



# Agenda

## Gateway Corridor Commission

### March 12, 2015 - 3:30 PM

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

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

<u>Item</u>	<u>Presenter</u>	<u>Action Requested</u>
1. Introductions		Information
2. Consent Items		Approval
a. Summary of February 12, 2014 Meeting*		
b. Checks and Claims*		
3. DEIS Study Update*	Washington County / Kimley Horn	Approval
a. Committee Updates		
b. Contract Amendment		
c. Next Steps		
4. Strategic Communication Plan*	Jeff Dehler PR	Approval
5. Gateway Twitter Account*	Washington County	Approval
6. HIA Update*	Washington County	Information
7. Communications Update	Washington County / Jeff Dehler PR	Information
a. Outreach Activities*		
b. Public Relations Activities*		
8. State and Federal Legislative Update*	Ramsey County	Information
9. Gateway DC Fly-in Options*	Ramsey County	
10. Other		Information
a. Meeting Dates Summary*		
b. Social Media and Website Update*		
c. Media Articles*		
11. Adjourn		Approval

*\*Attachments*

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

**Gateway Corridor Commission  
Draft February 12, 2015 Meeting Summary  
Woodbury City Hall, Birch Room**

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

<b>Ex-Officio Members</b>	<b>Agency</b>	<b>Present</b>
Scott Beauchamp	St Paul Chamber of Commerce	X
Ed Schukle	Landfall Village	X
Randy Kopesky	Lakeland Shores	X
Bill Burns	Oakdale Area Chamber of Commerce	
Tim Ramberg	WI Gateway Coalition	
Doug Stang	3M	
Jason Lott	Woodbury Chamber of Commerce	
Lisa Palermo	Woodbury Chamber of Commerce	X

<b>Others</b>	<b>Agency</b>
Kevin Roggenbuck	Ramsey County Regional Rail Authority
Andy Gitzlaff	Washington County
Jan Lucke	Washington County
Lyssa Leitner	Washington County
Laura Kearns	Washington County
John Kaul	Washington County Lobbyist
Josh Straka	US Representative McCollum's Office
Jeff Dehler	Dehler Public Relations
Greg Watson	ARC Builders

Others	Agency
Barb Thoman	Transit for Livable Communities
Tim Cossalter	Senator Klobuchar's Office

The Gateway Corridor Commission convened at 3:30 p.m. by Chair Weik.

**Agenda Item #1. Introductions**

Introductions were made by those present.

**Agenda Item #2. Election of Officers**

Chair Weik asked if there were any nominations for Chair for the 2015 term. Williams nominated Lisa Weik. Kylo seconded. No other nominations were presented. All in favor. Motion carried. 8-0 Lisa Weik was voted in for another term as Chair of the Gateway Corridor for 2015.

Chair Weik call for nominations for Vice Chair for the 2015 term. Williams nominated Rafael Ortega. Giuliani-Stephens seconded. No other nominations were given. All in favor. Motion Carried. 8-0 Rafael Ortega was voted in for another term as Vice Chair of the gateway Corridor for 2015.

**Agenda Item #3. Consent Items**

**Item 3a. Summary of December 18, 2015 Meeting:** Motion made by Ortega to approve the December 18, 2015 meeting summary. Seconded by Reinke. **Approved.** Motion carried.

**Item 3b. Checks and Claims:** Motion made by Ortega to approve the checks and claims. Seconded by Slawik. **Approved.** Motion carried.

**Agenda Item #4. 2015 Communication Contract**

Gitzlaff gave a brief overview of the information that was provided with in the packet.

Motion made by Giuliani Stephens to approve the communications contract. Seconded by Ortega. **Approved.** Motion carried.

**Agenda Item #5. Move MN Initiative**

Barb Thoman with Transit for livable communities (TLC) gave a power point presentation. Two handouts were passed out. 1) Copy of the coalition list. 2) Overview and goals of the coalition. Move MN is a statewide coalition of more than 200 business, organizations and local governments committing to fixing Minnesota's long-term transportation problems by securing a comprehensive transportation funding solution. Move MN is proposing a road and bridge solution and transit, bike and walk investments. The road and bridge proposal would include a wholesale tax on gasoline, a tab fee increase, and an increase on regional sales tax from ¼ cent to 1 penny. They would like to see the ¾ increase spent on the build out of the transitway system: Buses on the freeway system, light rail and the arterial rapid bus and regional bus advancement. Another portion they would like invested in bicycle and pedestrian connections to communities and transit. Ms. Thoman said that Governor Dayton also spoke about a transportation bill that he is currently working on which is a ½ cent increase instead of ¾ cent increase.

Mr. Dehler asked what the cost difference in cold weather regions verses warm weather regions is for operations.

Ms. Thoman said Minnesota has the 5<sup>th</sup> largest road system in the country and the most challenging climates of any state in the country. There will be higher costs than other states.

Reinke asked if the 11 million dollars that MnDOT spoke about if it was a part of their goal as well.

Ms. Thoman said yes, the tab fee increase and the wholesale price in gas tax increase would generate an extra \$800 million additional annually. All the money would be dedicated to roads and bridges. 62 % would be used for State roads, 29% County Roads, 9% municipal roads and 5% township roads.

Williams asked is Senate file 87 was similar to what was proposed two year's prior; which would have provided funding for cities that are over 5000 population and cities less the 5000 would have to seek grants for those funds.

Ms. Thoman said the Transportation Economic Development (TED) Program, Corridors of Congress Program and The Local Road Improvement Program are eligible for cities of any size to be able to apply for those funds.

Slawik asked what Ms. Thoman thought would come out of this.

Ms. Thoman said that transportation is a top priority this year. Make sure that you are communicating often with your legislators.

#### **Agenda Item #6 DEIS Study Update**

Gitzlaff briefly covered the information that was provided within the packet. A couple of key milestones that were pointed out were Met Council adopted the 2040 TPP in January 2015. The forecast year has been expanded out to 2040. FTA is requiring all transit way projects in the region to transition to 2040 population and employment projections.

Additional Environmental and Traffic Analysis is needed to meet MnDOT and FHWA Requirements. Currently, MnDOT, Metropolitan Council/Transit, Ramsey and Washington Counties are working together on how to approach the noise analysis. This will include either the preparation of a Special Experimental Project-15 (SEP-15) application or conducting noise analysis as required for a Type 1 project.

The Gateway Corridor was awarded the Pew Charitable Grant in October 2014. Receiving the grant now allows for some additional key tasks such as: literature review, land use health assessment, action plan, communication plan, development of PREZI video and additional outreach materials.

The contract for Kimley Horn is an amount not to exceed \$3,000,000. The terms of the contract are for a two year period, May 28, 2013 to May 28, 2015. The contract will need to be extended through the end of the year to be able to complete the original scope of services and additional tasks. The anticipated amendment of the contract for the additional DEIS tasks will cost between \$490,000 and \$530,000 along with an additional \$90,000 for the preparation for the HIA.

Reinke said that it is hard for him to comprehend that there is almost a 25% jump for funds needed.

Giuliani Stephens asked to see the breakdown of the additional costs by each work task and how credits from any reductions in other work tasks are taken into consideration.

Chair Weik responded to Reinke's comment about the change in the amount of money needed, the AA cost has been \$2 million the DEIS cost is currently at \$3 million and is the next phase (Project Development) will be at \$25 million. Before Project Development, the corridor is at less than 5% engineering, the next phase will take the corridor through approximately 80% engineering.

**Agenda Item #7 HIA Update**

Gitzlaff pointed out the Community Health Worksheet that was included in the packet. Lyssa had sent it out to the PAC members and asked for them to please review and send back. Also, a workshop will be held on March 13<sup>th</sup> in the afternoon to review the data and narrow down the top health indicators.

**Agenda Item #8 Communications Update**

**Item 8a. & 8b.** Mr. Dehler said that the Legislative breakfast will be on Friday February 27, 2015 from 8:00AM – 9:30AM at Globe University in Woodbury. There will also be a development forum in April. The date needed to be pushed back to be able to have the proper people facilitate the forum. Invitations will be sent out at a later date. There will be a new video for the Gateway Corridor, scripting is nearly complete and should be in production within the next couple of weeks.

Mr. Dehler said that social media and word of mouth are great ways to get the information out there to others about Gateway Corridor. A normal post on the Gateway Facebook page will usually see about 80 hits. Commissioner Weik had shared a post from the Gateway Facebook page on her Facebook page and it received 800 hits.

**Item 8c.** Mr. Dehler briefly covered the Strategic Communications Plan that was provided within the packet. This is the first draft, which covers a four year period from 2015-2018 for the remainder of the planning portion of the corridor. 2019 would be the start of the construction phase.

**Agenda Item #9 State and Federal Legislative Update**

**State** Kevin Roggenbuck said the legislative session began on January 6, 2015. Roggenbuck gave a brief overview of the information that was provided in the packet. On February 2, 2015 Adam Duininck, chair of the Metropolitan Council, gave an overview of their transportation areas to the House of Transportation Committee. On January 26, 2015 Governor Dayton proposed his transportation funding of about 6 billion over the next 10 years to address state highway projects to primarily highway projects; 3 billion for Minnesota metro transit systems.

**Federal** Kevin Roggenbuck gave a brief overview of the information that was provided in the packet. Lockridge Grindal Nael, P.L.L.P provided a memorandum, which was included in the packet, giving recommendations to the Gateway Corridor Commission on ways to maximize Gateways addition to the federal infrastructure permitting dashboard. There were three recommendations given to the commission.

1. Build on past successes by considering a visit to Washington D.C. to meet with key DOT/FTA officials.
2. Meet with the Congressional Delegation in Minnesota and in Washington D.C. to keep them both apprised of the progress made through the Dashboard and seek their continued assistance to keep progress going.
3. Take time to educate Member of the Minnesota Legislature and Departments about the importance of being added to the Dashboard and the importance of showing support to the project.

**Agenda Item #10 Other**

Chair Weik said that additional information in regards to future meeting dates, social media and media articles are included in the packet for everyone's review.

**The meeting adjourned at 5:00PM**



Agenda Item #2b

**DATE:** March 5, 2015  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Checks and Claims

<u>Communication Contract - (Jeff Dehler PR)</u> 1/1/2015 – 1/31/15	<u>Amount</u> \$15,104.64
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*Contract Utilization = 81%*

<b>Total</b>	<b>\$15,104.64</b>
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*Detailed invoices can be made available upon request.*

**Action Requested:**

Approval



**DATE:** March 6, 2015  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Draft Environmental Impact Statement (DEIS) Update

3a. Committee Updates

The Technical Advisory Committee (TAC) met on February 18, 2015. The TAC began reviewing updated alignment concepts for the 3M area and continues to discuss the project’s general approach to addressing right-of-way impacts within constrained areas of I-94. The TAC has also been providing input on the overall station area planning (SAP) and health impact assessment (HIA) process and the upcoming stakeholder workshops that are being targeted for each community. The Policy Advisory Committee (PAC) does not meet in March. The next meeting will be held on April 9, 2015 at 1:30 pm before the Commission meeting. The Community Advisory Committee (CAC) does not meet in March but will continue to meet on an as-needed basis.

3b. Contract Amendment

**Schedule Changes** -The Metropolitan Council adopted the 2040 TPP in January 2015. The forecast year in the TPP has been expanded from 2030 to 2040. FTA is requiring that all transitway projects in our region transition to 2040 population and employment projections, which are a key factor in determining ridership projections, to be consistent with the most up to date plan. This change in the middle of the DEIS will require additional resources and time to complete. The project has just received the updated data necessary to complete the analysis after a several month delay. Project staff intends to use the dashboard status to request streamlined permitting from FTA to help offset some of the delays. The updated schedule to complete the DEIS that has been discussed with FTA is listed below:

Activity	Dates
Update Forecasts to 2040	Fall 2014 – Mid-February 2015
Technical Analysis	March – April 2015
Review Tech Reports	April – May 2015
Prepare Draft EIS	April – July 2015
FTA Review of Draft EIS/Finalize Document*	July – November 2015
Draft EIS Publication	December 2015

*\*this schedule remains aggressive, relies on a timely review and issuance of environmental clearances by FTA and is subject to change*



**Project Scope Changes** - The shift in horizon year has resulted in a need to extend the project completion schedule and to prepare additional analysis. As the study has progressed there have been other additional tasks outside of the original scope of work that have become necessary to complete the DEIS. The proposed changes were discussed at the February meeting. The Commission asked for documentation of any work tasks that have resulted in a revised and reduced level of work than originally defined. These tasks include terminating corridor service at Manning Avenue instead of Carmichael Avenue, not advancing LRT into the DEIS and going through the Transportation Policy Plan (TPP) update process instead of the amendment process for the Locally Preferred Alternative (LPA). Each of these tasks is listed in greater detail in the attached letter from Kimley Horn dated March 5, 2015. These changes were taken into account when the additional scope of services was prepared.

The Commission also asked for a breakdown of the cost per task which is provided below. Additional detail about each task is listed in greater detail in the attached letter from Kimley Horn dated March 5, 2015.

Additional Scope item	Estimated Cost
Ongoing Project Management and Stakeholder Involvement through contract extension period	\$140,000
Horizon Year shift to 2040 (update ridership and travel time projections)	\$58,000
Additional Environmental, Noise and Traffic Analysis with I-94 highway ROW	\$100,000 - \$140,000*
Cultural Resources Additional Phase I and Phase II Work beyond original scope	\$110,000
LPA Alignment Refinement through Lake Elmo and Woodbury (resolve the bubble area)	\$20,000
4 Dedicated BRT Alternatives to evaluate in DEIS (original scope assumed 2 alternatives)	\$60,000
<b>TOTAL</b>	<b>\$488,000 to \$528,000</b>

*\*the cost for this line item is expressed as a range because the project is waiting on a determination from FTA and FHWA on the level of noise analysis that will be required for the project.*

**Amendment** - The contract with Kimley Horn is for a not to exceed amount of \$3,000,000. The contract terms are for a two year period from May 28, 2013 to May 28, 2015. The contract will need to be extended through the end of January 2016 in order to complete the originally scope of services and additional tasks identified above. It is anticipated that the contract amendment for the additional DEIS tasks will be between \$488,000 and \$528,000. An amendment at the high end of the range is



recommended because it will provide enough resources to complete the more detailed noise analysis without delay if required by FTA and FHWA. The 2015 Work Plan and Budget includes \$600,000 of funding through a \$540,000 grant from CTIB and member dues from Ramsey and Washington Counties totaling \$60,000 for project support activities needed in order to position the project to enter the next phase, Project Development. The additional federal and state permit coordination necessary to complete the DEIS is consistent with the intent of the CTIB grant.

An additional \$92,845 for preparation of the HIA is also needed. The cost of the HIA work will be covered in full by the grant from the Pew Charitable Trusts. Additional details about the HIA scope of work are included in the letter from Kimley Horn dated March 5, 2015.

### 3. DEIS Next Steps

DEIS document preparation will continue through July 2015. The Gateway Committee's will be meeting over the next few months to complete the following tasks:

- Finalize all station locations and the I-94 crossing location in Lake Elmo / Woodbury
- Address the use of the I-94 highway right-of-way
- Refine the Guideway design concept and service plan
- Analysis of community and environmental issues for all Build alternatives advancing for DEIS evaluation
- Ongoing station area planning, health impact statement preparation (HIA) and market analysis

### **Action**

Authorize the Washington County Regional Railroad Authority on behalf of the Commission to amend the contract with Kimley Horn for the DEIS to perform the additional scope of services listed in the attached letter for a not to exceed amount of \$620,845 and extend the terms of the contract through January 31, 2016.



March 5, 2015

Andy Gitzlaff, Project Manager  
Washington County Public Works Department  
11660 Myeron Road North  
Stillwater, MN 55082

Dear Andy:

Kimley-Horn and Associates, Inc. currently holds a contract with the Washington County Regional Railroad Authority to complete the Draft Environmental Impact Statement (Draft EIS) for the Gateway Corridor project (Contract Number 8167). The contract was initiated on May 28, 2013, and currently runs to the May 28, 2015. The contract maximum is \$2,999,520.51.

### **Work Activities Resulting in Revised or Reduced Level of Work**

For projects as complex in nature as the Gateway Corridor project, there are unknowns at the time the federal and state environmental review process has initiated that can add or change work tasks, the project schedule and associated costs for the project. The preparation of this document included a thorough review of the scope of work included in the original contract (Contract Number 8167). Through that review, Kimley-Horn would like to acknowledge the following work tasks that have resulted in a revised and reduced level of work than originally defined in the follow key areas:

- While the eastern terminating station for the dedicated Bus Rapid Transit (BRT) and Light Rail Station (LRT) was defined as Manning Avenue in Woodbury, bus service was indicated to extend to the Hudson / Carmichael Park & Ride in Hudson, Wisconsin. During the scoping phase, the decision was made to terminate transit service proposed under the Gateway Corridor project at Manning Avenue for operational efficiency.
- The original scope of work indicates that LRT on the same alignment as BRT will advance through concept development through the scoping process. Accordingly, the Scoping materials did include an LRT alignment consistent with Alternative 5 from the Alternatives Analysis. As part of the Scoping Decision in August 2014, LRT was screened from more detailed evaluation in the Draft EIS.
- Task 5.0, the LPA Decision assumed that the Gateway Corridor locally preferred alternative (LPA) would be included in the Metropolitan Council's Transportation Policy Plan through an amendment process. As the Gateway LPA decision making process, and the Metropolitan Council's 2040 Transportation Policy Plan (TPP) process overlapped, the process was revised for efficiency to include the Gateway LPA in the 2040 TPP; thereby eliminating the amendment process. While this process resulted in a more streamline approach, which resulted in a time savings for the project schedule, the tasks defined in the original scope of work to support the decision did not change.
- A cost benefit analysis was defined under Task 4.3 of the original scope. The goal of this task was to conduct an analysis that documents the findings in a user friendly

format to assist in the LPA decision making. As the scoping and LPA decision making advanced, the Kimley-Horn team prepared a cost-effectiveness analysis consistent with the new guidance under MAP-21 to address capital and operating costs along with ridership. While not specifically called a cost benefit analysis, this approach was advanced for consistency with the federal process, while addressing the intent of this work task.

## **Contingency Work Tasks**

The current contract and scope of work includes a \$300,000 contingency line item for unanticipated costs associated with the project. The agreed upon tasks covered under the current contingency include: additional alternatives, including Manage Lane BRT; economic development comparative analysis during Scoping (Alignments D and E); Alignment B2 evaluation during Scoping; preparation of a Scoping Environmental Assessment Worksheet; and additional public engagement/coordination activities. Each of these tasks either were required to continue to advance the project, or identified as a critical activity to assist in advancing the environmental or locally preferred alternative (LPA) decision making processes. Additional funding is not requested for the tasks to be covered by the contingency.

## **Contract Amendment – End Date of January 31, 2016**

This letter outlines the additional scope of services work activities required to complete the Draft EIS and LPA decision making. The out of scope work reflects the request to extend the contract end date from May 28, 2015 to January 31, 2016. This is due to additional time required to address requests made during the Scoping phase of the project, the requirement by the Federal Transit Administration (FTA) to shift the Horizon Year from 2030 to 2040, and potential additional review requirements by federal agencies.

## **Contract Amendment Work Tasks Through January 31, 2016**

### **PROJECT MANAGEMENT AND STAKEHOLDER INVOLVEMENT**

As noted previously, the current contract end date is defined as May 28, 2015. The request is to extend the contract end date by eight (8) months, to January 31, 2016. It is anticipated that during this eight (8) month time period, there will be active project management and stakeholder involvement activities occurring at a similar level to current conditions for approximately four (4) months, and a reduced level specific to stakeholder involvement during the FTA review cycles (assumed approximately four (4) months). This contract extension assumes that if a Special Experimental Project-15 Application is prepared, the FTA will remain an active lead federal agency during the review and ultimate decision by FHWA. If that is not the case, then the schedule may need to be extended accordingly.

Activities will include weekly calls with Washington County, project management team meetings at a minimum of one (1) time per month, up to six (6) TAC meetings, PAC meetings every two (2) months, and CAC meetings as needed. Additionally, during this requested extension time period, it is assumed that at a minimum monthly calls with FTA would continue, along with agency specific

meetings to address comments on Technical Reports and Preliminary drafts of the Draft EIS (Cooperating Agencies only). The schedule extension is based on activities not included in our original scope, and outside the control of the consultant team.

## **HORIZON YEAR SHIFT TO 2040**

FTA has directed the local Gateway Corridor project team to define the Horizon Year for purposes of the NEPA evaluation and documentation to 2040. Our original scope of work defines the horizon year as 2030 for traffic and ridership forecasts. To date, the Kimley-Horn team has been working collaboratively with Washington County and Metropolitan Council staff to identify and assess a process that is efficient and streamlined. Based on receipt of confirmed and updated data specific to Gateway Corridor cities (from the Metropolitan Council), the Kimley-Horn team is in the process of updating project forecasts to 2040, and applying the updated forecasts to specific technical impact areas, including: transit ridership forecasts, traffic operations, air quality and noise analysis and socioeconomic evaluations. The scope assumes additional coordination activities with Metropolitan Council staff (up to three (3) meetings at the Metropolitan Council).

## **ADDITIONAL ENVIRONMENTAL/TRAFFIC ANALYSIS TO MEET MNDOT AND FHWA REQUIREMENTS**

The original scope of work assumed that Noise Analysis would be conducted under FTA's noise and vibration guidelines, which is consistent with the policies and requirements of previous transit projects in the region. Based on recent litigation on a transit project in the state of Washington, FTA has indicated that an alternative approach to the noise analysis will be required to address FHWA regulations. At this time, coordination efforts are taking place with FTA, FHWA, MnDOT, Metropolitan Council/Metro Transit, Ramsey and Washington Counties regarding the approach to the federal noise analysis, which will include either the preparation of a Special Experimental Project -15 (SEP-15) application or conducting noise analysis as required for a Type 1 project as defined by FHWA. As this is a change in FTA defined requirements for a transit project, the application of a SEP-15 application or a full Type 1 Project noise analysis was not included in our original scope of work.

While it is recognized that at the Draft EIS stage in project development an Interchange Access/Modification Request (IAR/IMR) is not required; the Draft EIS must include sufficient documentation to satisfy MnDOT and FHWA that the proposed concept design could be approved through the IAR/IMR process at the required time. At the time this document was prepared, the Kimley-Horn team has assumed that depending on the final dedicated BRT alignment concepts, an Interchange Warrant Analysis could be required in the 3M Area (Ruth to Century Avenue) and at other interchanges/ramps that are proposed to be modified to accommodate the BRT alignment (Mounds Boulevard, White Bear Avenue, TH 61). This level of traffic analysis, associated documentation and coordination activities with MnDOT and FHWA was not included in our original scope of work.

## **LOCALLY PREFERRED ALTERNATIVE ALIGNMENT REFINEMENT/STATION PLANNING/LPA SELECTION SUMMARY REPORT UPDATE AND PROCESS**

During the LPA decision making process, the defined “E2” alignment that was proposed to cross I-94 at or near Lake Elmo Avenue was revised to “between Lake Elmo and Manning Avenue”, with a potential additional station in Lake Elmo near Manning Avenue. During the preparation of the Draft EIS, the crossing will be further defined along with the potential additional station location. The local decision making process will include a resolution of support from WCRRA. The desire is to work closely with the cities of Lake Elmo and Oakdale and obtain support for the refined LPA alignment and station location. Additionally, the LPA Selection Summary Report will be updated, to reflect the referenced refinement.

## **ADDITIONAL DEDICATED BRT ALTERNATIVES EVALUATION IN DRAFT EIS PHASE**

The original scope of work assumed that two (2) build alternatives would be advanced to the Draft EIS, defined as BRT and LRT on the same alignment. The Kimley-Horn team acknowledges that coming out of scoping the LRT alternative will not advance, and there is a cost savings with that in the Draft EIS phase. However, the Draft EIS is evaluating four (4) dedicated BRT alternatives, with various alignment configurations from I-694/494 to the eastern terminating point at Manning Avenue. The defined D2, E2 and E3 alignments are located primarily north of I-94, which differs from the alignment that came out of the AA process (defined as D1 alignment). In the Draft EIS, additional analysis will be required for the referenced alignments that were not included in the original scope of work.

Through the City of St. Paul’s station area planning process, a new alignment/station option to Mounds Boulevard has been proposed. This option would include BRT service coming off of Hudson Road on Maria, to East 7th Street. This alignment/station option was not included in our original scope of work.

## **CULTURAL RESOURCES PHASES I AND II**

### **Phase I**

The original scope of work for the Phase I archaeological and architectural history evaluation assumed the alignment defined in the AA Study. The inclusion of the D2, E2 and E3 alignments has expanded the number of potential historic properties to be surveyed for the Phase I Evaluation. Additionally, the proposed stations in downtown St. Paul, although requiring a minimal footprint, will result in additional survey work required under the Section 106 process.

**Phase II**

The original scope of work reflects the required Section 106 work through the end of Phase I Evaluations for both archaeology and architectural history. At the time the original scope was prepared, the preparation of a Phase II scope and cost estimate would not have been prudent, given the number of unknowns at the time. Based on the total number of properties being surveyed during the Phase I stage, and past experience with projects of nature, the Phase II scope developed by the 106 Group, Inc. has assumed that no more than 30 individual properties and 2 districts will be recommended as potentially eligible for listing in the National Register of Historic Places (NRHP), and therefore, will require Phase II Evaluations.

*Note: The Phase II Cultural Resource work should be considered an estimate at this time.*

**HEALTH IMPACT ASSESSMENT**

In October of 2014, the Gateway Corridor project was awarded a grant by the Pew Charitable Trust to conduct a Health Impact Assessment. While the current contract/scope of work includes developing the framework for an HIA; receipt of the referenced grant now provides the funding for development of an HIA for the Gateway Corridor, including the following key tasks: literature review, land use health assessment, action plan, communications plans, development of PREZI video and other outreach materials and implementation plan. The cost for additional HIA work tasks is \$92,845.00, which includes labor, direct expenses, and contingency.

**SUMMARY**

Based on the out of scope work defined above, we are requesting the contract maximum to be increased by \$620,845.00, which includes \$92,845.00 for the HIA work under the Pew Charitable Trust grant and the contract end date defined as January 31, 2016.

On behalf of the Kimley-Horn team, we look forward to working with you to continue to advance the Gateway Corridor project.

Sincerely,

Jeanne M. Witzig

Project Manager

*Attachment A: Additional Scope of Services Cost Estimate*

Cc: Beth Bartz, SRF Consulting

## ATTACHMENT A

### CONTRACT AMENDMENT ADDITIONAL SCOPE OF SERVICES WORK ACTIVITIES (MARCH 2015)

Work Task	Estimated Cost
Project Management and Stakeholder Involvement (8 month project extension to January 31, 2016)	\$140,000.00
Horizon Year Shift to 2040 (traffic, ridership)	\$58,000.00
Environmental and Traffic Analysis to meet FHWA requirements (noise, warrant analysis, potential SEP-15 Application)	\$100,000.00 - \$140,000.00
LPA Alignment Refinement/Station Planning/LPA Selection Summary Report Update and Process	\$20,000.00
Additional Dedicated BRT Alternative Evaluation – Draft EIS Phase	\$60,000.00
Cultural Resources (Phase I work on additional BRT alignments – D2, E2, E3 and downtown bus routes to/from Union Depot and Phase II Work) (The 106 Group)	\$110,000.00
<b>TOTAL</b>	<b>\$528,000.00</b>

*Note: The Phase II Cultural Resource work should be considered an estimate at this time, as it is based on number of properties identified during Phase I work that require further evaluation.*

*The total of \$528,000 reflects the \$140,000 cost to complete the environmental and traffic analysis to meet FHWA requirements.*

### HEALTH IMPACT ASSESSMENT COST

Work Task	Estimated Cost
Health Impact Assessment (Labor)	\$86,862.00
Direct Expenses (Printing)	\$960.00
Contingency	\$5,023.00
<b>TOTAL</b>	<b>\$92,845.00</b>

## Gateway Corridor Environmental Impact Statement

### PROGRESS REPORT TO THE GATEWAY CORRIDOR COMMISSION MARCH 2015

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

#### Key Work Activities/Progress during February through early March 2015

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##### ■ Meetings

- *Project management team (PMT)* - Held meetings on February 11, 25 and March 11, 2015. Meetings focused on federal and state noise approach, refinement of the Trunk Highway (TH) 61 interchange modifications, next steps with the station area planning process (city coordination activities), parking utilization survey in St. Paul near Earl Street station, recommendation regarding St. Paul alignment concept to advance (Option E), and next steps with the D/E alignment and station decision making process.
- *Technical Advisory Committee (TAC)* – Held meeting on February 18, 2015. Meeting focused on approach to noise analysis, 3M area alignment, D and E alignment/station decision making process, and upcoming Health Impact Assessment (HIA) activities.
- *Policy Advisory Committee and Gateway Corridor Commission* – Held meeting on February 12, 2015. PAC meeting focused on approach to addressing right of way, St. Paul Alignment concept to advance, updates on refinements to alignment/stations, station area planning and and HIA update.
- *Community Advisory Committee (CAC)* – The CAC did not meet during this time period. Meeting summary was prepared for the January 2015 CAC meeting.
- *Meeting with FTA*–Held FTA coordination call on February 26 to discuss approach to noise analysis for the project. Next month coordination call (March 2015) will be focused on federal and state noise analysis approach.
- *Meeting with St. Paul HPC*– Prepared for and attended St. Paul HPC meeting on February 12.
- *City Workshop* – Prepared for and attended Oakdale city council work session on February 10, 2015.
- *Meetings with MnDOT* –Held meeting with MnDOT’s noise team on February 12 to discuss approach to the Gateway noise analysis. .

##### ■ Other Project Activities

- Continued coordination with Metropolitan Council regarding updated TAZ data reflecting a horizon year of 2040. Based on updated information, continue to refine ridership forecasts for year 2040.
- Finalized Sketch-Up visualization at the proposed 3M Station (concept level).
- Initiated work on the Sketch-Up visualization along 4<sup>th</sup> Street in Oakdale (concept level).
- Continued coordination with 3M regarding proposed alignment in 3M campus area and logistics to conduct traffic counts at defined locations on campus.
- Initiated work on Station Area Planning Concepts (three concepts per station).
- Work with corridor cities in setting up SAP specific meetings.

- Updated St. Paul Alignment Option Comparative Memo/Matrix to reflect comments received by PMT, TAC, CAC and St. Paul Station Area Planning Task Force. Responded to PAC comments received at February meeting.
- Continued to advance design of Alignment B- Option E (St. Paul), focusing on the refinement of TH 61 interchange concepts and minimization of potential ROW impacts along Hudson Road and Mounds Boulevard.
- Researched requirements of Special Experimental Project-15 application, initiated preliminary outline of document for discussion. Prepared background information and recommended approach to address state noise requirements. Initiated coordination with Minnesota Pollution Control Agency regarding state noise analysis.
- Continued to advance capital cost estimates for refined dedicated BRT alternatives and managed lane BRT alternative
- Continued to advance travel time estimates for dedicated BRT and managed lane BRT alternatives
- Continued to refine general approach to address right of way impacts
- Continued work on health impact assessment – focus on preparation for upcoming HIA workshop on March 13, 2015.
- Weekly coordination with KHA/SRF project team and Washington County. Respond to individual requests for project information, as needed.
- Updated project schedule.

### Upcoming Activities

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- Schedule and meet with each of the Corridor Cities regarding the SAP Concepts.
- Continue to conduct traffic analysis in corridor (reflecting 2040 forecast volumes)/conduct traffic counts in 3M area
- Finalize approach for noise analysis for project
- Finalize St. Paul Alignment Concept Memo in response to PAC comments.
- Continue to refine Alignments D and E (e.g. 4<sup>th</sup> Street design, crossing location from Lake Elmo to Woodbury, station locations)
- Continue coordination with MnDOT Cultural Resources Unit (CRU) on Section 106 process/activities.
- Continue to refine Dedicated BRT alignment and confirm footprint of analysis.
- Prepare for and staff the upcoming HIA workshop on March 13, 2015.
- Continue work on updating forecasts to 2040
- Continue to advance capital and operating cost estimates.
- Finalize visualization of Dedicated BRT Alignment (4<sup>th</sup> Street area in Oakdale)
- Finalize Annotated Outline based on final direction regarding noise analysis and FTA comments
- Continue to advance data collection in preparation of Draft EIS technical analysis
- Initiate preparation of Technical Reports, and update delivery schedule.
- Prepare for and attend upcoming meetings with PMT, TAC, PAC, GCC and FTA.
- Coordination activities with focused working groups, as needed.



*Agenda Item #4*

**DATE:** March 4, 2015  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Strategic Communication Plan

The work plan for Jeff Dehler PR includes an update to the Strategic Communication Plan for the Gateway Corridor Commission. Many changes and developments have taken place since the Gateway Corridor Commission began implementing its 2010 Strategic Communications Plan. This updated Plan is designed to support the next phases of the Gateway Corridor Gold Line bus rapid transit project occurring from 2015-2018. The Plan outlines and recommends a collaborative process, beginning in 2015, for raising awareness, connecting with stakeholders, and building support to meet the Commission's goals. The Plan includes the Commission's specific goals, objectives, audiences and timelines and will include an addendum containing a snapshot of current databases.

The plan was presented for initial feedback from the Commission at the February meeting. A revised version with minor formatting changes is included in the packet. If Commission members are comfortable with the plan content it can be approved at the March meeting. Jeff Dehler will be at the meeting to answer any questions about the plan.

**Action**  
Approval



Strategic Communications Plan  
2015 – 2018

**DRAFT**

Updated March 5, 2015

Prepared by Jeff Dehler Public Relations, LLC

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# Strategic Communications Plan

## Gateway Corridor 2015 – 2018

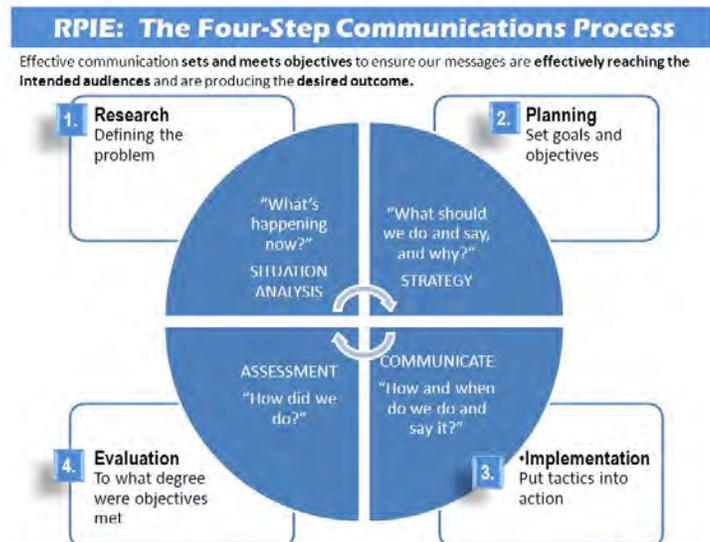
### INTRODUCTION

Many changes and developments have taken place since the Gateway Corridor Commission began implementing its 2010 Strategic Communications Plan. This updated Plan is designed to support the next phases of the Gateway Corridor Gold Line bus rapid transit project occurring from 2015-2018. The Plan outlines and recommends a collaborative process, beginning in 2015, for raising awareness, connecting with stakeholders, and building support to meet the Commission's goals. The Plan includes the Commission's specific goals, objectives, audiences and timelines and will include an addendum containing a snapshot of current databases.

*Please note that this plan represents activities to be undertaken by all Commission resources, including Commission Members, county staff and consultants. It may be further amended upon completion of a public opinion poll in spring 2015. Specific tactics will be developed fully in each year's work plan, allowing for flexibility as situations change.*

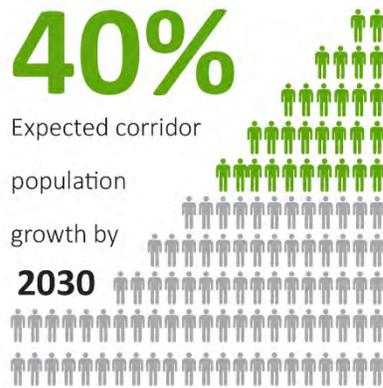
This Strategic Communications Plan is based on a four-step communications process that is an industry standard endorsed by public relations professional associations across the world, and incorporates these four steps:

- **Research:** Whether primary or secondary, qualitative or quantitative, research and data help us understand the current communication landscape.
- **Planning:** Goals are supported by strategies, which drive objectives, which in-turn drive tactics. The best strategies are based on solid research and help move the organization toward a long-term goal.
- **Implementation:** A well-crafted plan is flexible to allow for the unexpected during all phases of implementation.
- **Evaluation:** Measurement and evaluation are an important – yet often overlooked – part of a communications program. Whether a strategy is not effective, or is working really well, we need to assess communications and engagement as we prepare periodic progress reports.



## SITUATION ANALYSIS

### Project Description



**61,500**  
Jobs added by **2030**

The Gateway Corridor Gold Line is a proposed bus rapid transit line that would run 12 miles in its own lane between the Union Depot in downtown Saint Paul and Woodbury north of Interstate 94 along Hudson Road. All-day transit service would stop at 12 stations and include connections to the growing regional transit system. The system could open for service by 2022 and will provide a focal point for new economic development opportunities as the region grows. The Gateway Corridor represents the front step to urban, suburban and rural areas, as well as an entry point to corporate campuses, educational institutions, commercial centers, and recreational destinations. The work is led by the Gateway Corridor Commission, which is comprised of local elected officials, business and community leaders.

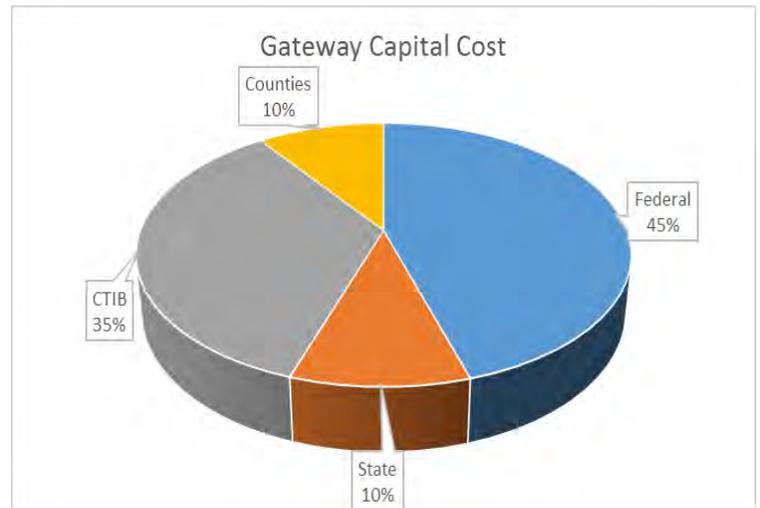
The project has broad support from business organizations and city, county, state and federal officials representing the area. It is included in the Metropolitan Council's Transportation Policy Plan where it was identified as the METRO Gold Line. It is one of 11 public works projects across the country identified by the President to be fast-tracked through the federal process.

### New Developments

As previously noted, several developments have occurred since the Commission's last communications plan was drafted in 2010 and several future developments are anticipated that will influence future communication, including:

- 2013 – Conclusion of the Alternatives Analysis (modes of transit narrowed to two choices, general route adopted)
- 2014 – Successful state legislative funding outcome (Gateway project awarded \$2 million), adoption of the Locally Preferred Alternative (mode, bus rapid transit, selected; route and station locations further refined) GOLD Line naming

- 2015 – Conclusion of the Draft Environmental Impact Statement (DEIS), transition to State Agency for Project Development phase,
- 2015-2017 – Project Development
- 2018 – 2019 – Engineering
- 2019-2022 - Construction
- Ongoing – Funding negotiations, seeking \$48 million each from the state of Minnesota and the 2 partner counties, \$170 million from the Counties Transit Improvement Board, and \$220 million from the federal government.



### Gateway Corridor Commission Priorities

At its October 2014 meeting, the Gateway Corridor Commission affirmed three priorities for work during the time period covered by this Strategic Communications Plan. As it moves through the next phases of research and development between 2015-2018, the Commission will seek to advance work in these areas.

**Project Development:** In 2015, the Commission will complete the Draft Environmental Impact Statement and begin preparations for the next phase of work, Project Development. The Commission will also begin the process of transitioning further technical development work to the State. In subsequent years, the Commission will serve as an active partner with the State to ensure that the needs of Corridor communities are met.

The Commission's communications goals will be to continue to build awareness of the Gateway Corridor throughout all phases of study and development. It is essential that the Commission engages in community dialog to understand the transportation and economic development needs of the community, and that it proactively encourages appreciation of the benefits the project will offer all stakeholder groups. It is essential that the Commission serves as a partner with the State, collaborating on community engagement throughout the planning and construction process.

**Government Relations:** In 2015, the Commission will seek funding from the Minnesota Legislature, from Commission funding partners, and continue to follow the FTA process to eventually secure federal funding for the project. The successful implementation of the Gateway Corridor depends on the input of elected representatives and staff at each level of government to shape the project to meet the needs of each community.

From the communications perspective, the Commission will continue to dialog with elected officials at each level of government, including city and county officials, state legislators, the governor and Minnesota's congressional delegation. The Commission will also engage staff with cities, such as city managers and city planning and development; Metropolitan Council and Minnesota Department of Transportation staff; Counties Transit Improvement Board staff; legislative staff members, as well as staff in the governor's office; and federal staff representing the Minnesota delegation and the Federal Transit Administration. Commission members and other interested parties will visit with members of the federal Minnesota delegation and their staff members at critical points of project development, such as in 2015 prior to application to enter the Project Development phase.

The Commission must maintain relationships at each level of government and determine the level of support required to secure funding from each source. Comprehensive plans to tell the commission's story, calling upon messengers from different stakeholder groups when necessary, are essential to support the funding and development of the Gateway Corridor transit project.

**Community Relations:** In 2015, the Commission will hire a professional survey company to complete a public opinion survey in a scientific and unbiased manner to better understand public transportation needs, to gauge awareness of the Gateway project and to solicit feedback on its development. The Commission needs stakeholder input in the development of the Gateway project, and the Commission has a responsibility to communicate the Corridor's transportation challenges and how Gateway rapid transit will help meet them. Finally, the Commission must help stakeholders understand the benefits of rapid transit in order to help prepare the market for the successful launch of the Gateway rapid transit project.

Those that will directly benefit from the Gateway Corridor transit project include commuters, students, seniors and business owners. Other stakeholder groups include immigrant communities, transit-dependent communities, nonprofit organizations, community organizations, civic and business groups and transit groups.

Over the four-year plan time period, the Gateway Commission's goal is to raise awareness and grow the number of supporters from various stakeholder groups who are willing to take action on behalf of the Gateway Corridor.

## ONGOING COMMUNICATIONS (Base Work Plan)

This Strategic Communications Plan supports the Commission's ongoing goals, objectives and strategies through key messaging which has been included in base plans over the last few years. A variety of tools are used to convey those messages and connect with a wide variety of stakeholders. Creative tactics within the Strategic Communications Plan framework will be developed annually as part of the work planning process. Within each project development phase, the Commission will continue to utilize traditional communications strategies listed here.

- Strategic message development
- Media and community relations
- Community engagement
- Website development and social media
- Video production
- Legislative communications support
- Project management and ongoing strategy

**Strategic message development:** The Gateway Corridor project reached a significant milestone with the completion of the Alternatives Analysis, and will again with the completion of the Draft Environmental Impact Statement (DEIS). New messages will be based on each new phase of project work and existing messages about the project's overall goals will be reviewed and adjusted as necessary.

Message development will require the following activities:

- Meet with the technical team to understand timeline and scope, and critical, mandated public engagement needs.
- Conduct a focus group meeting with Commission members to determine strengths, weaknesses, opportunities and threats to the project and to confirm audiences.
- Solicit public input through research, including the 2015 public opinion survey, and other research as needed.
- Draft messages and determine their effectiveness by reaching out to key opinion leaders in the community to conduct interviews and distribute an online questionnaire to other stakeholders through current databases.
- Test how well our messages connect to regional transit developments and economic development activity.

**Media and community relations:** News releases focused on project activities and public involvement opportunities will be timed for distribution at key project milestones to an updated Corridor media database. Electronic newsletters will be prepared frequently to keep supporters and opinion leaders up-to-date on project progress. Collateral materials will be drafted, designed, printed and distributed as needed. A supporter

database and opinion leader database will be maintained. Content will be provided for city and county newsletters and for other partners, such as the Metropolitan Council, Transit for Livable Communities and others as appropriate. Opinion-editorial pieces or letters to the editor on behalf of Commission members or key staff will be drafted as appropriate.

**Community engagement:** The Gateway Corridor is not just a transitway corridor, but a distinct community composed of commuters, businesses, and community groups who have expressed their enthusiasm and support for further development of transit in the Corridor. The Commission will continue to keep this community informed of Corridor developments and motivate them to take action in supporting the goals of the Corridor and the Gateway Corridor Commission by providing them with specific tools and opportunities. In addition, the plan will increase the overall number of business and community group supporters. Continuous employment of a Business/Community Liaison will use grass roots, face-to-face strategies to provide information to these communities to increase the number of supporters, and emphasize business and community advocacy by offering tangible, concrete methods to show support. One event each year is recommended to keep the business community engaged.

**Website development and social media:** TheGatewayCorridor.com is a website with a modern design and solid content. Future State agency website content is likely to contain strictly study information, therefore, the Commission's website can complement State webpages with information on why the Gateway Gold Line project is important to area residents. The Commission's Facebook page is well maintained with excellent content and is responsive to questions and comments. The Commission will continue to update content and expand the reach of these tools. Data from the project website and Facebook page will be analyzed to look for feedback, trends and to help inform next steps. The Commission will expand its social media presence by creating a Twitter account in 2015.

**Video production:** Video can be a powerful tool to help tell a story. Continuous production of new video content will help grow the reach of the Commission's website and social media. The key component is distributing video in a way that reaches key audiences, such as commuters, who will share the video with their networks.

**Legislative communications support:** Each legislative session, the Commission will have a funding request before the Minnesota Legislature. The Commission also seeks grant funds from the Counties Transit Improvement Board, and from the federal government through the FTA's New Starts grant process. The Commission will continuously update staff and elected officials with reports on project progress and project needs. When appropriate, the Commission will enlist stakeholders to help tell the story through a variety of means, including resolutions of support from local governments and business organizations, community members who can testify at committee hearings, in-district legislative meetings with supporters, letter writing, visits with legislators and events.

**Project management and ongoing strategy:** Commission members and staff will work closely with communications consultants on a regular schedule, as well as, any time an opportunity or threat presents itself that may impact the Gateway Corridor project.

## MAJOR SUPPLEMENTAL STRATEGIES BY YEAR

Supplemental strategies in addition to the base work plan will be necessary for the Commission to meet its goals. Each year between 2015-2018 will require a progression of strategies to build awareness and support among stakeholders from commuters to business people, from employees to elected officials. Continuous creativity in reaching stakeholders in new ways through on-going presentations, media and public relations will be required. Building long-term, ongoing relationships with prospective supporters/champions within multiple stakeholder groups is critical. The need for communications with broader statewide audiences must be analyzed and strategies to geo-target specific areas may be considered. Specific recommendations of major supplemental strategies are listed here, though the Commission will need to analyze the project's situation annually and adjust its Strategic Communications Plan accordingly.

2015: Public opinion survey

2016: Community liaisons, demonstration event, statewide media relations

2017: Media marketing campaign, public opinion survey, statewide media relations

2018: Legislative communications campaign

### 2015—Situation: Legislative request, completion of DEIS

#### STRATEGIES

Government Relations: The Gateway Corridor Commission will bring forward a request for \$3 million at the Minnesota Legislature in 2015. A request to enter the FTA New Starts program will be made. Grant requests to CTIB will continue. Project Development will begin a transition to the State. The Commission will lead the effort to ensure legislators, federal delegation and staff, and county representatives have up to date project information. The Commission will maintain relationships with the Counties Transit Improvement Board (CTIB) as they are a reliable ally for funding.

Community and Media Relations: The survey will help the Commission gauge current levels of support, set messaging, and identify areas where further information, education and feedback is necessary. The Commission's communication consultant will

subcontract with a professional survey company to ensure the survey is conducted in a scientific and unbiased manner. The information from the survey will be used to adjust the Commission's strategic communications plan to ensure that all segments of the community are informed. Results from the survey would inform appropriate revisions to the strategic plan so it is audience and message appropriate.

## 2016—Situation: State leads Project Development phase, bonding session, Minnesota House and Senate elections

### **STRATEGIES:**

Government Relations: The Gateway Corridor Commission will bring forward a request for \$4 million at the Minnesota Legislature in 2016. As always, funding is dependent on the demonstration of community support. Cities and counties will need to take concrete steps toward supporting the Gateway project with infrastructure improvements such as connecting pedestrian and bike trails to stations; station area development which will require zoning and planning at the front end for transit oriented development (TOD). Communicating city and county progress on development issues will build business and community support. Candidates for elected office will have access to Gateway information to proactively manage misinformation. The Commission will collaborate with State agency staff to ensure reports from committee meetings reach the public. This activity will continue for the duration of the project.

Community and Media Relations: The Commission will build targeted support across key audiences through the use of continued media relations and community engagement. Cultural liaisons will be most helpful in expanding awareness and understanding in immigrant communities, such as Hmong, Hispanic and Somali communities, as well as transit dependent communities, each of which are audiences that could greatly benefit from the Gateway Corridor Bus Rapid Transit project. The Commission could host a bus rapid transit demonstration in neighborhoods along the Corridor. An analysis of statewide interest in support of bus rapid transit will be conducted and a media relations strategy will be developed to provide information to targeted areas of the state.

## 2017—Situation: Project Development phase continues, major state funding request introduced

### **STRATEGIES:**

Government Relations: The Gateway Corridor Commission will bring forward a request for \$40 million at the Minnesota Legislature (in this, the first year of the biennium). Providing local, state and federal representatives and their staff with the information they need to support funding of the Gateway transit project is critical.

Community and Media Relations: The Commission will engage in a strategic and comprehensive media marketing campaign to build broad general audience awareness and support through media relations, advertising, public relations and continued local grass roots meetings. A creative campaign theme will be developed that will greatly increase supporter numbers through tactics including public relations, social media, advertising, collateral such as window clings and a significant increase in community engagement. Making a BRT vehicle available at major fairs/events in addition to collateral materials will help build awareness. In late fall, the Commission may wish to conduct a second public opinion (phone) survey. The objective of this research is to show growth in awareness and level of support from the 2015 baseline survey. Results from the survey would inform messages provided to legislative leaders. An analysis of statewide interest in support of rapid transit will be conducted and a media relations strategy will be developed to provide information to targeted areas of the state.

## 2018—Situation: Major state funding request, Minnesota House elections

### **STRATEGIES:**

Government Relations: In this, the second year of the biennium, and a bonding year, the Commission will seek the balance of any funding needed for the project to begin construction. At the local and state level, the Commission must illustrate growing support from businesses and the communities served by the line. The Commission will build on relationships with legislative champions and the governor to illustrate the intensity of public support. At the federal level, the Commission will build on relationships with congressional champions and continue to demonstrate strong public support to FTA staff. The Commission will also proactively communicate with FTA staff on project feasibility.

Community and Media Relations: It is essential to prepare the ridership market with messages targeted to various audiences and constituencies to explain what Gateway is, how it benefits them and addresses their needs. Consultant will utilize video, social media and interactive outreach to creatively illustrate how Gateway rapid bus transit will provide solutions to Joe Q. Public's daily challenges. In addition, these vehicles can be used to identify and demonstrate the challenges that exist in various neighborhoods and how Gateway provides the solution. A multi-pronged campaign will be created to encourage supporters to get actively involved in legislative advocacy. The Commission will partner with nonprofit, civic and community groups to hold grass roots meetings to engage businesses and residents affected by construction.

## EVALUATION

Project evaluation will take place for each major strategy. Ongoing evaluation will help inform next steps as well as the need for adjusting messages, strategies and tactics.

## RESOURCES NEEDED

A budget will be drafted following completion of public opinion research. This research will provide insight into the audiences we need to reach and when. As the project's needs increase, it should be assumed that the need for additional resources for communications will also increase.

## APPENDIX

The appendix will contain the following:

- Key messages by audience
- Brand guidelines
- Stakeholder contact lists
- Media contact lists
- Collateral materials templates



*Agenda Item #5*

**DATE:** March 5, 2015  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Create a Gateway Twitter Account

The Commission's current social media portfolio includes a YouTube and a Facebook page, both were established in 2012 and meet different communication needs of the Commission. The approved contract for Jeff Dehler PR includes resources to establish and manage a Twitter account on behalf of the Commission for the Gateway Corridor as another communication tool.

At the meeting Jeff Dehler PR will provide an overview of Twitter, how an account could benefit the communication efforts of the Commission, the resources needed to establish and manage an account if desired by the Commission and the creation of a usage and disclaimer policy similar to Facebook for any inappropriate or offensive tweets. Additional background information on the value of Twitter is attached to this memo.

**Action Requested**

Authorize staff to create a Twitter account and a usage and disclaimer statement using the precedent of Gateway's Facebook page.



**DATE:** March 6, 2015  
**TO:** Gateway Corridor Commission  
**FROM:** Jeff Dehler Public Relations  
**RE:** Twitter Background Information

### Value of Social Media

Social media is the BIGGEST communications change to happen EVER in our history—bigger than the telegraph, bigger than the telephone, bigger than email—social media is massive, and yet we tend to look at it as it's this optional part of marketing we can look into if we have extra time. Wake up! It's not optional.

– Social Nicole, Aug. 21, 2014, <http://socialnicole.com>



### Twitter

- The number of people using Twitter has increased by more than 50 million in the past year. The network now has over 270 million active users.
  - By 2015, one fifth (20.5%) of internet users in the US are expected to have Twitter accounts. This figure has grown from 15.2% in 2012, and is set to rise to 24.2% by 2018.
  - The average Twitter user follows five or more businesses. Over a third (37%) of Twitter users will buy from a brand they follow.
  - Mobile users are more active on Twitter than desktop users. People with Twitter on their smartphone are 79% more likely to access Twitter several times a day. They're also twice as likely to use Twitter the moment they wake up.
  - Three in ten small businesses have yet to join Twitter. What are you waiting for guys?
- Lori R. Taylor, Dec. 2014, <http://lorirtaylor.com>

## More information:

### Twitter Best Practices for Government

Twitter has introduced media.twitter.com featuring best practices and success stories to help government leverage the power of Twitter. Many best practices are covered including:

- How to break the news with Twitter Alerts
- How to get the most from Twitter Town Halls, and
- Why live tweeting is important

The new site is a searchable database of curated how-tos designed to complement other channels:

- The blog, which regularly chronicles the great work media players are doing with Twitter
- Portfolio of newsletters, which detail successful Twitter uses by industry, and
- Various Twitter accounts



Success stories are also available from Members of Congress and from state and local officials.

– Lisa Nelson, Nov. 25, 2014, <http://www.digitalgov.gov/>

### The GovLoop Guide – The Social Media Experiment in Government: Elements of Excellence

In February 2013, GovLoop launched a web-based survey, eliciting feedback from community members regarding the current impact of social media in the public sector. The survey contained 10 questions and received more than 100 responses. Participants represented all levels of government, with 38% of respondents being federal government, 23% working in state government and 30% serving in local government (19% city and 10% county). It's probably no surprise that respondents named Facebook (88%) and Twitter (82%) as the top two social media tools used by their organizations. Agencies also reported using YouTube (61%), blogs (45%) and LinkedIn (42%). Less-used tools included Google+ (18%) and Wordpress (17%). The result of the survey was a 40-page document outlining best practices on government social media.



*Agenda Item #6*

**DATE:** March 4, 2015  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Health Impact Assessment (HIA) Update

The Gateway Corridor is in the beginning stages of a Health Impact Assessment (HIA). The HIA is supported by a grant from the Health Impact Project, a collaboration of the Robert Wood Johnson Foundation and The Pew Charitable Trusts, with funding from the Blue Cross and Blue Shield of Minnesota Foundation. A fact sheet about the Gateway Corridor HIA is attached to this memo.

Staff has been working with the CAC, TAC, and Ramsey and Washington County public health groups to kick-off the HIA work. One of the first steps is to determine what health indicators are most important to the community. Once the main health indicators are established, the “assessment” work can begin. We sought feedback through an online form on what is important to community members. The form was accessed through the website and has been distributed via Facebook, e-newsletter, and e-mailed to key stakeholders. We received 90 responses to date.

The responses will be compiled and will be a major focus of the March 13<sup>th</sup> workshop. Attendees will learn about how health indicators and pathways to health outcomes. As of March 4<sup>th</sup>, there were 35 registrants which were from a good cross-section of the groups invited. The following groups were invited to the workshop:

- TAC
- PAC
- CAC
- Washington County Public Health Community Leadership Team
- Ramsey County/St. Paul Community Health Services Advisory Committee
- St. Paul Healthy Living for All event attendees (an event that was held this past fall with community organizers)
- Representatives from East Metro Strong and Woodbury Community Foundation

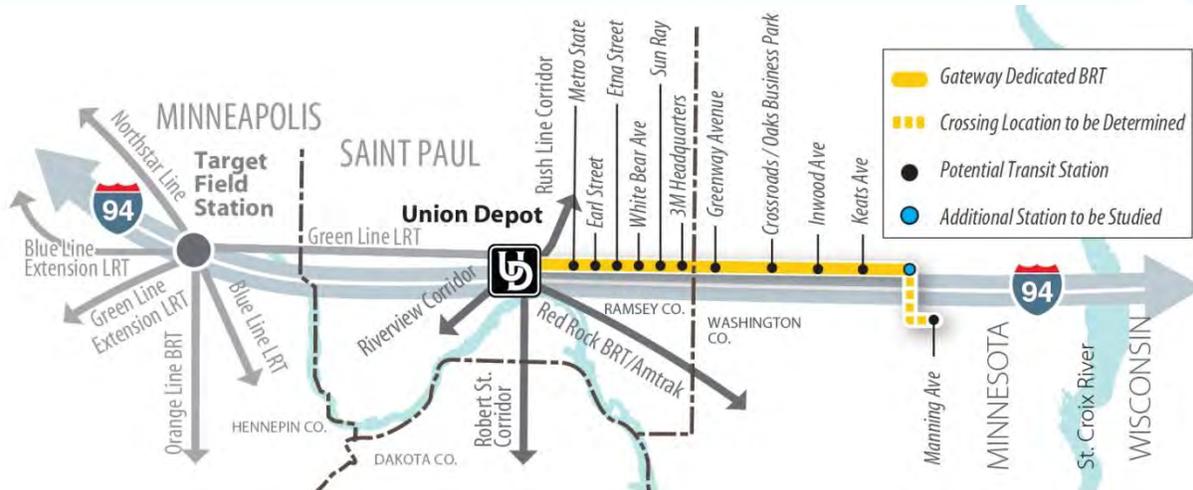
**Action**  
Information

- Get to know the Gateway Corridor Project and the

## Gateway Health Impact Assessment

Where is the Gateway Corridor and what is the Gateway Corridor Project?

The Gateway Corridor is a planned approximately 12-mile dedicated Bus Rapid Transit (BRT) line located in Ramsey and Washington Counties in Minnesota. The corridor runs generally parallel to Interstate 94 (I-94), connecting downtown Saint Paul with its East Side neighborhoods and the suburbs of Maplewood, Landfall, Oakdale, Lake Elmo, and Woodbury. The transitway will connect the eastern parts of the Twin Cities Metropolitan Area to the broader regional transit system through Union Depot multimodal transportation hub in downtown Saint Paul.



What is a Health Impact Assessment (HIA)?

The Centers for Disease Control and Prevention defines an HIA as a process that helps evaluate the potential health effects of a plan, project or policy before it is built or implemented. HIAs can be conducted for a wide range of projects; a major benefit of the HIA process is that it brings public health issues to the attention of decision-makers in areas that fall outside of traditional public health arenas, such as transportation, infrastructure, or land use.

The focus of the Gateway HIA is land use around each of the proposed Gateway stations. The HIA will use input from targeted community engagement to decide on several “health indicators” that are important to the corridor. Examples of health indicators are air quality, affordable housing, or access to recreational facilities. The HIA team will conduct in-depth research on each health indicator and review each of the corridor cities’ land use and zoning codes to arrive on recommendations to improve health outcomes in the corridor. The HIA will help to inform station area planning efforts, local land use controls, and comprehensive plan updates.

## What else is happening to advance the Gateway Corridor Project?

The HIA is one of several Gateway Corridor initiatives currently underway. Each analysis helps to build a more comprehensive understanding of the conditions in and needs of the communities along the corridor prior to the implementation of the transitway.

Large capital-intensive projects with a likelihood of significant environmental impacts, like the Gateway Corridor project, must complete a **Draft Environmental Impact Statement (EIS)**. The Gateway Corridor Draft EIS is currently underway and will disclose the impacts and benefits of various alternatives considered for the transitway. In tandem with preparation of the Draft EIS, the project has advanced **conceptual engineering and design** and in fall 2014 the Gateway corridor cities and counties officially selected the **locally preferred alternative (LPA)**, the route and mode of transit for the Gateway Corridor. The Gateway Corridor LPA is included in the Metropolitan Council's 2040 Transportation Policy Plan (TPP).

Concurrent with preparation of the Draft EIS, the Gateway project is also carrying out **Station Area Planning**. As the design of the corridor proceeds, station area planning is providing input on station locations from the perspective of land use planning and real estate development potential. Station area planning will also prepare cities for infrastructure changes and development around stations that facilitate use of the stations by pedestrians, bicyclists, and drivers.

## Who is paying for the Gateway Corridor Project?

As the local project sponsors, Ramsey County Regional Railroad Authority and Washington County Regional Railroad Authority are paying for preparation of the Draft EIS through a grant from the Counties Transit Improvement Board.

The Capital Investment Grant Program (CIG) is the federal capital funding program for major transit projects like the Gateway Corridor. The region intends to apply for funding through the Federal Transit Administrations (FTA's) CIG Program to build the Gateway Corridor. If the Corridor is a recipient of federal funds, the FTA would fund 45%, the Counties Transit Improvement Board (CTIB) would fund 35%, the State of Minnesota would fund 10%, and Washington and Ramsey County Regional Railroad Authorities would together fund 10% of the capital cost of the project. Operating funds for the Gateway Corridor project are anticipated to come from CTIB and the State of Minnesota. After accounting for fare revenues, the net operating cost would be paid 50 percent by CTIB and 50 percent by the State of Minnesota.

## Who is paying for the HIA?

The health impact assessment is supported by a \$100,000 grant from the Health Impact Project, a collaboration of the Robert Wood Johnson Foundation and The Pew Charitable Trusts, with funding from the Blue Cross and Blue Shield of Minnesota Foundation.



**DATE:** March 5, 2015

**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 in 2014 and 2015.

### Upcoming Outreach

Stakeholder	Status
HIA Workshop	March 13, 2105

### Previous Outreach

Stakeholder	Status
Senate Transportation Committee	Tour, March 5, 2015
Oakdale Chamber	Presentation, March 5, 2015
Ramsey Co/St. Paul Community Health	Presentation, March 4, 2015
Legislative Breakfast	February 27, 2015
St. Paul Station Planning Task Force	Meeting, February 17, 2015
St. Paul Historic Preservation committee	Presentation, February 12, 2015
Stillwater Lion’s Club	Presentation, February 10, 2015
Oakdale City Council	Workshop, February 10, 2015
Governor Briefing	Meeting, February 9, 2015
Bus Tour with Chair Duinick	Tour, January 6, 2015
St. Paul Station Planning Task Force	Workshop, February 5, 2015
Community Advisory Committee	Meeting, January 29, 2015
Washington County Public Health Community Leadership	Presentation, January 21, 2015
St. Paul Station Planning Task Force	Meeting, January 6, 2015
Maplewood Planning Commission	Presentation, December 16, 2014
River Valley Action Forum	Presentation, December 9, 2014
ESABA Gala	Table – December 4, 2014
St. Paul Station Planning Task Force	Workshop, December 2, 2014
Legislative Strategy Meeting	November 13 and 21, 2014
Met Council – Committee of the Whole	Presentation, November 12, 2014
Maplewood Station Planning Meeting	November 7, 2014
Lake Elmo Station Planning Meeting	November 6, 2014



Dayton's Bluff Community Meeting	November 6, 2014
Oakdale Station Planning Meeting	November 6, 2014
Partnership for Regional Opportunity-TOD Committee	Presentation, November 3, 2014
Woodbury Station Planning Meeting	October 31, 2014
District 4 Community Council New Moon Celebration	Flyers/booth – October 30, 2014
St. Paul Station Planning Meeting	October 27 and 30, 2014
Washington County Regional Rail Authority	October 7 <sup>th</sup> , 2014
Globe University – Welcome Day for Students	Booth – October 1 <sup>st</sup> , 2014
Woodbury City Council	September 24 <sup>th</sup> , 2014
Oakdale City Council	September 23 <sup>rd</sup> , 2014
Maplewood City Council	September 22 <sup>nd</sup> , 2014
Lake Elmo City Council	September 16 <sup>th</sup> , 2014
Washington County Regional Rail Authority	Public Hearing- September 16 <sup>th</sup> , 2014
Metro State University Fall Fest	Booth-September 13 <sup>th</sup> , 2014
Landfall City Council	September 10 <sup>th</sup> , 2014
Lake Elmo City Council	Workshop-September 9 <sup>th</sup> , 2014
Oakdale City Council	Workshop-September 9 <sup>th</sup> , 2014
Ramsey County Regional Rail Authority- Public Hearing	Presentation-September 9 <sup>th</sup> , 2014
Saint Paul Planning Commission	Update -September 5 <sup>th</sup> , 2014
Woodbury Rotary Club	Presentation – September 4 <sup>th</sup> , 2014
Bruce Vento Elementary-Back to School Night	Booth-August 27 <sup>th</sup> , 2014
City Walk Board (Woodbury)	Presentation-August 27 <sup>th</sup> , 2014
Metropolitan Council-Transportation Policy Plan Outreach	Booth-August 26 <sup>th</sup> , 2014
Oakdale City Council Workshop	Workshop – August 26 <sup>th</sup> , 2014
Maplewood City Council Workshop	Workshop – August 25 <sup>th</sup> , 2014
St. Paul Transportation Committee	Presentation – August 25 <sup>th</sup> , 2014
Metro State University-Welcome Day	Booth-August 20 <sup>th</sup> , 2014
Lake Elmo Property Owners along I-94	Presentation/discussion-August 14 <sup>th</sup> , 2014
Landfall City Council Workshop	Presentation-August 13 <sup>th</sup> , 2014
LPA Public Hearing	Public Hearing – August 7 <sup>th</sup> , 2014
National Night to Unite-several Woodbury neighborhoods	Booth-August 5 <sup>th</sup> , 2014
National Night to Unite- Dayton's Bluff, Saint Paul	Booth-August 5 <sup>th</sup> , 2014
Primrose/City Walk Businesses (Woodbury)	Presentation-July 31 <sup>st</sup> , 2014
Community Thread-Stillwater	Update-July 29 <sup>th</sup> , 2014
St. Paul District 1 Community Council	Presentation – July 28 <sup>th</sup> , 2014
Woodbury Chamber Public Affairs Committee	Presentation – July 24 <sup>th</sup> , 2014
Wabasha Street Block Party	Booth – July 24 <sup>th</sup> , 2014
ESABA Bowling Tournament	Booth – July 24 <sup>th</sup> , 2014
Landfall Planning and Finance Committee	Presentation – July 8 <sup>th</sup> , 2014
Community Advisory Committee	Meeting – June 30 <sup>th</sup> , 2014
Orange Line Tour	Field Trip – June 25 - 27, 2014
Make it Happen on E. 7 <sup>th</sup> St. Night Out Business & Community Fair	Event Presence – June 20, 2014



FTA Tour and Workshop	Tour and Presentation – June 20 <sup>th</sup> , 2014
District 4 Community Council	Presentation – June 16 <sup>th</sup> , 2014
Green Line Opening	Booth at Depot/Wanderers – June 14 <sup>th</sup> , 2014
Community Advisory Committee	Meeting – June 3 <sup>rd</sup> , 2014
Target Station Opening	Booth – May 17 <sup>th</sup> , 2014
National Train Day	Booth – May 10 <sup>th</sup> , 2014
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
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



**Action Requested:** Information



**DATE:** March 4, 2015

**TO:** Gateway Corridor Commission

**FROM:** Jeff Dehler Public Relations

**RE:** Gateway Corridor Communications and Public Relations Update

### **Summary**

Legislative support efforts ramped up. Routine communications efforts continued. We made our first ad buy on Facebook.

### **Media and Community Relations**

Two e-newsletters were sent in February. The February 5 edition featured the Health Impact Assessment worksheet. The February 24 issue discussed interactions with the new Met Council chair and Governor Dayton.

A legislative action alert was distributed March 3 to promote the Senate Transportation Committee hearing in Woodbury on March 5.

A news release was sent Feb. 10, titled "Congresswoman McCollum, Local Leaders Discuss Gateway Corridor BRT with Governor." It reported on the Feb. 9 meeting at the Governor's residence. It's available at [www.theGatewayCorridor.com](http://www.theGatewayCorridor.com), on the recent news page.

Gateway in the media: East Side Review story on Oakdale's new administrator, Lillie News coverage of the St. Paul station open houses, a story on the Met Council tour on the Council's website, Lillie News coverage of the \$3 million legislative request, and Woodbury Bulletin's story on city hall supporting Gateway legislation.

### **Legislative Engagement**

The team helped prepare staff and elected officials for the February 9 meeting with Gov. Dayton, Rep. McCollum and local community leaders. Thank you letters were drafted for participants.

Washington County staff and Gateway Corridor Commission communications staff met with the Saint Paul Area Chamber of Commerce's Transportation Committee February 19.

Public outreach materials were updated and provided at station area planning open houses February 25 and 26 in Saint Paul.

The JDPR team coordinated the Gateway Corridor Legislative Progress Report, February 27. The team secured the space, the sponsors and host, the speakers and guests, working with St. Paul and Woodbury chambers, as well as Gateway staff. An event script, a pre-program and program PowerPoint presentation, a materials packet with agenda were produced. Fifty legislators, business and community leaders, and elected officials attended the breakfast event. Speakers included Dave Metzen, Lisa Palermo, Barbara Tuccitto-Warren, Matt Kramer, Kathy Tucci, Rep. Kelly Fenton, Rep. Joann Ward, and Commissioner Lisa Weik.

### Website and Social Media

A page on the Health Impact Assessment was added to the Gateway web site. A convenient e-newsletter sign-up tool was implemented on Facebook.

We boosted a post pertaining to the Met Council tour of the corridor. With just a \$20 budget, we reached 3,450 people from Feb. 8 to Feb. 13. The chart below shows organic reach, meaning not paid for, also benefited from the small investment in paid promotions.



### Video

Several video scripts were drafted for review.

### Next Steps

The team is working with project staff and community partners to implement a development forum in April. Materials continue to be updated with the new METRO Gold Line logo, when appropriate. Video production is expected to be completed in March.



*Agenda Item #8*

**DATE:** March 6, 2015  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** State and Federal Legislative Update

#### State Update

The legislative session begins on Tuesday, January 6, 2015. Below is recap of the \$1.869 billion surplus announced for Minnesota's state budget provided by LGN:

The Office of Management and Budget released the state's February budget forecast, which projects Minnesota's state budget to have a \$1.869 billion surplus for fiscal year 2016-17 due to higher revenues and lower state spending.

This recent forecast is an increase of \$832 million over the previous November forecast. Further details on the budget picture will be announced later today, followed by reactions from Governor Dayton and DFL and GOP legislative leaders.

Governor Dayton was constitutionally required to submit a two-year budget proposal last month and may make some adjustments to that based on the new forecast.

State legislators will use this number to begin their constitutional obligation to establish and balance the state's two year budget this legislative session. In the coming weeks, the House Ways and Means Committee and Senate Finance Committee will work through individual spending line-items. Friday, April 24 marks the third deadline in which the finance committee's must act favorably on major appropriation and finance bills.

#### Federal Update

Below is a recap of the Federal Updates prepared by LGN:

#### **Washington Update for Week of February 27th**

Negotiations regarding Homeland Security Department funding bill which expires on Friday, February 27, continued on Capitol Hill this week. Additionally, the House continued debate on a rewrite of the federal education bill, "No Child Left Behind."

In this Update:

[Homeland Security Standoff](#)

[Transportation Update](#)



## [Education Update](#)

## [Key Upcoming Dates](#)

## [News Notes and Events](#)

## [Minnesota Delegation Notes](#)

## [Additional Media](#)

### **Homeland Security Standoff:**

In efforts to avoid an agency shut down and fund the Department of Homeland Security (DHS), The Senate passed a "clean bill" without the riders that were aimed at repealing the President's executive orders regarding immigration policy. House Leadership is moving today, to pass three-week continuing resolution to keep the agency open and counter the passage of a the Senate's long-term bill. This short-term plan will be also be a clean bill but could force the Senate to go to Conference Committee to reconcile the two versions. Lawmakers have said they expect two votes on the Homeland Security bill Friday: one on passage of the CR and another to go to conference with the Senate on the full-year DHS bill ([HR 240](#)).

### **Transportation:**

With the Highway Trust Fund (HTF) deadline looming and current authorizing bill extension (MAP-21) set to expire on May 31<sup>st</sup>, there is still no clear solution to the transportation funding crisis. House Ways and Means Chairman [Paul D. Ryan](#), (WI) has indicated that his Committee has yet to address the issue. However, he has set a summer deadline to wrap up the tax overhaul legislation which also could have transportation implications.

The Administration has included \$238 billion in new revenue from the one-time taxation of overseas profits in its tax overhaul proposal, which would be directed to the Highway Trust Fund. This is a plan that was similar to one offered last year by Ryan's predecessor, Michigan Republican Dave Camp. Meanwhile, Congressman [James B. Renacci](#), R-Ohio, of Ways and Means is organizing a bipartisan group that will look for short-term and long-term solutions to keep the money for the HTF.

Next week, Federal Aviation Administration (FAA) Administrator Michael Huerta will testify at an Aviation subcommittee hearing on reauthorization of the agency and ensuring a modern U.S. Aviation system. With the current FAA law expiring in September, a new resolution is of upmost priority for the Congressional Transportation and Infrastructure Committee.

## **Education Update**

The House had planned to vote on a rewrite of No Child Left Behind, on Friday, February 27 however, when debate over funding for the Department of Homeland Security continued over took center stage, it became evident that the final passage might get pushed to next week.

## **Key Upcoming Dates**



## **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 may once again run the risk of defaulting on its loans.

## **May 31, 2015**

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

## **SPECIAL NEWS, NOTES, AND EVENTS**

### **National League of Cities Congressional City Conference**

*Saturday, March 7<sup>th</sup> - Wednesday March 11<sup>th</sup>  
Washington, D.C.*

### **2015 N.O.I.S.E. Legislative Summit**

*Sunday, March 8<sup>th</sup>  
Marriott Wardman Park  
2660 Woodley Road NW,  
Washington, D.C. 20008*

### **Minnesota Police Annual Legislative Fly-In**

*March 18-20  
U.S. Capitol  
Washington, DC*

### **Reception Honoring Congressman Rick Nolan (MN-8<sup>th</sup> CD)**

*Tuesday, March 24, 2015  
5-7 PM  
150 North Carolina Avenue  
Washington, DC 20003*

## **MINNESOTA DELEGATION NOTES**

**Senator Amy Klobuchar, (D-MN)**, Joined fellow female Senators in requesting a Senate Judiciary Committee hearing to discuss sex trafficking. Read more [here](#).

**Senator Al Franken, (D-MN)**, Celebrated FCC vote on Net Neutrality, citing the "enormous Victory" for Americans. Read more [here](#).

**Congressman Tim Walz, (D-MN-01)**, introduced bill to help local first responders handle train derailments. Read more [here](#).

**Congressman John Kline, (R-MN-02)**, spoke on House floor urging support for his authored Student Success Act. Read more [here](#).

**Congressman Erik Paulsen, (R-MN-03)**, co-sponsors legislation that strengthens and expands college



savings plans. Read more [here](#)

**Congresswoman Betty McCollum**, made opening remarks to the Interior Appropriations Subcommittee, in regards to the Department of Interior Budget. Read more [here](#).

**Congressman Keith Ellison, (D-MN-05)**, introduced Investor Choice Act of 2015, to end pre-dispute mandatory arbitration agreements and ban prohibitions in specific class action lawsuits. Read more [here](#).

**Congressman Tom Emmer, (R-MN-06)**, announced high school art competition. Read more [here](#).

**Congressman Collin Peterson, (D-MN-07)**, introduced Pilot's Bill of Rights to ensure a prospering general aviation industry. Read more [here](#).

**Congressman Rick Nolan, (D-MN-08)**, praised Cirrus Aircraft's contributions to the Duluth region. Read more [here](#).

#### **ADDITIONAL MEDIA**

CQ NEWS

Feb. 27, 2015 - 9:44 a.m.

#### **Republicans Name GOP Veteran Economist Keith Hall as CBO Director**

By CQ Roll Call Staff

Congressional Republicans Friday named Keith Hall, a veteran of economic positions in the George W. Bush administration, as director of the Congressional Budget Office, choosing an economist with a strong background in technical analysis to head an agency charged with providing independent assessments of legislation.

Senate Budget Chairman Michael B. Enzi, R-Wyo., tabbed Hall after calls in some Republican circles for a CBO director with more active conservative credentials to head an office that has rankled some GOP lawmakers with its reports.

A former chief economist for the White House Council of Economic Advisers, Hall held several posts in the Bush administration and won Senate confirmation in 2007 to be commissioner of the Bureau of Labor Statistics. Although he holds a clear Republican background, Hall's work as a government economist has been largely focused on technical analysis, including work he did in the 2000s at the Commerce and Treasury departments.

He will replace Douglas Elmendorf, whose term expires this month after six years at the CBO.

Enzi said Hall "has dedicated his career to managing teams focused on strengthening the economy by providing policy makers and the public with superior economic analysis and information. I thank Mr. Elmendorf for his service and look forward to working with Dr. Hall as Congress begins the difficult task of addressing our nation's chronic overspending, which threatens America's future."

Hall has been on the faculty more recently at the University of Missouri and the University of Arkansas. He also has been a senior research fellow at the George Mason University's Mercatus Center, where he has published papers on labor, including analysis of labor force participation.

In a March 2013 paper titled "The Employment Costs of Regulation," Hall pointed to rules at the EPA as examples of how poorly designed regulations can result in "workforce skill mismatching with available jobs." He wrote that "can result in lower labor force participation and higher unemployment rates in the long run."

- [Budget](#)

Source: **CQ News**

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**Action**



*Agenda Item #9*

**DATE:** March 6, 2015  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Gateway DC Fly-In Options

The Commission's 2015 Work Plan and Budget identifies going to Washington DC to meet with our congressional delegation and the US-DOT administration to advocate for the Gateway Corridor. LGN has prepared the attached memo with more details on the purpose of the trip, recommended dates and attendees, a general schedule and basic messaging.

The details of the proposed trip, prospective dates, and possible attendees will be discussed at the March meeting. The Commission should also discuss the reimbursement policy for this trip. It is estimated to cost \$1,000 to \$1,500 per person (based on a 1-night stay) for the trip. In the past, the Commission has offered a stipend to members and partners to cover a portion of the out of state travel costs (airfare, hotel, and lodging).

Action  
Information



MINNEAPOLIS  
Suite 2200  
100 Washington Avenue South  
Minneapolis, MN 55401-2179  
T 612.339.6900  
F 612-339-0981

WASHINGTON, D.C.  
Suite 210  
415 Second Street, N.E.  
Washington, D.C. 20002-4900  
T 202.544.9840  
F 202-544-9850

## MEMORANDUM

**TO: Gateway Corridor Commission**

**FR: Lockridge, Grindal, Nauen P.L.L.P. – Federal Relations Group**

**Dennis McGrann // Andy Burmeister**

**DT: March 4, 2015**

**RE: Gateway Corridor Commission Washington, D.C. Fly-In**

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The following has been prepared to provide you with additional information and recommendations related to a possible Gateway Corridor Commission Washington, D.C. fly-in in the coming months. In an effort to ensure that we are well-prepared for possible visits on Capitol Hill and with Administration officials, the following memorandum briefly highlights a general schedule, agenda, purpose, possible dates, and general message that could be utilized for a trip to Washington, D.C. This document will be updated periodically as items are discussed by the board and as items change on the ground. We greatly look forward to your potential visits and believe that the gathering of influential East Metro leaders in various sectors would help ensure that your message is heard and fully understood.

### **PURPOSE OF FLY-IN:**

Throughout the last several years the Commission has reached and surpassed significant milestones as it pertains to the development of the Gateway Corridor. Of importance and as you know, the federal government has already begun recognizing the merits of the project through the addition of the project to the “Federal Permitting Dashboard”. Further, it is nearing the point that the US-DOT will be reviewing the DEIS before signing off on its publication.

Given the size and scope of this project and the significant current and future federal involvement that will be needed to complete it, it is important to keep the your federal Congressional Delegation and key Department of Transportation officials aware of your progress, challenges, and successes so that when the time comes for major funding decisions to be made, they will be fully aware of the project and able to confidently put their support behind it. Having public officials, chamber representatives, business representatives, labor

representatives, and other local stakeholders, will underscore the local support and importance of this project.

**ATTENDEES DURING LAST FLY-IN:**

- Commissioner Lisa Weik – Washington County
- Commissioner Rafael Ortega – Ramsey County
- Council Member Paul Reinke – City of Oakdale
- Mayor Giuliani Stephens – City of Woodbury
- Mr. Zach Schwartz – St. Paul Area Chamber of Commerce
- Mr. Greg Watson – Woodbury Chamber of Commerce
- Mr. Kyle Makarios – North Central States Regional Council of Carpenters
- Mr. Don Theisen – Washington County Public Works Director
- Mr. Tim Mayasich – Ramsey County Regional Rail Authority Director
- Mr. Andy Gitzlaff – Washington County Senior Planner

**RECOMMENDED DATES:**

As is traditional, we would recommend coming in the night before the meetings and holding an initial strategy meeting upon arrival. The following morning, we would recommend that a pre-meeting strategy session take place followed by Hill and Administration meetings. Attendees could stay another evening or plan on departing late in the day the second day to allow for enough time to complete desired meetings.

With this in mind we recommend the following dates in the fall to complete a fly-in trip to Washington DC:

- September 8-9
- September 9-10
- September 16-17
- October 6-7
- October 7-8
- October 20-21
- October 21-22
- October 26-27
- October 27-28
- November 2-3
- November 3-4
- November 16-17
- November 17-18

### **GENERAL SCHEDULE:**

Below is the expected schedule for that we would pursue on behalf of the Gateway Corridor Commission visit to Washington, DC. Please note – requests are typically made 3-4 weeks out. As meetings get confirmed we would update the Commission on the arrangements.

#### **Day 1:**

- Early Evening – Gateway Corridor Commission and Stakeholders Arrive
- Evening (Time permitting/Commission Preference) – Initial strategy meeting

#### **Day 2:**

- AM – Pre-meetings strategy session (Location TBD)
- AM – Meetings with the Offices of Senator Klobuchar, Senator Franken,
- PM – Mid-Meeting Strategy Session and Lunch (TBD)
- PM – Meetings with Congresswoman McCollum and the Federal Transit Administration/DOT
- PM – Meetings with other Members as appropriate, helpful, and time permitting
- PM – Post-meeting strategy and meeting recap session
- PM – Commission Members and Stakeholders Depart

### **BASIC MESSAGING:**

- Although the message will be refined in the weeks leading up to the fly-in and during our pre-meeting strategy sessions, the following provides a short glimpse of some key messages which will be important for the group to convey during the visits.
- We appreciate your support in helping to bring the Gateway Corridor this far and look forward to continuing to work with you as the process progresses.
- We have made significant process in the planning and development of this critical transit corridor and are looking forward to working with you and our local partners to continue that progress.
- We recently reached another significant milestone and wanted to take this opportunity to update you the Commission's work to choose a mode for the transit corridor.
- In fact, we are extremely pleased by the Federal Government's recognition of the merits of this project through its addition to the Federal Permitting Dashboard.
- Further we appreciate the work you are doing at this point in time to evaluate the DEIS for the Gateway Corridor Project.

- As you can see, we have significant local support from the Counties, Cities, Chambers of Commerce, Business, and the Labor Community.
- With this said, we work tirelessly every day to expand and strengthen this coalition of support.
- Once again, we appreciate your tireless efforts to advance transit and the Gateway Corridor here in Washington and look forward to another year of working closely with you to advance this critical Twin Cities transit project.

**CONCLUSION:**

We will continue to monitor federal transportation and transit policy legislation. Additionally, we will continue to provide up-to-date analysis throughout the process. As always, please do not hesitate to contact us at any time with questions, comments, or concerns.

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Andy Burmeister  
Arburmeister@locklaw.com  
Phone: (202) 544-9844  
Cell: (202) 713-0895



Agenda Item #10

**DATE:** March 4, 2015  
**TO:** Gateway Corridor Commission  
**FROM:** Staff  
**RE:** Other Items

**Items 10a. Meeting Dates Summary**

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

Month	Meeting	Date	Planned Start Time
April	PAC	April 9	1:30 PM
April	Gateway Corridor Commission	April 9	3:30 PM
May	Gateway Corridor Commission	May 7	3:30 PM

**Item 10b. Website and Social Media Updates**

Facebook

The Gateway Corridor Facebook page was launched on Monday, February 20, 2012. The page currently has 481 '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 40-1,132.

Website

For the month of February, there were 959 visits to the website.

**Item 10c. Media Articles**

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

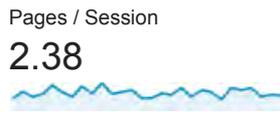
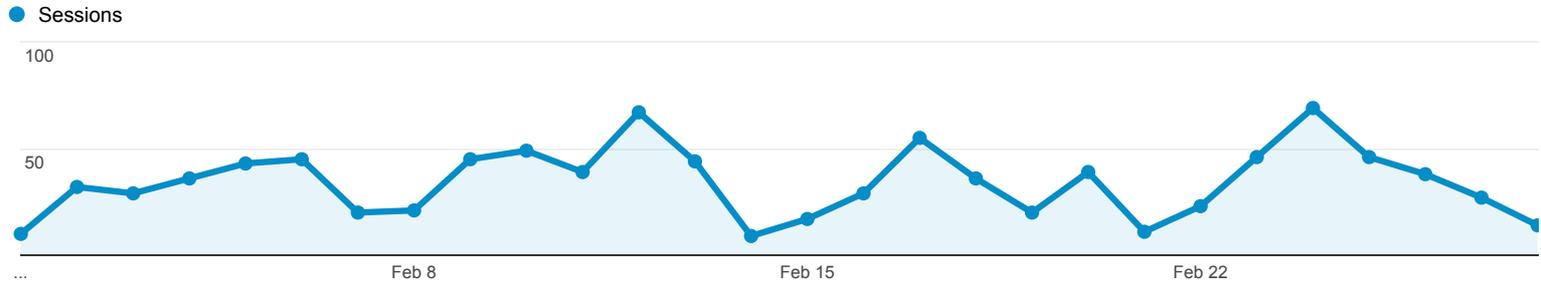
**Action Requested:** Information.

Feb 1, 2015 - Feb 28, 2015

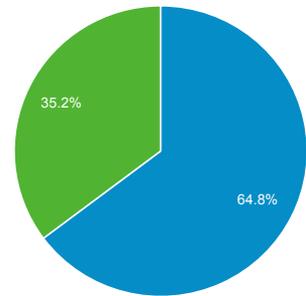
# Audience Overview

All Sessions  
100.00%

## Overview



■ New Visitor ■ Returning Visitor



Language	Sessions	% Sessions
1. en-us	908	94.68%
2. pt-br	25	2.61%
3. en	3	0.31%
4. en-gb	3	0.31%
5. ja-jp	3	0.31%
6. el-gr	2	0.21%
7. es-es	2	0.21%
8. it-it	2	0.21%
9. pt-pt	2	0.21%
10. c	1	0.10%

# StarTribune | east metro

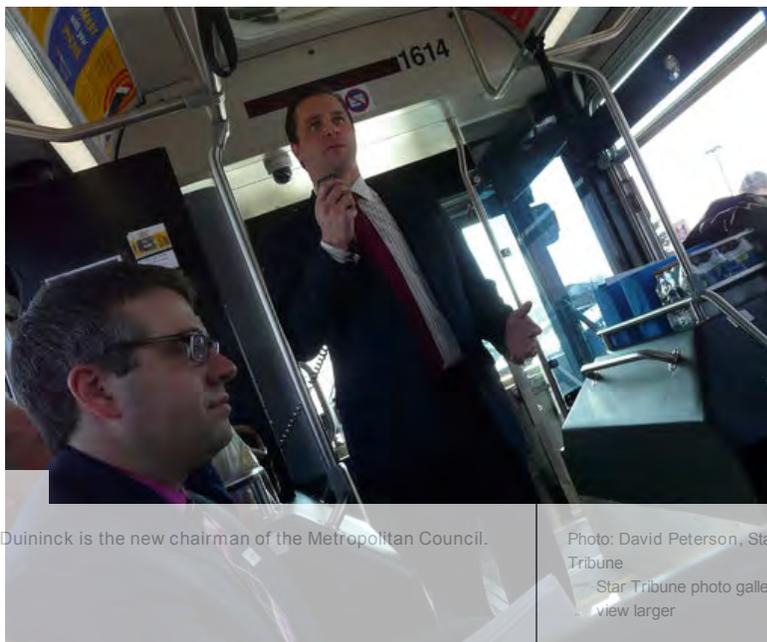
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## New Met Council chairman gets an earful during Washington County visit

Updated: February 14, 2015 - 12:04 AM



Adam Duinick is the new chairman of the Metropolitan Council.

Photo: David Peterson, Star Tribune  
Star Tribune photo galleries  
view larger

0 comments - resize text + print buy reprints

The newly appointed chairman of the Metropolitan Council chose Washington County as the starting point earlier this month for his seven-week, seven-county listening tour of the Twin Cities area.

And at times Adam Duinick got an earful.

"I'm trying not to be too hostile," said Brian Johnson, a member of a countywide coalition on water issues, "but my experience with the Met Council is so poor. There's no listening ... this is the first time I've seen a Met Council member at one of these meetings. I think they are here for political reasons; I'd like to see them here for listening reasons."

Duinick replied that, as the council's first full-time chairman, he means to improve things in terms of genuine listening.

"I want to be out here myself, having two-way conversations," he said. "Sometimes when we do 'stakeholder engagement,' we don't reach beyond the folks we know. Give me time. If a year from now, things don't change, be more hostile."

A number of people taking part in sessions through the week were impressed.

"I have a great feeling about Adam," said Lake Elmo City Council Member Anne Smith. "I talked several times with Peter Bell, but never met Susan Haigh," she added, referring to the new chairman's most recent predecessors.

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Many were curious to meet the new chairman. [Woodbury](#) City Administrator Clint Gridley described a session with one local group as having the "biggest turnout we have ever had or ever will have."

With the Met Council taking on a prominent role in water issues, and those issues rising in importance within the county, water came up often.

Local officials appealed to Duinink to learn from Washington County's extensive experience in dealing collaboratively with water issues.

He also spent a couple of hours touring the length of the planned Gold Line rapid busway, stretching from Union Depot in downtown St. Paul almost to Afton.

Many repeated some variation of the theme sounded by state Sen. Susan Kent, DFL-Woodbury:

"We need a strong east metro to have a strong metro."

DAVID PETERSON

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**KSTP**.COM — **5** **EYEWITNESS NEWS****Dayton to Discuss St. Paul to Lake Elmo Transit Project**

Created: 02/08/2015 7:05 PM KSTP.com By: Rebecca Omastiak

Governor Mark Dayton is scheduled to meet with the Gateway Corridor Commission on Monday to discuss an east metro transit project.

The 12-mile Gateway Corridor addition would connect downtown St. Paul to Lake Elmo via a rapid transit bus line.

The route has a projected 2022 completion date and is expected to transport 10,000 riders per day.

The Gateway Corridor Commission will meet Thursday at the Woodbury City Hall for a project update.



Photo: Photo: KSTP/ File



## COUNCIL CHAIR DUINICK, LOCAL OFFICIALS TOUR GATEWAY CORRIDOR

Posted In: [Communities](#), [Council News](#), [Housing](#), [Planning](#), [Transportation](#), [Wastewater & Water](#)

Date: 2/11/2015

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**Metropolitan Council Chair Adam Duinick wrapped up the first week of his seven-county tour on Feb. 6 with a bus ride through the Gateway Corridor (future METRO Gold Line) in the east metro area.**

The bus was filled with local elected officials and staff. It followed the proposed route of a bus rapid transit (BRT) line that will run in a dedicated guideway for most, if not all, of its 12-mile length from the Union Depot in Saint Paul to Manning Avenue in Woodbury.

**“The future Gold Line is an important piece of the regional transit network and one that I strongly support and the Council supports,”**

Duinick said to the busload of local elected officials and staff took the tour.

The Gold Line “will be new transit technology for Minnesota,” said Washington County Commissioner Lisa Weik, who co-chairs the Gateway Corridor Commission. “It is bi-directional, all day, evening and weekend service in restricted bus lanes to the east metro.”

### Dedicated transit is catalyst for development

BRT attracts robust economic development around station areas, Weik said, and it will provide an opportunity for redevelopment in the Ramsey County portion of the line and for greenfield and new development in Washington County.

In 2010, the corridor had 87,500 jobs within one mile; in 2030, that number is expected to grow to 149,000. In addition, thousands of students attend post-secondary schools along the line. The corridor population is expected to grow from 64,600 in 2010 to 89,600 in 2030.



Council Chair Adam Duinick (center) chats with Will Schroerer, executive director of East Metro Strong, during the Gateway Corridor tour.

### Businesses, including Fortune 500 3M Company, support the BRT line

The tour included a stop at 3M’s corporate headquarters, where former State Rep. Douglas Stang—now in government relations for 3M—talked about how the company has embraced BRT for its promise of bringing workers to the sprawling campus and helping to alleviate parking issues.

**The business community solidly supports the line, said U.S. Rep.**



#### Gateway Project Facts

- Mode – Bus Rapid Transit
- 12 stations
- Saint Paul to Woodbury - 12 miles
- Status - draft environmental impact statement under way
- Timeline - Construction 2017, operations 2022

#### UPCOMING EVENTS

##### [Blue Line Community Workshops: Golden Valley Road and Plymouth Avenue stations](#)

The Metropolitan Council will host a community workshop on Thursday, February 26 to receive public input on the benefits and impacts of two potential LRT station locations.

**Date:** 2/26/2015

**Time:** 6:00 PM

**Location:** Church of St. Margaret Mary – Visitation Hall

2323 Zenith Ave. N.

Golden Valley, MN 5542

[More Details](#)

##### [Draft 2040 Water Resources Policy Plan public hearing is March 10](#)

The Council will hold a public hearing on March 10 to accept comments on the proposed adoption of the draft 2040 Water Resources Policy Plan for the Twin Cities metropolitan area.

**Date:** 3/10/2015

**Time:** 5:00 PM

**Location:**

Metropolitan Council Chambers  
390 North Robert Street, Saint Paul, MN

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**Betty McCollum, Saint Paul.** She also said that East Siders know how to “put aside party labels” to work together for what’s best for the east metro.



U.S. Rep. Betty McCollum praised local officials on the East Side for working together so well to advance the Gateway Corridor. Also pictured are Washington County Commissioner Lisa Weik (chair of the Gateway Corridor Commission) and Council Chair Adam Duininck.

“I think it’s appropriate that we’re the Gold Line because

we think we’re the gold standard out here on how you bring everybody together to move something forward,” she quipped.

### Gateway seeks state funding to continue project development

The Washington and Ramsey regional railroad authorities are requesting \$3 million from the state legislature this year to continue project development. Total project cost is estimated at \$485 million, funded as follows:

- Ramsey and Washington counties, \$24 million (5%) each
- State, \$48.5 million (10%)
- Counties Transit Improvement Board, \$170 million (35%)
- Federal, \$218 million (45%)

**The Gateway Corridor is part of a growing network of transitways in the seven-county metro region designed to boost the region’s economic competitiveness and livability by giving people alternatives to driving in congested corridors and freeing up lane miles for freight movement.**

### Cultivating relationships with local officials

Developing strong relationships with elected officials around the region and listening to their concerns is one of the new Council Chair’s top priorities. The week of Feb. 9, Chair Duininck is visiting with Ramsey County officials, followed by Dakota County the week of Feb. 16.

“I really look forward to cultivating these important relationships with local officials—the mayors, city council members, and staff — who are working to make their communities and the region a better place to live, work and raise a family,” Duininck said.

### More information

- [Gateway Corridor information](#)
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*Bart Fischer*

## The Falcon Heights administrator got his start in Oakdale

After five months without a city administrator, Oakdale has hired Bart Fischer to fill the role. He replaces Craig Waldron, who left the city to teach at Hamline University last August after over 20 years on the job.

Fischer, 40, grew up in Rosemount and now lives in Cottage Grove with his wife Tammy and their three young children.

He was officially hired at the Feb. 10 city council meeting, where he thanked council members for the opportunity to serve Oakdale residents once again.

He said he's looking forward to returning to the city where he got his start working in municipal government. He was an administrative intern in Oakdale from June 2002 to December 2003.

Fischer has been Falcon Heights city administrator since January 2012. He said he "thoroughly enjoyed" his time in Falcon Heights and wasn't looking to leave the post, but couldn't pass up the opportunity in Oakdale.

"I always knew if Craig [Waldron] left I would throw my hat in the ring," he said.

He likened coming back to the city where he worked under his mentor, Waldron, to "coming home."

Waldron said he knows Fischer well and said the city council made the right decision in hiring him as city administrator.

"They were fortunate to get him back," Waldron said in a phone interview. "They made a great choice. I know he'll have a very successful career over there and will do well for the city of Oakdale."

### From Oakdale and back again

While working as an assistant at the Minnesota Senate Office, Fischer went back to college at Metropolitan State University in St. Paul, where he completed a master's degree in public administration in 2003.

Waldron remembers meeting him in a finance class he was teaching as an adjunct professor at Metro State.

"He really stood out in class," the professor said.

The two of them got to talking about internships and when one opened up in Oakdale, Fischer applied and landed the job.

"I was delighted to have him. He stayed on longer than most interns and did a great job for us," Waldron recalled.

The city of Newport hired Fischer as its economic development director in December 2003. He worked on several large-scale development projects, including the Interstate 494 Wakota Bridge that spans across the Mississippi River between Newport and South St. Paul.

Fischer then worked for Chaska as its assistant city administrator for three years, where he was also responsible for economic development and human resources. In January 2012 he was hired as city administrator in Falcon Heights.

What's a gain for Oakdale is a loss for Falcon Heights where city officials must now search for a new administrator to lead the city.

"We are devastated; we are bummed ... that our outstanding city administrator... has been snatched up by the city of Oakdale," Falcon Heights Mayor Peter Lindstrom said lightheartedly at the city's Feb. 11 council meeting.

Fischer said his contract with Falcon Heights required him to give a 45-day notice prior to leaving his job. He will stay on as city administrator until April 6, when he will take the helm in Oakdale.

### Priorities in Oakdale

Fischer said a big focus for him would be economic development and redevelopment in the city.

"A lot of opportunities along the Gateway Corridor should open up for us," he said.

A Bus Rapid Transit line will be built along the Gateway Corridor route, stretching from Woodbury to downtown St. Paul, and passing right through Oakdale immediately north of Interstate 94.

Oakdale's new administrator has experience with Bus Rapid Transit projects. The A Line will be the Twin Cities first BRT line when it's completed later this year. It will run along Snelling Avenue right through Falcon Heights on its way from Rosedale Center to its endpoint near the old Ford Plant in St. Paul.

He said the Minnesota Department of Transportation is also discussing improvements on Highway 36, which could also set up Oakdale's northern section nicely for future economic development projects.

Fischer said he looks forward to working with city staff and the council to make Oakdale an even better city.

Joshua Nielsen can be reached at [jnielsen@lillienews.com](mailto:jnielsen@lillienews.com) (<mailto:jnielsen@lillienews.com>) or 651-748-7822.

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## A Letter from the Mayor

*As I prepare for the upcoming Five City Mayor Alliance Meeting, it occurred to me that many of you might be interested in a report on a few of the many organizations that I and other members of your City Council attend regularly. In the coming months I will mention a number of them. All of these meetings are public and if any of you find that one or more of them cover subjects that you are interested in, feel free to contact me or City Hall to obtain meeting dates and times.*

*The Five City Mayor Alliance is a meeting regularly attended by mayors of Afton, Lakeland, Lake St. Croix Beach, St. Mary's Point and Lakeland Shores, as well as members of the Lower St. Croix Fire District, the Washington County Sheriff's Office and our local representatives in state government and in Washington County. We discuss matters of common interests and update members on local developments in our respective local governments or agencies.*

*Best, Richard*



## GATEWAY CORRIDOR

## Counties Transit Improvement Board Supports Gateway Corridor with Two Grants

The Counties Transit Improvement Board acted November 19 on its annual grant awards, signaling its continued commitment to advancing transit projects across the region. Two grants totaling \$1.32 million will go to the Gateway Corridor, a 12-mile proposed bus rapid transit line between downtown Saint Paul and Woodbury, along Interstate 94 and Hudson Road. Grants were awarded to transit projects in Washington, Ramsey, Hennepin, Dakota and Anoka counties, providing regional balance, according to Washington County Commissioner Lisa Weik, chair of the Gateway Corridor Commission. "Regional equity is important for the success of our growing transit system," said Commissioner Weik. "I commend the Counties Transit Improvement Board for their commitment to the entire region's prosperity."

Gateway's Preliminary Engineering and the Final Environmental Impact Statement phases of the Federal Transit Administration's Project Development process will be supported by a \$600,000 grant from the Counties Transit Improvement Board. Another \$720,000 grant will help bridge the period between the end of the Draft Environmental Impact Statement and the start of the Project Development process. Work activities will include preparation for Project Development, station area planning and public engagement. Part of the \$720,000 will be used to match a requested \$1 million federal grant for transit-oriented development, if the grant is awarded.

Gateway Corridor's neighbor, the Red Rock Corridor, also received a \$360,000 grant to work on its implementation plan. A total of 14 grants for capital and operating investments were awarded November 19 totaling \$141 million. The primary funding source for the grants is a quarter cent transit sales tax collected in member counties, Anoka, Dakota, Hennepin, Ramsey, and Washington.

With the two new grants to be used in 2015, the Counties Transit Improvement Board has invested more than \$4 million to advance the Gateway Corridor proposal. In addition, the board has made a commitment to fund 35 percent of the capital cost if the project gets final approval.

### About the Gateway Corridor rapid transit project

Gateway is a proposed bus rapid transit line that would run 12 miles in its own lane between the Union Depot in downtown Saint Paul and Woodbury next to Interstate 94 and Hudson Road. All-day transit service would stop at 12 stations and include connections to the growing regional transit system. The system could open for service by 2022 and will provide a focal point for new economic development opportunities as the region grows. The work is led by the Gateway Corridor Commission, which is comprised of local elected officials, business and community leaders.

More information is available at [www.theGatewayCorridor.com](http://www.theGatewayCorridor.com)