

### Community Advisory Committee (CAC)

#### Agenda

Monday, July 21, 2014, 6:00 – 8:00 pm  
Mounds Park Methodist Church  
1049 Euclid St, St Paul, MN 55106

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|--|-----------------------|
| 1. Introductions / Meeting Overview  | 6:00 – 6:10           |
| 2. Update on Scoping Decision  | 6:10 – 6:15           |
| 3. Overview of Locally Preferred Alternative Process                                   | 6:15 – 6:30           |
| 4. Review of Supporting Technical Information for Locally Preferred Alternative        | 6:30 – 7:00           |
| 5. CAC input to the Locally Preferred Alternative (facilitated small group discussion) | 7:00 – 7:45           |
| 6. Next Steps & Upcoming Meetings  | 7:45 – 7:50           |
| 7. Public Comments   | 7:50 – end of meeting |

*For more information contact: Lyssa Leitner, Washington County,  
[Lyssa.leitner@co.washington.mn.us](mailto:Lyssa.leitner@co.washington.mn.us), 651-430-4314*

## Community Advisory Committee (CAC)

MEETING SUMMARY  
MONDAY, JULY 21, 2014  
6:00 – 8:00 PM

MOUNDS PARK METHODIST CHURCH – ST. PAUL

### CAC Attendees

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- Doug Swalboski, St. Paul
- Jacob Lambert, St. Paul
- Paul Sawyer, St. Paul
- Andrew De Jong, Marine on St. Croix
- Eric Morley, Woodbury
- Tom Giannetti, Landfall
- Kathy Tucci, Lake Elmo
- Donald Gonser, Landfall
- George Gorbatenko, At Large
- Mark Jenkins, Maplewood
- Linda Stanton, Woodbury
- Rebecca Ryan, At Large

### Staff Attendees

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- Lyssa Leitner, Washington County
- Hally Turner, Washington County
- Jeanne Witzig, Kimley-Horn
- Beth Bartz, SRF
- Adele Hall, SRF

### Other Attendees

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- Dorothy Patterson, Landfall resident

### Introductions/Meeting Overview

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Lyssa Leitner and Paul Sawyer explained the structure of the meeting and the small group facilitation.

### Update on Scoping Decision

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Lyssa Leitner explained that this will likely be the last CAC meeting for a few months. After the locally preferred alternative (LPA) decision is complete the project team will work on technical analyses for the Draft EIS.

The Policy Advisory Committee (PAC) and Gateway Corridor Commission (GCC) met on July 10 and approved a Scoping Decision that was mostly consistent with the CAC's recommendation: BRT will be studied, LRT will not be studied, and managed lane is not locally supported for inclusion in the Draft EIS, but will be studied at the request of the Federal Highway Administration (FHWA). The next step is for the Washington County Regional Railroad Authority to approve the Scoping Decision on August 5. Then the project will begin the Draft EIS technical analysis.

## Overview of Locally Preferred Alternative Process

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Lyssa Leitner explained that the next phase of project decision-making is the selection of the LPA. The LPA is a general description of the alignment and mode of transit preferred by the local units of government. The description also includes starting and ending points, general route and length, and the mode of transit. The final action of the LPA decision is inclusion in the Metropolitan Council's 2040 Transportation Policy Plan. The TAC made their LPA recommendation last week; the CAC will provide input today, and the PAC will decide on a draft LPA on Thursday, July 24. The PAC will then hold a public hearing on Thursday, August 7, at Conway Recreation Center at 6 p.m. The federal agencies (FTA or FHWA) do not have input on the LPA decision.

## Review of Supporting Technical Information for Locally Preferred Alternative

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Lyssa Leitner showed before and after photos from the recent trip to tour the Los Angeles Orange Line, as well as a video of a trip through the corridor, to demonstrate what a dedicated guideway looks like. She then reviewed the technical information regarding each of the LPA alternatives.

**Length and stations:** all of the alternatives are about 12 miles long and have 12 stations each.

**Ridership:** there were four alternatives recommended as part of the Scoping Decision: A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, and A-B-C-D2-E3. The ridership forecast has not been completed for the recently-suggested A-B-C-D2-E1 alternative, but it would be in the same range as the other alternatives.

**Travel times:** travel time is approximately 30 minutes from Union Depot to Manning Avenue for all four(?) alternatives.

**Feeder routes:** on the map blue routes are existing routes, yellow routes will use the guideway, and purple routes mostly serve downtown Minneapolis and would not use the guideway. The red routes are feeders into Gateway stations. The feeder routes are conceptual and are used to estimate operational costs included in the overall Gateway Corridor project costs. These routes will likely change throughout project planning.

**Traffic:** Radio Drive and Woodbury Drive are congested today and at-grade bus crossings would disrupt traffic further. Avoiding these streets by diverting buses over or under them is expensive. Intersections on the western end of the corridor in St. Paul may also have issues that need to be worked through. The intersections of Inwood Avenue and Keats Avenue are of lesser concern for long term traffic impacts. With themany design options for BRT some impacts can be avoided and potential solutions are still to be determined.

**Pinch points:** the map shows pinch point locations along the corridor—at Mounds Boulevard, between Etna Avenue and White Bear Avenue, and near Tanners Lake—where there is a lack of space for an exclusive guideway. These places were identified by measuring the distance between MnDOT right of way and private property, and noting where there is less than 20 feet between the two. One reason BRT was selected was because of its flexibility in design to avoid some impacts. Adding two lanes of new freeway capacity would result in similar or additional property impacts. Tom Giannetti commented that the BRT project is limited to the north side of the freeway because that is where there are more people and businesses to pick up and drop off people. If there were extra lanes added to the freeway, there is more leeway in design because the facility could shift north or south. Lyssa Leitner responded that the focus of the map is to show impacts to both MnDOT and private property if the BRT has an exclusive

guideway for the length of the corridor. It also shows that MnDOT property is inconsistent along the freeway and that ownership of Hudson Road also changes along the length of the freeway. There is not a lot of extra space to work with in certain locations. Whether an exclusive guideway or managed lanes are constructed, the project would encounter these pinch points. The LPA decision today does not include solutions for avoiding impacts at the pinch points; it is not that detailed.

**Capital Costs:** capital costs are in mid-year of construction dollars (2020\$). Costs represent construction of a fully dedicated guideway for each alternative. There is not a large variation in costs between the alternatives.

**Transit Oriented Development (TOD) potential:** is an analysis of each city's comprehensive plan and the jobs available in the corridor today, as well as what we could expect from redevelopment of the undeveloped land. All of the undeveloped land near I-94 is planned for development. There is a possibility for more density and more jobs in the corridor than what exists today. There is possibility for slightly more jobs in the future in Lake Elmo because it could be built at a higher level of density than the current developed land in Woodbury. There are more retail jobs along the D1-E1 alternative. Kathy Tucci noted that non-retail jobs are typically full time and have some benefits. Retail jobs are typically under 30 hours per week and do not include benefits. Tom Giannetti added that commerce is important too, as well as jobs. TOD only considers places where people can make money, but not where they can spend money.

**New Starts:** in order to compete for federal funds the project needs a medium rating overall. The project hovers between a medium and medium-low on the various criteria; the alternatives are rated about the same for each criteria.

**TAC recommendation:** A-B-C-D2-E2 was recommended by the TAC as the LPA. There are few technical differences among the alternatives, so the TAC discussion revolved around providing job and economic development opportunities.

Andrew De Jong suggested that the group should be thinking about the current demographics on the western and eastern ends of the corridor. The types of jobs that will likely be created are upper class jobs in offices and Andrew asked if people from the city will commute to these jobs in the suburbs. Mark Jenkins responded that millennials are making these trips today; it's a national trend. Lyssa Leitner added that there are very few jobs on the east side of St. Paul. Bi-directional transit service is very important for people to access all kinds of jobs. Kathy Tucci noted that Bremer Bank has grown from 250 to 400 employees in their Lake Elmo location and is looking to expand their 1,000 square foot facility. Jobs range from customer service and data input to IT; these are the back office operations of a large company. In 20 years the bank estimates that they will have 750 employees at that location. The company chose Lake Elmo because of the available land, but the bank sometimes has trouble attracting employees because it is difficult to get there without mass transit. Beth Bartz noted that Oakdale said they could be supportive of D1 or D2 but preferred D2; Lake Elmo preferred D2 because it supports their growth and further development; Woodbury did not support D1, only D2, and preferred E2 because they see potential to plan for development around the project. The property owner to the south of I-94 in Woodbury along the E2 alignment is in favor of the project.

## CAC Input to the Locally Preferred Alternative

*In three small groups, CAC members discussed the LPA question: from the perspective of your community, which alternative has the strongest prospect for local support, meeting the Purpose and Need, and competing for funding?*

Beth Bartz reminded the group that the A, B, and C segments are consistent, D and E are for discussion. The no-build alternative will stay in the Draft EIS no matter what. CAC members are encouraged to discuss if the LPA is built, what is the best option among the four. Tom Giannetti asked if there are people on the CAC who think the project should not be built, how will their views be represented. Paul Sawyer assured the group that he will represent all of the viewpoints heard at the meeting to the PAC on Thursday.

Group 1: Kathy Tucci reported that their group went back to the question of which option would have more support. If the land owner along E3 isn't interested, but the land owner near E2 is supportive and wants to develop their land after the infrastructure is built. The group questioned the time and money needed to complete the "jog" between the D2 and E2 alignments. The group also recognized that there is a lot of truck traffic and trucking facilities and companies on the south side of I-94 east of Manning. These are downsides but the property owners are willing and excited. The group debated D2-E3, but in the end the group recommends D2-E2.

Group 2: George Gorbatenko reported that D2-E2 makes the most amount of sense but is not that different than the others. It is important to have the developers embrace the concept, if the property owners were all interested the D2-E3 concept would make more sense so you are not adding an unnecessary 'jog' to the south. The circulators and feeders must be integrated.

Group 3: This group did not reach consensus. Mark Jenkins reported that from a Maplewood perspective it's mostly important to be able to get east and west from the 3M station; there is a weak preference for D2-E2. The other two members, Andrew De Jong and Linda Stanton, suggested routes that serve and terminate in existing developments, either an A-B-C route that terminates with a park and ride west of or near I-494/I-694, or an A-B-C-D1 alternative that terminates near Tamarack Village in Woodbury. These members also suggested adding more local and express bus service.

## Next Steps and Upcoming Meetings

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Lyssa Leitner asked CAC members to spread the word about the PAC meeting on Thursday, July 24, where public comment is always welcome, and especially about the LPA hearing on Thursday, August 7, at 6 pm at Conway Recreation Center (2090 Conway Avenue, St. Paul). If people can't come to the hearing they are welcome to send their comments to Washington County by August 13. The PAC will make an LPA recommendation at their meeting on August 14. After the PAC recommendation, each of the cities and counties that the alignment passes through will take up resolutions of support for the LPA in September and October. The LPA will then be included in the Transportation Policy Plan (TPP); public comment is welcome on the TPP, too. Tom Giannetti asked if the cities will have more specific information before they approve the LPA. Lyssa Leitner responded no, it's the same information that the CAC has seen at this meeting; a general description of the LPA with the understanding that a lot more engineering and another level of consent will occur later regarding access points, property impacts, etc. The cities may also choose to include caveats in their resolutions.

Lyssa Leitner noted that she will have flyers for the LPA public hearing available on Friday for distribution and she will contact the CAC to see where Washington County staff should drop off flyers for members to distribute. They will be 8.5x11 for easier distribution. George recommended Maplewood Rec Center for posting a flyer.

## Public Comments

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There were no public comments.



## Draft Environmental Impact Statement

Community Advisory Committee Meeting

July 21, 2014

# Current Status

- Alternatives Analysis Completed 2013
- Draft EIS Underway

## Transitway Development Process



# Additional Opportunities to Learn More and Provide Input

- Invite Gateway team members to meet with your organization or community group
- Contact project staff directly at [GatewayCorridor@co.washington.mn.us](mailto:GatewayCorridor@co.washington.mn.us) or 651-430-4300
- Sign up for email newsletter
- Visit [www.TheGatewayCorridor.com](http://www.TheGatewayCorridor.com)
  - Videos, project updates, analysis reports, meeting summaries
- Visit/Like [www.facebook.com/GatewayCorridor](http://www.facebook.com/GatewayCorridor)
- Comment directly to policy makers at PAC meetings

# Scoping Decision

## PAC/GCC Scoping Decision

- **BRT Alternative:** The following BRT alignment alternatives are recommended for further evaluation in the Draft EIS:

- BRT A-B-C-D1-E1
- BRT A-B-C-D2-E1
- BRT A-B-C-D2-E2
- BRT A-B-C-D2-E3

*These BRT alignments will be further refined to minimize impacts, enhance economic development potential and reduce capital costs*

- **Managed Lane Alternative**

- The PAC acknowledged the FHWA/FTA requirement that the Managed Lane Alternative be included in the Draft EIS but continues to support the findings of the AA that the Managed Lane Alternative does not support the Purpose and Need for the project.

- ***LRT Alternative was not recommended for study in the Draft EIS.***

# Scoping Decision - EIS

- Next step is WCRRA action – Aug 5
- Release of Scoping Decision in August
- Scoping is then complete
- Moving into preparation of the Draft EIS based on Scoping Decision

# Locally Preferred Alternative (LPA) Process

# Locally Preferred Alternative (LPA)

- **Early** indicator of local preferences
- General description of alignment and mode
- Process is governed by Met Council for adoption into their Transportation Policy Plan
- Key step in pursuit of federal funding

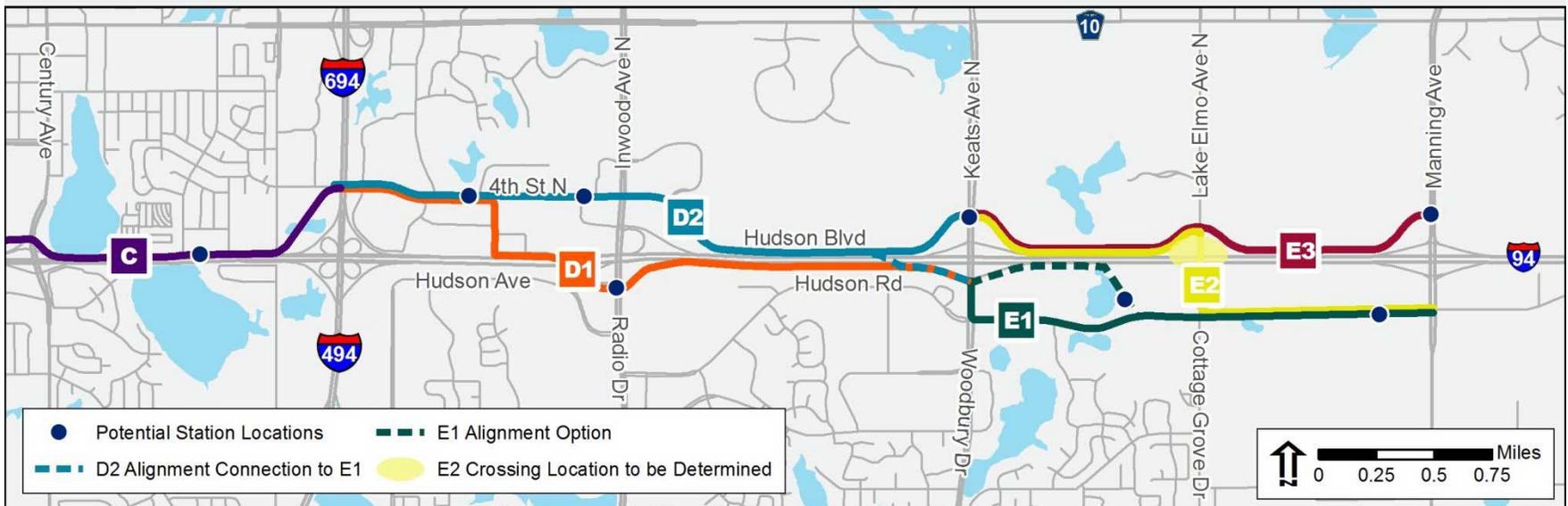
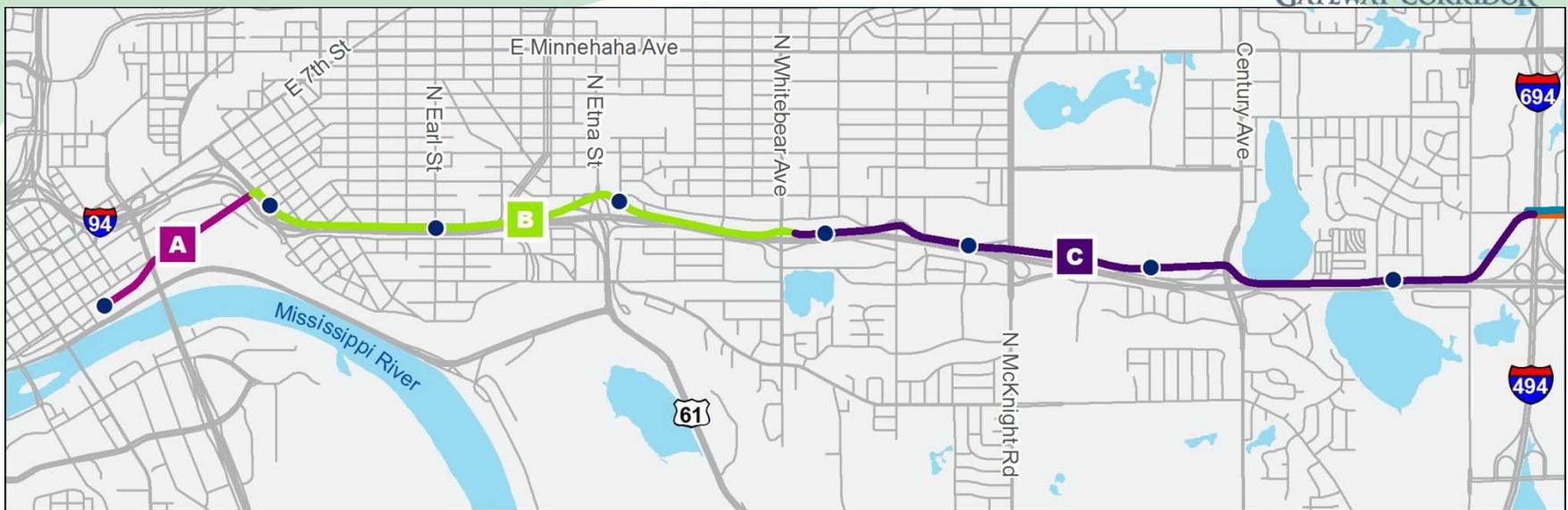
# LPA Process

- TAC Input – July 16
- CAC Input – July 21
- PAC and Commission Draft Recommendation – July 24
- **Public Hearing – August 7**
- PAC and Commission Final Decision – August 14
- Cities and counties pass resolutions of support

# Locally Preferred Alternative (LPA)

## Technical Information

# Gateway Corridor Draft Environmental Impact Statement



All combinations have 12 stations and are ~12 miles

- Orange Line Video

# Ridership – The alternatives do not vary significantly in their ridership

	BRT Alternatives		
	A-B-C-D1-E1	A-B-C-D2-E2	A-B-C-D2-E3
<b>2030 Daily Ridership</b>			
<b>Without express riders</b>	8,600	8,800	9,100
<b>With express riders</b>	13,100	13,300	13,600

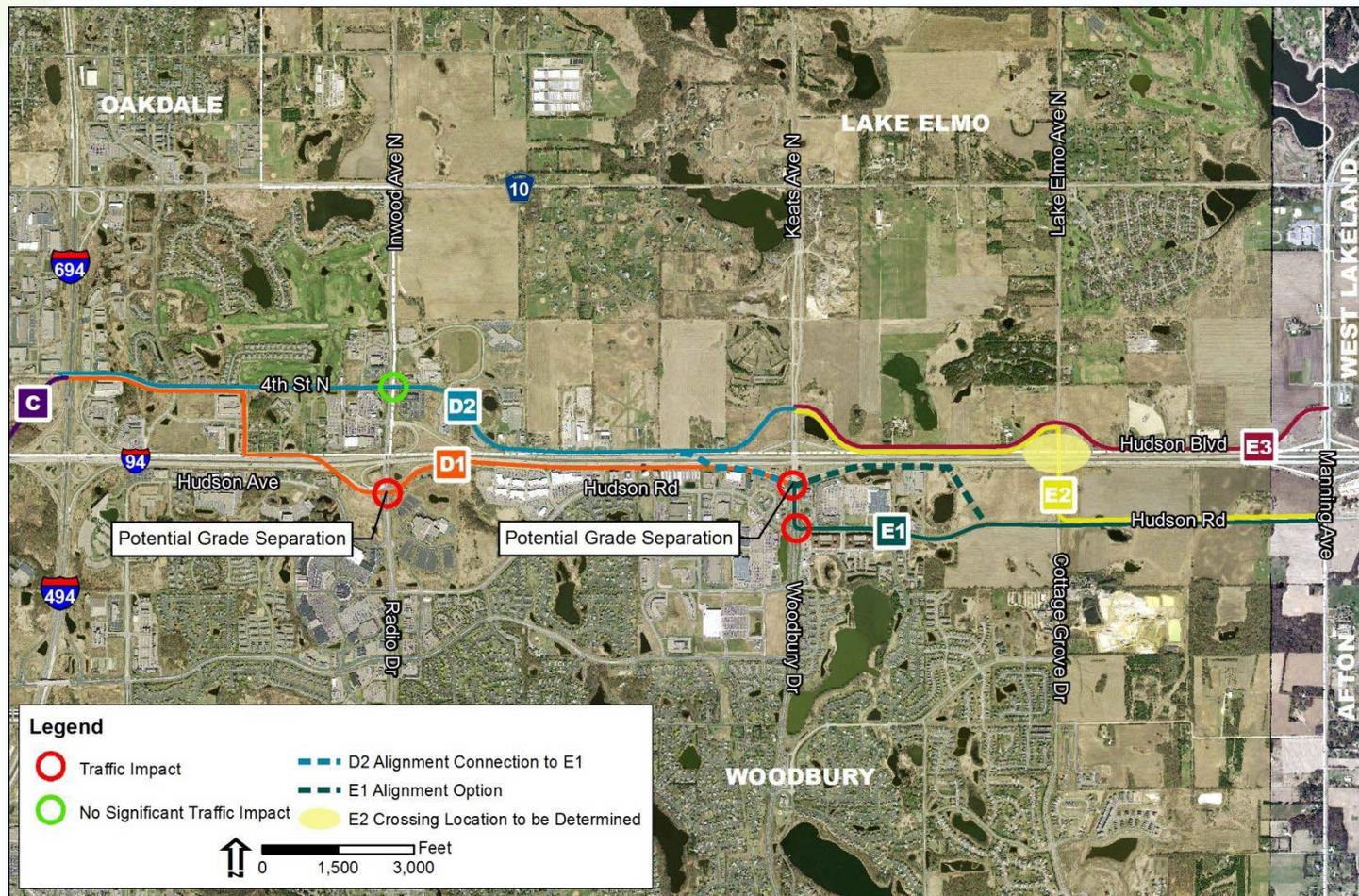
# Travel Time – Alternatives do not vary significantly in terms of travel time

BRT Alignment	Travel Time
<b>Alignment ABC-D1-E1</b>	<b>30.0 – 30.3</b>
<b>Alignment ABC-D2-E1</b>	<b>30.2 – 30.5</b>
<b>Alignment ABC-D2-E2</b>	<b>29.5 - 30.3</b>
<b>Alignment ABC-D2-E3</b>	<b>29.4</b>

*Note: Travel time estimates are to/from Union Depot and do not include the downtown St. Paul segment, which is approximately 8.3 minutes of additional time peak direction and 9.5 minutes of additional time reverse peak direction. Travel times include station dwell time and traffic signal delay as appropriate. Ranges of travel times reflect potential slight variations in alignments under discussion at this time.*



# Traffic Impacts – would the alternatives result in different impacts to local traffic?



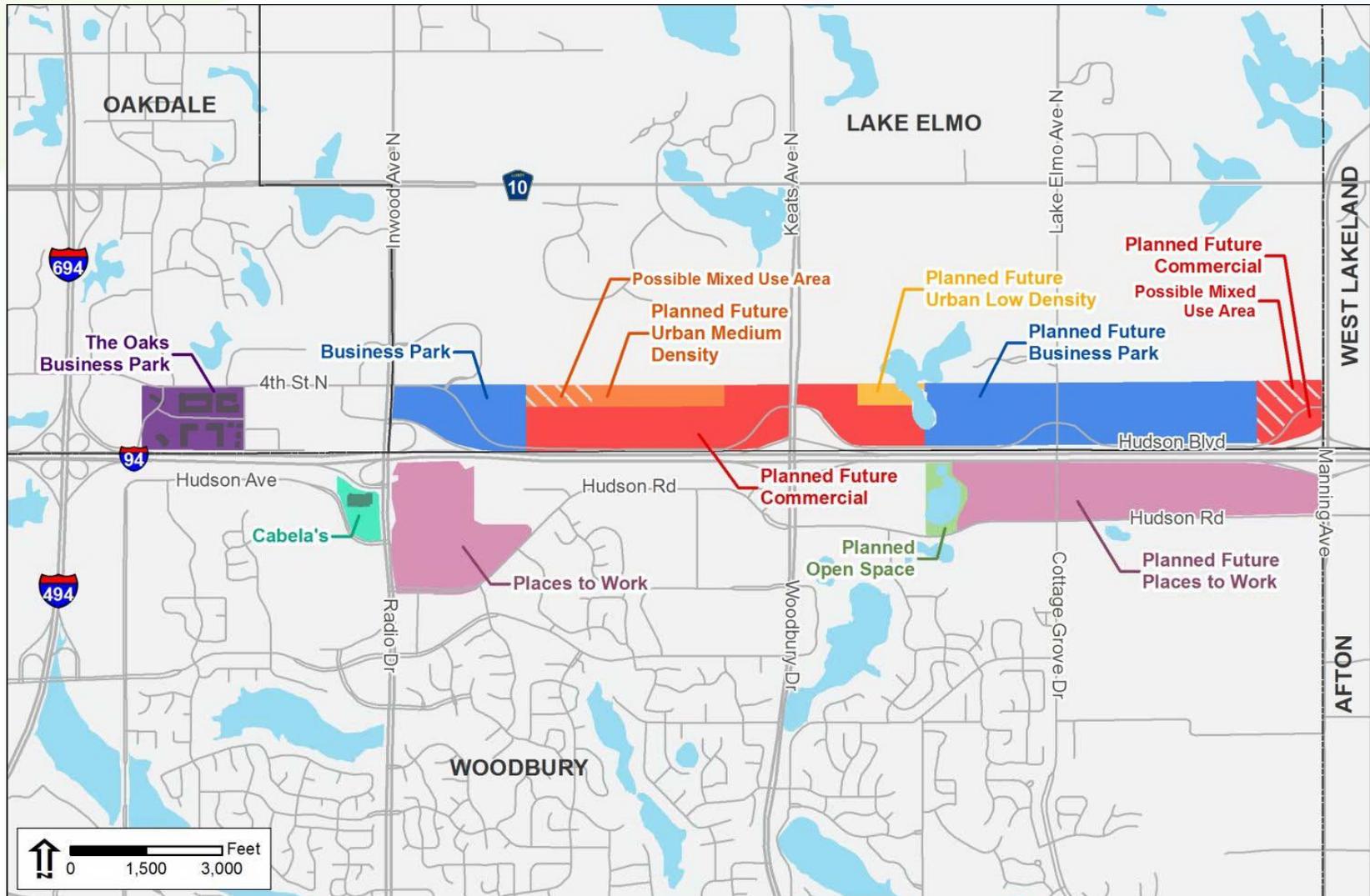
# Capital Cost

D/E Alignment Alternative	Capital Cost
D1-E1	\$108M - \$114M
D2-E1	\$91M - \$96M
D2-E2	\$83M - \$89M
D2-E3	\$85M

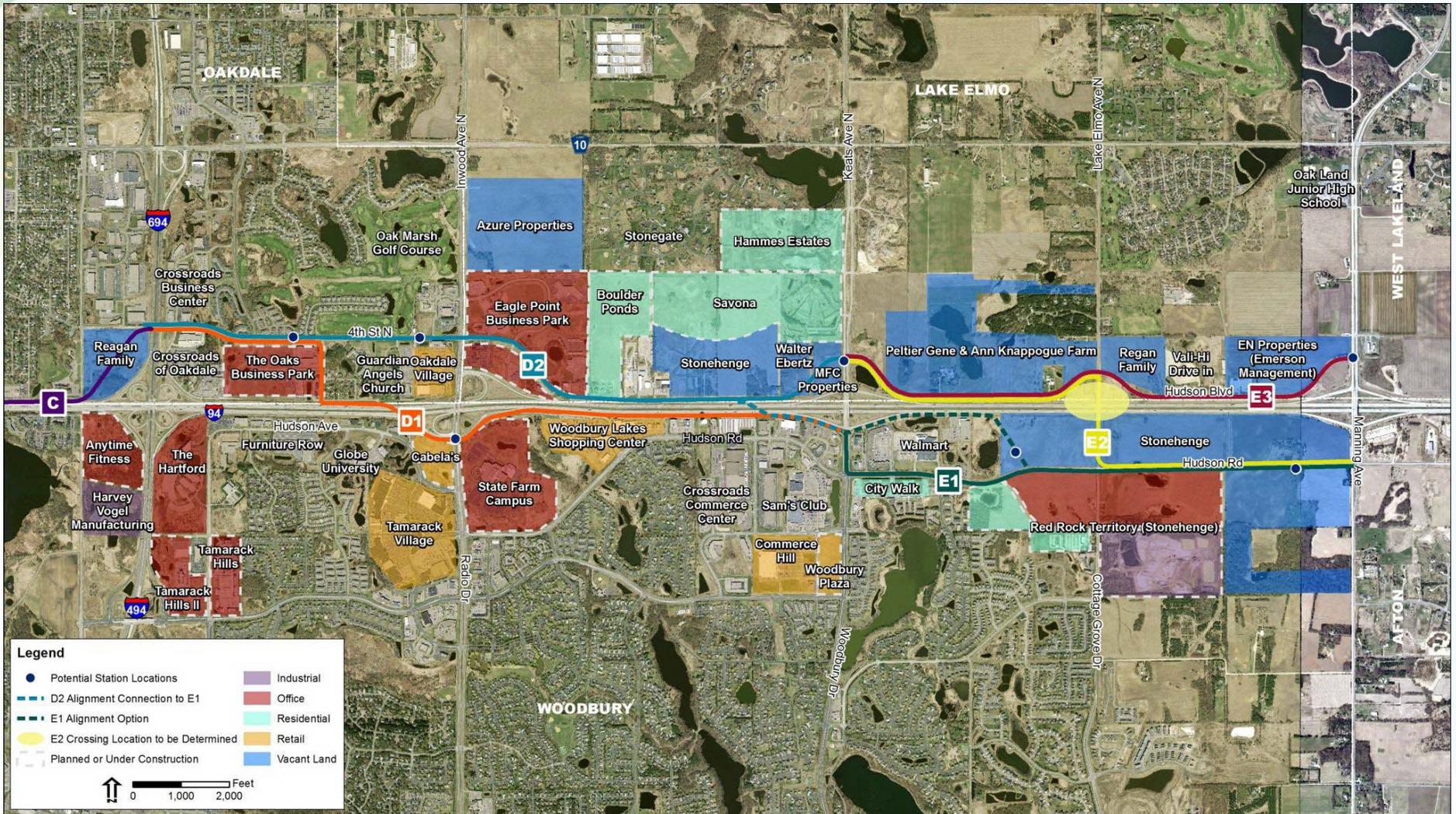
Higher Capitals Costs resulted from:

- New bridge structures over I-94 (D1 and E2)
- Grade separations at Radio Drive (D1) and Woodbury Drive (E1)

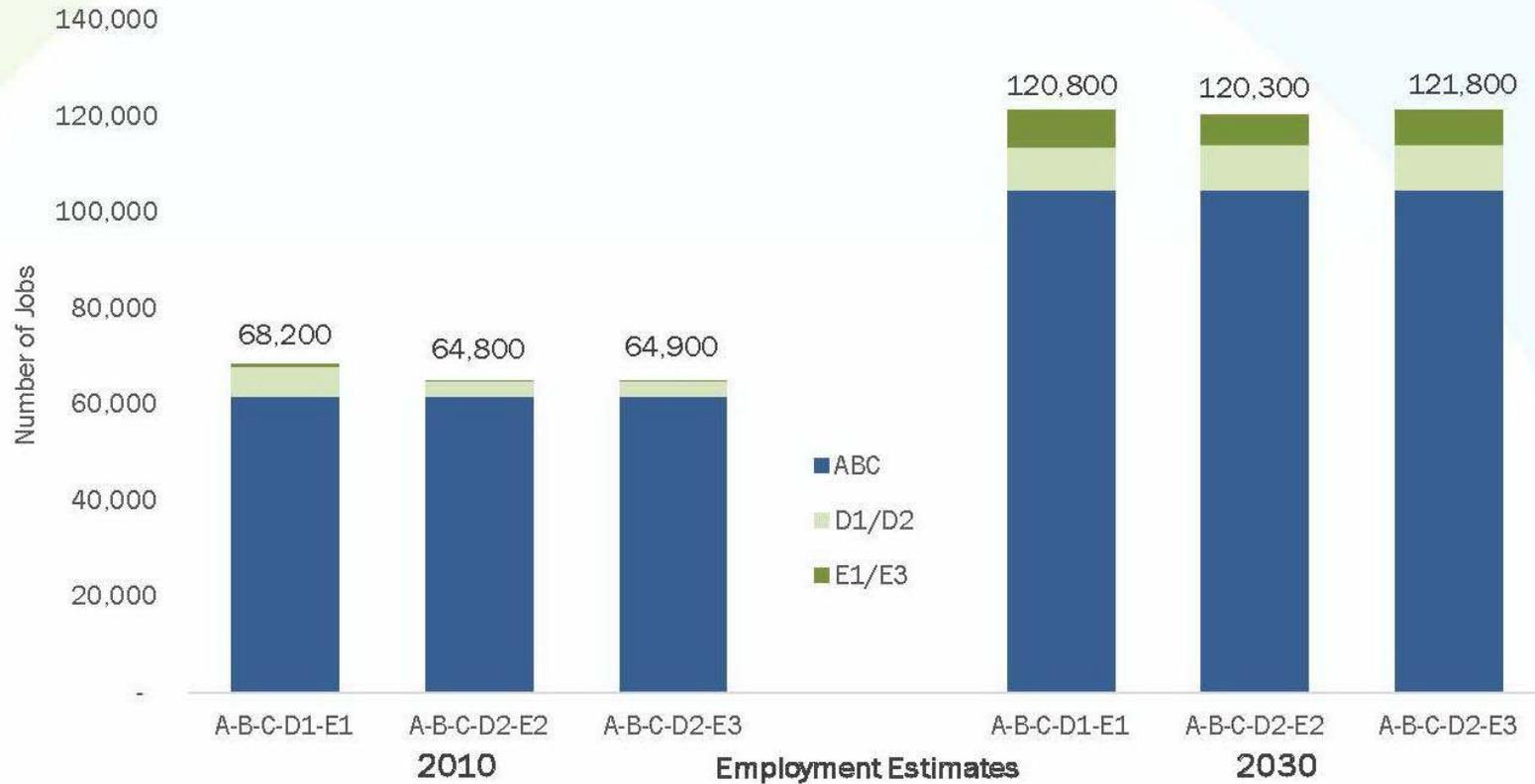
# TOD Potential



# Corridor activity sites



# Corridor Jobs



Source: Metropolitan Council

The difference between alternatives is small when considering the total number of jobs on the corridor.

# 2030 Job Types

	D1-E1	D2-E2	D2-E3
Retail Jobs	8,500	5,900	5,800
Non-Retail Jobs	112,300	114,400	116,000
Total Jobs	120,800	120,300	121,800

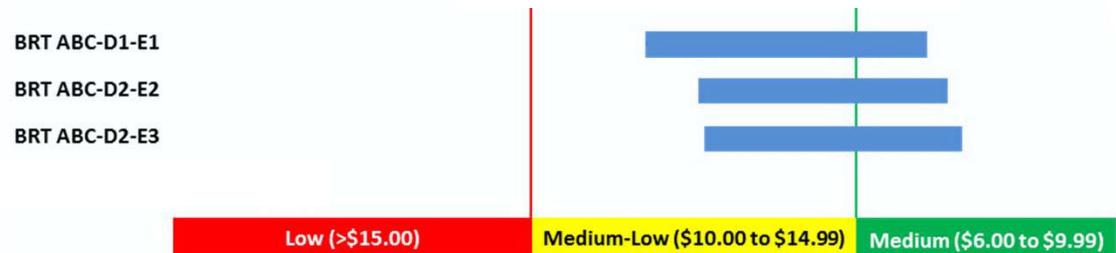
# Do the alternatives vary in potential rating under MAP-21?

## Mobility Improvements: Weighted Annual Riders



*Daily riders (double-counted transit dependents) times annualization factor, averaged between current and 2030 time horizons*

## Cost Effectiveness: Capital & Operating Cost per Project Trip



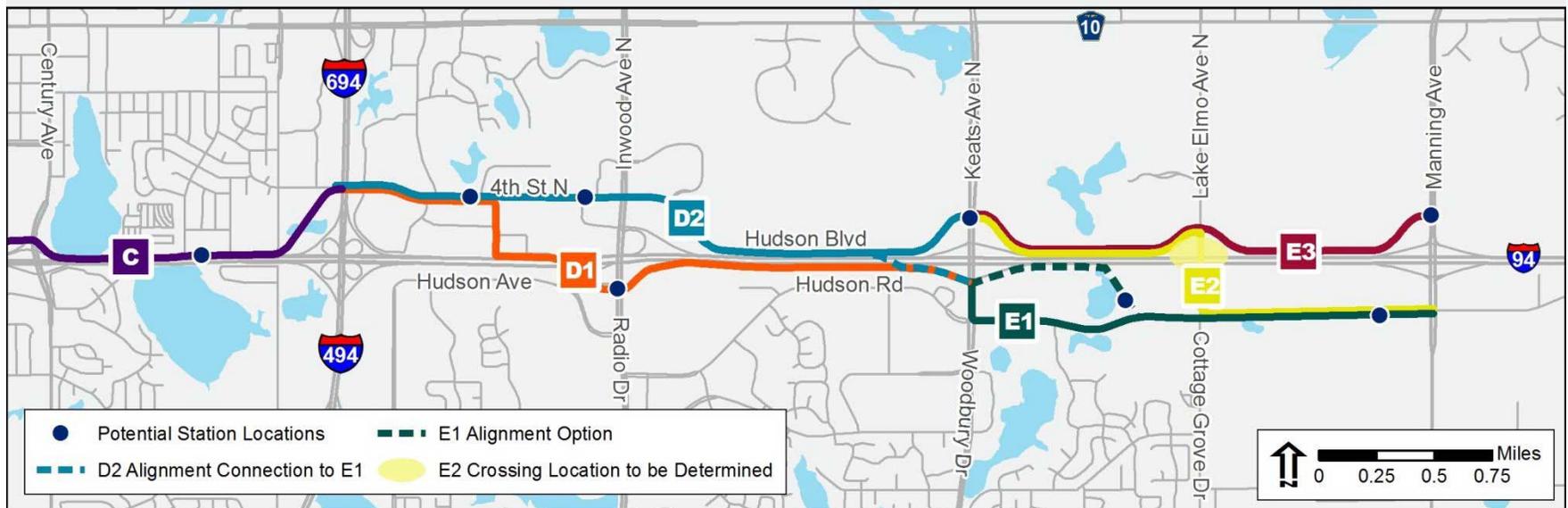
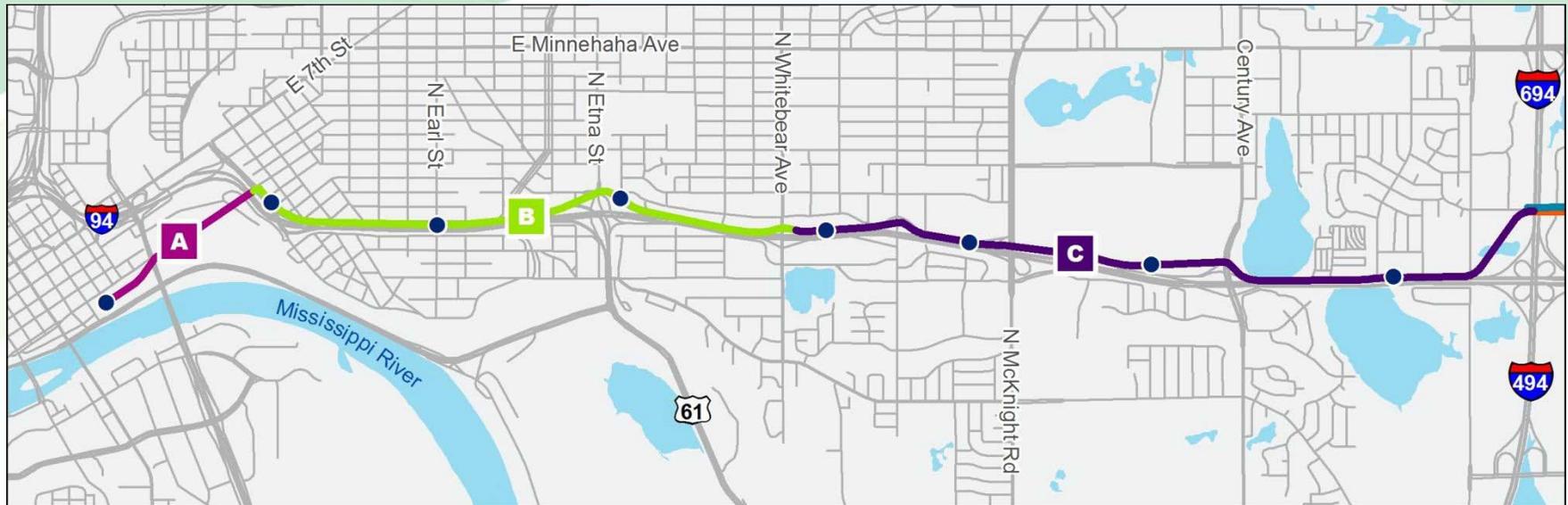
# Locally Preferred Alternative (LPA)

## Discussion

# CAC Discussion

From the perspective of your community, which Alternative has the strongest prospect for local support, meeting the Purpose and Need and competing for funding?

- BRT A-B-C-D1-E1
- BRT A-B-C-D2-E1
- BRT A-B-C-D2-E2
- BRT A-B-C-D2-E3



## Next Steps in LPA process

- CAC Meeting – July 21
- PAC Meeting – (LPA recommendation for public hearing) July 24th
- **PAC/GCC Public Hearing on LPA – August 7**
- PAC Meeting (LPA recommendation to WCRRA) – August 14<sup>th</sup>
- City resolutions of support – August thru Sept
- RCRRA/ WCRRA actions – by October 7

# Public Comments

# Thank you!

Andy Gitzlaff, Washington County

[andy.gitzlaff@co.washington.mn.us](mailto:andy.gitzlaff@co.washington.mn.us)

651-430-4338

Lyssa Leitner, Washington County

[Lyssa.leitner@co.washington.mn.us](mailto:Lyssa.leitner@co.washington.mn.us)

651-430-4314

Jeanne Witzig, Kimley-Horn and Associates

[jeanne.witzig@kimley-horn.com](mailto:jeanne.witzig@kimley-horn.com)

651-643-0447

Beth Bartz, SRF Consulting

[bbartz@srfconsulting.com](mailto:bbartz@srfconsulting.com)

763-249-6792