-Officio – Lakeland Shores	Yes
7	Barbara Tuccitto Warren*	GCC Member Ex-Officio – St Paul Area Chamber	Yes
8	Scott Beauchamp*	GCC Member Ex-Officio – Woodbury Area Chamber	Yes
9	Kevin Roggenbuck	TAC Member – RCRRRA Staff	Yes
10	Andy Gitzlaff	TAC Member – WCRRRA Staff	Yes
11	Lyssa Leitner	TAC Member – WCRRRA Staff	Yes
12	Mark Finken	TAC Member – St Paul	Yes
13	Tim Mayasich	RCRRRA Director	Yes
14	Jan Lucke	Washington County Transportation Planning Mgr	Yes
15	Don Theisen	Washington County Public Works Director	No
15	Andy Burmeister	Lockridge Grindal Nauen	No
17	Paul Sawyer	CAC Member – St Paul	Yes
18	Lindsey Wollschlager	CTIB Representative	No

*\*may be sending alternative member representative*

There are a total of 18 confirmed participants. Of those 18, 15 have requested stipends. There are approximately an additional 5-7 people who have expressed interest but have not confirmed yet. Staff will update this list prior to the meeting. Assuming there are a total of 20 attendees requesting stipends the cost for a \$500 stipend would be \$10,000 and the cost for a \$750 stipend would be \$15,000.

The Commission should set a travel budget for the event and determine the amount and number of travel stipends offered. The Commissions contingency or fund balance could be used to cover the costs of the travel above the budget line item amount of \$5,000.

**Action**

Set a budget for the trip and determine the amount and number of stipends offered.



## Gateway Corridor Commission Orange Line Tour

### METRO ORANGE LINE – LOS ANGELES, CALIFORNIA

Wednesday, June 25 - Friday, June 27, 2014

#### Purpose

This trip to the Los Angeles Metro Orange Line is an opportunity to:

- Experience a dedicated guideway BRT transitway similar to the proposed Gateway Corridor BRT option
- Meet project sponsors from the Los Angeles County Metropolitan Transportation Authority (LACMTA)
- Gather lessons learned that apply to Gateway Corridor decision making

#### You're Invited

The Gateway Corridor Commission invites project partners to share in experiencing the Los Angeles Metro Orange Line. This will be a valuable experience for elected and appointed officials, staff from corridor communities, Community Advisory Committee members, as well as business representatives.

#### Estimated Cost

The estimated airfare is \$450 per person. This assumes non-stop flights on Delta, Sun Country, or United. A block of hotel rooms has been reserved at [The Standard Hotel](#) in downtown Los Angeles at a discounted nightly rate of \$225 for your convenience. The location has been chosen due to its proximity to nearby meeting space and access to the Metro system, but attendees may choose to stay elsewhere. Attendees will be responsible for making their own travel and lodging arrangements. The Commission will offer a stipend up to \$750 to eligible participants to reimburse some of the trip costs.

#### Itinerary

The site tour will include riding the Orange Line, experience the power of transit oriented development (TOD), meeting with LACMTA staff, and engaging in focused dialogue on how to relate lessons learned back to our region. See back of flyer for a draft itinerary.

If you are interested in attending, please contact Andy Gitzlaff at 651-430-4388 or [andy.gitzlaff@co.washington.mn.us](mailto:andy.gitzlaff@co.washington.mn.us) by Tuesday, May 6.

#### Orange Line Features

The Orange Line BRT system in Los Angeles, CA has many shared characteristics with the planned Gateway Corridor, including:

- Ratio of corridor length to number of stations
- Use of dedicated guideway
- Level of transit station and vehicle amenities
- Land use variety
- Urban and suburban settings
- TOD examples
- Diverse population

This decision was made after extensive research of other systems.



# Draft Itinerary

## ORANGE LINE TRANSIT TOUR – LOS ANGELES, CALIFORNIA

2.5 days, 2 nights, exact itinerary TBD

### Day 1

#### *Travel and Orientation*

- Morning/afternoon departure MSP - LAX
- Optional afternoon multimodal transportation experience
- Hotel check-in (downtown LA)
- 7:00 PM Orientation dinner: review itinerary, Orange Line background
- 8:30 PM Informal gathering: get to know the project sponsors (TBD) and other trip attendees

### Day 2

#### *Orange Line and Other Transit Experiences*

- Breakfast with Metro staff: planning, environmental process, capital financing, operations and maintenance, and overall impressions of the Orange Line
- Transit to Orange Line: Red Line (subway) to Orange Line
- Guided Orange Line Tour
  - Begin at North Hollywood Station
  - Station area tours of TOD with planners and business owners
  - Lunch with elected officials: political hurdles in BRT-decision making process and Orange Line benefit to constituents
  - Travel to Chatsworth Station and return trip to North Hollywood Station
- Transit to Hotel: Red Line
- Dinner with the planning staff, design team, and/or contractor

### Day 3

#### *Lessons Learned and Travel*

- 7:30 AM Breakfast discussion: key takeaways and Orange Line applicability to the Gateway Corridor
- Midday departure LAX - MSP





*Agenda Item #4*

**DATE:** May 2, 2014  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Rush Line Corridor Update

In an effort for the Commission to learn more about the status of the other corridors in the region, Ramsey County staff will be giving an overview presentation on the Rush Line Corridor at the Commission meeting. The Rush Line Corridor is located between Hinckley and St. Paul, Minnesota, and includes portions of Anoka, Pine, Chisago, Washington and Ramsey counties. Members of the Rush Line Corridor Task Force have come together to plan collaboratively for transportation improvements in the Corridor. The Rush Line Task Force has recently started a pre-project development study to advance the development of the corridor and define the mode and alignment

**Action Requested:** Information



**DATE:** May 1, 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
Make it Happen on E. 7 <sup>th</sup> St. Night Out Business & Community Fair	Event Presence – June 20, 2014
Green Line Opening	TBD – June 14 <sup>th</sup> , 2014
Target Station Opening	Booth – May 17 <sup>th</sup> , 2014
National Train Day	Booth – May 10 <sup>th</sup> , 2014

**Previous Outreach**

Stakeholder	Status
Future of 4 <sup>th</sup> Event	Booth – May 8, 2014
St. Transportation Summit	Booth – May 6, 2014
Woodbury Expo	Booth – May 3, 2014
St. Paul Port Authority	Presentation – April 17, 2014
Corridor Cities and Market Analysis Consultant	Meetings - Week of April 14, 2014
St. Paul Port Authority	Presentation - April 17, 2014
Met Council Transportation Committee	Presentation - April 14, 2014
Globe University – Students	Presentations – April 9, 2014
Engage East Side – Gateway Event	Presentation/Panel – April 8, 2014
Globe University – Staff	Presentation – March 28, 2014
Gateway Day at the Capitol	One-on-ones - March 26, 2014
DEIS Scoping Open House, Conway Rec Center	Open House – March 25, 2014
DEIS Scoping Open House, Guardian Angels	Open House – March 24, 2014
District 1 Community Council Open House	Booth – March 22, 2014
Interagency Scoping Meeting	Meeting – March 20, 2014
River Valley Action	Presentation – March 18, 2014
FHWA	Meeting – March 13, 2014



Landfall HRA	Presentation – March 12, 2014
Environmental Quality Board	Meeting – March 12, 2014
Park and Rides	Flyer handout – March 12, 2014
Legislative Strategy	Meeting – February 28, 2014
Engage East Side – Gateway Event	Meeting – February 25, 2014
Washington County Board	Workshop – February 25, 2014
Gateway Legislative Kick-Off Breakfast	Meeting – February 20, 2014
Guardian Angels Finance Committee	Meeting – February 19, 2014
Legislative Strategy	Meeting – February 14, 2014
Policy Advisory Committee/Commission	Meeting – February 13, 2014
Woodbury Chamber	Presentation – February 12, 2014
FTA Call	Call – February 12, 2014
Community Advisory Committee	Meeting – February 10, 2014
D1/D2 Open House	Open House – February 6, 2014
St. Paul Area Chamber	Presentation – February 6, 2014
Harley Davidson	Meeting – February 3, 2014
Technical Advisory Committee	Meeting – January 29, 2014
Legislative Strategy	Meeting – January 3, 2014
Washington County Administrators	Presentation – January 22, 2014
St. Paul East Side Groups	Meeting – January 21, 2014
TAC Staff from Woodbury, Oakdale, and Lake Elmo	Meeting – January 9, 2014
FTA Call	Call – January 7, 2014
Driving tour of Corridor w/ Senator Housley	Tour – December 27, 2013
Technical Advisory Committee	Meeting – December 18, 2013
“Get to Know Woodbury” Realtors event	Booth – December 18, 2013
3M Staff	Meeting – December 16, 2013
Policy Advisory Committee	Meeting – December 12, 2013
Community Advisory Committee	Meeting – December 9, 2013
FHWA Staff	Meeting – December 6, 2013
Fostering an East Side Transit Conversation	Transit Summit – December 5, 2013
District 2 Community Council	Presentation – November 20, 2013
Technical Advisory Committee	Meeting – November 20, 2013
FTA Conference Call	Meeting – November 13, 2013
Fostering an East Side Transit Conversation	Town Hall – November 7, 2013
MnDOT, Met Council, County leadership	Meeting – November 1, 2013
FTA Tour	Tour – November 1, 2013
St. Paul District 1 Community Council	Presentation – October 28, 2013
Landfall	Meeting – October 25, 2013
Technical Advisory Committee	Meeting – October 16, 2013
Lake Elmo	Presentation – October 15, 2013
MnDOT/Met Council/County Staff	Meeting – October 11, 2013
East Side Area Business Association	Presentation – October 10, 2013
East Side Partners	Meeting – October 8, 2013
Policy Advisory Committee	Meeting – October 10, 2013



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

**Action Requested:** Information



**DATE:** May 1, 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 coordinated a number of strategies to communicate with legislators and planned for upcoming community events to raise project awareness.

### **Legislative**

Coordinated strategy meeting with lobbyists, legislators, staff and Comm. Weik; delivered positive news article to legislators. Finalized an opinion-editorial piece on behalf of Commissioner Weik and Commissioner Ortega for submission to the Star Tribune for publication. Prepared action alert E-newsletters anticipating critical legislative votes.

### **Media and Community Relations**

Developed and implemented strategies for Gateway Corridor involvement in regional community and transit events, including research to identify events taking place in the corridor in 2014, creating an event materials checklist, ordering materials, and working with other east metro corridors to coordinate efforts at regional transit events. One E-newsletter was drafted and distributed and the E-newsletter database was updated. Drafted strategies to communicate about the Los Angeles Orange Line trip.

### **Ongoing Strategy**

The communications team held a meeting to refine the timeline and upcoming assignments.

### **Next Steps**

In May, the communications team will support staff and commission members who will attend the Target Field Station grand opening event to increase publicity for the Gateway Corridor Project. We will also continue to draft legislative support materials and communications pieces for the community. And we will draft a social media strategy and editorial calendar for 2014.

### **Action Requested** Information



Agenda Item #6

**DATE:** May 2, 2014  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** State and Federal Legislative Update

#### State Update

##### **Governor Dayton's State of the State Address**

Governor Mark Dayton delivered his 2014 State of the State Address on May 1<sup>st</sup> before a joint session of the Minnesota House of Representatives and Senate in the House of Representatives Chamber at the capitol. Full prepared remarks of the speech can be [found online](#).

Governor Dayton started his speech by reporting "our state is better, much better, than before." He highlighted the state's job recovery and past legislative accomplishments like a higher education tuition freeze, early childhood spending, and statewide all-day kindergarten. He noted the boost to the minimum wage and a stabilization of the state's budget. He also noted his "unsession" proposals that are currently working their way through the legislature, a concept first announced last year during his State of the State Address. This effort is proposed and pushed by Dayton to "make government better, faster, simpler, and more efficient by eliminating old and outdated rules, and undo anything else that makes government nearly impossible for people to understand."

One prominent highlight of his speech was Governor Dayton's push for a \$1.2 billion capital investment bonding bill, which is larger than the \$850 million bill Democrat and Republican legislative leaders had previously agreed to craft. The bonding bill is unique because it requires a supermajority to pass, meaning support is needed from at least two republican senators and eight republican representatives (along with all democrat legislators).

The 2014 Legislative Session has just several weeks remaining and is constitutionally mandated to adjourn before May 19

#### Federal Update

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

##### **Weekly Update for Week of April 28<sup>th</sup>**

This week in Washington, DC, the House passed appropriations legislation for military construction, the Department of Veterans Affairs, as well as for the Legislative Branch for Fiscal Year 2015. The Senate debated a raise in the federal minimum wage, which was ultimately defeated 54-42 when brought to



the floor for a vote. Both the House and Senate return next week for regular session and are expected to continue work on appropriations legislation.

In this Update:

[Administration Sends Congress Transportation Reauthorization Proposal](#)

[Water Resources Development Act Conference Close to Agreement](#)

[Unemployment Benefits Extension Stalled](#)

[Key Upcoming Dates](#)

[Special News, Notes and Events](#)

[Minnesota Delegation Notes](#)

[Additional Media](#)

### **Administration Sends Congress Transportation Reauthorization Proposal**

On Tuesday, Transportation Secretary Anthony Foxx sent Congress a proposed \$302 billion, four-year transportation bill that would invest in the national infrastructure network and promote safety and efficiency, without adding to the national deficit. The GROW AMERICA Act would sharply boost transit spending, with an extra \$87 billion into the fund to repair aging bridges, transit systems, and other facilities.

The proposal includes a number of road and rail safety provisions as well as an effort to alter bus and trucking pay scales. It would authorize a nearly tenfold increase in potential civil penalties that the National Highway Traffic Safety Administration could levy against automakers that fail to act quickly on vehicle recalls.

For trucks and busses, the proposed legislation would expand federal oversight to bus ticket brokers and bus inspection locations, as well as ensure pay for long-distance bus and truck drivers who are often paid by the miles they travel, not their total time on duty, and therefore face economic pressures to jeopardize safety and drive beyond the mandatory limits.

Congress is in a crunch to pass surface transportation legislation as the cash balances in both the highway and transit accounts of the Highway Trust Fund dip to low levels. The Department of Transportation estimates that the highway account will hit a critically low level that could require it to slow reimbursements to states by late July for qualifying project expenses. Some in Washington are calling this the next "cliff" for Congress as they must act in the next several months to ensure the fund does not run dry.

Senator Patty Murray (D-WA), Chair of the Transportation-HUD Appropriations subcommittee which has jurisdiction over the Transportation Department spending levels said that the shrinking fund has already forced a number of states, including New Mexico and New Hampshire, to cut back their planned highway spending, particularly on multiyear expansion projects that contractors are unwilling to start with the risk of delayed federal payments.



The Administration's proposal would tap an expected tax windfall from overseas corporate profits to shore up the trust fund.

Sources are suggesting that Senate Environment and Public Works Chairwoman Barbara Boxer (D-CA) will release the Senate's transportation bill "early next week".

### **Water Resources Development Act Conference Close to Agreement**

The House and Senate negotiators working on the Water Resources Development Act have said that they hope to have a conference report ready for member signatures over the weekend. Senator Ben Cardin (D-MD) suggested the Conference was in the process of tying up loose ends and finding resolution on a few areas of disagreement. A finalized conference report sets up potential floor action on the Water Resources Development Act in the coming weeks.

### **Unemployment Benefits Extension Stalled**

Efforts to reenergize a stalled extension on emergency unemployment benefits fell flat in the House this week after Speaker John Boehner stated that he would only allow a vote on the Senate-passed extension bill if President Obama offered job creation measures that could be attached to the final draft.

Sen. Dean Heller (R-NV) suggested that part of House Minority's resistance to the extension can be attributed to resentment over the stack of largely ignored House legislation that has gone stale in the Senate. Senators on both sides of the aisle continue to press the House to approve the Senate-passed bill which would extend unemployment insurance benefits for five months retroactive to when they expired last year.

The costs associated with the bill are largely covered by an extension on customs user fees and a set of "pension smoothing" provisions from the 2012 highway bill. If the bill isn't passed in the next month, a new bill will need to be drafted in the Senate. Although some House Republicans seem receptive to the possibility of supporting the bill, such as Rules Chairman Pete Sessions (R-TX), they generally agree with Boehner's position that job growth provisions be added to the final bill.

### **KEY UPCOMING DATES**

#### **September 30, 2014**

The comprehensive federal budget Congress passed in January of this year will expire on September 30<sup>th</sup>, which marks the end of fiscal year 2014.

#### **May 30, 2014**

Minnesota State Society Forum "Coffee and Conversations" with Congressman Erik Paulsen

Time: 8:30am

Location: United States Capitol



Room: TBA

### **June 13, 2014**

Minnesota State Society Forum "Coffee and Conversations" with Minnesota Delegation Legislative Directors

Time: TBA

Location: United States Capitol

Room: TBA

### **September 12, 2014**

Minnesota State Society Forum "Coffee and Conversations" with Minnesota Delegation Chief's of Staff

Time: TBA

Location: United States Capitol

Room: TBA

### **November 4, 2014**

General Election day for all 435 seats in the United States House of Representatives, 33 of the 100 seats in the United States Senate, as well as 38 state governorships.

### **March 15, 2015**

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

### **Special News, Notes and Events**

#### **National Police Week, 26<sup>th</sup> Annual Candlelight Vigil**

*Tuesday, May 13, 2014*

*8:00 p.m.*

400 Block of E Street, NW

Washington, DC

#### **MINNESOTA DELEGATION NOTES:**

**Senator Amy Klobuchar (D-MN)** visited Chisholm, MN to tour the Delta Reservations Center and discuss Delta's plans to renovate and modernize the ticket sales call center. Read more [here](#).

**Senator Al Franken (D-MN)** invited Hennepin County Judge Jay Quam to testify at a Senate Judiciary Committee hearing about alternatives to jail for law offenders with mental illnesses. Read more [here](#).

**Congressman Tim Walz (D-MN-01)** attended and gave the keynote speech at the grand opening of a new VA outpatient clinic in Albert Lea, MN. Read more [here](#).

**Congressman John Kline (R-MN-02)** was proud to announce that a Veterans bill he had supported



passed the U.S. House of Representatives. The bill would provide veterans quality medical care, important job and training programs, and other benefits. Read more [here](#).

**Congressman Erik Paulsen (R-MN-03)** announced that the U.S. House Committee on Ways and Means passed his co-sponsored bill, the Preventing Sex Trafficking and Improving Opportunities for Youth in Foster Care Act, which seeks to identify children in the welfare system who have been victims of sex trafficking and ensure that services are made available to them. Read more [here](#).

**Congresswoman Betty McCollum (D-MN-04)** proposed language that would require the US Department of Education to change how it accounts for college pensions. The change would address what college officials call a "flawed formula" that does not take into account defined-benefit pension plans. Read more [here](#).

**Congressman Keith Ellison (D-MN-05)** visited Roseville, MN to participate in protest against what the Congressman called "the privatization" of the United States Postal Service in regards to a deal with Staples retail stores to move USPS services into their stores. Read more [here](#).

**Congresswoman Michele Bachmann (D-MN-06)** signed a letter to the President and Prime Minister of the Democratic Republic of the Congo to urge them to issue exit visas for the 460 stalled adoption cases of Congolese children who have been adopted by American families. Read more [here](#).

**Congressman Collin Peterson (D-MN-07)** visited Thief River Falls, MN to tour Northland Community College's aerospace programs and discuss training and research opportunities in precision agriculture and geospatial intelligence with staff. Read more [here](#).

**Congressman Rick Nolan (D-MN-08)** announced that International Falls, MN had been awarded a \$200,000 federal grant to assist the city in its economic recovery. Read more [here](#).

### **Mikulski Gearing Up to Write Appropriations Bills**

By Tamar Hallerman, CQ Roll Call

The 12 Senate Appropriations subcommittee chairmen could begin writing and negotiating their individual fiscal 2015 spending bills as soon as next week if the panel's chairwoman, Barbara A. Mikulski, can settle on how she wants to divide more than \$1 trillion in discretionary spending among the panels.

The Maryland Democrat said Thursday that she aims to finalize her plans for how to carve up the \$1.014 trillion in discretionary funding set aside for fiscal 2015 under the December budget deal (PL 113-67) over the weekend.

"It's still a work in progress. We're working for it over the weekend," Mikulski said of the subcommittee spending levels, known as 302(b) allocations.

Once determined, the figures will not be deemed formal until ratified by the full Senate Appropriations Committee. That typically does not occur until the first full committee markup, which is currently scheduled for May 22, according to a Senate appropriations aide.

Even without formal 302(b)s in hand, the chairmen of the 12 appropriations subcommittees - known as "cardinals" for their power to dictate spending decisions - and their ranking members can begin the process of quietly writing and negotiating draft spending bills, giving them a leg up on what will



undoubtedly be a hectic summer for Senate appropriators.

Committee members will have less than 90 days to mark up and debate as many of the 12 annual spending bills as possible before the August recess, and their House counterparts already have a more than a month's head start.

While there are a few in-session days planned for September ahead of the Oct. 1 start of the fiscal year, committee members are well aware that any momentum will be lost in the final stretch of campaign season.

Mikulski has vowed to avoid lame-duck action on appropriations bills, and instead has plans for the chamber to pass and conference with the House several individual spending bills, as well as to move several "minibuses" before Oct. 1. And giving her cardinals informal 302(b)s early increases the likelihood that Senate Appropriations could mark up and move multiple spending bills at a time, if need be.

Senate Majority Leader Harry Reid of Nevada has committed four weeks of floor time in June and July for appropriations bills.

At the committee level, the first bills in line include the Military-Construction-VA bill and the Agriculture title.

#### Similar Funding Levels

Neither Mikulski nor her subcommittee chairmen have provided many hints about the spending levels for their upcoming fiscal 2015 bills, but with top-line discretionary spending largely frozen from fiscal 2014 levels under the budget deal, the final numbers - once conferenced with the House - likely won't differ much from the fiscal 2014 omnibus (PL 113-76) Congress cleared in January.

That's reinforced by the "firewall" between defense and non-defense spending that was also included in the December agreement, which caps such spending at \$521.3 billion and \$492.4 billion, respectively.

Because of that deal, the 302(b)s that Mikulski will set and her committee will approve are unlikely to differ significantly from the set being proffered next week by her House counterpart, Harold Rogers, R-Ky.

The biggest variations will likely occur on the non-defense side of the ledger, since the vast majority of funding on the defense side goes to the Defense appropriations bill.

Senate appropriators' numbers will likely focus more on social programs, particularly those that fall under the Labor-HHS-Education title, while House appropriators will likely emphasize issues like homeland security.

#### **Action**

Information



*Agenda Item #7*

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

### **Committee Updates**

The Technical Advisory Committee (TAC) met on April 23<sup>rd</sup> to review the agency and public comment received during the official scoping period and to discuss next steps which is the preparation of the DEIS document and the Locally Preferred Alternative (LPA) Decision. The Policy Advisory Committee (PAC) will be meeting directly before the Commission meeting. A verbal update will be given at the meeting. The Citizen Advisory Committee (CAC) did not meet since the last Gateway Corridor Commission meeting. The next CAC meeting will be June 4<sup>th</sup>.

### **Scoping Recap**

#### Materials

An extensive outreach effort was used to engage the public and agencies in the Scoping process and solicit comments during the Scoping period (March 3, 2014 through April 16, 2014). A scoping booklet has been prepared that summarizes the environmental process, the purpose and need of the project, the options that are under consideration and how the public can comment and what we would like comments on. The scoping booklet was widely distributed at community gathering spaces along the corridor and a copy was sent to any affected jurisdictions.

The scoping booklet is also posted on the Gateway Corridor website: <http://thegatewaycorridor.com/documents/2014/Scoping%20Book.pdf>

The scoping video is a narrated overview of what is included in the scoping booklet. The video is another tool for stakeholders and the general public to learn more about the project and the scoping process. The video has been viewed approximately 850 times since it was posted on you tube in March.

A scoping video has also been produced and is available on the project's you tube page here [https://www.youtube.com/watch?v=1oA8S\\_eN4lg](https://www.youtube.com/watch?v=1oA8S_eN4lg)

Notices advertising the Scoping process and meeting opportunities were posted at community centers, libraries, and other facilities; handed out at park-and-ride locations; distributed to religious institutions; were provided to Cities for inclusion in City newsletters; posted to the project Facebook page; and sent to the project email list. A press release was distributed announcing the Scoping Booklet availability and open house meetings that are discussed below.



## Meetings

One interagency Scoping meeting and two open house meetings were held during the Scoping period. The interagency meeting was held on March 20, 2014 and included staff representing 13 local, state, and federal agencies. The open house meetings were held March 24, 2014 and March 25, 2014. In addition, comments were received during a PAC meeting held April 10, 2014 at Woodbury City Hall. A total of 103 people attended these scoping meetings.

## Comments

Open house attendees were encouraged to provide input on the purpose and need for the project, the alternatives proposed for the study, and the project impacts or benefits that should be evaluated or any other areas of interest or concern. Comments were received verbally through a court reporter or in writing:

A total of 98 comments were received from the general public through April 16, 2014 either in writing or verbally through a court reporter. In addition to comments from the general public, written statements were also received from the following municipalities, agencies, and organizations:

- Federal Highway Administration
- US Environmental Protection Agency
- Federal Transit Administration
- Minnesota Department of Transportation
- Minnesota Pollution Control Agency
- City of Afton
- City of Lake Elmo
- City of Landfall
- City of Maplewood
- City of Oakdale
- City of Saint Paul
- City of Woodbury
- Ramsey-Washington Metro Watershed District

Scoping Comments in full will be included as part of the scoping record and can be viewed at the project website <http://thegatewaycorridor.com/documents/2014/Scoping%20Comments.pdf>. A draft summary of public comments received during scoping has also been prepared and is included as an attachment.

Comments received during the Scoping period will be used to finalize the Gateway Corridor purpose and need, refine proposed alternatives, and identify environmental topic areas to be analyzed in the Draft EIS and their method of analysis. Comments will be addressed in the Scoping Decision Document, which is a summary of the Scoping process, comments received, and response to comments that is published after the Scoping public comment period ends. The Scoping Decision Document will be made available to the public and interested agencies.



### **Schedule / Next Steps**

The scoping phase concluded on April 16<sup>th</sup>. A schedule of the remaining key milestones in the DEIS process is listed below

- Conclusion of Scoping Period – April 16, 2014
- PAC review of scoping comments – May, 2014
- PAC review draft recommendation on scoping decision – June, 2014
- PAC / GCC approve recommendation on scoping decision – July, 2014
- PAC holds public hearing on LPA decision – August, 2014
- WCRRA action on scoping decision – August, 2014
- PAC / GCC approve LPA decision – September, 2014
- City, WCRRA and RCRRA Approval of LPA decision – September –October 2014
- Met Council Approval of LPA decision – October 2014 – February 2015

### **Action Requested:**

Information

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# Summary of Public Involvement and Comments during the Gateway Corridor Scoping Process

May 2, 2014

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## 1. Overview

This document provides a summary of public comments received during the Scoping period for the Gateway Corridor Draft Environmental Impact Statement (EIS). Comments received during the Scoping period will be used to finalize the Gateway Corridor purpose and need, refine proposed alternatives, and identify environmental topic areas to be analyzed in the Draft EIS and their method of analysis. Comments will be addressed in the Scoping Decision Document, which is a summary of the Scoping process, comments received, and response to comments that is published after the Scoping public comment period ends. The Scoping Decision Document will be made available to the public and interested agencies. This Summary of Public Involvement and Comments during the Gateway Corridor Scoping Process summarizes comments received. The full original comments are available at [TheGatewayCorridor.com](http://TheGatewayCorridor.com) under the Transit Study tab.

## 2. Outreach Opportunities

An extensive outreach effort was used to engage the public and agencies in the Scoping process and solicit comments during the Scoping period (March 3, 2014 through April 16, 2014). The Scoping Booklet was distributed to agencies and organizations on the Minnesota Environmental Quality Board (EQB) distribution list; the Gateway Policy Advisory Committee (PAC), Community Advisory Committee (CAC), and Technical Advisory Committee (TAC); posted to the project website; and made available for public review at libraries and city halls. Notices advertising the Scoping process and meeting opportunities were posted at community centers, libraries, and other facilities; handed out at park-and-ride locations; distributed to religious institutions; were provided to Cities for inclusion in City newsletters; posted to the project Facebook page; and sent to the project email list. A press release was distributed announcing the Scoping Booklet availability and open house meetings that are discussed below.

One interagency Scoping meeting and two open house meetings were held during the Scoping period. The interagency meeting was held on March 20, 2014 and included staff representing 13 local, state, and federal agencies. A summary of the interagency meeting is attached. The open house meetings were held March 24, 2014 and March 25, 2014. The number of people attending each open house meeting is provided in [Table 1](#) below. In addition, comments were received during a PAC meeting held April 10, 2014 at Woodbury City Hall.



**Table 1. Meeting Attendance**

Location of Meeting	Date	Attendees*
<b>Guardian Angels Church (park-and-ride location), Oakdale</b>	March 24, 2014	45
<b>Conway Recreation Center, Saint Paul</b>	March 25, 2014	32
<b>Policy Advisory Committee Meeting, Woodbury</b>	April 10, 2014	26 (guests, non-PAC members)
<b>TOTAL</b>	--	103

\* Number of people who signed the sign-in sheet

### 3. Comments Received during the Scoping Process

Open house attendees were encouraged to provide input on the purpose and need for the project, the alternatives proposed for the study, and the project impacts or benefits that should be evaluated or any other areas of interest or concern. Comments were received in the following formats:

*Comment forms:* Interested individuals were invited to submit written comments on comment forms provided at the Scoping open houses. Scoping comment forms were provided along with the Gateway Corridor Scoping Booklet. (See attached comment form.)

*Verbal statements:* A court reporter was available at each open house and the PAC meeting to record verbatim statements.

*Written statements:* Interested individuals were invited to submit written statements. Written statements could be submitted in letter format or submitted electronically to the project manager, online at the project website, or to the project email address.

As shown in **Table 2**, 98 comments were received through April 16, 2014. Of these, 12 written comments/statements and eight verbal statements were received at the Scoping open houses. Eight verbal statements were received at the PAC meeting. The balance included written statements that were received by mail or email prior to the end of the comment period. A few individuals provided comments using more than one format (e.g., email and comment form) or submitted multiple comments. This summary groups all comment formats together. In addition to comments from the general public, written statements were also received from the following municipalities, agencies, and organizations:

- Federal Highway Administration
- US Environmental Protection Agency
- Federal Transit Administration
- Minnesota Department of Transportation (MnDOT)
- Minnesota Pollution Control Agency
- City of Afton
- City of Lake Elmo

- City of Landfall
- City of Maplewood
- City of Oakdale
- City of Saint Paul
- City of Woodbury
- Ramsey-Washington Metro Watershed District
- District 1 Community Council

**Table 2. Summary of Comment Types**

Type of Comment	Number
Comment forms/written statements submitted at open houses and PAC meeting	12
Verbal statements received at open houses and PAC meeting	16
Written statements/comment forms received by Washington County (mailed or emailed)	70
<b>TOTAL</b>	<b>98</b>

### 3.1 Purpose and Need for the Project

The Scoping comment form asked people to respond to the *five factors that contribute to the need for the project*,<sup>1</sup> as listed in the Scoping Booklet. General agreement or disagreement with the purpose and need factors is summarized below. Note some commenters agreed with some factors but disagreed with others. Comments are tallied by response to provide a general sense of themes and should not be construed as measure of overall project support or opposition.

**Table 3. Public Comments – Agreement or Disagreement with Purpose and Need Factors**

Agreement	Disagreement	Other
21	13	10

#### 3.1.1 Agreement with Purpose and Need

Many commenters (21) generally agreed with the purpose and need factors. Commenters noted existing traffic issues, the need for service expansion (locations, frequency, and times of day), and the need to serve transit dependent populations. Commenters also noted the need for neighborhood stabilization and resident retention. In addition to the purpose and need factors, commenters noted benefits such as: development of community among riders; safety of transport in bad weather for older or disabled riders; evening and mid-day service expansion; ability to travel to medical appointments; cost of owning a car; access to jobs in eastern suburbs; and current length of travel time.

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<sup>1</sup> Limited existing transit service; policy shift towards travel choices and multimodal investments; populations and employment growth, increasing access needs and travel demand; needs of people who depend on transit; local and regional objectives for growth and prosperity.

### 3.1.2 Concerns or Disagreement with Purpose and Need

Many commenters (13) noted general concern or disagreement with the purpose and need. One commenter asked for ridership data. Four people expressed they do not think transit improvements are needed or that the transitway would not be used (or would be underutilized compared to the investment). Several noted the existing transit usage is low. Several disagreed that future growth would be as robust as predicted. One noted the increase in telecommuting which is shifting commuting patterns.

Ten commenters suggested other project purposes. Some expressed they would rather see the funding directed to existing service expansion or constructing additional lanes I-94, including suggestions for high-occupancy vehicle lanes, etc. Commenters noted the need to invest in our road system because more people use it, and noted existing transit has not reduced congestion. One suggested that improving the existing bus system would have less impact. Commenters who did not express support or opposition to the purpose and need factors, but listed other project purposes or needs are marked as “other.”

Some commenters explicitly voiced opposition to the project. Concerns included that the existing light rail is not working as promised and is not economically sound. Commenters noted the need to find out if there is demand and if it would be self-sustaining, and some suggested surveys. One commenter noted the survey should be conducted by an independent group. Concerns related to the project cost or impacts compared to benefits were raised. Several noted they would not use the Gateway Corridor project. Two commenters noted they believe the push for the project is based on policy decisions rather than what the local communities want.

## 3.2 Transit Alternatives

The comment form asked people to respond regarding the *transit alternatives for study in the EIS, such as BRT vs. LRT, routes, and station locations.*

### 3.2.1 Modes

Comments pertaining to preferences for BRT or LRT are summarized below and in [Table 5](#).

**Table 5. Public Comments – LRT or BRT Preference**

Mode Preference		
LRT	BRT	Other/Both
14	13	11

#### 3.2.1.1 PREFERENCE FOR LRT

Commenters preferring LRT (14) expressed that they think it is easier to use, cleaner, safer, has a better schedule, and also takes bus vehicles off the road (congestion benefit). Some commenters believe ridership will be higher, and one commenter noted LRT would better integrate with the Green Line. Another noted LRT may have lower operating costs due to fewer operators needed. Several urged decision makers to consider long term benefits which make

LRT investment more attractive. Several prefer LRT but would rather have the option for East 7<sup>th</sup> Street transit if there are tradeoffs.

Concerns with BRT that were noted include ride quality and ridership, travel speed, and less economic development potential, and that with BRT, station amenities will be minimized to cut costs. One commenter noted BRT would not help build the regional transit system around Union Depot in an equitable fashion compared to LRT due to the existing rail transit at the Minneapolis Target Field Station.

### 3.2.1.2 PREFERENCE FOR BRT

Those expressing a preference for BRT (13) noted it seems to be a better investment, will provide a quality experience, and may be more flexible, including the possibility of leap frog service.

General concerns were noted with how LRT will fit (no specifics noted), higher cost, and studies noting LRT ridership is declining nationally. One commenter noted LRT has too many stops.

One commenter stated that placing the route next to I-94 will serve suburban riders well but not urban riders and did not think that was a good use of LRT.

### 3.2.1.3 PREFERENCE FOR LRT AND BRT

Several commenters noted preference for BRT with potential future conversion to LRT. Some commenters encouraged more evaluation of both modes – expressing the project should select which is best for ridership and what is cheaper (considering both capital and operating cost), and the project should study them all, especially for comparing carbon footprint of each. Several questioned whether people would ride BRT (but expressed no preference explicitly), and suggested attitudinal surveys could help understand public opinion of each mode. One commenter noted different modes may make more sense for different alignments, and noted BRT makes more sense for north of I-94, but LRT could make more sense for south of I-94 where there are more riders.

## 3.2.2 Alignment Preferences

Responses to this question expressed preferences for or opposition to specific alignments (“routes”). Comments offering suggestions for alternative alignments are provided at the end of this summary.

Statements of preference for the proposed alignments are summarized in **Table 6**. Those who indicated support or a preference for a specific alignment are included under the “support” column. Comments that expressed overall support or opposition to the transitway project are not represented in **Table 6** (unless they also noted support or opposition to specific alignments); those comments are presented in **Table 4**.

**Table 6. Public Comments – Alignment Preferences**

Alignment D1 Preference	Alignment D2 Preference	Other
7	3	12

**3.2.2.1 ALIGNMENT D1 (ALIGNMENT SOUTH OF I-94)**

Those expressing a preference for Alignment D1 (seven) noted the route is more accessible to the population and shopping, connects to more destinations, benefits Saint Paul residents, and has more bi-directional potential. Specific locations mentioned include Medtronic and the mall (no specifics given). One commenter noted that Alignment D1 avoids community impacts associated with Alignment D2. Alignment D2 (alignment north OF I-94)

Those preferring Alignment D2 (three) noted benefits including more development opportunity, flatter terrain, and the existing park-and-ride near Guardian Angels Church.

One commenter expressing concerns related to Alignment D2 noted the State Farm site is currently unoccupied and will not likely be redeveloped for many years. Another commenter noted the State Farm redevelopment will be significant and should be considered in the alignment decision. Several commenters preferred an alignment entirely avoiding 4th Street in Oakdale.

**3.2.2.2 EXTEND THE ROUTE TO WISCONSIN**

Some commenters (seven) suggested the route should be extended into Wisconsin, as many existing transit users travel from the Hudson area. Some noted Wisconsin should pay into the project.

**3.2.2.3 OTHER**

Other general comments related to the route or terminating points include:

- Terminate the line near Manning Avenue
  - One commenter (owner of large parcels along the Alignment E segment) expressed support for a southern E alignment
- Concerns related to using Hudson Road, as it does not connect in some areas and is already developed
- Concern that the transitway needs to serve East Side residents, but placing it next to I-94 will not accomplish that. The Alignment B1 route is good for suburban riders but not East Side riders.
- Terminate the line east of Manning Avenue – prevent over-development of Afton area

**3.3 Summary of Key Topics**

**3.3.1 Topics of Public Comment**

The Scoping comment form asked for input regarding *project impacts or benefits that should be studied in the EIS* and also asked for *other comments*. Responses to these questions, as well as

to other Scoping questions, identified topics of public concern as well as specific project impacts or benefits that should be evaluated in the Draft EIS. These comments are tallied by topic in **Table 7** summarized below. Comments are tallied by topic to aid decision making and to provide a sense of themes.

Specific concerns raised by cities, agencies, or community organizations are provided in a summary for each agency in Section 3.4.2.

**Table 7. Public Comments – Key Topic Areas**

Topic	Number
<b>Social/Economic Impacts/Relocation</b>	29
<b>Environmental Justice/Transit Equity</b>	10
<b>Tanner’s Lake</b>	7
<b>Noise and Vibration</b>	11
<b>Safety and Security</b>	7
<b>Parking</b>	10
<b>Public Engagement Process</b>	8
<b>Trails/Bicycle/Pedestrian Connections</b>	11
<b>Transit Operations</b>	11
<b>Stations</b>	20
<b>Other Environmental Impacts</b>	19
<b>Data Assumptions</b>	3
<b>Project Cost/Subsidies/Funding/Fares</b>	13
<b>Traffic/Congestion</b>	10

**3.1.1.1 SOCIAL/ECONOMIC IMPACTS/RELOCATION**

**Economic (Development Potential, etc.)**

Commenters generally support the project to be the driver of quality economic development, which they think is needed for East Side to help neighborhood stabilization. Access to suburban jobs and affordable housing is important for East Side residents, one noted. One stated that extending the line to Manning Avenue would allow for development opportunities and transit-oriented development and that zoning should be changed to allow mixed use and higher densities. Another person commented the focus should be on growing Saint Paul area and inner-ring suburbs and to preserve communities to the east. One commenter noted they believe economic development related to transit is a myth.

**Property Impacts (Relocation, Property Values, Tax Increases, and Compensation)**

Commenters (10) noted concerns regarding property values and property rights, including the assertion that property values will decrease due to noise, and other negative impacts (safety, traffic, exhaust). For example, one stated "No one wants to buy a home near light rail." Several noted concerns with uncertain future of the project. Several commenters went into detail about concerns related to their specific property and alignments or stations near their property.

One commenter noted a benefit – “Can the project serve as a catalyst to improve existing housing?” through loan/grant programs and fixing blighted properties.

### **Business Impacts**

Nine comments noted business impact concerns. One commenter stated parking removal would be detrimental to business (his business specifically), and compensation is needed for parking removal. One commenter noted concerns about impacts to the Oak Run Golf Course.

Several commenters noted mitigation is needed for business impacts – during construction, as well as for small businesses after construction.

#### **3.3.1.2 ENVIRONMENTAL JUSTICE, TRANSIT EQUITY**

Many commenters (10) noted concerns related to environmental justice populations and transit equity. One commenter noted various benefits to environmental justice populations and that the project could help improve transit equity through investment in East Side Saint Paul neighborhoods. One commenter expressed concerns that the FTA process for environmental justice impacts and benefits analysis has not been conducted, and noted the project should consider the needs of transit dependent riders, as well as conduct affordable housing studies. Another noted the FTA requirements, particularly related to public involvement and analyzing potential delay in benefits, and also noted Title VI requirements. Several raised gentrification concerns and noted the project should consider displacement. Transit equity concerns were noted related to the East Side “getting second best again.” One noted concern that the East Side is missing out on economic development opportunities because Alignment B2 was not selected. One commenter asked how transit dependent populations will access stations, especially during the winter.

#### **3.3.1.3 TANNER’S LAKE CONCERNS/WATER QUALITY/NATURAL RESOURCES**

Many commenters had concerns related to Tanner’s Lake (six). Some had concerns specifically related to filling the lake in or a cantilever option. Others noted more general concerns related to runoff and water quality, wildlife habitat, and community character.

#### **3.3.1.4 NOISE AND VIBRATION**

Many commenters expressed concern about noise in general (13) and surrounding stations, specifically Sun Ray, and expressed support for noise barriers. One asked how the Gateway Corridor project will impact the MnDOT noise wall being installed.

#### **3.3.1.5 SAFETY AND SECURITY**

Most commenters mentioning safety concerns (five) referred to personal safety and increases in crime, including general personal safety at night, related to biking, and “riff raff.” Concerns were raised specifically related to stations below street grade (i.e., I-94). Some noted concerns about pedestrian safety near or crossing I-94.

### 3.3.1.6 PARKING

Ten commenters noted parking concerns, mostly at specific locations. One commenter noted concerns with parking along the Alignment D1 route and that businesses' parking should not be used. Specific business parking concerns were expressed (Saint Paul Harley-Davidson). Some noted concerns with existing park-and-ride capacity. Several noted concerns about "hide and ride" parking in East Side neighborhoods.

### 3.3.1.7 PUBLIC ENGAGEMENT PROCESS

Concerns with lack of publicity or public awareness of the project were noted (nine), and one commenter said flyers should have been sent to area residents, the meeting times were too early (especially the PAC meeting), and expressed disappointment with the lack of engagement. One commenter noted a strong community voice is needed throughout the process.

### 3.3.1.8 BICYCLE/PEDESTRIAN CONNECTIONS AND TRAILS

Many (11) noted the general lack of pedestrian connections, particularly north-south connections and crossing I-94. Walkability concerns were noted related to eastern portions, especially Alignment D1/D2. One suggestion was received to make Nice Ride bicycles available. Commenters said connections from stations to shopping areas are needed. Concerns were raised regarding the Mounds Boulevard area and access to Mounds Park trails and the bluff area. One person commented there has been too much focus on park-and-rides and that walkability and bikeability studies are needed. One commenter noted connections are needed to area parks, including Battle Creek and the National Park [Mississippi National River and Recreation Area].

### 3.3.1.9 TRANSIT OPERATIONS

Several requested that existing express routes remain because express service to downtown Minneapolis is still needed. One commenter suggested allowing regular express buses to use the new lanes with a bypass at the stations. One commenter noted that transit maps should be multi-lingual or universal. Several noted connecting routes are needed and especially emphasized Sun Ray Station connections, and that the project should consider service changes for connecting routes and communicate that to the public.

### 3.3.1.10 STATIONS

Commenters noted stations should be located near destinations, employment, shopping, and park-and-ride locations and requested that stations be located to make connecting to local transit easy. Commenters requested high amenity stations (signage, lighting, garbage cans, etc.).

Concerns or notes regarding specific stations include:

- Mounds Boulevard
  - Could this be a potential park-and-ride?
  - More study of Mounds Boulevard Station is needed

- Concerns related to walkability, destinations, and multimodal flow
- Is a station there warranted?
- Concerned this station would not spur economic growth due to lack of commercial land, lack of attractive public spaces, and destinations
- Etna Station
  - Support for growth opportunities
  - Safety and parking are concerns
  - Concerned it would not spur growth due to lack of commercial land, lack of attractive public spaces, and destinations
  - Could provide a connection to Red Rock transitway
- Sun Ray
  - Concern (not specific) noted
  - Support for growth opportunities
- 3M Station
  - Concerns about 3M Station benefitting only 3M employees
  - Will need careful consideration of public vs. private property areas, including parking
- Inwood Avenue/Radio Drive
  - A station here will be essential
  - A Guardian Angels station is not needed, as businesses are accessible by car
  - A station at Guardian Angels would be good to connect with existing bus service
- The Oaks Station
  - Move the station closer to I-94 to avoid residential impacts
  - Oakdale does not need two park-and-rides
  - Concerns about station “fit” with the neighborhood and parking
- Easternmost station should be in Minnesota, so Minnesota collects fare revenue

### 3.3.1.11 GENERAL ENVIRONMENTAL IMPACTS

Comments related to environmental impacts not noted above were general in nature. Several commenters noted concerns with each of the following topics: odors or air quality related to diesel fuel and exhaust; wetlands and lakes; visual impacts (Dayton’s Bluff area); historic buildings or districts.

### 3.3.1.12 DATA ASSUMPTIONS

Some commenters (six) raised questions related to the congestion benefit, ridership assumptions, and lack of density to support a transitway. Some of these comments overlapped

with comments expressing disagreement regarding the need factors and the effectiveness of the project in addressing the need.

### **3.3.1.13 PROJECT COST/OPERATING COST/SUBSIDIES/TAXPAYER FUNDS/FARE QUESTIONS OR CONCERNS**

Commenters expressing concerns related to the project need in some cases raised concerns related to the overall project cost (10). Several commenters asked about the fares, or whether fares would be different for LRT vs. BRT, and raised concerns about whether fares will be too costly for low income and minority riders. Several expressed concerns with overall project cost and funding availability (i.e., waste of tax dollars) and that a survey should be conducted to find out what people are willing to pay for operations. One commenter noted that while project cost is a concern, it must be balanced with other factors – it is short-sighted not to.

### **3.3.1.14 TRAFFIC/CONGESTION/ACCESS**

One commenter had concerns about a recent access reconfiguration (unclear location). Several commenters (four) raised concerns with congestion near the transitway after construction; one comment was due to signal pre-emption concerns. Several noted concerns related to traffic along 4th Street in Oakdale. Several mentioned concerns about traffic and vehicle speeds around the Mounds Boulevard Station area due to new traffic generators: Metro State expansion, Mississippi Market store, senior housing development – consider these new traffic generators comprehensively. Several raised concerns with traffic movements at the 3M site.

## **3.3.2 Summary of Key Agency Topics**

### **3.3.2.1 FEDERAL HIGHWAY ADMINISTRATION**

- Study a managed lanes alternative

### **3.3.2.2 US ENVIRONMENTAL PROTECTION AGENCY**

- Adopt green building strategies
- Recommend meeting to discuss comments prior to issuing a Final EIS/Record of Decision
- Recommend Build alternatives include connecting bicycle/pedestrian routes
- Analyze how well alternatives meet the needs of transit dependent populations
- Recommend thorough environmental justice analysis, including public involvement
- Draft EIS should discuss air quality impacts
- Analyze emissions impacts and best management practices
- A Section 404 permit will be needed
- Analyze water resources impacts
- Analyze induced development

### **3.3.2.3 FEDERAL TRANSIT ADMINISTRATION**

- Managed lanes alternative should be studied in the Draft EIS

#### 3.3.2.4 MINNESOTA DEPARTMENT OF TRANSPORTATION

- Need for understanding of long-term multimodal needs
- While managed lanes on I-94 is not included in the MnDOT 20-year plan, it is important to understand the ability to provide for managed lanes in the future related to a guideway project
- MnDOT agrees to serve as a cooperating agency and will provide input on state highways, cultural resources, and airport safety zones

#### 3.3.2.5 MINNESOTA POLLUTION CONTROL AGENCY

- List of topics to be studied in the Draft EIS

#### 3.3.2.6 CITY OF AFTON

- Afton does not want increased traffic near Manning Avenue and Hudson Road, or at the I-94/Manning Avenue interchange, and therefore opposes a station on the south side of the interchange. A station at the interchange would necessitate improvements to the interchange.
- Need to understand traffic impacts
- Study a route with the transitway along the north side of I-94 (Afton's preferred route) as well as one which crosses to the south
- Concerns about groundwater impacts and Northeast Groundwater Management Area
- Understand potential delay in development and ridership implications

#### 3.3.2.7 CITY OF LAKE ELMO

- Accepts invitation to act as a participating agency
- Concerns regarding cost, traffic functionality, and land use impacts
- Wish to be involved with impact assessments and understand D2 alignment

#### 3.3.2.8 CITY OF LANDFALL

- Agreement with purpose and need factors
- Prefers Alignment C within I-94 right-of-way and the public right-of-way within the Hudson Road to the concrete curb on south side of Harley Davidson Motorcycle
- Avoid impacts to Tanner's Lake
- Avoid parking impacts to businesses
- Recommends BRT
- Recommends both Alignments D1 and D2 be studied
- Lists topics to be studied in the Draft EIS

### 3.3.2.9 CITY OF MAPLEWOOD

- Support of purpose and need factors
- Extensive consideration of traffic and roadway impacts is needed, particularly for the following locations: McKnight Road/Century Avenue; Hudson Road; 3M private roadways
- Further study of impacts to 3M needed
- Pedestrian connections needed, specifically across I-94

### 3.3.2.10 CITY OF OAKDALE

- Request further study of alignment alternatives along 4<sup>th</sup> Street (Alignment D2) and location of station
- Access impacts along 4<sup>th</sup> Street
- Noise and vibration impacts to properties along 4<sup>th</sup> Street, including Guardian Angels and Oak Meadows senior housing
- Functional capacity at TH 120/I-94 interchange
- Concerns with maintenance costs associated with Tanner's Lake cantilever option
- Connection between Hadley Avenue and Weir Avenue
- Connection between Helmo Avenue and Bielenberg Avenue
- Future land use impacts, specifically to southwest corner of I-94/I-694 interchange

### 3.3.2.11 CITY OF SAINT PAUL

- Confirmation of alignments as shown in the Scoping Booklet, and that Alignment B2 should not be studied
- Both LRT and BRT should be studied but more policy discussions are needed if either mode would preclude managed lanes on I-94
- Consider refinements for optimal pedestrian accessibility and development impact
- Support for station locations shown in Scoping Booklet
- Specific station locations should be studied in the Draft EIS, including whether they are at neighborhood or I-94 grade
- City supports higher density redevelopment opportunities and pedestrian/bicycle accessibility opportunities

### 3.3.2.12 CITY OF WOODBURY

- Preserve and enhance existing express bus service
- Circulator bus service will be needed to connect to employers and park-and-rides
- The Gateway Corridor project alone will not mitigate traffic congestion
- Prefers D2 alignment
- Alignment D1 would require a grade-separated crossing at Radio Drive
- Support of additional study of E alignments and specific concerns
- Comments regarding economic development potential

- List of topics to be studied in the Draft EIS
- Ensure coordination with Metro Transit park-and-ride at Manning Avenue

### 3.3.2.13 RAMSEY-WASHINGTON METRO WATERSHED DISTRICT

- Needs to be involved in planning and design for improvements on the south side of Tanner's Lake to study stormwater impacts and flooding issues

### 3.3.2.14 DISTRICT 1 COMMUNITY COUNCIL

- Support for project as neighborhood catalyst and to provide transportation options for low-income and transit-dependent populations and have benefits to environmental justice populations
- Support for elimination of B2 alignment due to neighborhood impacts
- Community split on BRT vs. LRT; District 1 Council favors LRT for more favorable economic development potential
- Station location-specific concerns related to Etna, Sun Ray, and White Bear Avenue
  - Redevelopment opportunities
  - Transit and bike/pedestrian connections
- Bike/pedestrian connections across I-94
- Community seeks investment through high-amenity stations and public art

## 3.3.3 Project/Alternative Suggestions

Many members of the public provided suggestions regarding various aspects of the transitway project. These suggestions are listed below:

- Personalized rapid transit option should be studied
- Study an end-to-end/leapfrog option (bypass stops)
- Redesign I-94/I-35E interchange
- Extend existing bus service into Wisconsin
- Alignment B2 makes more sense to serve East Side residents. Alignment B1 is disconnected from residents and Metro State.
- Connection to Stillwater
- Do not reduce service on I-94 when the Green Line is running
- Survey drivers and residents, regarding if they would use transit, destinations, and mode
- Route to north of I-94 in its entirety
- General routing south of I-94 – fewer property impacts
- Use higher fares for peak periods to shift demand to off-peak times
- Study Mounds Boulevard/3<sup>rd</sup> Street/Kellogg Boulevard/I-94 area to improve accessibility, safety, and aesthetics as gateway to Saint Paul
- Integrate bike lanes with transitway guideway
- White Bear alignment thrown out due to short term thinking

- Study tunnel options below the Kellogg Boulevard bridge
- Use existing Inwood Avenue bridge over I-94 for transitway crossing the interstate to connect to Woodbury businesses
- No-Build alternative should include some expansion of existing service
- Study streetcar for East 7<sup>th</sup> Street
- Line should have stops at the new Saints stadium and Lafayette Road and should follow 8th Street.
- Transitway could be under Mounds Boulevard with a landscaped deckA contractor agreement that will force arbitration of damage claims

### 3.3.4 Project Impacts or Benefits that Should be Evaluated

The comment forms asked for input regarding project impacts or benefits that should be evaluated. A list of impacts and benefits that commenters recommended be evaluated is provided below. There is redundancy in the list below with topics of concern summarized above.

#### 3.3.4.1 FROM CITIES, GROUPS, AND ORGANIZATIONS

- Coordinate closely to avoid stormwater impacts to Tanner's Lake
- Traffic study for all modes studied
- Visual impacts/aesthetics
- Property impacts – compare to redevelopment potential
- Feeder/local bus routes
- Impact to property tax revenue for acquired parcels
- Groundwater impacts
- Bicycle/pedestrian connections
- Land use impacts and zoning
- Environmental justice
- Green building practices
- Air quality
- Water resources – stormwater, wetland, streams, floodplains
- Brownfield site redevelopment
- Emissions
- Induced development
- Noise
- Vibration
- Property acquisition
- Parking
- Construction impacts
- Dust and emissions from construction equipment

- Direct, indirect, and cumulative effects
- Health Impact Assessment – emissions
- City maintenance responsibilities

#### 3.3.4.2 FROM PUBLIC COMMENTS

- Fares
- 4<sup>th</sup> Street bridge over I-694 should be rebuilt to four lanes
- Need for a park-and-ride in Woodbury
- Business impacts, including relocations
- Stormwater runoff
- Noise – LRT or BRT vehicles approaching stations
- Fuels/odors associated with LRT vs. BRT
- Pedestrian connections near Sun Ray
- Tanner’s Lake concerns – concerns with filling/canting option
  - Stormwater runoff – project presents opportunity to improve existing problem
- Aesthetics
- Transit connections in Woodbury to key destinations (State Farm, Tamarack Village, City Center, Hartford Insurance, Woodbury Village, Woodbury Lakes)
- Parking impacts
- Noise concerns – hotel; near Sun Ray; near Oakdale Business Park
- Difference in maintenance costs for modes
- Difference in water quality impacts by mode (due to differences in station platforms, etc.)
- Stormwater infiltration
- Wetland health
- Aquifer recharge
- Wildlife
- Health benefits – improved access to medical appointments
- Access to suburban jobs and housing (specifically related to alignment selection)
- Study both D1 and D2 alignments – specifically related to development potential
- Climate impacts of BRT vs. LRT
- Long term financial benefits should be considered – specifically when weighing LRT vs. BRT
- Access concerns for Mounds Boulevard area
- Bluff views
- Environmental justice, including ensuring equal benefits in station amenities
- Station locations near a highway – difference in economic growth and amenities between street-level and below street-level stations

- 3M Station configuration and defining public/private areas, and access to 3M from local streets
- Gentrification/displacement and cost of housing
- Zoning – change to allow higher densities and mixed use
- Cost and funding sources

### 3.3.5 Specific Questions

In addition to responding to the Scoping comment form, people asked the following questions about the transitway project:

- Bridge from Union Depot – cost effectiveness of LRT vs. BRT
- How much space does LRT vs. BRT require for travel lanes?
- Are commuting patterns expected to remain the same? What about telecommuting and flex time assumptions?
- Will people ride BRT? Is BRT working elsewhere?
- Should study transportation burden for low income workers to access jobs by car
- Why was mode description (dropping a commuter rail option) removed from the Gateway Wikipedia site?
- How did the Gateway Corridor Commission come up with the Hudson Road alignment?

## Gateway Corridor Environmental Impact Statement

### PROGRESS REPORT TO THE GATEWAY CORRIDOR COMMISSION –MAY 2014

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

#### Key Work Activities/Progress during April and early May 2014

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- **Meetings**
  - *Project management team (PMT)* - Held meeting on April 16. The April 16th meeting focused on review of scoping comments received, approach to capital cost estimating for potential Gateway alternatives, and general content/format for the Managed Lane Technical Memo being prepared in response to request from FTA.
  - *Meetings with Corridor Cities and Developers* - Held several meetings and phone discussions the week of April 14 as part of market/economic development analysis.
  
- **Technical Advisory Committee**
  - Participated in TAC meeting held on April 23 and prepared meeting summary. Discussion focused on reviewing scoping comments received, overview of scoping decision and locally preferred alternative schedule, approach to capital cost estimates, and discussion on potential Segment E alignment options (east end of corridor).
  
- **Policy Advisory Committee –**
  - Participated in April 10 PAC meeting and prepared meeting summary. The April PAC meeting followed a different format, with official transcription of public comments at the beginning of the meeting (part of official Scoping comment process). The meeting also included overview of upcoming project decisions (scoping decision and LPA).
  
- **Community Advisory Committee (CAC)**
  - The CAC did not meet during this time frame. The next CAC meeting is scheduled for June 3, 2014.
  
- **Scoping Meetings/Process**
  - The Scoping comment period officially closed on April 16, 2014. The project team has focused on preparing the Scoping Comment Summary document, formatting comments received for posting on the website, and drafting the Scoping Decision Document.
  
- **Other Project Activities**
  - Finalized Minnesota EQB submittal documents. Document submitted on April 24, 2014 to EQB.
  - Continued to work on Managed Lane Technical Memorandum in response to discussions with FHWA and FTA regarding managed lane alternative evaluated during the AA. Coordination with local agencies (PMT) regarding input on DRAFT document.

- Prepared cost estimate template and initiated work on scoping level capital cost estimates.
- Developed potential Segment E alignment options for discussion at PMT, TAC and PAC meetings.
- Ongoing work to complete ridership forecast.
- Continued to advance concept designs based on input from PMT and TAC. Examine design measures to address/minimize potential impacts in constrained areas.
- Finalized plans for Orange Line trip in June 2014.
- Updated project schedule, with focus on FTA review times, and upcoming Advisory Committee and local agency recommendations/actions.
- Initiated economic development/market analysis (see Meeting summary).
- Conducted follow up traffic analysis (scoping level) based on input received by City of Woodbury.
- Initiated development of summary evaluation matrix for discussion at May PMT and TAC meetings.

### Upcoming Activities

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- Prepare for upcoming TAC, CAC, PAC/GCC ,FTA and FHWA meetings.
- Hold meeting with US Army Corps of Engineers to discuss 404/NEPA merger process.
- Finalize summary of comments received during the Scoping review process
- Initiate work on supporting documents/data to inform upcoming Scoping Decision recommendations by advisory committees
- Finalize Technical Memorandum on managed lane evaluated during the AA for review and discussion with FTA and FHWA
- Hold coordination meeting with FHWA, FTA, MnDOT, Ramsey and Washington County
- Continue work on ridership analysis.
- Continue to advance and refine concept alignments/typical sections. Focus on potential alignment configuration in downtown St. Paul.
- Continue to advance data collection in preparation of Draft EIS technical analysis
- Continue to participate in advance planning/document preparation for upcoming Orange Line trip.
- Prepare preliminary market and economic development findings from work completed in early April.



Agenda Item #8

**DATE:** May 1, 2014  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Other Items

**Items 8a. Meeting Dates Summary**

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

Month	Meeting	Date	Planned Start Time
June	PAC	June 12	2:00 PM
June	Gateway Corridor Commission	June 12	3:30 PM
July	PAC	July 10	2:00 PM
July	Gateway Corridor Commission	July 10	3:30 PM

**Item 8b. Website and Social Media Updates**

Facebook

The Gateway Corridor Facebook page was launched on Monday, February 20, 2012. The page currently has 409 '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 190-878.

Website

For the month of February, there were 912 visits to the website. The website is averaging 734 visits per month in the last month. Attached is a summary of the visits per month for 2013 and 2014.

**Item 8c. Media Articles**

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

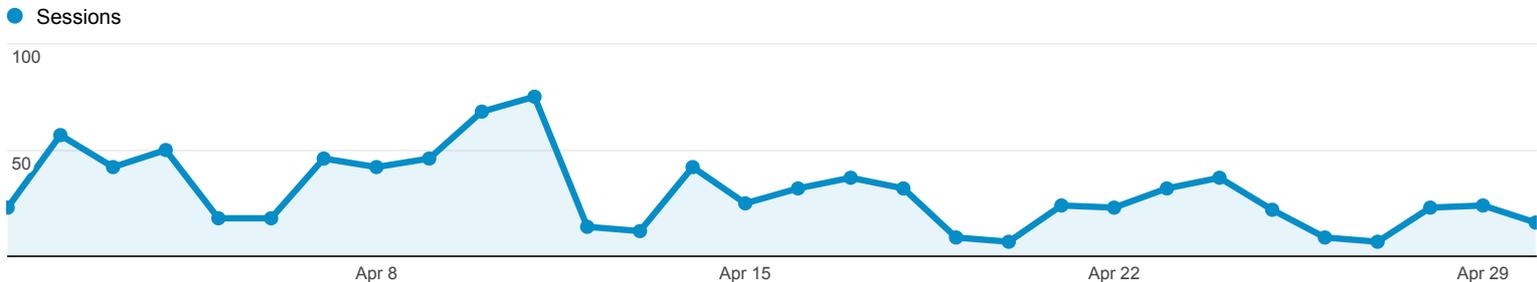
**Action Requested:** Information.

Apr 1, 2014 - Apr 30, 2014

# Audience Overview

All Sessions  
100.00%

## Overview



Sessions  
**912**

Users  
**721**

Pageviews  
**2,784**

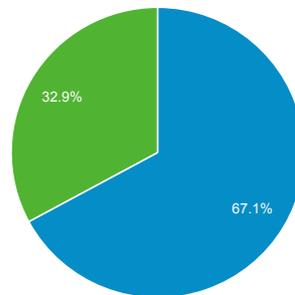
Pages / Session  
**3.05**

Avg. Session Duration  
**00:02:37**

Bounce Rate  
**35.75%**

% New Sessions  
**67.11%**

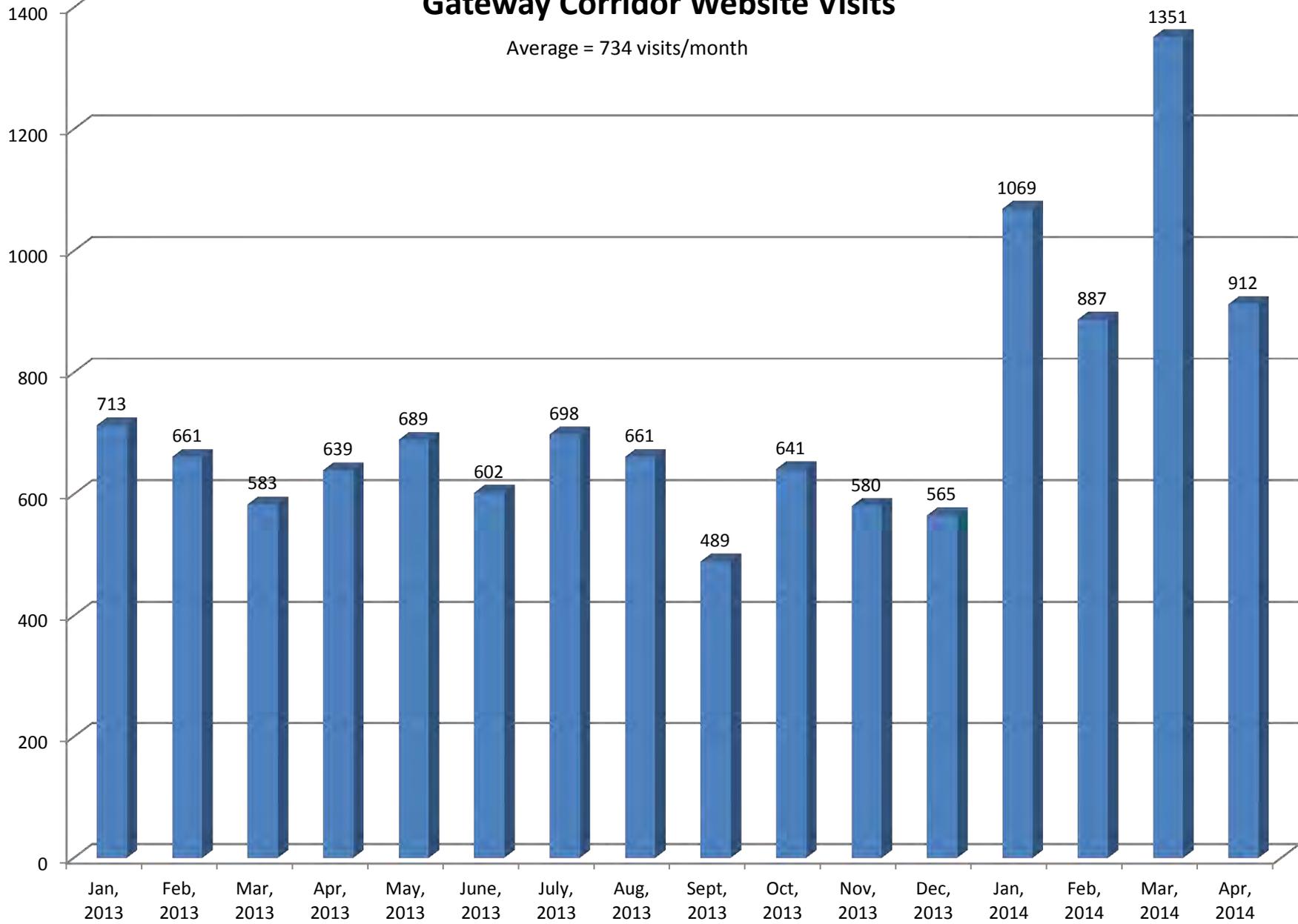
■ New Visitor ■ Returning Visitor



Language	Sessions	% Sessions
1. en-us	884	96.93%
2. pt-br	7	0.77%
3. en	6	0.66%
4. c	4	0.44%
5. en-gb	3	0.33%
6. de	1	0.11%
7. es-co	1	0.11%
8. fr-fr	1	0.11%
9. it	1	0.11%
10. it-it	1	0.11%

# Gateway Corridor Website Visits

Average = 734 visits/month



## FINANCE & COMMERCE



Tom Giannetti, owner of the St. Paul Harley-Davidson in Landfall, worries that the 12-mile Gateway Corridor project will take away much of his parking and cause his business to die. Gateway planners are in the process of determining what issues the environmental impact statement should review. (Staff photo: Bill Klotz)

### Planners buckle down on Gateway Corridor

By: James Warden April 21, 2014 7:05 am 0

Critics of the Gateway Corridor have shared a litany of worries about the proposed transit line during a public comment period that ended this week, but project leaders say they believe that's largely due to unfamiliarity with the plan.

The 12-mile Gateway Corridor project, which would run along Interstate 94 between Union Depot in St. Paul and Manning Avenue in Woodbury, increasingly looks like it'll lead to a form of bus rapid transit new to the metro.

Committees overseeing the project will next decide what issues should be studied in the environmental impact statement, a study of how the project would affect the area around it, said Andy Gitzlaff, senior planner with Washington County Public Works Department.

The process involves a technical advisory committee with staff from the agencies involved and a community advisory committee composed of business and community leaders. They are expected to provide recommendations to agency leaders and elected officials, who will then decide what to review.

One of the big issues is whether Gateway be a light rail transit or bus rapid transit line. Washington County Commissioner Lisa Weik, chair of the Gateway Corridor Commission, said BRT appears to be the most likely option since light rail costs much more.

If that happens, though, Gateway would be a different type of line than the metro's existing BRT route, the 16-mile Red Line running from Apple Valley to the Mall of America. The Red Line operates on an "enhanced shoulder" of existing roads, Weik said. Gateway BRT, on the other hand, would use a "fixed guideway" — a separate right-of-way that, like light rail, doesn't mix with vehicle traffic.

This dedicated infrastructure can do a better job attracting development than traditional bus routes, which businesses know can always be moved, said Woodbury Mayor Mary Giuliani Stephens.

"When you have something that's running regularly in a dedicated lane, employers are more likely to make that investment," she said.

Yet BRT hasn't spurred development to the same extent as rail in the U.S., said Frank Douma, a research fellow at the University of Minnesota's Humphrey School of Public Affairs. Businesses aren't as enthusiastic about the routes because they know buses can always be moved back to the roads if a BRT line doesn't work out.

Still, it's created development boons in other countries, he said. Both Colombia and China saw growth around their lines. Even some American lines, such as Cleveland's HealthLine, have seen success. The key is building highly visible stations that show they have a steady flow of riders who will spend money in the area.

Economic development isn't the only worry. St. Paul Harley-Davidson owner Tom Giannetti fears the project will take away his parking and kill his business.

Giannetti's store sits in a narrow part of the I-94 corridor in Landfall that's squeezed between Tanners Lake and Battle Creek Lake. Under some versions of the plan, Hudson Road would move north and take out the parking. That would be particularly painful for Giannetti since he paid \$100,000 in assessments and \$20,000 for his own improvements during a street project just three to four years ago.

That's not the only narrow area along the proposed line. Others worry about the Dayton's Bluff neighborhood of St. Paul.

But BRT projects have more flexibility than rail lines to handle such "pinch points" since federal rules just require more than half the project to have a dedicated right-of-way, Weik said. Buses could use the shoulders of existing roads for a portion of the route, as one option envisions near Giannetti's store.

Shared right-of-way is slower, though, and ridership decreases as travel times get longer. Choosing the best balance between speed and impact will be one of the issues studied. Giannetti sits on the community advisory committee but feels that won't matter since planners have already made up their minds.

"I think it's all just show. They're just checking off the list, doing what they need to do," he said.

Gitzlaff disagreed with that assessment: "By far, nothing is a done deal."

Weik expects people's anxiety will decrease as they become more familiar with a project that has no counterpart in the Twin Cities.

Planners still have a lot of work ahead of them. Gitzlaff estimates engineering is less than 5 percent complete, and Weik said construction won't start any earlier than 2018.

"I would say that all of the municipalities are excited about the possibilities. I would say for the public it's a learning process," she said. "Over the next couple years, there really is extensive public involvement."

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## Residents outspoken in opposing Gateway Corridor transit proposals



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By: [Tim Fakis \(/by/tim-fakis\)](#)

“This is still America, I hope,” a visibly upset resident told the crowd at last week’s meeting with policy makers to discuss the Gateway Corridor Project’s light rail and bus rapid transit proposals

Unhappy residents and business owners arrived at Woodbury City Hall Thursday, April 10, most with prepared statements.

It was the final public meeting to discuss the project, with the “scoping process” scheduled to go on until April 16. While the meeting covered both the light rail and bus rapid transit options, the light rail option was mentioned most often.

The scoping process began in March, but this was the first chance residents had to speak directly to planners and decision-makers, rather than in written or electronic form.

Mayor Mary Giuliani of Woodbury chaired the meeting, and there were representatives from Minnesota Department of Transportation, Metropolitan Council and several cities.

“We wanted to make sure we offered an opportunity to the elected officials and decision-makers to get their voice heard by the residents, and that’s what happened,” said Lyssa Leitner, the Washington County planner on the project.

“They want to know that their voice was heard, and that’s absolutely, apparent, I think, that it was.”

On hand was a group of residents who all appeared to oppose the Gateway Corridor Project, though Leitner was clear that the written comments contained opinions both for and against construction of either a light rail or bus rapid transit line from downtown St. Paul to the Wisconsin border.

“We have definitely had a wide range of comments over the process.”

While the written comments may have reflected that range, audience comments at the meeting did not.

“This is eminent domain; this is our property” said Betty Soban of Oakdale. “I talked to six businesses on Hudson Road this morning, and nobody has ever heard of it. These are big businesses. Nobody has heard of this Corridor business.”

She went on to express concerns that decisions had already been made and questioned whether the residents’ opinions were really being heard.

Tom Gianetti, owner of the Harley Davidson Dealership in Oakdale, expressed fear of losing parking spaces outside his store if a light rail or bus rapid transit system is built on the north side of Interstate 94.

“You are now presenting the greatest threat to my business that has ever been presented in my 15 years of ownership,” he said. “The building’s parking lot wouldn’t be affected; it would pretty much be wiped out. It would affect 75 parking spaces.”

Throughout the meeting, other residents spoke out against the construction, citing environmental issues, increased traffic, as well as the difficulties experienced by University Avenue businesses during the construction of the light rail line in St. Paul.

“I think a lot of things said here about different impacts on businesses, property, the environment, safety; these are reasons why we’re doing environmental

impact statements. These are things we want identified,” Andy Gitzlaff, project manager for the Gateway Corridor Project, said following the audience comments.

Although the plans won't be finalized until July, the proposed transit route runs through Ramsey and Washington counties roughly parallel to Interstate 94.

It would include a stop location near the 3M headquarters, and would give the company's employees a new option to get to work. There are potential stops at White Bear Avenue and Sun Ray Shopping Center in St. Paul, giving the nearby retail and office employees more transit options as well.

In Oakdale, there are possible stops at Greenway Avenue, Crossroads/Oaks Business Park and Inwood Avenue.

Doug Stand of 3M's government affairs department said in a written statement, "We support establishing a transit line in the East Metro area."

The Gateway Corridor group was formed in 2009. The hope is for construction to begin in 2018, with an approximate open date set for 2022.

Tim Faklis can be reached at [tfaklis@illienews.com](mailto:tfaklis@illienews.com) (<mailto:tfaklis@illienews.com>) or at 651-748-7814.

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THE PERFECT COMMUTE

# Far Beyond Rush Hour: The Incredible Rise of Off-Peak Public Transportation

ERIC JAFFE FEB 06, 2014 54 COMMENTS



Nolan Levenson

Take a look at the above photo of a New York City subway platform and guess what day and time it was taken. If your snap glance absorbed only the crowd, you probably guessed a weekday rush hour. But look more closely. You don't see grey-haired men in flannel suits with solemn faces, you see All The Young Dudes in jeans just kind of slouching there, dude-like. You don't see businesswomen striding for the stairs, you see ponytails and a lime green T-shirt that wouldn't fly even on the most casual of Fridays.

This is not the picture of a platform at morning or evening rush on a weekday in Manhattan. It's the picture of a platform at [half past one](#). In the morning. On a weekend. In Brooklyn. It's also a sign of things to come.



How getting from here to there is changing forever. [See full coverage](#)

The growth of midday, evening, and weekend transit use is not unique to this particular stop on the New York City subway. More critically, the rise of off-peak ridership is not unique to New York City or to subway systems, either. Metropolitan areas across the United States — whether their primary mass transit system is a metro rail or a commuter train or a bus network — are recognizing that city residents can't get by on great rush-hour service alone. They need frequent, reliable transit all hours of the day and long into the night.

"The growth in transit ridership is happening in the off-peak hours," says transportation planner [David King](#) of Columbia University. "It's strange. You get on a train at five o'clock in the morning and it's jammed."

Take the New York City subway in a broader sense. Since 2007, ridership on the weekends has grown at a much greater rate than ridership on the weekdays. During the period from [2007 to 2012](#), weekday ridership grew at just under 7 percent. During that same stretch, weekend ridership grew at just over 10 percent. A planning director at the Metropolitan Transportation Authority told the *New York Times* [in 2011](#) that to find a similar explosion in weekend subway use you'd have to go back to a time when people worked six days a week.

"The New York City subway has seen tremendous growth on the weekends over the years," says MTA spokesman Aaron Donovan. "Weekend growth has outpaced regular growth."

Now head to the Midwest and take the bus system in Minneapolis-St. Paul. There, too, off-peak service demand has outpaced rush-hour growth along some bus corridors. In response, the Metro Transit agency in the Twin Cities [expanded evening and weekend service](#) last summer. Some off-peak frequencies [have tripled](#) — down to a bus every 20 minutes instead of one every hour. That puts service ahead of where it was even before the Great Recession. In other words, this isn't just the economy recovering, it's ridership surging.

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## City residents can't get by on great rush-hour service alone.

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"There's many routes where the off-peak ridership is growing faster than the peak ridership," says John Levin, director of service development at Metro Transit. "We're always going and finding where we can free up resources and where we need to add resources, and it tended to be that we've seen the most need during the off-peak, in terms of the overall scale."

And go to Los Angeles, where even commuter rail — the transport mode created specifically for rush-hour riders — has seen an off-peak and weekend bump in some metro areas. Metrolink spokesman Jeff Lustgarten says weekend ridership in May 2013 hit 21,315, a jump of nearly 30 percent on the year before. He says that while weekday ridership is steady, weekend growth has been in

the double digits. In response to this off-peak demand, Metrolink began [promoting weekend rides](#) and recently doubled [some Sunday service](#).

"Certainly commuter-based travel is always going to be a core component of overall ridership, but people who have recreational trips ... they're taking advantage of the system on the weekends," says Lustgarten. "Generally speaking, people are looking for alternative means of getting around town."

Looking for it on a weekend. In spring and summer. In Los Angeles.

• • • • •

Transit experts have been [making the case](#) for off-peak service expansion for years. It's often [cost-efficient](#). (Many drivers needed for rush hour get paid to sit around during the midday hours.) It's always great for society. (Lower-income people use off-peak transit at much higher rates than wealthy people; a [2003 study](#) found that 60 percent of off-peak riders made under \$40,000 a year.) And there's enormous growth potential. (Two-thirds of transit trips are *not* work commutes, as the [Commuting in America, 2013](#) chart below shows, making them strong candidates to occur outside rush hour.)

"There's long been a recognition here that frequency improvements — especially off-peak frequency improvement — more than pay for themselves in terms of ridership," says Metro Transit's Levin. "When we doubled the frequency on one of our core routes a few years ago, we more than doubled the ridership."

**Table 2-2.** Transit Commuting in Perspective

Public Transit Travel 2009			
Household Travel	Percent of Total Annual Transit Trips	Percent of Total Annual Transit Travel Time	Percent of Total Annual Transit PMT
Commuting	30	34.0	39
Work-Related/Business Travel	3.5	3.8	4.5
Other Purpose Household and Tourist/Visitor Travel	66.5	62.2	56.5
Total	100%	100%	100%

Source: NHTS 2009.

[Commuting in America, 2013](#).

Best of all, the benefits of full-day service create a cycle that perpetuates more transit use across the board. That's the main takeaway of a recent off-peak service analysis made on the Pascack Valley line of New Jersey Transit commuter rail. The agency introduced non-rush hour trains on that line in October 2007 — seven inbound and six outbound where there'd been no off-peak service before. In June 2010, Devajyoti Deka of the Alan M. Voorhees Transportation Center began conducting surveys and on-board focus groups with off-peak and peak riders alike, to see how the service change had influenced their behavior.

Without question, the addition of off-peak service on the Pascack Valley line took cars off the road. In a [recent issue of Transportation](#), Deka and coauthor Thomas Marchwinski of NJT report savings of at least 12 million vehicle miles a year. More fascinating was the way off-peak trains affected rush-hour

ridership. Roughly 5 percent of surveyed riders started using more peak trains once the off-peak service was introduced. And of all the passengers who said they'd go back to driving if off-peak service were cancelled, three in five were peak riders.

Deka believes that there's a psychological element to off-peak service that transit agencies fail to appreciate. If people know a train can take you back anytime you need, they're more willing to take the train in during rush hour in the morning. "They have this thing in the back of their mind that if they have to come back early they can come back early, or if they have to stay late they can stay late," says Deka. "So there is this indirect benefit which you will not notice in ridership data."



*A crowded New York City subway platform. (Reuters)*

(As for that ridership data, Pascack Valley weekend ridership was up more than 20 percent in the first quarter of 2013 over the year before, while weekday was up 8 percent [\[PDF\]](#). That trend held true across the whole NJT system: weekends up 12 percent, weekdays 3 percent.)

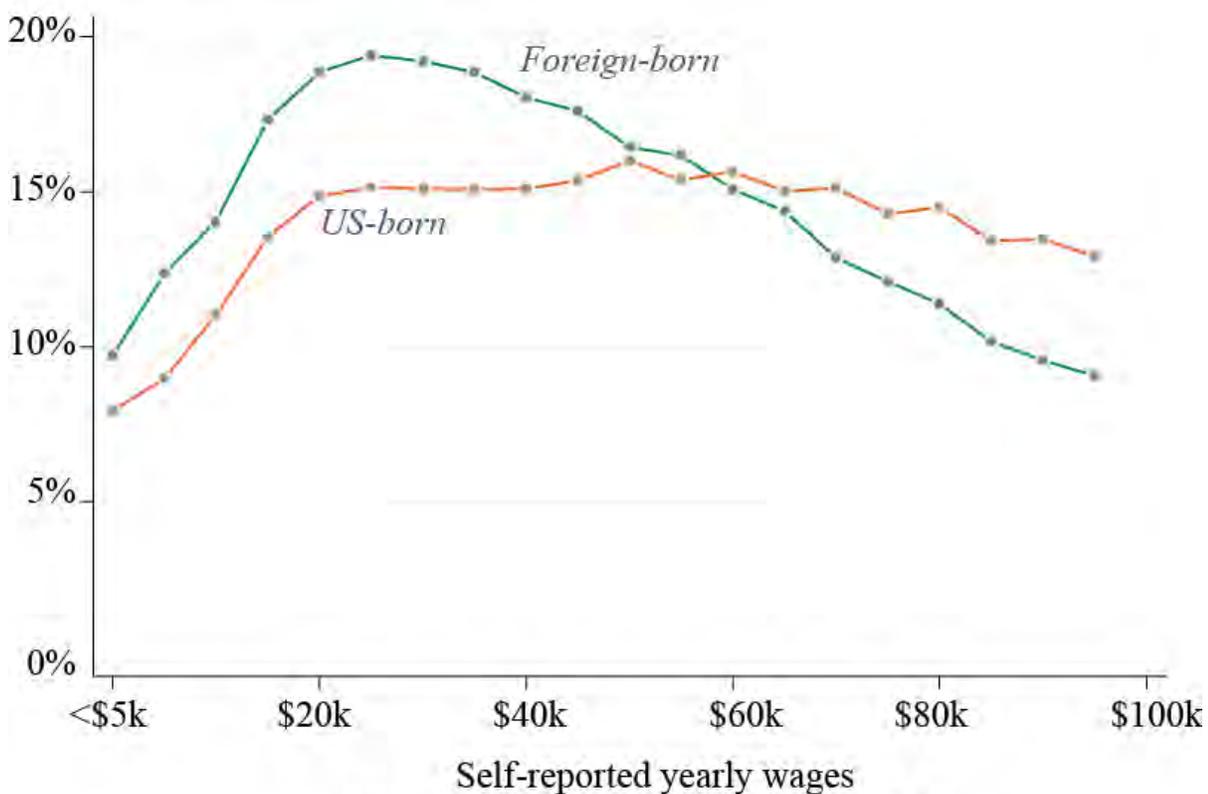
Considering the rationale for off-peak service has been around for years, the big question is why transit agencies are only now seeing enough fresh demand to do something about it. Some agencies point to changing travel habits [among Millennials](#). Some experts see a broader but related shift in American auto dependency, with an increasing number of urban households [living car-free](#). That's true even in places without great transit systems — Detroit experienced a 5 percent increase in car-free households from 2007 to 2012 — suggesting economic roots.

Immigration might play a role in off-peak demand, too. Last year, [Governing reported](#) that immigration had surpassed domestic population growth in 135 U.S. metro areas, according to Census data. Such demographic shifts could have a big influence on the nation's transport network, because

low-income immigrants are much more likely to commute off-peak than their American-born counterparts (see evening rates below), says planning professor [Michael Smart of Rutgers](#), who studies [immigrant transportation patterns](#). They're also more likely to use transit for the types of non-work trips that often occur off-peak; for instance, says Smart, they're five times more likely to take transit to get groceries.

"It's definitely true that immigrants are more likely to be using transit to get to work in odd hours," he says. "But even more than that, they're much more likely than the U.S. born — particularly low-income or low-skilled foreign-born people — to use transit for things that are not about a job."

### Percent commuting to work between 8pm and 6am by wages and nativity.



(Source: American Community Survey, 2006-11)

Courtesy Michael Smart.

Then there are changing work patterns themselves. The [rise of telecommuting](#) means people traveling at non-traditional times for both labor and leisure. Such shifts, in turn, mean service workers must travel at off times to get to their jobs. The result, says David King, the Columbia planner, is a bifurcation of the labor market in which neither high-skill nor low-skill workers are tethered to a 9-to-5 workday — or a 9-to-5 transit system — as strongly as they used to be.

"That will dramatically change how we travel," says King. "What that means for future investment priorities is also important."

• • • • •

Bay Area Rapid Transit is already weighing what off-peak demand might mean for [tomorrow's transit investments](#). BART has long been [considered a hybrid](#) commuter rail and metro core system: serving downtown San Francisco but also the suburban Bay area. The plans for 2025 and beyond, dubbed "[Metro Vision](#)," call for tipping this balance toward the core end [\[PDF\]](#). That means trains running every 15 minutes or better middays, late nights, and weekends — true "show up and go" service.

"That gets us less out of the commuter rail mindset and more to the metro mindset of frequent service for 18 hours a day, rather than just frequent service during the peak," says [Tom Radulovich](#), head of the BART board of directors. "Metro Vision, just the name of the project implies that at least the BART planners think we're more of a metro than commuter rail. And this is what metros do — run frequent off-peak service."

The ridership trends certainly point in that direction. Off-peak ridership on BART has grown steadily since mid-2011, often outpacing rush-hour rates. In October 2012, for instance, peak ridership grew 10 percent on the year before while weekday off-peak grew 14 percent, Saturday grew 21 percent, and Sunday grew 13 percent. The agency made off-peak expansions several years ago only to cut them [during the recession](#), but it's started making them again on what Radulovich calls the "shoulders of the peak." Those first few trains after rush-hour service ended were just too crowded.

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## The early adopters of tomorrow's all-day transit systems are likely to be big agencies in major cities.

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Radulovich sees a number of reasons for the rise in off-peak demand. Tech companies keeping unusual hours. Service workers returning to the job market on swing shifts. A declining rate of car-ownership among riders. Perhaps above all, a rise in residential and business development in and around BART stations — and not just those located downtown. Altogether it amounts to a culture of residents less reliant on the automobile for whatever trip purpose, at whatever trip time.

"I think those folks are going to want BART to run more frequently and be more convenient at more hours of the day," he says.

"They're going to be interested in off-peak trips, they're going to be interested in Saturday and Sunday frequency, they're going to be interested in evening frequency, they're going to be interested in late-night service, in a way that our traditional park and ride suburban constituency is not."

Of course, if it were easy to build a full-scale all-day transit system, more cities would have done it. The challenges generally break down into money and politics (what doesn't?). On the economic side, there's a reluctance to shift resources away from rush-hour because that's where ridership, and thus revenue, is more certain. Off-peak service means new operating costs, in the form of drivers and maintenance, and perhaps even new capital expenses. Since most fleet maintenance is done on weekends and nights — in a word, off-peak — some systems will need more vehicles to expand service into those periods.

At the cultural end, the low-income riders who stand to benefit most from increased off-peak service often have the weakest political voice. Some politicians carry a vehicle bias: they will see empty midday buses and trains and blast off-peak expansion as wasteful, even as they endorse highway

lanes full of single-occupancy cars. Others have a rush-hour mindset: they come to work at that time, so everyone else must, too. These counterarguments aren't always off-base. Most people *do* drive most places, and the biggest commute shares *do* occur at the peaks [PDF].

"The peak tendency has been amazingly consistent," says Steven Polzin of the University of South Florida, co-author of the *Commuting in America, 2013* series on commute trends. "One of the intriguing things is there's been a decline of the 'peak of the peak' commuting, but not a lot."

What that means is that the early adopters of tomorrow's all-day transit systems are likely to be big agencies in major cities. That's not to say smaller areas lack the popular demand or the institutional desire to go off-peak. Just recently Jacksonville, North Carolina, population 70,000, [expanded bus service](#) to the shoulders of the peak so more commuters could get to and from work. It's more to say that "somebody has to change the tradition," as Deka puts it, "and the big agencies are in a better position, I think, to change the tradition."

Top image: [Nolan Levenson](#) courtesy [Rudin Center / NYU](#).

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Eric Jaffe is a contributing writer to *The Atlantic Cities* and the author of *A Curious Madness* (2014) and *The King's Best Highway* (2010). He lives in New York. [All posts »](#)

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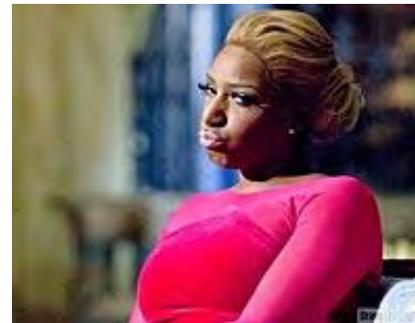
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direct victim of the crime whose home was broken into and their property stolen. Second, the defendant who faces conviction and punishment. Third, the prosecutor who represents the general public interest in ensuring the rules of society - including the rules of court - are upheld.

Each has distinct rights that are taken into consideration in the criminal law system.

To begin the case the prosecutor prepares a written document, known as a formal complaint, which describes the alleged crime and recites the maximum possible criminal penalty. The complaint can't be issued unless both the prosecutor and a judge believe that probable cause exists.

At Bob's first appearance in court the judge is required to advise Bob of his constitutional rights. The case will not proceed until the judge is satisfied that Bob understands his rights and the charges that he faces.

At this initial hearing the judge may also set release conditions to insure that Bob will appear for future court proceedings and that public safety is protected. In some Minnesota counties, a hold-over rule from the days of when we had a separate county court system, breaks this initial hearing into two separate hearings.

Next comes the omnibus hearing. This is one of the most important hearings in the process. It allows either side to have the judge decide evidentiary, procedural, constitutional, and statutory issues affecting the case. Bob will also now be formally arraigned. This means he will officially answer the charge by pleading either guilty or not guilty.

Unless the case is dismissed at the omnibus hearing, the case next proceeds to a pre-trial conference. This hearing is the last best chance for the two sides to resolve the case before trial. If the case is not settled, the two sides will work with the judge to resolve logistical issues so the case can be tried

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## Readers' **LETTERS**

### 'Process' is the mantra of transit backers

The word "process" is the mantra of the tyranny of transit.

I heard the word Thursday, April 10, at the Public Advisory committee meeting public scoping comments session, where I heard it an uncountable and always nauseating number of times - the word "process." It is the word the Gateway Corridor Commission members and their hirelings and robots and subcommittees answer you with when you question what is happening and what is the meaning of the latest which at this time is so-called "scoping." At this time, scoping is the component of the inevitable "process" toward jamming light rail down our throats.

Dear reader, think what the word "process" simply means: "to proceed" ... and that is what these tyrants do all the while answering your question of what will occur by saying "we just have to see how the process plays out. I heard Mr. Tom Giannetti, the owner of the beautiful St. Paul Harley-Davidson on Hudson Boulevard North ask, "Are you going to destroy my business Tell me now so I can protect myself." No, Mr. Giannetti, we don't know what will happen to your beautiful motorcycle store - we just have to see how the "process" plays out. Nausea again gripped my midsection.

Mr. Giannetti, you are not alone. The rest of us along Gateway Corridor will also pay by huge taxes and debt and our grandchildren will inherit it ... all to satisfy the fantasy of transit of the Metropolitan Council, their committees, and our very own local political robots as we saw April 10 are pushing it for them.

Dear reader, please let me make you understand, it is all in the "process."

Bob Tatreau - Woodbury

### School officials not exercising openness

I read the recent story in the Bulletin about the recent changes at School District 833 ("Two top school officials out," March 26). It certainly seems that there is quite a bit of reason for concern about the recent personnel announcements. It seems to me that in this economy when two people in a position as high as assistant superintendent - each making nearly \$140,000 a year - both resign at the same time, there is a lot more to the story.

The fact that neither they nor Superintendent Keith Jacobus would comment on the matter just adds to the conjecture. The picture becomes even more unclear when we hear that the superintendent's executive assistant received some sort of buyout and has been given a gag order in some sort of resignation agreement she signed.

The article then adds that when School Board member Jim Gelbmann wanted to conduct a performance evaluation of Jacobus, no other member would second the motion.

To me these actions raise a red flag. When taken with the sudden dismissal of the last superintendent, this district seems to be in a free fall. As a taxpayer, I would like to know what is going on and who is

See **LETTERS** Page 7A

# Neighborhood-level changes needed to protect water supply

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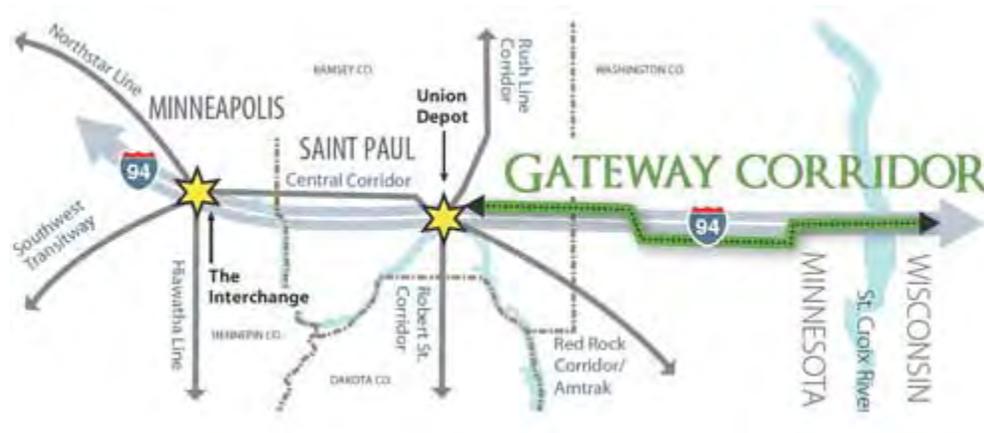
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**Right now, state legislators are making critical decisions about what projects to fund in 2014. The Gateway Corridor deserves to be on their priority list.**

We need more transit options in the East Metro—and the 11-mile Gateway Corridor is a smart investment for Minnesota. Gateway is slated for bus rapid transit or light rail between Woodbury and Saint Paul (with connections to the West Metro). As a key component of the emerging region-wide transitway system, Gateway is projected to serve 5,000 to 10,000 riders per day.

The Counties Transit Improvement Board (CTIB) is seeking \$5 million in general obligation bonding for Gateway Corridor design, engineering, and project development.

**[Take action now to help move this project forward.](#) Tell Chair Stumpf and your own State Senator you want funding for the Gateway Corridor included in the 2014 Senate Capital Investment bill.**

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