



Agenda

Gateway Corridor Commission

June 11, 2015 - 3:30 PM

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

Notes: There will be a DEIS Policy Advisory Committee (PAC) Meeting proceeding the Gateway Corridor Commission (GCC) Meeting at 1:30 pm. Both 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 May 14, 2015 Meeting*		
b. Checks and Claims*		
3. State and Federal Legislative Update*	Ramsey County	Information
4. Communications Update	Washington County	
a. Outreach Activities*		Information
b. Public Relations Activities*		Information
5. Gateway DC Fly-in Itinerary*	Washington County	Information
6. DEIS Study Update*	Washington County	Information
a. Committee Updates		
b. HIA Update		
c. Next Steps		
7. Other		Information
a. Meeting Dates Summary*		
b. Social Media and Website Update*		
c. Media Articles*		
8. Adjourn		Approval

**Attachments*

**Gateway Corridor Commission
Draft May 14, 2015 Meeting Summary
Woodbury City Hall, Birch Room**

Members	Agency	Present
Rafael Ortega	Ramsey County	X
Lisa Weik	Washington County	X
Mary Giuliani Stephens	Woodbury	
Dan Kylo	West Lakeland Township	
Bill Finney	St Paul	
Randy Nelson	Afton	
Mike Pearson	Lake Elmo	
Paul Reinke	Oakdale	X
Nora Slawik	Maplewood	
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	
Stephen Ebner, Alternate	West Lakeland Township	X

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

Others	Agency
Kevin Roggenbuck	Ramsey County Regional Rail Authority
Andy Gitzlaff	Washington County
Lyssa Leitner	Washington County
Laura Kearns	Washington County
Stephen Ebner	West Lakeland Township
Tom Cook	Metro State University
Josh Straka	US Rep. Betty McCollum
Janelle Schmitz	City of Woodbury
Peter Leatherman	Morris Leatherman Company

The Gateway Corridor Commission convened at 3:40 p.m. by Chair Weik.

Agenda Item #1. Introductions

Introductions were made by those present.

Agenda Item #2. Consent Items

Item 2a. Summary of April 9, 2015 Meeting: Motion made by Commissioner Ortega to approve the Summary of April 9, 2015 Meeting. Seconded by Council Member Reinke. All in favor, **Approved**. Motion carried.

Item 2b. Checks and Claims: Motion was made by Commissioner Ortega to approve the checks and claims. Seconded by Council Member Williams. All in favor, **Approved**. Motion carried.

Agenda Item #3. Kellogg Bridge Replacement - Support

Mr. Gitzlaff gave a brief overview of the condition of the Kellogg Bridge. There is a request from the St. Paul Mayor’s office for resolutions of support to help strengthen their request for a Transportation Investment Generating Economic Recovery (TIGER) Grant.

Motion was made by Commissioner Ortega to approve the support for the City of St. Paul for their request for a TIGER Grant. Seconded by Council Member Williams. All in favor, **Approved**. Motion Carried.

	YES	NO	ABSTAIN	ABSENT
Ortega	X			
Weik	X			
Finney				X
Slawik				X
Reinke	X			
Giuliani Stephens				X
Pearson				X
Kyllo				X
Nelson				X
Williams	X			
Ebner	X			
Bend	X			

Agenda Item #4. Gateway Fly-in Planning

Mr. Gitzlaff gave a brief overview of the details for the trip. Staff is working on getting meetings set up with representatives with the US-DOT, from both FTA and FHWA, knowing this is about the time they will be preparing to sign off on and publishing the Environmental Impact Statement. Mr. Gitzlaff said the current request for the commission is to set a stipend amount for the trip. There are approximately 9 people who would potentially request a stipend for the trip.

Commissioner Ortega asked if there was a recommendation on what the stipend amount should be.

Council Member Williams said last time the stipend was increased so individuals from community organizations, non-profit organizations where able to attend.

Council Member Williams encouraged staff to organize a gathering for everyone, to be able to exchange ideas by purchasing coffee and donuts, or a full meal, if the budget allows.

Commissioner Weik agrees with Council Member Williams.

Motion was made by Council Member Reinke for the stipend amount to be \$500 to pay for approximately 50% of the costs. Seconded by Commissioner Ortega. All in favor, **Approved.** Motion Carried.

Agenda Item #5. Social Media Usage and Disclaimer Policy

Ms. Leitner gave an overview of the changes to social media policy, specifically to add Twitter to the verbiage.

Council Member Williams asked if the social media policy is similar to Ramsey County's policy.

Ms. Leitner said the policy is more specific than Washington or Ramsey County's policies.

Commissioner Weik said in the future there could be some verbiage added stating they reserve the right to block a user.

Ms. Leitner said they had an informal conversation with the Washington County attorney's about blocking a user and if that was a free speech issue. The attorney's office thought process was as long as the person has an outlet for their comments and/or opinions there is not a free speech issue.

Council Member Williams said the commission should move forward in good faith with the policy that was presented to them today and if it is determined later that the policy needs to be amended it can come before the commission at that time.

Commissioner Weik asked the commission to brain storm on hashtags (#) for the Gateway Twitter account.

Motion was made by Council Member Williams to adopt the Social Media Usage and Disclaimer Policy. Seconded by Ortega. All in favor, **Approved.** Motion Carried.

Agenda Item #6 Communications Update

Item 6a. Ms. Leitner said on May 12 staff attended a workshop called Place Making Residency which mainly focused on the Dayton's Bluff area. Staff handed out maps to show the walk to the stations at Earl St. and Mounds and the convenience to get to other destinations from the BRT. This will also show others how convenient it will be to get to the Dayton's Bluff area as well.

Item 6b. Mr. Dehler said approximately 100 people attended the Development Forum on April 14th at Globe University in Woodbury. Mr. Dehler said the forum was a great success.

Mr. Dehler said scripts for three (3) different videos have been completed and will replace the videos that came out a couple of years prior. The news videos will target seniors, commuters, students, the business community and the legislative community. Video scripts were reviewed by Ramsey County Staff and Scott Beauchamp with the St. Paul Chamber. Additional comments are being sought before scripts are finalized and production begins.

Item 6c. Mr. Dehler introduced Peter Leatherman, with The Morris Leatherman Company, which is a polling firm. Mr. Leatherman gave a brief introduction about the background of The Morris Leatherman Company and the types of polling/survey's they have done in the past. Their thought for the survey would be for general transportation and transit opinion of the area and if their needs are being met. Questions will then be asked about Gateway Corridor. Mr. Leatherman said the survey will be conducted over the phone. They have random digit dialing to land lines as well as calls made to cell phones.

Each number will be screened for their locations and if they are a residence or a business. Mr. Leatherman stated approximately 30 % - 40% of the calls will be made to a cell phone.

Council Member Reinke asked how they handle language barriers.

Mr. Leatherman said they have employees who are bilingual.

Mr. Dehler said they will be providing a draft of the survey for commission members to review to send comments back to staff and a final draft will be distributed for approval by the Commission at a future meeting.

Agenda Item #7. State and Federal Legislative Update

State: Mr. Roggenbuck said the Senate and House both approved their omnibus finance transportation bill. The two bills have similar dollar amounts but very different funding sources. Both bills are currently in conference committee which include five (5) members of the House and five (5) members of the Senate that are named to the committee. They met on May 13, 2015; the results of the meeting are still undetermined.

Federal: Mr. Roggenbuck said on April 29, 2015 the House Appropriations Transportation Housing Urban Development Committee marked up the final version of the fiscal version of the 2016 Transportation Appropriations Bill (THUD Bill). Some of the highlights of the bill include highway and transit formal funds held at the same level of 2015; this is pending the new MAP-21 bill as long as the metro line is extended. New Starts was funded at \$1.92 billion, which is close to a 10% cut from fiscal year 2015. Small Starts received full funding for projects that begin in fiscal year 2016. TIGER Grants received \$100 million which is a decrease of \$400 million from last year. The Senate has not introduced their version of bill; however in years past they have frequently restored some or all of the funding for TIGER grants. Map-21 is set to expire on May 31, 2015.

Agenda Item #8. DEIS Study Update

Mr. Gitzlaff gave a brief update of the information that was provided within the packet. Staff has met with the various Cities along the eastern portion of the corridor who are all very excited about the opportunities at the various station locations. On Wednesday May 20, 2015 staff will present several different ideas to the Technical Advisory Committee (TAC) about the alignment through this segment. Everything is still on pace for a December publication of the Environmental Impact Statement (EIS) and conclusion of the contract and starting of the next phase.

Commission Weik asked how everything is being coordinated with Met Council and the locations for the Manning Avenue park and ride.

Mr. Gitzlaff said they are currently working with Met Council on coordination of their facilities. One of the key components of that will be how to link up the express park and ride service and the Gateway station-to-station service.

Mr. Gitzlaff said there will be two (2) Community Advisory Committee (CAC) meetings; June 2, 2015 and June 24, 2015 from 6 – 8 pm. The location is to be determined but will most likely be in St. Paul.

Agenda Item #9. Other

Commissioner Weik said the July commission meeting will be canceled. Media articles are included in the packet to read at the commissioner's leisure.

The meeting adjourned at 4:45PM



Agenda Item #2b

DATE: June 3, 2015
TO: Gateway Corridor Commission
FROM: Staff
RE: Checks and Claims

<u>League of MN Cities Insurance Trust Premium</u> 2/12/15 – 2/11/16	<u>Amount</u> \$2,667.00
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<u>DEIS Contract (Kimley Horn)</u> 4/1/15– 4/30/15	<u>Amount</u> \$112,346.67
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Contract Utilization = 71%

Total	\$115,013.67
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Detailed invoices can be made available upon request.

Action Requested:

Approval



Agenda Item #3

DATE: June 3, 2015
TO: Gateway Corridor Commission
FROM: Staff
RE: State and Federal Legislative Update

State Update

A 'lights on' transportation bill was passed by both the House and the Senate this year and signed into law by the Governor. The bill includes enough funding for MnDOT to continue operating over the next two years. Additional funding for Gateway was not included in the transportation bill. A bonding bill was also not passed this session. A special session will be held to address the bills that the Governor vetoed. It is a likely that a small bonding bill will also be considered. Project partners continue to advocate for funding for Gateway to be addressed as a part of the special session (see attached letters of support from Congresswoman McCollum and Metropolitan Council Chair Duininck).

Below are excerpts from a series of legislative recaps provided by LGN:

Agreement close on state's two-year budget (Monday June 1, 2015)

Today Governor Mark Dayton and House Republican leadership came to a compromise agreement over the E-12 education budget, which had been the major sticking point in budget negotiations during both regular and post-session discussions. The governor had vetoed the omnibus E-12 education finance bill over funding levels particularly for pre-kindergarten. With today's announcement, a special session could be called for later this week or early next week.

Dayton and Speaker of the House Kurt Daudt (R – Crown) both say there are only "minor details" to work out before the governor will call the special session, including how to handle a provision in the state government finance bill allowing counties to hire a private auditor instead of using the state auditor's office and a final agreement on a bonding bill. The governor and House Republicans have agreed to keep current language on buffer strip requirements and the elimination of the Minnesota Pollution Control Agency's Citizen's Board in the omnibus environment and agriculture finance bill, both of which had been points of disagreement at the start of negotiations.

The legislature has until July 1, the start of the new fiscal year, to resolve outstanding budget issues. However, pressure has begun to mount as state employees received layoff notices that will go into effect July 1 if no deal is reached. Today's announcement from Governor Dayton came only hours after Department of Revenue Commissioner Myron Frans announced he had directed state agencies that would be affected by a partial shutdown to develop contingency plans for operation.



Governor Vetoes (Saturday May 23, 2015)

Today Governor Mark Dayton vetoed the omnibus jobs and energy finance bill and the omnibus agriculture, environment, and natural resources finance bill, citing objections to a variety of provisions in both bills.

Dayton also signed the omnibus state government finance bill and a bill regulating the use of automatic license plate readers by law enforcement, which was one of the major policy initiatives to be resolved this session.

Having previously vetoed the omnibus E-12 education finance bill, three of the eight bills that collectively set the state's two-year budget must be revisited during the upcoming special session. If a deal is not reached by July 1, which marks the start of the new fiscal year, the state departments funded in these three bills will not have funding to operate, leading to a partial government shutdown. Governor Dayton has said he hopes to be able to resolve the bills by June 15.

Governor Dayton has stated he would also like the legislature to pass the omnibus legacy finance and capital investment (bonding) bills the legislature agreed upon but ran out of time to pass before their constitutionally mandated adjournment date last Monday, May 18. He would also like the legislature to pass a \$250 million income tax cut modeled after a proposal put forward by House tax committee chairman Greg Davids (R-Preston).

Minnesota legislature adjourns (Tuesday May 19, 2015)

The 2015 regular session of the legislature has adjourned after reaching its constitutionally mandated adjournment date of 11:59 pm on Monday, May 18. All the bills that collectively set the state's two-year budget have been passed by both the House and Senate and are now on their way to Governor Mark Dayton for his signature or veto. All eyes now turn to the governor, who has the authority to veto any of the bills that have been sent to him and call a special session, requiring the legislature to come back and address any business of their choosing. Last minute budget deals like the one cobbled together this session are not uncommon, though such congestion usually comes out of the need to balance the state's budget deficit, not spend its surplus.

The following is a summary of important areas addressed (or not addressed) during Minnesota's 2015 legislative session.

Transportation

During the 2014 election and the 2015 legislative session the creation of a major transportation funding package was the most discussed issue. However, Governor Dayton and Senate Democrats were unable to forge a compromise with House Republicans to craft a large funding package. The House Republican proposal invested \$7 billion over ten years by redirecting the existing motor vehicle lease tax and rental vehicle sales tax into dedicated funds and increasing trunk highway and general obligation bonds for roads and bridges. The package put forward by Governor Dayton and Senate Democrats invested \$6 billion over six years with an increase in the wholesale gas tax. In the end, a major transportation funding package was sacrificed along with



a tax bill during budget negotiations. Instead, all sides have said they will revisit the issue in the 2016 session and a “lights on” transportation finance bill was passed by both the House and Senate today. This bare-bones package appropriates enough money for MnDOT to operate for the next two years.

2016 session

In the unlikely event a special session is not called by Governor Dayton, the next time the legislature will meet will be at 12 noon on Tuesday, March 8, 2016. The second session of the 2015 – 2016 biennium will only be ten weeks long, almost half the length of this year’s session. However, the legislature will not need to put together a budget next year, as the one enacted by the legislature this session is for two years.

All House and Senate members will be up for re-election after the 2016 session adjourns, which will increase pressure on everyone to pass good legislation to campaign on. Because of the ongoing Capitol renovation, the Capitol building will be completely closed off for the 2016 session. The new Senate Office Building will open in January 2016 and the Senate will conduct all of its business in that building, which includes space for temporary chambers for both the Senate and House. However, House leadership has not yet agreed to use the building and may choose to use their existing chamber in the Capitol.

Federal Update

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

Washington Update for Week of May 18

With Congress leaving the Capitol for the next week to celebrate Memorial Day, the past week has been occupied by negotiations before quickly approaching deadlines. The House of Representatives continued to work on Appropriations bills and passed a short-term surface transportation authorization, which has now been sent to the Senate for approval before the May 31 deadline. This week, the Senate also began its Fiscal Year 2016 Appropriations "mark-ups." After recess ends, Members of Congress will return to D.C. on June 1st.

In this Update:

[Senate Begins Appropriations Mark-up Process](#)

[Sequestration Spending Caps May Be Lifted for Fiscal Year 2016](#)

[House Approves a Short-Term Highway Authorization Extension](#)

[House Appropriations Committee Passes Commerce-Justice-Science Bill](#)

[Key Upcoming Dates](#)

[News Notes and Events](#)

[Minnesota Delegation Notes](#)



[Additional Media](#)

Senate Begins Appropriations Mark-up Process

While the House of Representatives has been in the Appropriations mark-up process for a few weeks, the Senate began its respective mark-up process in the Senate Appropriations Committee this Thursday. Senate Leadership, led by Appropriations Committee Chairman Thad Cochran (R-MS), is supporting allocated amounts in line with sequester-level spending caps. In contrast, Ranking Member Barbara Mikulski (D-MD) is proposing an alternative set of allocations that exceeds sequestration spending levels and largely reflects the funding requested in President Obama's \$1.08 trillion Fiscal Year 2016 budget. The spending level supported by Congressional Leadership in both the House and Senate is \$1.01 trillion, roughly \$75 billion less than the President and Ranking Member Mikulski's request. Sequestration, passed into law in 2011, would limit FY2016's defense spending to \$523 billion and non-defense spending to \$493.5 billion. The Congressional Leadership's plan adheres to these spending limits; however, it also allows an extra \$96 billion for Overseas Contingency Operations, which can be used for defense purposes. Mikulski's version does not include these additional defense funds. Sources indicate that the alternative funding allocations submitted by Mikulski are unlikely to get through the Senate Appropriations Committee due to political constraints.

Sequestration Spending Caps May Be Lifted for Fiscal Year 2016

In the past few weeks, Members of the Congressional Leadership have begun to discuss whether or not sequestration spending caps instituted in 2011 should be waived for Fiscal Year 2016 Appropriations. House Budget Committee Chairman Tom Price (R-GA-06) released a statement last Tuesday that indicated that he would support lifting sequestration spending caps as long as any additional spending is offset with spending cuts elsewhere in the budget. Similarly, Senate Budget Committee Chairman Michael Enzi (R-WY) added to Chairman Price's message, saying that Appropriators should look to make offsets by trimming some of the 260 authorizations passed in FY2015 that have expired but are still being funded. According to the Congressional Budget Office (CBO), these 260 expired authorizations received approximately \$294 billion in FY2015.

House Approves a Short-Term Highway Authorization Extension

On Tuesday, May 19, the U.S. House of Representatives voted to pass a short-term solution for extending the authorization of surface transportation programs until July 31. With Congress in recess next week for Memorial Day, only days remain before it was due to expire on May 31. The two-month extension was passed by a 387-35 vote. Many lawmakers had hoped for a long-term solution to the current authorization, but Members were unable to find a compromise. Representative Elizabeth Esty (D-CT-05) proposed an amendment that would have offered \$750 million to the Department of Transportation to increase railroad safety through positive train control technology. However, the proposal failed to be adopted due to a 182-241 vote. Although many Members would have preferred a long-term solution, a short-term patch will prevent the furlough of more than 4,000 transportation and infrastructure employees and will allow summer construction season to continue without disruption. The House's bill will now move to the Senate for approval.



House Appropriations Committee Passes Commerce-Justice-Science Bill

On Wednesday, May 20, the House Appropriations Committee successfully passed the Fiscal Year 2016 Commerce-Justice-Science spending bill. The \$51.4 billion legislation was adopted on a voice vote after a series of failed amendments. The bill offers spending increases for federal law enforcement and space exploration, but places spending limits on the Community Oriented Policing Services (COPS) hiring program. Sources indicate that the Democrats continue to object to strict spending caps from the sequester that limit flexibility in spending decisions. Nevertheless, Commerce-Justice-Science Subcommittee Chairman John Culberson (R-TX-07), said he was pleased with the bipartisan nature of the spending bill. The legislation will now travel to the House floor to be voted on after Congress returns from recess.

KEY UPCOMING DATES

May 31, 2015

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

SPECIAL NEWS, NOTES, AND EVENTS

National Police Week 2015

*Monday, May 11th - Friday, May 15th, 2015
Washington D.C.*

44th Annual Minnesota Transportation Alliance Washington Fly-in

*Tuesday, June 2nd - Thursday, June 4th, 2015
Washington D.C.*

N.O.I.S.E. 2015 Policy Summit & Community Involvement Workshop

*Wednesday, November 4th
Nashville, Tennessee*

MINNESOTA DELEGATION NOTES:

Senator Amy Klobuchar, (D-MN) co-wrote a letter written to the Senate Appropriations Committee calling for an expansion of funding for precision medicine, highlighting the innovative methods used at the Mayo Clinic. Read more [here](#).

Senator Al Franken, (D-MN) along with Sen. Klobuchar and Rep. Nolan (D-MN-08), announced the Department of Transportation's plan to award the Cook County-Grand Marais Airport with a \$2.9 million grant to extend its runway. Read more [here](#).

Congressman Tim Walz, (D-MN-01) co-founded a bipartisan Congressional Propane Caucus with Rep. Robert Latta (R-OH-05) dedicated to voicing the interests of "propane consumers and



the propane industry." Read more [here](#).

Congressman John Kline, (R-MN-02), announced that he will be hosting a jobs fair for his constituents at the Eagan Community Center on June 22nd. Read more [here](#).

Congressman Erik Paulsen, (R-MN-03), celebrated the House's passage of bipartisan legislation that cracks down on sex trafficking, a bill that he co-introduced in the House and that is based off of Sen. Cornyn's (R-TX) "Justice for Victims of Trafficking Act." Read more [here](#).

Congresswoman Betty McCollum, (D-MN-04), cosponsored a bill that would require criminal background checks on all firearms transactions that occur at gun shows. Read more [here](#).

Congressman Keith Ellison, (D-MN-05), wrote an op-ed for The New York Times calling for a passage of his bill, the "Ensure Fair Prices in Title Insurance Act" which ends financial benefits for realtor referrals to insurance companies. Read more [here](#).

Congressman Tom Emmer, (R-MN-06), was named to the House Financial Services Committee and will serve on the Subcommittee on Financial Institutions and Consumer Credit and the Subcommittee on Monetary Policy and Trade. Read more [here](#).

Congressman Collin Peterson, (D-MN-07), cosponsored the "Hmong Veterans' Service Recognition Act" which would allow individuals who supported the US during the Vietnam War to be buried in national cemeteries. Read more [here](#).

Congressman Rick Nolan, (D-MN-08), celebrated the House's passage of his proposed defense amendment that cuts off any funding to Syrian and Iraqi factions that misuse US arms and training. Read more [here](#).

ADDITIONAL MEDIA

Senate Approaches Fast-Track Finale; Opponents Look to House

By Ellyn Ferguson, CQ Roll Call

The Senate looked headed to a hard-fought finale on a trade package after a last-minute deal on the floor secured enough votes on a procedural motion Thursday to advance Trade Promotion Authority.

Majority Leader Mitch McConnell, R-Ky., didn't rule out a vote on amendments Thursday night, but the final vote looked likely to be on Friday.

Trade promotion, or fast-track, is a key element of President Barack Obama's trade agenda.

Majority Whip John Cornyn of Texas said it appears likely that trade votes will occur on Friday. The chamber is scheduled to move to a vote on whether to end debate on a measure (HR 1314) that includes fast-track and Trade Adjustment Assistance, which aims to help businesses and workers in manufacturing and service industries adversely affected by trade.



Sen. Sherrod Brown, a vocal critic of fast-track, said the Thursday vote has not tamped down opposition to legislation that would enable the president to send a trade agreement to Congress for an up or down vote. Lawmakers would not be able to change it.

"You see there was this huge opposition. You saw how long it took for them to corral votes," Brown, D-Ohio, noted.

The Senate is also expected to vote Friday on an amendment by Sens. Rob Portman, R-Ohio, and Debbie Stabenow, D-Mich., that would make enforcement of currency manipulation sanctions a negotiating objective for U.S. officials in trade talks. Treasury Secretary Jacob J. Lew has warned that the president would veto a Trade Promotion Authority bill (S 995) if it contained the provision.

Sens. Orrin G. Hatch, R-Utah, and Ron Wyden, D-Ore., are offering an alternative currency amendment they say would strengthen currency language in the Senate bill without raising the risk that trading partners could apply it to U.S. monetary policy, a point raised by Lew.

Backers of the senators' amendment continued to counter the maneuver by Hatch and Wyden.

Ziad Ojakli, Ford's group vice president for government and community relations, called currency manipulation, the practice of keeping currency artificially low against the U.S. dollar, the trade issue of the 21st century. The Portman-Stabenow provision would be a useful tool against it, Ojakli said in a statement.

"We strongly support the Portman-Stabenow amendment. There is no alternative on currency manipulation that addresses the central issue of enforceable rules for international commitments that countries have already made," he said.

The Senate voted 62-38 Thursday to limit debate on a substitute amendment containing the Trade Promotion Authority. Thirteen Democrats voted for the motion and five Republicans voted against it.

Sens. Maria Cantwell, D-Wash., and Lindsey Graham, R-S.C., had threatened to vote against the procedural action if Cantwell did not receive a vote on her amendment to renew the Export-Import Bank, which expires June 30. Majority Leader Mitch McConnell, R-Ky., huddled with Cantwell and other senators as the vote occurred. Cantwell and Graham voted for cloture.

Cantwell issued a statement later saying that she and McConnell would negotiate an Ex-Im legislative vehicle for a Senate vote in June. "The president committed that reauthorization of the credit agency will be a priority of his current trade agenda," she said.

"There has been an all-night effort to try to work this issue out," Wyden said before the vote. Wyden, the ranking member of the Senate Finance Committee, had agreed on the draft fast-



track bill with Hatch and House Ways and Means Chairman Paul D. Ryan, R-Wis. Wyden said he and Hatch have put together "the most transparent policies on trade in our country's history."

Wyden led the effort to get Democratic votes that would carry the legislation. He said Thursday that Americans concerned about trade agreements will have a chance to read trade agreements and give their views to representatives before lawmakers act on the pacts.

Most businesses generally back fast-track and the Trans-Pacific Partnership and unions and environmental groups oppose it.

Opponents Look to House

MoveOn.org, which is fighting fast-track, accused pro fast-track Democrats of ignoring working people to support corporations. The group singled out Cantwell and Chris Coons of Delaware, Heidi Heitkamp of North Dakota, Claire McCaskill of Missouri and Patty Murray of Washington for criticism.

But the group seemed to acknowledge that the fight over trade is moving to the House.

"MoveOn.org members are troubled by the Senate's actions today, and we are ready to ensure House Democrats understand that the interests of American workers must come before those of massive, multinational corporations," said Justin Krebs, campaign director for MoveOn.org Civic Action.

Celeste Drake, trade policy specialist for the AFL-CIO, also looked to the House as the place where opponents can defeat fast-track. Most House Democrats appear likely to vote against fast-track as they did in 2002, when only 25 House Democrats backed passage. Unions argue that manufacturing has suffered under trade agreements with jobs going overseas or companies losing ground against cheaper imported goods.

"If it dies in the House, we can proceed to a real effort to reform trade policy in ways that will benefit the whole U.S. economy," Drake said.

The president says fast-track makes it easier to negotiate trade agreements. Trading partners are more likely to make concessions if they know that Congress can vote for or against trade pacts, but can't change them. The Trans-Pacific Partnership, a deal under negotiation with 12 nations, is expected to be the first agreement that would go to Congress if the House and Senate can enact fast-track.

Action
Information

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(202) 225-6631
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www.house.gov/mccollum



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CONGRESSIONAL
GLOBAL HEALTH CAUCUS,
CO-FOUNDER

CONGRESSIONAL
NATIVE AMERICAN CAUCUS,
CO-CHAIR

June 1, 2015

The Honorable Mark Dayton
Governor of Minnesota
130 State Capitol
75 Rev. Dr. Martin Luther King Jr. Blvd
Saint Paul, MN 55155-0001

Dear Governor Dayton:

I am appreciative of your commitment and support for state investments in transportation infrastructure. I share your disappointment that neither a bonding nor transportation bill passed during the recently concluded legislative session. Among the immediate consequences for this inaction is that Metro Gold Line Bus Rapid Transit will likely face delays and resulting cost increases from inflation. To avoid these adverse impacts, it is imperative that a capital investment package including \$3 million for the Gold Line be part of the upcoming special session agenda.

As you know, Interstate 94 from Saint Paul to Woodbury is one of the busiest freeway segments in Minnesota. Population and congestion along the corridor are only growing. In spite of increasing usage, few transit options exist and no freeway upgrades are planned. Residents, local business leaders and elected officials have been working hand-in-hand for years to develop and advance the Metro Gold Line Bus Rapid Transit project to address these challenges. There is no doubt that implementing frequent, all-day bus service in a dedicated guideway is a smart, cost-effective investment that will benefit our region for generations to come by creating economic opportunities and transportation alternatives for a growing East Metro.

At a projected cost of \$485 million, the Metro Gold Line will require a strong financial partnership between local, state and federal governments. The federal government's share of this project is approximately 45 percent, and I am committed to help secure that funding. Washington and Ramsey counties and all cities along the corridor have been terrific partners from day one. Now we need the legislature to join us with a clear demonstration of their support. We have a roadmap for the Metro Gold Line – it is time to deliver on it.

If the Metro Gold Line does not receive the \$3 million state funding share for “project development” this year, the project will not be accepted into this phase by the Federal Transit Administration. This will delay the project and result in an estimated \$17 million in inflationary costs for each year of delay. Federal matching funds are not available until the “project development” phase is completed.

It is clear that the Metro Gold Line has strong bi-partisan support in the legislature. Among the legislators championing the project are Senators Karin Housley and Susan Kent and Representatives Kelly Fenton and JoAnn Ward who co-authored bills seeking \$3 million in state funding this year. By passing this funding during the special session, the Gold Line can stay on track, on budget and advance to the important "project development" phase.

Your consideration of this request is appreciated. Thank you for your vision and plan to invest in a balanced transportation plan for our metro area and Minnesota.

Sincerely,



Betty McCollum
Member of Congress

cc:

Chair Adam Duinink, Metropolitan Council
Washington County Commissioner Lisa Weik, Chair, Gateway Corridor Commission
Ramsey County Commissioner Rafael Ortega
Senator Susan Kent
Senator Karin Housley
Rep. Kelly Fenton
Rep. JoAnn Ward

June 2, 2015

Kurt Daudt
Speaker of the House
Room 463, State Office Building
St. Paul, MN 55155

Tom Bakk
Senate Majority Leader
Minnesota State Senate
525 Park Street, Suite 250
St. Paul, MN 55103

Speaker Daudt and Majority Leader Bakk,

During your deliberations regarding the inclusion of a bonding bill during the special session, I would like to add my voice to the support for including an appropriation for transitway capital if there is a bill.

There are two projects in particular that are positioned to leverage substantial federal, CTIB, and local funds:

A \$5M appropriation for the Orange Line BRT project along I-35W between Minneapolis and Lakeville would help leverage \$75M of federal Small Starts funding, \$45M of CTIB funds, and \$15M of combined Dakota County and Hennepin County funds. The Orange Line project will use roadway improvements, upgraded transit stations, and improved bus service to provide fast, frequent, and reliable all-day transit service along the corridor. When completed, the project will improve access to 162,000 jobs and 64,000 residents, including 30,000 jobs and 40,000 residents outside of downtown Minneapolis.

A \$3M appropriation for the Gold Line project on I-94 in the East Metro (Gateway Corridor) would complete the environmental work needed for the project to enter the "project development" phase in the Federal Transit Administration's process. With the FTA as a 45 percent funding partner, delaying action this session could hurt the project's federal standing and have a \$17M inflationary cost to the project in delay alone.

Both of these critical regional transitway projects have experienced strong bipartisan support and I thank you in advance for your consideration in moving them forward toward completion.

Please let me know if you have any questions.

Regards,



Adam Duininck
Chair, Metropolitan Council



Agenda Item #4a

DATE: June 3, 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
Lake Elmo Farmers Market	Saturday in July
Landfall Public Meeting	July 24, 2015
CAC	June 24, 2015

Previous Outreach

Stakeholder	Status
Saint Paul City Council Transitway Workshop	Workshop, June 10, 2015
Ramsey Co/St. Paul Community Health	Presentation, June 3, 2015
CAC	Meeting, June 2, 2015
Living Healthy Washington County	Presentation, May 20, 2015
Wilson Apartment Building	Meeting, May 18, 2015
Opus (Carlson Business Park Owner)	Meeting, May 12, 2015
Lake Elmo City Council	Workshop, May 12, 2015
E. 7 th Street Placemaking	Discussion, May 12, 2015
Guardian Angels Finance Committee	Meeting, May 6, 2015
Washington County Public Health staff	Presentation, April 24, 2015
Lafayette Business Park Commuter Fair	Booth, April 23, 2015
Carlson/Oaks Station Property Owner	Meeting, April 22, 2015
Gateway Corridor Development Forum	Forum, April 14, 2015
East Metro Strong Lake Elmo Workshop	Workshop, April 13-14, 2015
Ramsey County Environmental Health Staff	Presentation, March 30, 2015
African American Leadership Forum	Meeting, March 16, 2015
HIA Workshop	Workshop, March 13, 2015
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 th , 2014
Globe University – Welcome Day for Students	Booth – October 1 st , 2014
Woodbury City Council	September 24 th , 2014
Oakdale City Council	September 23 rd , 2014
Maplewood City Council	September 22 nd , 2014
Lake Elmo City Council	September 16 th , 2014
Washington County Regional Rail Authority	Public Hearing- September 16 th , 2014
Metro State University Fall Fest	Booth-September 13 th , 2014
Landfall City Council	September 10 th , 2014
Lake Elmo City Council	Workshop-September 9 th , 2014
Oakdale City Council	Workshop-September 9 th , 2014
Ramsey County Regional Rail Authority- Public Hearing	Presentation-September 9 th , 2014
Saint Paul Planning Commission	Update -September 5 th , 2014
Woodbury Rotary Club	Presentation – September 4 th , 2014
Bruce Vento Elementary-Back to School Night	Booth-August 27 th , 2014
City Walk Board (Woodbury)	Presentation-August 27 th , 2014
Metropolitan Council-Transportation Policy Plan Outreach	Booth-August 26 th , 2014



Oakdale City Council Workshop	Workshop – August 26 th , 2014
Maplewood City Council Workshop	Workshop – August 25 th , 2014
St. Paul Transportation Committee	Presentation – August 25 th , 2014
Metro State University-Welcome Day	Booth-August 20 th , 2014
Lake Elmo Property Owners along I-94	Presentation/discussion-August 14 th , 2014
Landfall City Council Workshop	Presentation-August 13 th , 2014
LPA Public Hearing	Public Hearing – August 7 th , 2014
National Night to Unite-several Woodbury neighborhoods	Booth-August 5 th , 2014
National Night to Unite- Dayton’s Bluff, Saint Paul	Booth-August 5 th , 2014
Primrose/City Walk Businesses (Woodbury)	Presentation-July 31 st , 2014
Community Thread-Stillwater	Update-July 29 th , 2014
St. Paul District 1 Community Council	Presentation – July 28 th , 2014
Woodbury Chamber Public Affairs Committee	Presentation – July 24 th , 2014
Wabasha Street Block Party	Booth – July 24 th , 2014
ESABA Bowling Tournament	Booth – July 24 th , 2014
Landfall Planning and Finance Committee	Presentation – July 8 th , 2014
Community Advisory Committee	Meeting – June 30 th , 2014
Orange Line Tour	Field Trip – June 25 - 27, 2014
Make it Happen on E. 7 th St. Night Out Business & Community Fair	Event Presence – June 20, 2014
FTA Tour and Workshop	Tour and Presentation – June 20 th , 2014
District 4 Community Council	Presentation – June 16 th , 2014
Green Line Opening	Booth at Depot/Wanderers – June 14 th , 2014
Community Advisory Committee	Meeting – June 3 rd , 2014
Target Station Opening	Booth – May 17 th , 2014
National Train Day	Booth – May 10 th , 2014
Future of 4 th Event	Booth – May 8, 2014
St. Transportation Summit	Booth – May 6, 2014
Woodbury Expo	Booth – May 3, 2014
St. Paul Port Authority	Presentation – April 17, 2014
Corridor Cities and Market Analysis Consultant	Meetings - Week of April 14, 2014
Met Council Transportation Committee	Presentation - April 14, 2014
Globe University – Students	Presentations – April 9, 2014
Engage East Side – Gateway Event	Presentation/Panel – April 8, 2014
Globe University – Staff	Presentation – March 28, 2014
Gateway Day at the Capitol	One-on-ones - March 26, 2014
DEIS Scoping Open House, Conway Rec Center	Open House – March 25, 2014
DEIS Scoping Open House, Guardian Angels	Open House – March 24, 2014
District 1 Community Council Open House	Booth – March 22, 2014
Interagency Scoping Meeting	Meeting – March 20, 2014
River Valley Action	Presentation – March 18, 2014
FHWA	Meeting – March 13, 2014



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



Community Advisory Committee	Meeting – September 30, 2013
Technical Advisory Committee	Meeting – September 25, 2013
FTA	Coordination Call #2 – September 25, 2013
Fostering an East Side Transit Conversation – Engage ES	Presentation – September 25, 2013
St. Paul Transportation Committee	Meeting – September 22, 2013
Woodbury staff	Meeting – September 12, 2013
Oakdale staff	Meeting – September 12, 2013
Maplewood staff	Meeting – September 11, 2013
Lake Elmo staff	Meeting – September 10, 2013
3M	Meeting – September 4, 2013
Metro State	Meeting – August 29, 2013
St. Paul staff	Meeting – August 29, 2013
Community Advisory Committee	Meeting – August 26, 2013
Technical Advisory Committee	Meeting – August 21, 2013
FTA	Coordination Call – August 15, 2013
East Side Groups Update	Meeting – August 13, 2013
Policy Advisory Committee	Meeting – August 8, 2013
Hot Dogs and Transit – Engage East Side	Booth – August 3, 2013
Technical Advisory Committee	Meeting – July 24, 2013
Hot Dogs and Transit – Engage East Side	Booth – July 13, 2013
Development Forum	June 24, 2013
Alliance for Metropolitan Stability	Staff level meeting – June 7, 2013
Engage East Side Resident Network staff	Discussion on CAC – May 31, 2013
Start of DEIS	

Action Requested: Information

The ROI of Transit Investment



Over the last few years the transit landscape in the Twin Cities has changed dramatically with light rail becoming an integral part of the puzzle. The Blue Line opened in June of 2004 between downtown Minneapolis and the Mall of America with 17 stops. The Green Line opened in June of 2014, is 11 miles in length and serves 23 stations. This line's primary purpose is to connect downtown St. Paul to downtown Minneapolis. Other lines are scheduled to be added to the mix in the next 15 years. We have seen the physical changes, but what should we expect the impact to be on our economy? What kind of "return" on our transit investment is realistic? Is it worth the cost?

Join us as we explore the topic of ROI of Transit Investment as we look at,

- What are longer-term demographic trends and how will they impact development?
- What's the economic impact of transit investment and how does it affect property values?
- What are the Blue & Green Line investment and development goals, and current results?
- What are the challenges of transit development?
- Why is it a smart investment to locate developments near transit?

BOMA Pig Roast

Monday, June 15th
Harriet Island

Time:
11:45 am - Networking
12:00 noon - Lunch
12:30 pm - Program

Cost:
\$20 per person

Our Presenters

Will Schroeer, Executive Director, East Metro Strong

Jonathan Sage-Martinson, St. Paul PED Director and former Director of the Central Corridor Funders Collaborative

Rob Stolpestad, Exeter Realty and investor/developer in several projects along the Green Line

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DATE: June 4, 2015

TO: Gateway Corridor Commission

FROM: Jeff Dehler Public Relations

RE: Gateway Corridor Communications and Public Relations Update

Media and Community Relations – End of session news coverage included a June 1 article on Gateway from Finance & Commerce. Woodbury Mayor Mary Giuliani Stephens had an opinion piece in the Pioneer Press on May 12. Washington County Commissioner Ted Bearth’s opinion piece ran in Lillie News May 20 and Washington County Commissioner Lisa Weik’s letter to the editor was published in the Woodbury Bulletin on May 15.

One e-newsletter was sent in May. It focused on the end of session nearing and recapping the April Development Forum.

Strategic Counsel – Talking points were drafted for presenters at a June 2 meeting with Met Council Chair Adam Duininck. Assistance was provided on a number of constituent and legislative opportunities leading up to the end of the legislative session.

Video – The final script was prepared and reviewed by Chair Weik. Video production has begun. Production will not be completed in time for review by the Commission at the June 11 meeting. Links to draft videos along with direction on how to provide feedback will be emailed to Commission members.

Website – A kick-off meeting with web consultants was held to begin defining the process for updating the Gateway website. The website redesign will allow staff to make updates more easily and more frequently, will revise and add content, and will make the site mobile and tablet friendly.

Survey – In consultation with senior project staff, government relations staff and Morris Leatherman, the survey consultant, the completion of survey questions has been put on hold until the outcome of any special legislative session is known. The timing of field work, the questions that are asked and the way the questions are asked are all critical to ensure the commission collects the most useful data.

Next Steps – The special legislative session occurs. Video production wraps up. Website work begins. Survey timing is determined. Twitter account launch plan is being prepared.



Agenda Item #5

DATE: June 3, 2015
TO: Gateway Corridor Commission
FROM: Staff
RE: Gateway DC Fly-in October 7th through 8th Update

Background

The Commission's 2015 Work Plan and Budget identifies going to Washington DC to meet with our congressional delegation and the US-DOT administration about the Gateway Corridor project as a priority for this year. The purpose of the trip is to increase awareness of the project, share recent milestones and show local support for the project. The Gateway DEIS will also be under active review by USDOT, giving the contingent an opportunity to connect with senior department staff on any policy items related to their review. The attached memo from LGN provides more details.

Itinerary

The trip would be for two days / one night. Attendees arrive the night before and have an initial strategy meeting upon arrival. Hill and Administration meetings would take place on the second day and attendees could fly back that evening.

Contingent

The County's lobbyist, LGN, recommends that a board group of stakeholders (elected officials, chamber and business reps, labor and other local and regional partners) attend. A doodle poll was sent out to gauge interest of Commission members and to review prospective dates. At the April meeting, the Commission set the dates for the trip from Wednesday October 7th through Thursday October 8th. Other partners including MnDOT and Met Council representatives have been invited to help round out the contingent but have not confirmed attendance yet.

Below is a list of those who are likely to attend:

- Lisa Weik, Washington county Commissioner
- Rafael Ortega, Ramsey Council Commissioner
- Jim McDonough, Ramey County Commissioner
- Susan Kent, State Senator
- Kelly Fenton, State Representative
- JoAnn Ward, State Representative
- Mary Giuliani Stephens, Woodbury Mayor
- Nora Slawik, Maplewood Mayor
- Amy Williams, Mayor Lakeland
- Paul Reinke, Oakdale Council Member
- Will Schroeer, East Metro Strong
- Tom Cook, Metro State University



- Kyle Makarios, North Central States Regional Council of Carpenters
- Tim Mayasich, Ramsey County RRA Director
- Wayne Sandberg, Washington County Engineer
- Andy Gitzlaff, Gateway Corridor Project Manager

Budget

The approved 2015 work plan and budget includes \$5,000 for travel expenses related to the trip. If needed, contingency funds could be used to cover additional costs. Estimated costs per person would be approximately \$1,000 at the high end or less depending on which flight times are booked and the group rate that can be obtained for a hotel. We are also close to confirming a hotel with a reasonable group rate at a convenient location. At the May meeting, the Commission approved offering a \$500 stipend for trip participants to cover approximately half of the trip costs. Under current legislative rules, State Legislators are not eligible for the stipend. It is estimated that less than half of the participant will request stipends. The Commission also directed staff to reserve some of the budget to cover some of the food costs for any meals were the contingent would be gathering as a large group to strategize or exchange ideas.

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: April 20, 2015

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

The following has been prepared to provide you with additional information and recommendations related to the upcoming Gateway Corridor Commission Washington, D.C. fly-in which is currently scheduled for Wednesday October 7 – Thursday October 8, 2015.

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 some additional logistical considerations that we recommend the Commission consider in advance of the visits. This includes information related to flight schedules and the potential meeting schedule.

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.

GENERAL FLIGHT AND MEETNG 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.

*LGN Recommends that Fly-In Representatives arrive in Washington by the early to mid-afternoon of Wednesday October 7, 2015. In brief, we are preparing a special event for that evening. More details will follow.

Wednesday October 7, 2015:

- Early Evening – Gateway Corridor Commission and Stakeholders Arrive
- Evening – Special Event on Capitol Hill (Details to Follow)
- Evening (Time permitting/Commission Preference) – Initial strategy meeting

Thursday October 8, 2015:

- 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, Federal Highway Administration
- 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

LODGING AND FLIGHTS:

We are working with Gateway Corridor Commission staff to identify lodging and flight options that will be able to accommodate the group and also the budget needs set out by the Commission. As viable options become available that we are made aware of, we will alert staff.

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.

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.

Dennis McGrann
Dmmcgrann@locklaw.com
Phone: (202) 544-9841
Cell: (202) 669-4591

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

Gateway Gold Line- DC Fly-in October 7-8 Trip

Flight Information

Direct Flights:

Flight	Airline	Price	Date	Path	Depart	Arrive
Sun 235	Sun Country	\$353 -374	Oct 7	MSP to DCA	6:55 AM	10:20 AM
Sun 236	Sun Country	Round Trip	Oct 8	DCA to MSP	10:00 PM	11:40 PM
Delta 1764	Delta	\$543	Oct 7	MSP to DCA	10:15 AM	1:35 PM
Sun 236	Sun Country	\$177	Oct 8	DCA to MSP	10:00 PM	11:40 PM
Delta 2393	Delta	\$1,030	Oct 7	MSP to BWI	10:00 AM	1:30 PM
Delta 1361	Delta	Round Trip	Oct 8	BWI to MSP	7:10 PM	9:00 PM
Delta 1764	Delta	\$1,106	Oct 7	MSP to DCA	10:15 AM	1:35 PM
Delta 2101	Delta	Round Trip	Oct 8	DCA to MSP	7:00 PM	8:40 PM
United 3774	United	\$1,106	Oct 7	MSP to DCA	12:30 PM	3:45 PM
Delta 1275	Delta	Round Trip	Oct 8	DCA to MSP	5:00 PM	6:40 PM



Agenda Item #6

DATE: June 3, 2015
TO: Gateway Corridor Commission
FROM: Staff
RE: Draft Environmental Impact Statement (DEIS) Update

3a. Committee Updates

The Technical Advisory Committee (TAC) met on May 20, 2015. The TAC discussed the approach to Segment D and E (Oakdale, Lake Elmo and Woodbury), the different options under consideration and how they will be evaluated. The TAC has also been providing input on the overall station area planning (SAP) and health impact assessment (HIA) process. The Policy Advisory Committee (PAC) meets prior to the Commission meeting at 1:30 pm on the same day. A verbal update of the PAC meeting will be given at the Commission meeting

The Community Advisory Committee (CAC) met on June 2nd to discuss the following topics; health impact assessment and confirmation on BRT guideway from St. Paul to I-694. The CAC will meet again on June 24th from 6-8 pm to discuss the BRT alignment east of 694 and environmental justice issues.

3b. HIA Update

The project team is working on analyzing technical input and community feedback about health considerations as they relate to land uses. In June there will be additional engagement with the TAC, PAC, CAC, and Washington and Ramsey County health leadership teams to confirm the approach to the HIA analysis.

3c. 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
- Prepare the DEIS document for cooperating and participating agency review and publication.

Action
Information

Gateway Corridor Environmental Impact Statement

PROGRESS REPORT TO THE GATEWAY CORRIDOR COMMISSION JUNE 2015

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

Key Work Activities/Progress during May through early June 2015

▪ Meetings

- *Project management team (PMT)* - Held meetings on May 27, 2015. Meetings focused on past and upcoming stakeholder coordination meetings, right of way analysis update, Segment D2 discussion/recommendation from May 20 TAC meeting, Segment E concepts, approach to state noise analysis, and the BRT managed lane alternative.
- *Technical Advisory Committee (TAC)* – Held meeting on May 20, 2015. Meeting focused on updates on project coordination activities, comparative evaluation of D2 alignment options in Oakdale and recommendation on concepts to advance into Draft EIS, E alignment options, and project updates including refinement to TH 61 area, 2040 ridership forecasts, and HIA activities.
- *Community Advisory Committee (CAC)* – The CAC will meet on June 2 and 24, 2015. Updates from CAC June meetings will be provided in July update.
- *Meetings with Oakdale, Lake Elmo and Woodbury* – Meetings were held with the cities to discuss in more detail the proposed concept options for the dedicated BRT alignment and station locations (May 20).
- *Meetings with property owners along the corridor* – Meeting was held with the property manager for 1276 Wilson. Purpose of meeting was to learn about existing facility, and future plans for site.
- *FTA Coordination* – Monthly coordination call with FTA took place on May 14. Call focused on project updates with FTA, including dedicated BRT definition west of I-694 to Union Depot, approach to technical analysis and upcoming activities.
- *MnDOT/FHWA Meeting* – Meeting held on May 29th to review the refinements to the TH 61 area, and update on traffic analysis particularly at McKnight.

Other Project Activities

- Prepared DRAFT updated right of way analysis memo (update to March 2014 document reflecting current design concept).
- Attended meeting to discuss transitway design on Kellogg bridge in St. Paul. Prepared preliminary concepts for review and discussion.
- Coordination with MPCA on refinements to the state noise assessment approach.
- Conducted comparative evaluation and refined design concepts for the proposed D2 Alignment through Oakdale (4th Street alignment). Presented findings at the May 20 TAC. Analysis focused on accessibility, traffic (VISSIM at Inwood), right-of-way, transitioning from one concept to another and capital cost.
- Advanced traffic analysis work at McKnight based on recent traffic counts and conducted evaluation of potential design options.

- Continued to advance the concept options and comparative analysis for the dedicated BRT alignment through Lake Elmo and Woodbury. Incorporated input from Metro Transit (May meeting).
- Continued review/finalization of station area planning documents.
- Continued coordination with MnDOT Cultural Resources Unit regarding Section 106 process.
- Prepared 2040 Ridership forecasts presentation and discussed at May PMT and TAC. Initiated work on Ridership technical memo and final sensitivity tests.
- Initiated work on refinements to the travel time estimates to reflect most recent concept options.
- Weekly coordination with KHA/SRF project team and Washington County. Respond to individual requests for project information, as needed.
- Updated project schedule.

Upcoming Activities

- Continue to conduct traffic analysis in corridor
- Prepare Technical Memo summarizing comparative evaluation of D2 alignment concepts
- Prepare D2/D1 comparative evaluation for review with city of Oakdale
- Continue to advance refinement of Alignment E reflecting input from cities and TAC (May meeting)
- Continue coordination with Metro Transit regarding location, facility elements and operational considerations associated with their proposed park and ride
- Finalize updated right-of-way analysis update memo
- Prepare draft Managed Lane BRT Memo summarizing findings to date
- Finalize Annotated Outline per FTA comments on updated document (June 2015 update)
- Continue coordination with MnDOT Cultural Resources Unit (CRU) on Section 106 process/activities.
- Continue to advance data collection in preparation of Draft EIS technical analysis
- Continue with preparation of Technical Reports, and update delivery schedule.
- Prepare for and attend upcoming meetings with PMT, TAC, PAC, GCC, CAC, and FTA.
- Coordination activities with focused working groups, as needed.



Agenda Item #7

DATE: June 3, 2015
TO: Gateway Corridor Commission
FROM: Staff
RE: Other Items

Items 7a. Meeting Dates Summary

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

Month	Meeting	Date	Planned Start Time
June	CAC	June 24	6pm
July	NOT PAC or COMMISSON		
August	PAC	August 13	1:30pm
August	Commission	August 13	3:30pm

Item 7b. Website and Social Media Updates

Facebook

The Gateway Corridor Facebook page was launched on Monday, February 20, 2012. The page currently has 528 '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 82-1,532.

Website

For the month of May, there were 613 visits to the website.

Item 7c. Media Articles

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

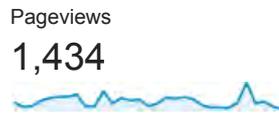
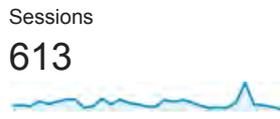
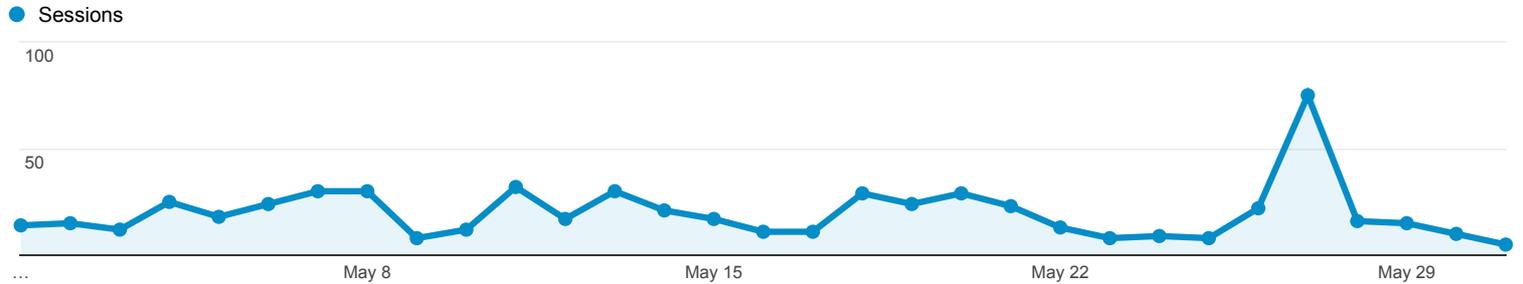
Action Requested: Information.

May 1, 2015 - May 31, 2015

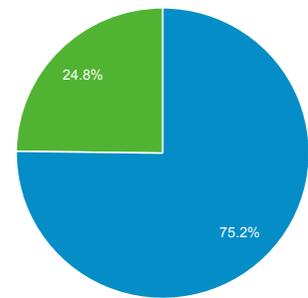
Audience Overview

All Sessions
100.00%

Overview



■ New Visitor ■ Returning Visitor



Language	Sessions	% Sessions
1. en-us	577	94.13%
2. pt-br	17	2.77%
3. it-it	4	0.65%
4. pt-pt	3	0.49%
5. ru-ru	3	0.49%
6. en	2	0.33%
7. th-th	2	0.33%
8. c	1	0.16%
9. en-gb	1	0.16%
10. es-ar	1	0.16%



LETTER: Gold Line BRT helps business, gives options for workers

Posted on May 15, 2015 at 8:33 a.m.

A recent letter to the editor about Gateway Gold Line Bus Rapid Transit missed a couple of key facts about the project.

Gateway Gold Line BRT will complement existing express bus service from Woodbury to St. Paul and Minneapolis. Residents and elected officials have consistently requested that express bus service be retained even after the Gold Line begins operation. It will give Woodbury residents options to get downtown, and, importantly, the Gold Line will give express bus riders a way to get home in the middle of the day or later in the evening. Currently, there is no off-peak transit service to Woodbury.

In addition, business leaders in Washington County have told us that they have trouble filling jobs. The Gold Line BRT would offer local businesses a new market for employees (as well as customers) by offering frequent, all-day service in both directions.

Interstate 94 from St. Paul to Woodbury is one of the busiest freeway segments in the state and population and congestion are growing. There are very few transit options and no plans for freeway upgrades. Gateway Gold Line BRT offers another option, one that is faster than regular route bus service, though not as fast as express service as it would make limited stops serving a number of communities along the line. Gateway is cost-effective, flexible and moves people to jobs. A connection at Union Depot to the growing regional transit system will make accessing business and

entertainment options all over the metro area easier for residents in the east metro. Now is the time for this investment.

Lisa Weik

Woodbury

Washington County Commissioner Lisa Weik serves as chairwoman of the Gateway Corridor Commission.

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[Home](#) > A vibrant transit system is important for Washington County too

Wed
20
May

A vibrant transit system is important for Washington County too

Submitted by admin on Wed, 05/20/2015 - 12:00am



Ted Bearth Washington County Commissioner, District 2

Washington County is a great place to live and do business. People are drawn here because the quality of life in our communities is among the best in this region. People move to Washington County because it is a great place to live and raise a family.

A frequent message I hear from Washington County residents is that a reliable transportation system matters to them. While many people have found work here in the county, tens of thousands of workers each day head to St. Paul, Minneapolis, or other suburbs. Not only do they expect good roads and bridges for travel, residents also want us to provide transit as a convenient and affordable alternative to get them to where they need to go.

To keep Washington County moving, I urge East Metro legislators to support a comprehensive transportation bill that includes stable funding for transit.

What transit means to residents

Transit gives Washington County greater ease of mobility. Transit reduces traffic congestion

and the wear and tear on our roadways. Transit is helping residents save time and money.

Two exciting transitway proposals under development – supported by Counties Improvement Transit Board (CTIB) - will provide Washington County residents with efficient and cost-effective transit.

The Gateway Corridor runs along Interstate 94 and is designed to connect residents, workers and business to other destinations on the region's transit system. It is estimated more than 64,000 people live within one mile of the Gateway Corridor and, by 2030, that number is projected to grow by almost 40 percent and with more than 61,000 jobs added.

The proposed 30-mile Red Rock Corridor transitway will link the southeastern suburbs to the Twin Cities. The recently-dedicated Newport Transit Station along the Red Rock Corridor has been providing commuters with express bus service to downtown St. Paul since December and will serve future transit as the Red Rock Corridor progresses.

Long-term, other transit projects are under consideration that would add transit options to the Rush Line Corridor and Highway 36. However, stable funding needs to be firmly in place to bring these projects to completion, beginning with Gateway and Red Rock. That's why the state Legislature needs to act now on stable funding for our regional transportation network before this session ends.

Counties Transit Improvement Board

As an elected county commissioner, I play a critical role in establishing priorities for regional transit investments.

Washington County is a member of CTIB, which administers the current dedicated sales tax for transit and evaluates priorities for regional transit financing. CITB-supported transitways, such as the proposed Gateway Corridor and Red Rock Corridor, will connect to a broader regional system, further increasing the efficiencies of our investment.

It is vitally important that the Minnesota Legislature continues this model for transportation planning. CTIB is the best way for local elected officials to be heard on the use of dedicated transit funding – that means Washington County's residents will also be heard.

My hope is that East Metro legislators will take the lead and bring their colleagues together to pass a transportation bill with stable funding for transit.

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Ted Bearth represents District 2 on the Washington County Board of Commissioners.



**TED
BEARTH**

Guest
Columnist

Woodbury Bulletin

Gold Line BRT helps business, gives options for workers

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See **LETTERS** Page 7A

Letters: S

Continued from **Page 6A**

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Lisa Weik
Woodbury

Washington County Commissioner Lisa Weik serves as chairwoman of the Gateway Corridor Commission.

East-metro leaders hold out hope for bus line funding

Updated: 05/26/2015 06:28:28 AM CDT

TwinCities.com

A proposed east-metro rapid-transit bus line hit a speed bump last week when the Minnesota Legislature failed to approve \$3 million to help plan it.

Local officials are clinging to the hope that the money can be restored when lawmakers return to St. Paul for a special session, but if that doesn't happen, it isn't clear how the project could progress.

"It is always disappointing when one of our legislative platforms is not successful," said Washington County engineer Wayne Sandberg. "Now, we are in wait-and-see mode."

Sandberg said he still hopes that the \$485 million project can be built -- somehow.

Plans call for 12 miles of a new roadway made exclusively for buses, following Interstate 94 between St. Paul and Manning Avenue in Woodbury. It would be flanked by new Park & Ride lots along the way.

It has been dubbed the Gold Line Bus Rapid Transit project.

The Legislature approved \$2 million in planning expenses in 2014 and was expected to OK \$3 million more this year. But its final transportation bill had no mention of the project and several others that were depending on financing.

Woodbury Mayor Mary Giuliani Stephens said she had expected the money to be approved. As a member of the Gateway Commission, she has been studying transportation improvements between St. Paul and Wisconsin for five years -- primarily the bus project.

And for seven years, Woodbury has paid for transportation projects.

In 2008, Washington, Ramsey, Dakota, Hennepin and Anoka counties levied a 0.25 percent sales tax for the Counties Transit Improvement Board, which gathers funding for local transportation projects. But so far, Stephens said, nothing has been built in Washington County.

"We have been paying in, and we would like to see a return on our dollars," she said. Other sources have delivered funds on schedule, and Stephens said she expects the state to do the same.

Here's how the project's \$485 million price tag would be covered:

- 45 percent from federal sources;
- 35 percent from the local 0.25 percent sales tax;
- 10 percent from the state;
- 5 percent from Ramsey County;
- 5 percent from Washington County.

Metropolitan Council Chairman Adam Duinnick said the focus of the project should now be on a special session, which must be called by Gov. Mark Dayton.

"I am committed to this project, and we will do everything we can to support it," Duinnick said.

The regional planning agency's timetable for the project calls for planning and development work through 2017, and then construction. If funding can be obtained, the project is expected to be completed in 2022.

Bob Shaw can be reached at 651-228-5433. Follow him at twitter.com/BshawPP.

Transit Talk

Focusing on the ever-expanding Twin Cities transit network

Lack of state aid could stall Gateway BRT

By: [Call Owings](#) June 1, 2015 3:27 pm 0

Lawmakers adjourned last month without approving \$3 million in planning funds for a bus rapid transit line between downtown St. Paul and Woodbury — a misstep that could delay the project.

Planners and officials for the [Gateway Corridor](#) — a 12-mile bus rapid transit line between St. Paul and Woodbury along Interstate 94 — are hoping to secure state funding during a one-day special session this summer.

Without the planning money, project backers will have to consider options — including a delay to the line's projected 2022 opening, said Washington County Transportation Manager Jan Lucke.

"The cost of not securing the state funding is up to one year delay and \$17 million," Lucke said. The \$17 million represents cost increases due to inflation.

About \$25 million is needed to move the project through the first phase of the federal transit planning process, which includes two levels of [environmental analysis](#).

During the planning stages for a transit line, funding is typically split between the Counties Transit Improvement Board, the counties where the project is located and the state. Federal money isn't available until after a project has cleared years of planning hurdles. The state has already contributed \$2 million of its \$5 million share for the project development phase.

The Counties Transit Improvement Board has committed to \$15 million for planning, while Ramsey and Washington counties have contributed \$2.5 million each, Lucke said.

At the end of the project-development phase, the project would be handed over to a state agency like the Minnesota Department of Transportation or the Metropolitan Council for implementation.



File photo: Bill Klotz
Passengers board a Metro Transit bus outside of 3M Corp.'s headquarters in Maplewood for a tour of the Gateway Corridor, a bus rapid transit route.

Tagged with: [BRT](#) [BUS RAPID TRANSIT](#) [GATEWAY CORRIDOR](#) [MINNESOTA LEGISLATURE](#) [ST. PAUL](#) [WOODBURY](#)



NewsCut

MPR News A fresh eye on the news

Politics

Legislature to East Metro: ‘No transit for you’



[Bob Collins](#) May 26, 2015, 8:35 AM

For seven years, Washington County taxpayers have been paying into the regional transportation pool, participating in a systemic buildout of public transportation, assured that although the priority was elsewhere, “your time will come.”

It probably won’t, if the Legislature has its way.

Although the Counties Transit Improvement Board — formed to divvy up sales tax revenue collected from Washington, Ramsey, Dakota, Hennepin and Anoka counties — has provided grants for planning a busway along Interstate 94, the Legislature has shut the door on funding the project, the [Pioneer Press](#) reports.

A transportation bill did not contain the \$3 million sought for the so-called Gold Line, which would use dedicated highway lanes along I-94.

In 2008, Washington, Ramsey, Dakota, Hennepin and Anoka counties levied a 0.25 percent sales tax for the Counties Transit Improvement Board, which gathers funding for local transportation projects. But so far, (Woodbury Mayor Mary) Stephens said, nothing has been built in Washington County.

“We have been paying in, and we would like to see a return on our dollars,” she said. Other sources have delivered funds on schedule, and Stephens said she expects the state to do the same.

It's not the end of the line for the project, which wasn't going to be done until 2022 anyway.

But it could provide fodder for East Metro taxpayers who have occasionally been disgruntled that their sales and county wheelage tax money only pays for transit projects elsewhere.

About the blogger



Bob Collins

bcollins@mpr.org • [@newscut](#)

Bob Collins has been with Minnesota Public Radio since 1992, emigrating to Minnesota from Massachusetts where he was VP of programming for Berkshire Broadcasting Co. He was an editor at the RKO Radio Network in New York, and WHDH Radio in Boston. He is the founder of the MPR News' website. He is a private pilot and flies an airplane he built.

13 Comments

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Joe • 5 hours ago

It is a shame that they removed the funding for this line. However, Washington County makes up 9% of the CTIB by population, and even less by employment. It also has the lowest density of any of the five counties, meaning it is hard to serve with transit. There are more people in non-St. Paul Ramsey County or the parts of Anoka County that the Northstar doesn't touch, and none of them have any transit projects. There are more people in the 394 corridor than the 94 east corridor, and more jobs, and more than double the employment in Downtown Minneapolis than in St. Paul, and there isn't a 394 transit line.

But all that is moot since they didn't redirect the funds to be used to a better more dense purpose elsewhere, they just cut them.

^ | v • Reply • Share ›



Jeff → Joe • 4 hours ago

Not sure I follow. Transit doesn't make sense for Washington county? We should just contribute and shut up?

EAST METRO

Washington County commissioner levels fire at state over transit

The Legislature didn't appropriate \$3 million needed to finance planning and engineering for the Metro Gold Line.

By Kevin Giles (<http://www.startribune.com/kevin-giles/10644901/>) Star Tribune |

MAY 23, 2015 — 12:30AM

The way Gary Kriesel sees it, the Minnesota Legislature had better get behind east-metro transit, and fast, because he's doubting the state's sincerity in backing the Metro Gold Line.

"It's Interstate 94, not County Road 94," the longtime Washington County commissioner said of the bus rapid transit route being planned for construction in 2018.

Kriesel repeatedly has expressed his skepticism of state support for transit over the years, and at last week's County Board meeting, he erupted in anger at the Legislature's failure to appropriate \$3 million to help fund planning for the Gold Line from downtown St. Paul to eastern Woodbury.

"This is supposed to be a partnership between the state, the feds and local governments," he said. "All of a sudden they don't have an appetite for transit. Why didn't they tell us that from the get-go? I have a total lack of trust with the state."

Kriesel's comments came after County Administrator Molly O'Rourke told the five commissioners that some of Washington County's legislative priorities went unfunded, including the Gold Line request. In another loss, the county would receive \$400,000 less in state program aid in 2016 because legislators didn't pass a tax bill.

"There's a lot left on the table, including a major transportation bill," said Commissioner Karla Bigham, a former legislator. She said she hoped "cooler heads" would prevail if Gov. Mark Dayton calls a special session this summer.

"This was horrible, this session," said Commissioner Ted Bearth. "This is the best word I can use to describe it. We've got to move on and get something done around here."

The Gold Line, formerly Gateway Corridor, would serve six cities and two counties on a bus rapid transit route from Union Depot in downtown St. Paul to the east side of Woodbury. Washington County's population is growing as well — O'Rourke told commissioners it had increased 2.2 percent in the past year, to more than 248,000.

Businesses want to build in proximity to transit lines because more of their employees are millennials who prefer public transportation, said Commissioner Lisa Weik. Lack of transit near the former State Farm headquarters in Woodbury has deterred companies from moving there, she said.

The Legislature's inaction on the \$3 million request doesn't immediately hurt the Gold Line project, Kriesel and Weik said, because they possibly can turn to the Metropolitan Council for the money. It would pay for environmental analysis, design, and engineering, in addition to other funding sources.

Washington and Ramsey counties have led the Gold Line project, they said, but they want stronger state involvement to make sure it opens in 2022 as planned.

"This is a defining time for me," Kriesel said of his waning patience with state policymakers. During the County Board meeting he did, however, specifically mention four legislators who he said worked on behalf of cities they represented to get the transit money: Rep. Susan Kent, DFL-Woodbury, Rep. JoAnn Ward, DFL-Woodbury, Sen. Karin Housley, R-Stillwater, and Rep. Kelly Fenton, R-Woodbury.

"The state has to show they're willing partners to build all transit," Kriesel said.

Fenton said last week that “Gary Kriesel is absolutely right” and that most people favor transit in east metro.

“The reason this is so important is this is part of the federal protocol to keep this project on track and get some federal funding,” she said.

Bigham said that in addition to the \$3 million Gold Line request, \$1 million in bonding for the Red Rock Corridor transit line in her district in southern Washington County went unapproved in the Legislature.

“It’s extremely disheartening,” she said. “I think it’s a casualty of a mixed partisan government. Instead of looking at what they could agree upon, and attacking that, they tended to stick to their priorities until the end and their priorities didn’t match up.”

The Legislature did appropriate some money for Washington County, she said, including a slight increase in funding for Community Corrections and some for Community Services for use in child protection efforts.

A bill for \$520,000 to improve recreation and water habitat in Grey Cloud Island Slough fell short of final action in the Senate when the Legislature adjourned, she said.

Lack of money for transit was disappointing, Bigham said.

“I don’t believe that Minnesotans like obstructionists,” she said. “They want investment in their infrastructure.”

kgiles@startribune.com 651-925-5037 StribGiles