



Agenda
Gateway Corridor Commission
September 10, 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. A Public Hearing / Open House on the Gateway Route through Lake Elmo/Woodbury will be held after the Commission meeting at 5:30 pm.

<u>Item</u>	<u>Presenter</u>	<u>Action Requested</u>
1. Introductions		Information
2. Consent Items <ul style="list-style-type: none"> a. Summary of August 13, 2015 Meeting* b. Checks and Claims* 		Approval
3. 2014 Commission Audit Results	Clifton Larson Allen	Presentation
4. CTIB Pre-PD Grant Work Plan	Washington County	Approval
5. Support for 2016 CTIB Gateway Grant Request	Washington County	Approval
6. Communications Update <ul style="list-style-type: none"> a. Outreach Activities* b. Public Relations Activities* 	Washington County	Information
7. DEIS Study Update <ul style="list-style-type: none"> a. Committee / Outreach Updates* c. Next Steps* 	Washington County	Information
8. State and Federal Legislative Update*	Ramsey County	Information
9. Gateway DC Fly-in Update*	Lockridge Grindal Nauen	Information
10. Other <ul style="list-style-type: none"> a. Meeting Dates Summary* b. Social Media and Website Update* c. Media Articles* 		Information
11. Adjourn		Approval

*Attachments

For questions regarding this material, please contact Jan Lucke, Washington County at (651) 430-4316 or at jan.lucke@co.washington.mn.us.

**Gateway Corridor Commission
Draft August 13, 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	X
Dan Kylo	West Lakeland Township	
Bill Finney	St Paul	
Randy Nelson	Afton	X
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	
Paul Rebholz, Alternate	Woodbury	
Justin Bloyer, Alternate	Lake Elmo	
Dave Schultz, 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	
Lisa Palermo	Woodbury Chamber of Commerce	X

Others	Agency
Kevin Roggenbuck	Ramsey County Regional Rail Authority
Andy Gitzlaff	Washington County
Jan Lucke	Washington County
Laura Kearns	Washington County
Steve Ebner	West Lakeland Township
Will Schroeer	East Metro Strong
Katie Burger	City of St. Paul
Beth Bartz	SRF
Janelle Schmitz	City of Woodbury
Shelly Schafer	Senator Franken's Office
Alan Dale	Stonehenge – Dale Properties

Tim Mayasich	RCRRA
Susan Kent	MN Senator
Josh Straka	US Representative McCollum
Clark Schroeder	Lake Elmo Administrator
John Kaul	Capital Gains
JoAnn Ward	53A - Minnesota House of Representatives

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

Agenda Item #1. Introductions

Introductions were made by those present.

Agenda Item #2. Consent Items

Item 2a. Summary of June 11, 2015 Meeting: Motion made by Mayor Giuliani Stephens to approve the Summary of June 11, 2015 Meeting. Seconded by Commissioner Ortega. 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 Nelson. All in favor, **Approved**. Motion carried.

Agenda Item #3. Communications Update

Items 3a & 3b. Mr. Gitzlaff gave a brief overview of the outreach activities to date and highlighted the Building Owners and Managers Association outreach that took place on June 15th, an update was given to the District 4 Community Council on July 20th, an open house in Landfall on July 23rd and National Night Out at the Conway Rec. Center on August 4th. Upcoming events include Oakdale HOA on August 17th, Lake Elmo Event Center Open House on August 19th and East Side Enterprise Center on August 25th.

Item 3c.

Mr. Dehler showed the first draft of the first of the three videos that are being produced for the corridor. Staff had previously reviewed the videos and had given comments on some edits that need to be made. Commission members also gave comments on suggestion for some edits. The additional two videos will be available soon for viewing and comment.

Agenda Item #4. DEIS Study Update

Item 4a. & 4c. Mr. Gitzlaff said the Technical Advisory Committee (TAC), the Community Advisory Committee (CAC) and the Policy Advisory Committee (PAC) big focus has been refining what Segment E will look like from Lake Elmo to Woodbury. Mr. Gitzlaff gave out a power point presentation to the commission to give a brief overview for background information on the different options. Mr. Gitzlaff said the next steps would be for the Commission to make a recommendation on the E Alignment and set the date for a public hearing on September 10, 2015 after the Commission meeting. Mr. Gitzlaff said staff is preparing an environmental document and is sending it around to different parties for review and then submitting it to the Federal Transit Administration (FTA) for their review. The first chapter of the Environmental Impact Statement (DEIS) has already been submitted to FTA for comments as well as the outline.

Item 4b. Motion was made by Council Member Reinke to approve Option A (starts and stops in Lake Elmo) as the initially recommended alignment option for segment E for Public Comment as recommended by the PAC. Seconded by Mayor Slawik. All in favor, **Approved**. Motion Carried.

Agenda Item #5. State and Federal Legislative Update

State. Ms. Lucke said Chair Duininck has invited Commissioner Weik, Commissioner Ortega and Mayor Giuliani Stephens to meet with him on August 14th to discuss the \$3 million dollars the corridor needs to proceed to the next phase. Ms. Lucke said the corridor is not delayed yet due to lack of state funding however, early 2016 the corridor will be delayed if the funding is not received. Senator Kent said this is a bonding year and the corridor needs to be ready. Representative Ward reinforced not to wait until March 8th. Keep getting the message to the decision makers reinforcing the importance of doing this corridor now.

Federal. Mr. Roggenbuck said the Senate voted and approved the 3 month extension of MAP 21, to fund highway and transit programs through the end of October. The house is currently developing a bill, they have not prepared anything as of yet. The Senate has prepared a long term 6 year highway bill that is currently waiting for discussion as the House develops theirs. Congress reconvenes on September 8th.

Agenda Item #6 Gateway Fly-in Update

Mr. Gitzlaff gave a brief overview of the details for the trip. The itinerary remains consistent with previous drafts. The list of contingents attending continues to grow. Additional attendees are: Metropolitan Council Chair Adam Duininck, Kyle Makarios, with the North Central Carpenters Union.

Agenda Item #7. Other

The October meeting will be pushed out one week, to October 15th, due to the DC trip. Media articles are included in the packet to read at the commissioner's leisure.

The meeting adjourned at 4:30PM



Agenda Item #2b

DATE: August 27, 2015
TO: Gateway Corridor Commission
FROM: Staff
RE: Checks and Claims

<u>Communication Contract - (Jeff Dehler PR)</u> 7/1/15 – 7/31/15	<u>Amount</u> \$1,801.56
<i>Contract Utilization = 35%</i>	
<u>2014 Audit (Clifton Larson Allen)</u>	\$2,250.00
Contract Utilization = 100%	
Total	\$4,051.56

Detailed invoices can be made available upon request.

Action Requested:

Approval



Agenda Item #3

DATE: August 27, 2015
TO: Gateway Corridor Commission
FROM: Staff
RE: Commission Audit Results

Clifton Larson Allen has contracted with Washington County Regional Railroad Authority (WCRRA) on behalf of the Commission to perform the 2014 audit. There were no material weaknesses or significant deficiencies identified. A representative from Clifton Larson Allen will present the findings of the audit at the meeting

Action Requested: Information

Gateway Corridor Commission

Audit Presentation
Exit Conference
Year Ending December 31, 2014

Thursday, September 10, 2015
3:30 p.m.



Agenda

- Introduction
- Required Communications
- Internal Control
- Minnesota Legal Compliance
- Financial Results
- Key Issues/Summary



Introduction

Audit Team

Your audit team consisted of the following professionals with 42 years of governmental accounting and auditing experience.

- Doug Host – Principal (24 years)
- Mike Olsen – Senior (10 years)
- Kendall Jensen – Associate (3 years)
- Scott Sand – Associate (5 years, MN DOR)



Required Communications

Required Communications

See separate letter issued in accordance with applicable statements on auditing standards



Internal Control

Internal Control

Material Weaknesses – deficiencies in internal control such that there is a reasonable possibility that a **material misstatement** would not be prevented or detected and corrected on a timely basis.

- **None in 2014**

Internal Control (Continued)

Significant Deficiencies - deficiencies in internal control that are **less severe than material weaknesses**, yet important enough to **merit attention by those charged with governance**.

- None in 2014



Minnesota Legal Compliance Findings

Minnesota Legal Compliance

Performed applicable tests and completed a 25 page check list to verify that the Commission complied with the applicable Minnesota State Statutes.

2014 Findings:

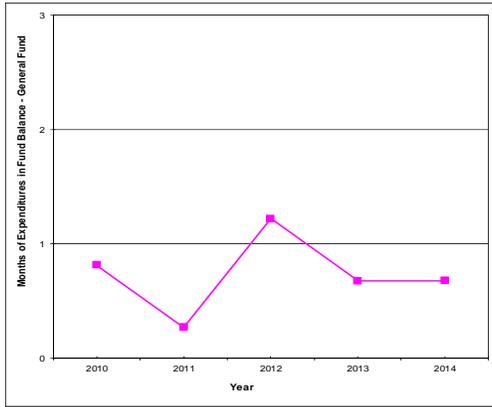
- None



Financial Results

Financial Results

Months of Expenditures in General Fund

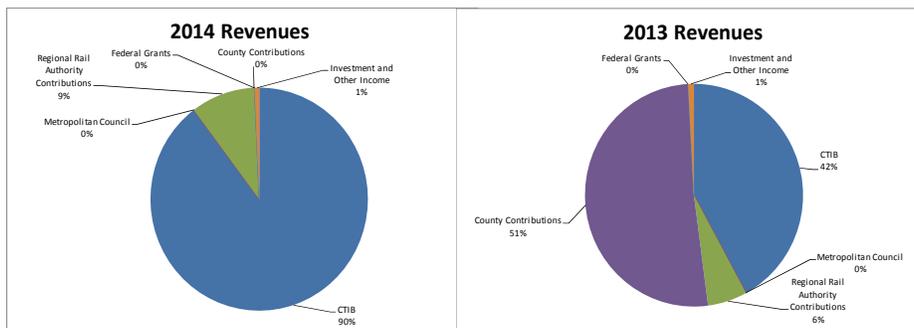


- MN Office of the State Auditor recommends no less than 5 months for the General Fund.
- This calculation is not necessarily a requirement for the Commission as you are not reliant on taxes.
- Appears reasonable based on operations and grant funding being the primary revenue source.

	2010	2011	2012	2013	2014
Expenditures	\$ 173,465	\$ 974,749	\$ 613,446	\$ 866,934	\$ 1,557,871
Unrestricted Fund Balance	11,733	21,840	62,255	48,559	87,852

Financial Results

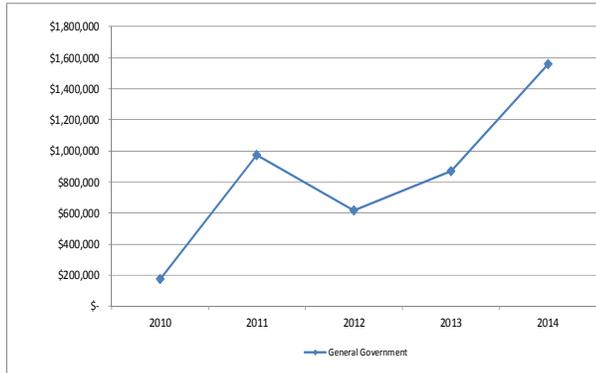
General Fund Revenues



- The sources of revenues can vary greatly from year to year based on funding (CTIB, Met Council, Federal Grants, etc...)
- Almost all of the Commission's revenues are "intergovernmental" in nature.

Financial Results

General Fund Expenditures



- Expenditures can vary widely based on state of operations.
- 2011 was peak of consulting costs/studies.
- 2013 and 2014 increases are due to DEIS expenditures.

	2010	2011	2012	2013	2014
General Government	\$ 173,465	\$ 974,749	\$ 613,446	\$ 866,934	\$ 1,557,871

Financial Results

Other Financial Highlights

- At December 31, 2013, the Commission's statements reflected unearned revenue of \$1,406,145 (CTIB funding for DEIS), this was all earned during 2014.



Key Issues/Summary

Key Issues/Summary

- Management letter overall very “clean” based on third time audit for the Commission!
- 1.6M decrease in cash and investments due to spend down of CTIB grant
- No material audit adjustments!
- No passed adjustments!
- 4th audit in 24 years with no findings!
- Everyone was great to work with!

**Thank you to all for helping to get this
audit completed timely and for
allowing us to serve you!**

Contact Information:

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doug.host@CLAconnect.com

Mike Olsen, CPA

218-825-2915

michael.olsen@CLAconnect.com



**GATEWAY CORRIDOR COMMISSION,
MINNESOTA**

Financial Statements
For the Year Ended

DECEMBER 31, 2014

GATEWAY CORRIDOR COMMISSION, MINNESOTA

a joint powers agreement authorized under *Minnesota Statute 471.59*

For the Year Ended
DECEMBER 31, 2014



Gateway Corridor Commission
Washington County Public Works Department
11660 Myeron Road North
Stillwater, Minnesota 55082-9573

Telephone: 651-430-4300
Fax: 651-430-4350

**GATEWAY CORRIDOR COMMISSION,
MINNESOTA**

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**GATEWAY CORRIDOR COMMISSION,
MINNESOTA**

ORGANIZATION
December 31, 2014

Gateway Corridor Commission Members:

- | | |
|-----------------------------|--|
| ○ Chair: Lisa Weik | Washington County Regional Railroad Authority |
| ○ Vice-Chair: Rafael Ortega | Ramsey County Regional Railroad Authority |
| ○ Randy Nelson | City of Afton |
| ○ Mike Pearson | City of Lake Elmo |
| ○ Amy Williams | City of Lakeland |
| ○ Nora Slawik | City of Maplewood |
| ○ Paul Reinke | City of Oakdale |
| ○ Kathy Lantry | City of Saint Paul |
| ○ Dan Kyllo | West Lakeland Township |
| ○ Mary Giuliani Stephens | City of Woodbury |

Ex-Officio Members:

- | | |
|--------------------|--|
| ○ Doug Stang | 3M |
| ○ Mike Amundson | Baytown Township |
| ○ Richard McNamara | Oakdale Business and Professional Association |
| ○ Scott Beauchamp | Saint Paul Area Chamber of Commerce |
| ○ Tim Ramberg | Wisconsin Gateway Corridor Coalition |
| ○ Greg Watson | Woodbury Chamber of Commerce |
| ○ Mike Ericson | City of Landfall |
| ○ Randy Kopesky | City of Lakeland Shores |
| ○ Tim Herman | East Side Area Business Association |
| ○ Bill Burns | Oakdale Chamber of Commerce |

INDEPENDENT AUDITORS' REPORT

Board of Commissioners
Gateway Corridor Commission
Stillwater, Minnesota

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities and the major fund of the Gateway Corridor Commission (the Commission), as of and for the year ended December 31, 2014, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Commission's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the major fund, of the Gateway Corridor Commission as of December 31, 2014, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the budgetary comparison schedule as listed in the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated July 16, 2015, on our consideration of the Gateway Corridor Commission's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the result of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Gateway Corridor Commission's internal control over financial reporting and compliance.



CliftonLarsonAllen LLP

Minneapolis, Minnesota
July 16, 2015

**GATEWAY CORRIDOR COMMISSION,
MINNESOTA**

**Management's Discussion and Analysis
DECEMBER 31, 2014**

This section presents management's analysis of the Gateway Corridor Commission's (GCC) financial condition and activities for the year ended December 31, 2014. This information should be read in conjunction with the financial statements.

Overview of the Financial Statements

The Management's Discussion and Analysis (MD&A) serves as an introduction to the financial statements. The MD&A represents management's examination and analysis of the GCC's financial condition and performance. Summary financial statement data, key financial and operational indicators used in the GCC's operating budget, and other management tools were used for this analysis.

The financial statements combine fund level financial statements and government-wide financial statements. The GCC reports one governmental fund, which is reported using the current financial resources measurement focus and the modified accrual basis of accounting, while the government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting.

Summary of Organization and Business

The GCC was established in January 2010, under a Joint Powers Agreement in accordance with Minn. Stat. §471.59. The Board is organized with a chair and a vice chair elected each year. The GCC's primary purpose is to study and plan alternative transportation options for the area along Interstate 94, within Ramsey and Washington counties.

The Gateway Corridor Commission (the Commission) is made up of elected officials from the Washington and Ramsey County Regional Railroad Authorities and the cities of Afton, Lake Elmo, Lakeland, Maplewood, Oakdale, St. Paul, Woodbury, and West Lakeland Township. Members from 3M, Baytown Township, Landfall, Lakeland Shores, Oakdale Business and Professional Association, St. Paul Area Chamber of Commerce, Woodbury Chamber of Commerce, East Side Area Business Association, Oakdale Chamber of Commerce, and the Wisconsin Gateway Corridor Coalition are ex-officio members of the commission.

Financial Highlights

- At December 31, 2014, the assets of the GCC exceeded its liabilities for Total Net Position of \$986,010. Of the total net position, \$898,158 was restricted for grants, and \$87,852 was unrestricted.
- The GCC's total net position, as reported in the Statement of Activities, increased by \$9,098 during the year ended December 31, 2014. During 2014, the GCC continued its ongoing work with a consultant to conduct a draft environmental impact study (DEIS). Funding for this DEIS was received prior to 2014, while a significant portion of the work was performed in 2014, and completion of the project is expected in 2015.

Financial Analysis

Net Position

The GCC's total net position was \$986,010 on December 31, 2014.

Summary of Net Position

Assets	2013	2014	Change	%Change
Current and Other Assets	\$ 2,818,926	\$ 1,197,889	\$ (1,621,037)	-58%
Total Assets	2,818,926	1,197,889	(1,621,037)	-58%
Liabilities				
Other Liabilities	1,842,014	211,879	(1,630,135)	-88%
Total Liabilities	1,842,014	211,879	(1,630,135)	-88%
Net Position				
Restricted for Transit Study Activities	928,353	898,158	(30,195)	-3%
Unrestricted	48,559	87,852	39,293	81%
Total Net Position	\$ 976,912	\$ 986,010	\$ 9,098	1%

Of the GCC's \$986,010 of year-end net position, \$898,158 is restricted transit grants to be used solely to fund costs associated with planning and studies related to the Gateway Corridor.

Changes in Net Position

The GCC's net position increased \$9,098 during the year ended December 31, 2014.

Summary of Changes in Net Position

Program Revenues	2013	2014	Change	%Change
Operating Grants	\$ 718,855	\$ 1,406,145	\$ 687,290	96%
Member Contributions	100,000	150,000	50,000	50%
General Revenues				
Shared Revenue- Restricted	375,000	-	(375,000)	-100%
Other	14,625	10,824	(3,801)	-26%
Total Revenues	1,208,480	1,566,969	358,489	30%
Expenses				
General Government	866,934	1,557,871	690,937	80%
Total Expenses	866,934	1,557,871	690,937	80%
Change in Net Position	341,546	9,098	(332,448)	-97%
Net Position – Beginning	635,366	976,912	341,546	54%
Net Position – Ending	\$ 976,912	\$ 986,010	\$ 9,098	1%

Revenues

Revenues for the GCC in 2014 came from multiple sources. Member contributions of \$150,000 were paid by the Regional Rail Authorities of Ramsey and Washington Counties. Grant revenue from the previously received Counties Transit Improvement Board (CTIB) grant was recognized in relation to activity on the draft environmental impact study (DEIS). GCC also recognized interest and miscellaneous revenue of \$10,824, based substantially on earnings on funds held from the prior CTIB grant.

Expenses

The GCC's primary purpose is to study and plan alternative transportation options for the area along Interstate 94, within Ramsey and Washington counties. Expenses for 2014 reflected the ongoing DEIS, as well as consulting services for public relations and other operating costs.

Budgetary Highlights

- Actual revenues were \$1,324,169 more than budgeted, as the entire revenue/expense of the DEIS had been reflected in the 2013 budget, while actual results reflect the ongoing, multiple year nature of the project.
- Actual 2014 expenditures were \$1,315,071 over the budgeted amount. As previously noted, the 2013 budget reflected the entire cost of the DEIS, with the 2014 budget was prepared as though the project were completed in 2013, and reflected a return to more typical expenditure patterns.

Economic and Other Factors

The GCC's receipts are dependent on the grants received and contributions by commission members. Funding for the commission activities is dependent on the financial resources available through federal, state, local, and other governments. The largest grant to date is from the County's Transit Improvement Board (CTIB), a regional joint powers partnership whose grants are supported by a 0.25% sales tax in the five county metropolitan area. The CTIB grants are fully funded when awarded. The GCC's Board manages operations within the constraints of available grants and contributions through the annual budget process.

Financial Contact

This financial report is designed to provide an overview for those interested in the GCC's finances. If you have questions about this report or need additional information, contact the Gateway Corridor Commission, Washington County Public Works Department, 11660 Myeron Road North, Stillwater, Minnesota 55082-9573 or the commission's lead staff person: Andy Gitzlaff, Senior Planner, Washington County 651-430-4350. Andy.Gitzlaff@co.washington.mn.us.

**GATEWAY CORRIDOR COMMISSION,
MINNESOTA**

**GENERAL FUND BALANCE SHEET
AND GOVERNMENTAL ACTIVITIES - STATEMENT OF NET POSITION
DECEMBER 31, 2014**

	<u>General Fund</u>	<u>Adjustments</u>	<u>Governmental Activities</u>
ASSETS			
Cash and Pooled Investments with Fiscal Agent	<u>\$ 1,197,889</u>	<u>\$ -</u>	<u>\$ 1,197,889</u>
LIABILITIES			
Contracts Payable	<u>\$ 211,879</u>	<u>\$ -</u>	<u>\$ 211,879</u>
FUND BALANCE/NET POSITION			
FUND BALANCE			
Restricted for Transit Study Activities	898,158	(898,158)	-
Unassigned	<u>87,852</u>	<u>(87,852)</u>	-
Total Fund Balance	<u>986,010</u>	<u>(986,010)</u>	
Total Liabilities and Fund Balance	<u>\$ 1,197,889</u>	<u>(986,010)</u>	
NET POSITION			
Restricted for Transit Study Activities		898,158	898,158
Unrestricted		<u>87,852</u>	<u>87,852</u>
Total Net Position		<u>\$ 986,010</u>	<u>\$ 986,010</u>

**GATEWAY CORRIDOR COMMISSION,
MINNESOTA**

**GENERAL FUND STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
AND GOVERNMENTAL ACTIVITIES --STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED DECEMBER 31, 2014**

	General Fund	Adjustments	Governmental Activities
REVENUES			
INTERGOVERNMENTAL			
Counties Transit Improvement Board	\$ 1,406,145	\$ -	\$ 1,406,145
Regional Rail Authority Contributions	150,000	-	150,000
Investment Earnings	10,705	-	10,705
Miscellaneous	119	-	119
	1,566,969	-	1,566,969
Total Revenues			
EXPENDITURES/EXPENSES			
CURRENT			
General Government	1,557,871	-	1,557,871
	9,098	-	9,098
NET CHANGE IN FUND BALANCE/NET POSITION			
Fund Balance/Net Position - Beginning of Year	976,912	-	976,912
	\$ 986,010	\$ -	\$ 986,010
FUND BALANCE/ NET POSITION - END OF YEAR			

**GATEWAY CORRIDOR COMMISSION,
MINNESOTA**

NOTES TO THE FINANCIAL STATEMENTS
DECEMBER 31, 2014

1. Summary of Significant Accounting Policies

The Gateway Corridor Commission's (GCC) financial statements are prepared in accordance with generally accepted accounting principles (GAAP). The Governmental Accounting Standards Board (GASB) is responsible for establishing GAAP for state and local governments through its pronouncements (statements and interpretations). The more significant accounting policies established in GAAP and used by the Gateway Corridor Commission are discussed below.

A. Financial Reporting Entity

The Gateway Corridor Commission was established in March 2009, under a Joint Powers Agreement in accordance with Minn. Stat. §471.59. The GCC's primary purpose is to study and plan alternative transportation options for the area along Interstate 94, within Ramsey and Washington Counties.

The Gateway Corridor Commission (the Commission) is made up of elected officials from the Washington and Ramsey County Regional Railroad Authorities and the cities of Afton, Lake Elmo, Lakeland, Maplewood, Oakdale, St. Paul, Woodbury, and West Lakeland Township. Members from 3M, Baytown Township, Landfall, Lakeland Shores, Oakdale Business and Professional Association, St. Paul Area Chamber of Commerce, Woodbury Chamber of Commerce, East Side Area Business Association, Oakdale Chamber of Commerce, and the Wisconsin Gateway Corridor Coalition are ex-officio members of the commission.

The GCC is a separate entity independent of the entities that formed it. In accordance with GAAP, the GCC's financial statements are not included in any member's financial statements. No single member retains control over the operations or is financially accountable for the GCC.

B. Basic Financial Statements

Basic financial statements include information on GCC's activities as a whole and information on the individual fund of the GCC. These separate presentations are reported in different columns. Each of the statements starts with a column of information based on activities of the General Fund and reconciles it to a column that reports the "governmental activities" of the GCC as a whole. The governmental activities columns are reported on the full accrual, economic resources basis, which recognizes all long-term assets and receivables as well as long-term debt and obligations.

**GATEWAY CORRIDOR COMMISSION,
MINNESOTA**

1. Summary of Significant Accounting Policies (Continued)

B. Basic Financial Statements (Continued)

The GCC's net position is reported in two parts: restricted and unrestricted net position. The statement of activities demonstrates the degree to which the expenses of the GCC are offset by revenues. The balance sheet and statement of revenues, expenditures, and changes in fund balance for the general fund are presented on the modified accrual basis and report current financial resources.

C. Measurement Focus and Basis of Accounting

The governmental activities are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

The governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. The GCC considers all revenues as available if collected within 60 days after the end of the current period. Charges for services and interest are considered susceptible to accrual. Expenditures are recorded when the related fund liability is incurred, except for principal and interest on long-term debt, compensated absences, and claims and judgments, which are recognized as expenditures to the extent that they have matured. Proceeds of long-term debt and acquisitions under capital leases, if any, are reported as other financing sources.

When both restricted and unrestricted resources are available for use for the same purpose, it is the GCC's policy to use restricted resources first and then unrestricted resources as needed.

D. Assets, Liabilities, Deferred Outflows/Inflows of Resources, and Net Position or Equity

1. Cash and Investments

The GCC's receipts were deposited at Wells Fargo Bank along with other deposits of its fiscal agent, Washington County, which obtains collateral to cover deposits in excess of insurance coverage. These deposits are managed under Minn. Stat. Ch. 118A and the proportionate share of all earnings is credited to the GCC. Pooled investments are reported at their fair value at December 31, 2014 based on market prices.

**GATEWAY CORRIDOR COMMISSION,
MINNESOTA**

1. Summary of Significant Accounting Policies (Continued)

D. Assets, Liabilities, Deferred Outflows/Inflows of Resources, and Net Position or Equity (Continued)

2. Classification of Net Position

Net position in government-wide statements is classified in the following categories:

Restricted net position - the amount of net position for which external restrictions have been imposed by creditors, grantors, contributors, or laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation.

Unrestricted net position - the amount of net position that does not meet the definition of restricted.

3. Classification of Fund Balances

Fund balance can be divided into five classifications based primarily on the extent to which the GCC is bound to observe constraints imposed upon the use of the resources in the governmental funds. The classifications are as follows:

Non-spendable - amounts that cannot be spent because they are not in spendable form, or legally or contractually required to be maintained intact. The "not in spendable form" criterion includes items not expected to be converted to cash.

Restricted - amounts in which constraints have been placed on the use of resources are either externally imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments or is imposed by law through constitutional provisions or enabling legislation.

Committed - amounts that can be used only for the specific purposes imposed by formal action (ordinance or resolution) of the GCC. Those committed amounts cannot be used for any other purpose unless the GCC removes or changes the specified use by taking the same type of action (ordinance or resolution) it employed to previously commit those amounts. The action must be approved no later than the close of the reporting period and remains binding unless removed in the same manner.

**GATEWAY CORRIDOR COMMISSION,
MINNESOTA**

1. Summary of Significant Accounting Policies (Continued)

D. Assets, Liabilities, Deferred Outflows/Inflows of
Resources, and Net Position or Equity (Continued)

3. Classification of Fund Balances (Continued)

Assigned - amounts for specific purposes but do not meet the criteria to be classified as restricted or committed. These are classified as assigned by action of the commission.

Unassigned - the residual classification for the General Fund and includes all spendable amounts not contained in the other fund balance classifications.

The GCC applies restricted resources first when expenditures are incurred for purposes for which either restricted or unrestricted (committed, assigned, and unassigned) amounts are available. Similarly, within unrestricted fund balance, committed amounts are reduced first, followed by assigned, and then unassigned amounts when expenditures are incurred for purposes for which amounts in any of the unrestricted fund balance classifications could be used.

4. Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

**GATEWAY CORRIDOR COMMISSION,
MINNESOTA**

2. Stewardship, Compliance, and Accountability

Budgetary Data

The GCC adopts estimated revenue and expenditure budgets for the General Fund. All annual appropriations lapse at fiscal year-end unless specifically carried over to the next budget year by Commission action. The budget can be amended during the year by the Commission.

On or before December 31 of each year, the Commission adopts an annual budget for its expenditures. A final budget must be prepared and adopted no later than December 31.

The appropriated budget is prepared by fund. The legal level of budgetary control (the level at which expenditures may not legally exceed appropriations) is the fund level.

3. Detailed Notes

A. Assets

1. Deposits and Investments

a. Deposits

As of December 31, 2014, the GCC's General Fund had \$1,197,889 on deposit with Washington County, (its fiscal agent). It is Washington County's policy to follow Minn. Stat. § 118A.03, which states that, to the extent funds deposited are in excess of available federal deposit insurance, the County must require the financial institution to furnish collateral security or a corporate surety bond. All collateral must be placed in safekeeping in a restricted account at the Federal Reserve Bank, or in an account at a trust department of a commercial bank or other financial institution not owned or controlled by the financial institution furnishing the collateral.

Custodial Credit Risk

Custodial credit risk for deposits is the risk that in the event of a financial institution failure, the GCC's deposits may not be returned to it. The GCC does not have a deposit policy for custodial credit risk outside of deposit policies developed by and adhered to by Washington County. At December 31, 2014, the GCC's deposits were not exposed to custodial credit risk.

**GATEWAY CORRIDOR COMMISSION,
MINNESOTA**

3. Detailed Notes

A. Assets (Continued)

1. Deposits and Investments (Continued)

b. Investments

Minn. Stat. §§ 118A.04 and 118A.05 generally authorize the following types of investments as available to the fiscal agent, Washington County:

- (1) securities which are direct obligations or are guaranteed or insured issues of the United States, its agencies, its instrumentalities, or organizations created by an act of Congress, except mortgage-backed securities defined as "high risk" by Minn. Stat. § 118A.04, subd. 6;
- (2) mutual funds through shares of registered investment companies provided the mutual fund receives certain ratings depending on its investments;
- (3) general obligations of the State of Minnesota and its municipalities, and in certain state agency and local obligations of Minnesota and other states provided such obligations have certain specified bond ratings by a national bond rating service;
- (4) bankers' acceptances of United States banks;
- (5) commercial paper issued by United States corporations or their Canadian subsidiaries that is rated in the highest quality category by two nationally recognized rating agencies and matures in 270 days or less; and
- (6) with certain restrictions, in repurchase agreements, securities lending agreements, joint powers investment trusts, and guaranteed investment contracts.

**GATEWAY CORRIDOR COMMISSION,
MINNESOTA**

3. Detailed Notes (Continued)

B. Liabilities

Payables

Payables at December 31, 2014 for the GCC's governmental activities totaling \$211,879 were for Contracts Payable.

C. Risk Management

The GCC is exposed to limited risks of loss related to theft of assets, or errors or omissions. The GCC reduces the risks of loss by requiring contractual commitment agreements with third parties to name the GCC as an additional insured on policies of commercial liability insurance maintained by the contracting parties.

**GATEWAY CORRIDOR COMMISSION,
MINNESOTA**

**BUDGETARY COMPARISON SCHEDULE
GENERAL FUND
FOR THE YEAR ENDED DECEMBER 31, 2014**

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	<u>Variance with Final Budget</u>
	<u>Original</u>	<u>Final</u>		
Revenues				
Counties Transit Improvement Board	\$ -	\$ -	\$ 1,406,145	\$ 1,406,145
Regional Rail Authority	150,000	150,000	150,000	-
Private Grants	-	92,800	-	(92,800)
Investment Earnings	-	-	10,705	10,705
Miscellaneous	-	-	119	119
	<u>150,000</u>	<u>242,800</u>	<u>1,566,969</u>	<u>1,324,169</u>
Total Revenues				
Expenditures				
Current				
General Government				
Other General Government	150,000	242,800	1,557,871	(1,315,071)
	<u>150,000</u>	<u>242,800</u>	<u>1,557,871</u>	<u>(1,315,071)</u>
Net Change in Fund Balance	<u>\$ -</u>	<u>\$ -</u>	<u>9,098</u>	<u>\$ 9,098</u>
Fund Balance - Beginning of Year			<u>976,912</u>	
Fund Balance - End of Year			<u>\$ 986,010</u>	

*The Notes to the Required Supplementary Information are an Integral Part of this Schedule.

**GATEWAY CORRIDOR COMMISSION,
MINNESOTA**

NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION
FOR THE YEAR ENDED DECEMBER 31, 2014

Budgetary Information

Annual budgets are adopted on a basis consistent with generally accepted accounting principles for the General Fund. The draft of the budget for the next year is annually presented to the Commission for review and adoption. The budget is presented with a statement of the sources of funding and an estimated amount required from each Financial Member. Each Financial Member is assessed for its proportionate share of the budget according to a schedule established in the joint powers agreement.

At December 31, 2014, the General Fund had \$1,315,071 of expenditures in excess of the approved budget of \$242,800. The excess of expenditures over appropriations were necessary to the operations of GCC and approved by the Commission and funded by existing fund balance or excess revenues.

The appropriated budget is prepared for the General Fund. The legal level of budgetary control (the level at which expenditures may not legally exceed appropriations) is the fund level. All annual appropriations lapse at fiscal year-end unless specifically carried over to the next budget year by Board action.

Board of Commissioners
Gateway Corridor Commission
Stillwater, Minnesota

We have audited the financial statements of the governmental activities and the major fund of the Gateway Corridor Commission (the Commission) as of and for the year ended December 31, 2014, and have issued our report thereon dated July 16, 2015. We have previously communicated to you information about our responsibilities under auditing standards generally accepted in the United States of America and *Government Auditing Standards*, as well as certain information related to the planned scope and timing of our audit. Professional standards also require that we communicate to you the following information related to our audit.

Significant audit findings

Qualitative aspects of accounting practices

Accounting policies

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Gateway Corridor Commission are described in Note 1 to the financial statements.

No new accounting policies were adopted and the application of existing policies was not changed during 2014.

We noted no transactions entered into by the Commission during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. There were no accounting estimates affecting the financial statements which were particularly sensitive or required substantial judgments by management.

Financial statement disclosures

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. There were no particularly sensitive financial statement disclosures.

The financial statement disclosures are neutral, consistent, and clear.

Difficulties encountered in performing the audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Uncorrected misstatements

Professional standards require us to accumulate all misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management did not identify and we did not notify them of any uncorrected financial statement misstatements.

Corrected misstatements

Management did not identify and we did not notify them of any financial statement misstatements detected as a result of audit procedures.

Disagreements with management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditors' report. No such disagreements arose during our audit.

Management representations

We have requested certain representations from management that are included in the management representation letter dated July 16, 2015.

Management consultations with other independent accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Commission's financial statements or a determination of the type of auditors' opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Significant issues discussed with management prior to engagement

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to engagement as the Commission's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our engagement.

Other information in documents containing audited financial statements

With respect to the required supplementary information (RSI) accompanying the financial statements, we made certain inquiries of management about the methods of preparing the RSI, including whether the RSI has been measured and presented in accordance with prescribed guidelines, whether the methods of measurement and preparation have been changed from the prior period and the reasons for any such changes, and whether there were any significant assumptions or interpretations underlying the measurement or presentation of the RSI. We compared the RSI for consistency with management's responses to the foregoing inquiries, the basic financial statements, and other knowledge obtained during the audit of the basic financial statements. Because these limited procedures do not provide sufficient evidence, we did not express an opinion or provide any assurance on the RSI.

Our auditors' opinion, the audited financial statements, and the notes to financial statements should only be used in their entirety. Inclusion of the audited financial statements in a document you prepare, such as an annual report, should be done only with our prior approval and review of the document.

* * *

This communication is intended solely for the information and use of management of the Gateway Corridor Commission and is not intended to be, and should not be, used by anyone other than these specified parties.

A handwritten signature in black ink that reads "CliftonLarsonAllen LLP". The signature is written in a cursive, flowing style.

CliftonLarsonAllen LLP

Minneapolis, Minnesota
July 16, 2015



CliftonLarsonAllen LLP
CLAconnect.com

INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS

Board of Commissioners
Gateway Corridor Commission
Stillwater, Minnesota

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the accompanying financial statements of the Gateway Corridor Commission (the Commission), as of and for the year ended December 31, 2014, and the related notes to the financial statements, which collectively comprise the Gateway Corridor Commission's basic financial statements, and have issued our report thereon dated July 16, 2015.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Gateway Corridor Commission's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Gateway Corridor Commission's internal control. Accordingly, we do not express an opinion on the effectiveness of the Gateway Corridor Commission's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Commission's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Gateway Corridor Commission's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the result of that testing, and not to provide an opinion on the effectiveness of the Commission's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Commission's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



CliftonLarsonAllen LLP

Minneapolis, Minnesota
July 16, 2015



CliftonLarsonAllen

CliftonLarsonAllen LLP
CLAconnect.com

INDEPENDENT AUDITORS' REPORT ON MINNESOTA LEGAL COMPLIANCE

Board of Commissioners
Gateway Corridor Commission
Stillwater, Minnesota

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to the financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the accompanying financial statements of the Gateway Corridor Commission (the Commission), as of December 31, 2014 and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents and have issued our report thereon dated July 16, 2015.

The *Minnesota Legal Compliance Audit Guide for Political Subdivisions*, promulgated by the State Auditor pursuant to *Minnesota Statutes* §6.65 contains seven categories of compliance to be tested: contracting and bidding, deposits and investments, conflicts of interest, public indebtedness, claims and disbursements, miscellaneous provisions, and tax increment financing. Our audit considered all of the listed categories.

In connection with our audit, nothing came to our attention that caused us to believe that the Gateway Corridor Commission failed to comply with the provisions of the *Minnesota Legal Compliance Audit Guide for Political Subdivisions*. However, our audit was not directed primarily toward obtaining knowledge of such noncompliance. Accordingly, had we performed additional procedures, other matters may have come to our attention regarding the Gateway Corridor Commission's noncompliance with the above-referenced provisions, insofar as they relate to accounting matters.

The purpose of this report is solely to describe the scope of our testing of compliance relating to the provisions of the *Minnesota Legal Compliance Audit Guide for Political Subdivisions* and the results of that testing and not to provide an opinion on compliance. Accordingly, this report is not suitable for any other purpose.

CliftonLarsonAllen LLP

Minneapolis, Minnesota
July 16, 2015



DATE: August 26, 2015
TO: Gateway Corridor Commission
FROM: Staff
RE: CTIB Grant Pre-Project Development Work Plan

Background

The Commission's 2015 Work Plan and Budget include \$620,000 of funding through a \$540,000 grant from CTIB and \$80,000 in Commission matching funds through member dues from Ramsey and Washington Counties. The funds are intended to support activities needed to position the project to enter the next funding phase, Project Development (PD). In March, the Commission authorized the use of \$528,000 (\$475,000 CTIB grant funds and \$53,000 of Commission matching funds) for a DEIS contract amendment to conduct additional federal and state permit coordination necessary to publish the DEIS. There is approximately \$92,000 (\$65,000 CTIB grant funds and \$27,000 of Commission matching funds) remaining. Washington County Regional Railroad Authority (WCRRA), as the fiscal agent for the Commission and lead agency for the Gateway Corridor, is requesting authorization from the Commission to use the remaining funds for the following tasks to position the project to enter PD in early 2016.

1. **Additional Cultural Resources Work** - *to be performed by Minnesota Department of Transportation Cultural Resources Unit (MnDOT CRU) who has been authorized by the Federal Transit Administration (FTA) to conduct the Section 106 review for the Gateway Corridor Project. The original contract was funded by the Commission. Additional analysis is needed because the Area of Potential Effect (APE) has grown and there are more properties to analyze than originally anticipated.*
2. **Internal Project Support Staffing** –*the workload required to manage the Gateway Corridor project is increasing. This includes ongoing agency coordination, contract administration, technical analysis and engagement efforts. Additional staff resources at Washington County are needed to effectively manage and position the project for PD. Funds would be used to support part of a temporary position at Washington County focused on transitway development.*
3. **Additional State and Federal Permit Coordination** – *this includes additional tasks outside of the original scope of work of the DEIS that may become necessary in order to receive state and federal permits.*
4. **Supplemental Engagement Activities** – *although engagement is included within the DEIS budget, there may be additional needs for engagement as the project prepares to publish the DEIS, particularly to environmental justice communities.*

The proposed uses are consistent with the intent of the CTIB grant. Additional anticipated cost ranges per tasks will be provided at the meeting.



Action Requested

Authorize the WCRRA on behalf of the Commission to use the remaining CTIB pre-project development grant funds and Commission matching funds totaling \$93,000 for additional cultural resources work, internal project support staffing, additional state and federal permit coordination, and/or supplemental engagement activities deemed necessary to position the project to enter PD.



Agenda Item #5

DATE: August 28, 2015
TO: Gateway Corridor Commission
FROM: Staff
RE: Support for 2016 CTIB Gateway Grant Request

Background

The Draft Environmental Impact Statement (DEIS) phase of work is underway for the Gateway Corridor and is expected to be complete in December 2015. The process to transition the project to the State of Minnesota as the lead agency for the Project Development (PD) phase is expected to begin in early 2016. There is an identified need to fund additional work during this transition period and throughout the year. This additional work may include internal staffing and consultant resources to support the project's entry into PD, additional environmental and permit coordination, station area planning work including assistance to local communities and ongoing public engagement.

Washington County is requesting a grant from the Counties Transit Improvement Board (CTIB) using its guaranteed funds in the amount of \$1,350,000 to fund project support activities for the Gateway Corridor. A 10% local match of \$150,000 is required. Consistent with the 2015 CTIB grant, the Gateway Corridor Commission is being asked to provide the match through 2016 member dues from Ramsey and Washington Counties. If approved by the Commission, the expenditure would be included in the proposed 2016 Commission work plan and budget that will be under development this fall.

Action Requested

Approve the attached resolution supporting Washington County's request for a 2016 CTIB grant in the amount of \$1,350,000 for Gateway Corridor project support activities and a commitment to providing the local match of \$150,000 through 2016 Commission member dues from Ramsey and Washington Counties.

**RESOLUTION SUPPORTING WASHINGTON COUNTYS REQUEST FOR
A 2016 CTIB GRANT FOR GATEWAY CORRIDOR PROJECT SUPPORT
ACTIVITIES**

WHEREAS, the Gateway Corridor Commission (Commission) was established in March of 2009 to address transportation needs within the Gateway Corridor; and

WHEREAS, the Gateway Corridor (Metro Gold Line) is located in Ramsey and Washington Counties, Minnesota, extending approximately 12 miles, and connecting downtown Saint Paul with its East Side neighborhoods and the suburbs of Maplewood, Landfall, Oakdale, Lake Elmo, and Woodbury; and

WHEREAS, the Gateway Corridor transitway project will provide for transit improvements in the eastern portion of the Twin Cities; and,

WHEREAS, a Locally Preferred Alternative (LPA) was approved for the Gateway Corridor transitway project and adopted into the Metropolitan Council's Transportation Policy Plan in early 2015; and,

WHEREAS, the Draft Environmental Impact Statement (DEIS) phase of work is underway for the Gateway Corridor and is expected to be complete in December 2015; and,

WHEREAS, the process to transition the project to the State of Minnesota as the lead agency for the Project Development (PD) phase is expected to begin in early 2016; and,

WHEREAS, Washington County and the Commission have identified a need to fund additional work during this transition period and throughout the year; and

WHEREAS, this additional work may include internal staffing and consultant resources to support the project's entry into PD, additional environmental and permit coordination, station area planning work including assistance to local communities and ongoing public engagement; and

WHEREAS, Washington County is requesting a Grant from the Counties Transit Improvement Board (CTIB) using its guaranteed funds in the amount of \$1,350,000 to fund project support activities for the Gateway Corridor; and

WHEREAS, the grant application will be matched by a \$150,000 contribution from the Gateway Corridor Commission through 2016 member dues from Ramsey County and Washington County; and,

NOW THEREFORE BE IT RESOLVED that the Gateway Corridor Commission supports Washington County's request for a 2016 CTIB grant in the amount of \$1,350,000 for Gateway Corridor project support activities.

BE IT FURTHER RESOLVED, that the Commission commits to providing the 10% required local match of \$150,000 to the grant through 2016 member dues from Ramsey and Washington Counties.

Approved:

Chairperson

Date Approved by Commission

I hereby certify that the foregoing resolution is a true and correct copy of the Resolution presented to and adopted by the Gateway Corridor Commission at a duly authorized meeting thereof held on the _____ day of _____, 2015 as shown by the minutes of said meeting in my possession.

	YES	NO	ABSTAIN	ABSENT
ORTEGA	_____	_____	_____	_____
WEIK	_____	_____	_____	_____
FINNEY	_____	_____	_____	_____
SLAWIK	_____	_____	_____	_____
REINKE	_____	_____	_____	_____
GIULIANI STEPHENS	_____	_____	_____	_____
PEARSON	_____	_____	_____	_____
KYLLO	_____	_____	_____	_____
BEND	_____	_____	_____	_____
WILLIAMS	_____	_____	_____	_____



Agenda Item #6a

DATE: August 31, 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
St. Paul Chamber of Commerce	September 17, 2015
E Segment Public Hearing	September 10, 2015

Previous Outreach

Stakeholder	Status
East Side Enterprise Center	Presentation, August 25, 2015
7 th Street Live	Booth, August 21, 2015
Lake Elmo Open House	Open House, August 19, 2015
Oakdale HOA	Presentation, August 17, 2015
Oakdale Farmers Market	Booth, August 5, 2015
St. Paul Youth Services	Presentation, August 5, 2015
National Night Out – Conway Rec Center	Booth, August 4, 2015
District 1 Community Council	Presentation, July 27, 2015
Landfall Open House	Open House, July 23, 2015
Woodbury Chamber Public Affairs Committee	Presentation, July 23, 2015
CAC	June 24, 2015
District 4 Community Council	Presentation, July 20, 2015
Building Owners and Managers Association	Booth, June 15, 2015
East Side Area Business Association	Presentation, June 11, 2015
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 Duininck	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 23rd, 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



DATE: August 31, 2015
TO: Gateway Corridor Commission
FROM: Jeff Dehler Public Relations
RE: Gateway Corridor Communications and Public Relations Update

Media and Community Relations – One news release was sent Aug. 14 on the eastern alignment and public hearing. Articles appeared online from Star Tribune, Finance & Commerce, East Side Review and Stillwater Gazette.

An e-newsletter was sent on Aug. 18. The topics included an open house Aug. 19 in Lake Elmo and a public hearing on the eastern alignment Sept. 10 in Woodbury. It was sent to 1,158 subscribers (one percent more than last month) and opened by 357, a 35.6 percent open rate. It had a seven percent click-through rate. The open rate is higher than the industry average; the click-through rate is slightly less than average.

Commissioner Weik submitted an editorial Aug. 20 on frequently asked questions to area weeklies. As of the date of this memo, Lillie News had printed the article – others are likely to follow suit. The editorial was sent in an e-blast to all subscribers on Aug. 26. Results aren't calculated, yet.

Minor updates to the e-newsletter and media databases were completed.

Strategic Counsel – Coordination of an August legislative strategy staff meeting to discuss summer and fall activities leading toward the 2016 legislative session.

Video – Drafts of two videos are nearing completion and a publicity plan for distribution of the videos is being drafted. Final drafts of all three videos will be completed once a map of the route is completed by Metro Transit.

Website – A temporary development website was established to begin updating the website.

Next Steps – Reminders will be sent to e-newsletter subscribers about the proposed eastern alignment public hearing. Website design work will continue with new content to be drafted and visuals identified and secured. Videos will be finalized.



Agenda Item #7

DATE: August 31, 2015
TO: Gateway Corridor Commission
FROM: Staff
RE: Draft Environmental Impact Statement (DEIS) Update

3a. Committee / Outreach Updates

Committee Updates

The Technical Advisory Committee (TAC) and the Community Advisory Committee (CAC) did not meet in August. The TAC will be meeting in September to review the public input received on the initial E recommendation and the results of the station area planning work completed to date. The next CAC meeting date has not been determined. There will not be a Policy Advisory Committee (PAC) meeting in September. The next PAC meeting will be Thursday October 15th (one week later than usual) at 1:30 pm at Woodbury City Hall.

Outreach Updates

Over the past few months the team, along with the committees, has been working to refine the route through Lake Elmo and Woodbury (the E segment). The PAC provided a draft recommendation for public comment on the E segment at their last meeting. Details on the decision and the recommendation can be found in the attached handout. Both can also be found on the website (right hand column): <http://thegatewaycorridor.com/html/transit-study-gateway-corridor.php>.

There will be a public hearing on September 10th at Woodbury City Hall (starting at 5:30 – details in the attached flyer) and comments will be taken on this draft recommendation until September 24th.

We will continue to do engagement throughout the next months as the analysis of the DEIS is ongoing. An engagement plan will be created that outlines how the impacts and mitigation measures will be discussed and presented to communities along the entire route. More details will be provided once the plan is created.

Schedule / Upcoming Milestones

DEIS document preparation is underway, chapters are being reviewed by cooperating agencies and submitted to the Federal Transit Administration (FTA) from now through September. The project anticipates FTA approval to publish the DEIS in January 2016 provided that the review process stays on schedule.



The Gateway Committee's will be meeting over the next few months to work on the following tasks:

- 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
- Ongoing public engagement and environmental justice population outreach
- 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 SEPTEMBER 2015

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

Key Work Activities/Progress during August through early September 2015

▪ Meetings

- *Project management team (PMT)* - Held meetings on August 12 and 26, 2015. Meetings focused on definition of downtown station stops, BRT on Kellogg Bridge, Segments D and E design and station locations, Keats Avenue area alignment and design options, right-of-way impact methodology and LPA refinement process, FTA coordination, environmental justice analysis/outreach efforts and updates on various coordination activities.
- *Technical Advisory Committee (TAC)* – The TAC did not meet in August 2015.
- *Community Advisory Committee (CAC)* – The CAC did not meeting in August 2015.
- *Meetings with MnDOT OES* – A meetings with MnDOT OES and Metropolitan Council took place on September 1 to review status of project, alternatives under evaluation and upcoming review approach and schedule.
- *FTA Coordination* – The monthly FTA coordination call with FTA was cancelled at the request of FTA.
- *City of Maplewood Meeting* – Meeting held on August 19 to review traffic analysis findings near 3M campus, including McKnight Road. Meeting scheduled with 3M on September 21.
- *Metro Transit Meeting* – Attended meeting on August 31 to review concepts developed by MnDOT on dedicated BRT/managed lane concept.
- *BPO/SPO and Gateway Corridor Coordination Meeting* – Coordination meeting held on August 17, 2015. Meeting focused on FTA review schedule/resources, Section 106 work activities, and general approach to environmental review and outreach efforts.
- *Oakdale Homeowners Association Meeting* – Provided supporting materials for the meeting.
- *Lake Elmo Information Open House*– Informal open house took place in Lake Elmo on August 19, 2015. General project information was provided, along with discussion on the proposed alignment/stations in Lake Elmo.

Other Project Activities

- Prepared DRAFT of the Managed Lane BRT Technical Memo based on approved Annotated Outline.
- Prepared first draft of the Alternatives Chapter of the Draft EIS.
- Refined capital cost and operating and maintenance costs based on project definition refinements.
- Continued work on refinements to the travel time estimates to reflect most recent concept options.

- Advanced traffic analysis work at McKnight and along Hudson (3M campus area) based on recent traffic counts.
- Prepared alignment and design options in the Keats Avenue area of the corridor and conducted preliminary traffic and cost estimates for comparative evaluation.
- Prepared LPA Refinement materials for Lake Elmo open house and upcoming LPA public hearing.
- Prepared center running design concept visualizations along 4th Street in Oakdale.
- Prepared Draft powerpoint and display boards for upcoming LPA public hearing on September 10.
- Continued coordination with MnDOT Cultural Resources Unit regarding Section 106 process.
- Prepared background information on project for risk assessment review conducted by MnDOT.
- Continued work on the D and E Comparative Technical Memo.
- Weekly coordination with KHA/SRF project team and Washington County. Respond to individual requests for project information, as needed.
- Updated project schedule, incorporating Section 106 work activities. Prepared detailed Chapter schedule for internal/local team review.

Upcoming Activities

- Finalize Managed Lane Tech Memo
- Finalize Updated ROW Technical Memo
- Finalize Alternative Chapter for FTA review
- Finalize capital and operating/maintenance cost estimates (preliminary for use in Draft EIS)
- Finalize Annotated Outline per FTA comments on updated document (June 2015 update)
- Prepare for FTA visit/tour of corridor on September 17
- Conduct public hearing on LPA refinement on September 10
- Continue coordination with Metro Transit regarding location, facility elements and operational considerations associated with their proposed park and ride
- Continue coordination with MnDOT Cultural Resources Unit (CRU) on Section 106 process/activities.
- Prepare for meeting with 3M on September 21
- Continue to advance technical evaluation, prepare Chapters of the Draft EIS for submittal to FTA for review.
- Prepare Technical Reports for review by Participating and Cooperating Agencies.
- Prepare for and attend working group meetings, as appropriate (Managed Lane, ROW, etc).
- Prepare for and attend upcoming meetings with PMT, TAC, PAC, GCC, CAC, and FTA.



Lake Elmo Open House Summary

Approximately 25 individuals attended the Gateway Corridor Open House held on August 19, 2015 at Lake Elmo Inn Event Center. Most of the attendees reside or work in Lake Elmo. In addition to the general public, participants included elected officials from along the corridor and members of the project's Community Advisory Committee (CAC):

- Gateway Corridor Community Advisory Committee (CAC) member Kathy Tucci
- Gateway Corridor CAC member Linda Stanton
- Interim City Administrator Clark Schroeder
- Lake Elmo Mayor Pearson
- Washington County Commissioner Bearth
- Washington County Commissioner Kriesel
- Washington County Commissioner Weik

The Lake Elmo Inn Event Center offered ample space for participants to review project materials. Project staff was readily available to answer questions.

The open format did not include a presentation. Instead, participants were able to view materials including a detailed map of the E alignment and boards with project details. Additionally, individuals participated in an activity to rank priorities for transit investments. Participants were presented with a list of eight possible priorities and were asked to rank the priorities by selecting the three that were of most importance. Individuals selected their first, second, and third choice by placing different colored rocks into the jars that represented their choices. If the options provided did not represent their priorities, participants were able to write their option(s) on a sheet of paper. Votes were tallied at the end of the event and the top priorities were Access to Employment Options, Safety, and Range of Housing Options.

Individuals also left comments on feedback forms (see appendix). Comments from the forms and ranking activity ranged from general support for the project to a desire for the project to stop completely. Participants commented included a desire for the project to connect them to other parts of the region, preference for Gateway to run on current streets and to run in mixed traffic east of 3M, and for there to be plenty of parking available for users. Others stated that the project could result in the closing of their business, was too expensive for the resulting benefits, and caused concerns regarding access issues for residents and business owners.



GATEWAY CORRIDOR
GOLD LINE BRT

www.thegatewaycorridor.com

Appendix: Completed Comment Forms and Ranking Activity



Gateway Corridor Comment Form

If you would rather submit your comment later, please use this form and mail it using the address on the reverse side or email your comment to gatewaycorridor@co.washington.mn.us

Name: Bob Schumacher

Address: Lake Elmo

Email Address: [REDACTED]

Check here to be added to the Gateway Corridor email list

Comments:

I've enjoyed the convenience of both Tokyo and Copenhagen. The growth pains concern me. I'm sure the citizenry around the corridor, both in planning and once established is of top concern. I cannot fathom how London built the Tube, for example, without alienating a substantial portion of its city population. Please, through your communicators make certain the public is aware that not only will this be for the public good (yes, long overdue), but sensitivity will be a top concern for planners, engineers and officials.

[The preceding was the opinion of one long-term citizen who served many years on Lake Elmo parks. As a group during my tenure we took every development opportunity to gain more park space.]

My second concern is the aging system, which occurs all too soon, and the security issues which seem to follow quickly. I am hoping the agenda from start to finish of the project has an official directly accountable for security and public safety.

mfb



GATEWAY CORRIDOR
GOLD LINE BRT

www.thegatewaycorridor.com



Gateway Corridor Comment Form

If you would rather submit your comment later, please use this form and mail it using the address on the reverse side or email your comment to gatewaycorridor@co.washington.mn.us

Name: JEFF COSS / CROSSROADS COLLISION & GLOSS CENTER

Address: [REDACTED] LAKE ELMO, MN. 55042

Email Address: [REDACTED]

Check here to be added to the Gateway Corridor email list [REDACTED]

Comments:

My ANTIPODARY SHOPS BIGGEST CONCERN IS THAT WE CAN MAINTAIN ACCESS TO OUR DRIVEWAY FROM BOTH DIRECTIONS. IF THE CORRIDOR IS ON THE SOUTH SIDE OF HUDSON BLVD, THAT SHOULD WORK O.K FOR MOST BUSINESS ON THE ROUTE, IN OUR AREA, MAYBE FOR THE EXCEPTIONS OF WIFEI ACCOUNTING & VALLEY CARTAGE BUILDING. WE HAVE 10-15 DELIVERY TRUCKS IN FRONT OF OUR LOCATION DAILY, PLUS CUSTOMERS, SO TOTAL ACCESS IS MANDATORY, WITHOUT CROSSING A CENTER DEDICATED BUS LANE. WE BARELY SURVIVED WAY BACK IN 1986 WHEN THE FRONTAGE ROAD WAS PUNCHED THROUGH, SO WE KNOW HOW TO BE EFFICIENT! CONSTRUCTION OF THIS MAGNITUDE IN TODAY'S TIMES WOULD PROBABLY BE FATAL FOR MANY BUSINESSES ALONG THE ROUTE.



GATEWAY CORRIDOR
GOLD LINE BRT

www.thegatewaycorridor.com



Gateway Corridor Comment Form

If you would rather submit your comment later, please use this form and mail it using the address on the reverse side or email your comment to gatewaycorridor@co.washington.mn.us

Name: Todd Williams

Address: Lake Elmo

Email Address: [REDACTED]

Check here to be added to the Gateway Corridor email list

Comments:

LPA looks like a good compromise to serve both Lake Elmo and Woodbury.
A top priority regarding stations is to provide lots and lots of parking in order to draw riders from a wider area. Park and ride is very important for the success of BRT. Buy plenty of land immediately, ~~at~~ while it is available at a decent ~~price~~ price.



GATEWAY CORRIDOR
GOLD LINE BRT

www.thegatewaycorridor.com



Gateway Corridor Comment Form

If you would rather submit your comment later, please use this form and mail it using the address on the reverse side or email your comment to gatewaycorridor@co.washington.mn.us

Name: Sarah Hietpas

Address: [REDACTED] Lake Elmo

Email Address: [REDACTED]

Check here to be added to the Gateway Corridor email list

Comments:

Very happy mass transit is in development. Please keep in mind future increases in need (ie ability to upgrade to rail) when planning route so the land needed is available.

Concentrate diverse development and high density housing near stations with bike & pedestrian friendly routes to and from them.



GATEWAY CORRIDOR
GOLD LINE BRT

www.thegatewaycorridor.com



Gateway Corridor Comment Form

If you would rather submit your comment later, please use this form and mail it using the address on the reverse side or email your comment to gatewaycorridor@co.washington.mn.us

Name: Kathy Tucci (Representing Bremer Bank)

Address: [Redacted] Lake Elmo 55042

Email Address: [Redacted]

Check here to be added to the Gateway Corridor email list

CAC member

Comments:

Bremer is a huge proponent of the Gold Line BRT. The decision made to stick with the D2 route is perfect for recruitment at our service center. All back room operations are completed at this location which is right off Hudson Blvd No. + Shwood Ave. We have jobs at this location starting entry level all the way up to network engineers. Our largest dept is IT which makes up 20% of the workforce in Lake Elmo. Other jobs include; internal audit, Compliance, Com'l Credit, retail files, loss prevention (fraud) compliance, procurement, vendor mgmt, mortgage services + processing, help desk, phone bank, Customer Service, etc. We have it all!

With no bus service to our area, those who need transportation to + from this part of town will now have the opportunity for public transit. We embrace this economic change + want it to be successful! What a bonus to businesses in their wants + goals to be able to recruit those w/a desire to work but are unable to drive or can't afford it.

8.19.15 Lake Elmo Open House
Tax Activity Responses

Frail elderly #2
Emergency Response
to service elderly

Minimize freeway expansion
& pollution

Too much expense
for benefits
resulting. #1

Should Run in ~~the~~
Mixed traffic east
of 3M #1

CONNECTIONS TO OTHER
PARTS OF REGION #1

Plenty of parking to draw
more riders to the stations
#1

Regular bus service #1
on current streets

Reduce existing congestion
on Woodbury road and
intersections, #1

Stop project. It #1
will kill our business.



Open House and Public Hearing on Route through Woodbury and Lake Elmo – September 10th

Open House starting at 5:30, short presentation at 6:00 with public testimony immediately following
Woodbury City Hall

8301 Valley Creek Rd, Woodbury, MN 55125

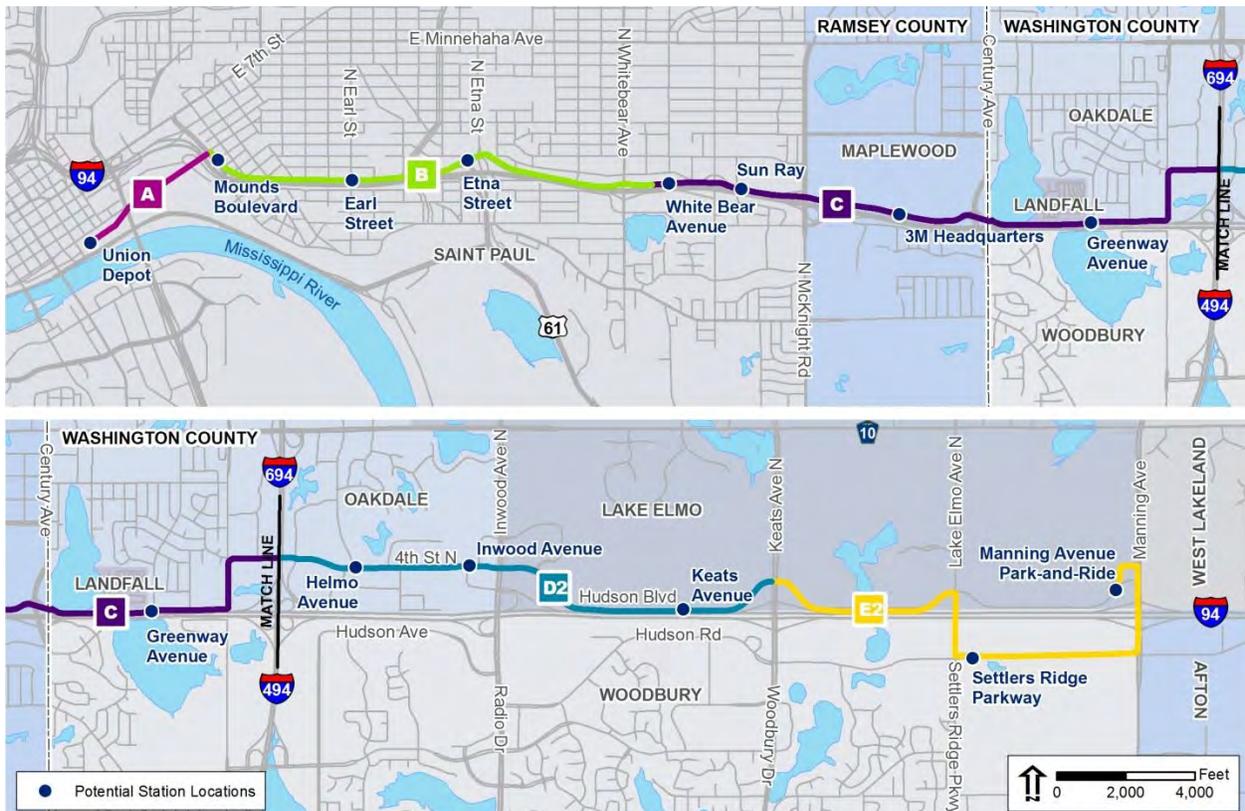
The purpose of the public hearing is to receive public input on the refined locally preferred alternative (LPA) route through Woodbury and Lake Elmo that has been initially recommended by the Policy Advisory Committee. All interested persons are encouraged to attend the public hearing and offer comments. Upon request, we will provide reasonable accommodations to persons with disabilities. Advance notice, indicating the specific accommodation needed, is appreciated.

Can't make the meeting and want to submit comments? Comments must be received by September 24th.

651-430-4300

11660 Myron Road North, Stillwater, MN 55082

gatewaycorridor@co.washington.mn.us - www.thegatewaycorridor.com



DRAFT

Why is the LPA being refined?

In September 2014 based on technical, policy, and community input, the Locally Preferred Alternative (LPA) was identified for the Gateway Corridor project. This alternative was described as bus rapid transit (BRT) generally on the Hudson Road-Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue. The LPA was adopted by the Metropolitan Council as part of the *2040 Transportation Policy Plan* in January 2015.

In order to determine the route between Lake Elmo Avenue/Settlers Ridge Parkway and Manning Avenue, additional analysis and coordination has taken place.

What were the key factors in defining the refined LPA?



Cost



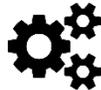
Economic development potential



Flexibility



Ridership



Operational efficiency/
system integration

What is the refined LPA alignment?

Multiple routes were studied (see back of handout) and community, technical, and policy input was collected. Based on the information gathered to date, the Policy Advisory Committee made a draft recommendation for public comment that Option A should be included as part of the refined LPA alignment. Option A has the fastest travel time, lowest cost, and highest ridership out of the routes studied.

The refined LPA route is shown on the back of this handout. Station locations are included as reference and are not adopted as part of the LPA.

The LPA refinement is limited to the proposed route from Lake Elmo Avenue to Manning Avenue.

What is the LPA and why is it important?

The Locally Preferred Alternative (LPA) is the transitway alternative that the Cities and Counties in the corridor prefer and expect to be competitive and achieve support at the federal level.

The LPA is a general description of the type of transit that will be used (mode) and the location (route). The LPA definition is general; design specifics and definition of additional elements of the project, including station locations, are decided during subsequent engineering and planning efforts.

What are the next steps?

The Gateway Corridor Policy Advisory Committee (PAC) and Gateway Corridor Commission (GCC) recommended the refined LPA for public comment on August 13, 2015. At the public hearing on September 10, 2015, the public will be provided an opportunity to comment on the refined route. Comments will also be accepted via phone, email, or mail through September 24, 2015 (see contact information below). Based on the input received, the PAC and GCC will make a final recommendation at their October 2015 meetings.

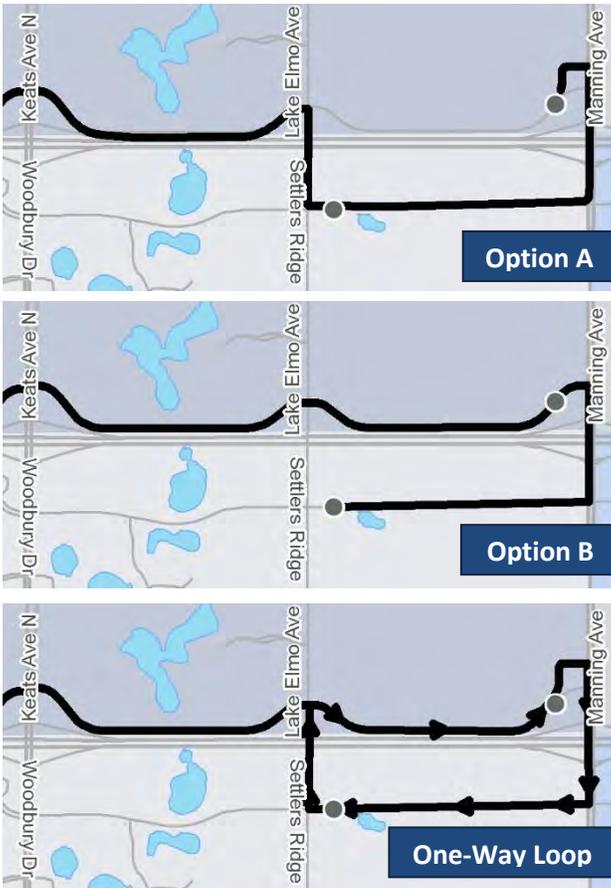
Contact Information

If you have questions or would like to submit a comment on the refined LPA, please contact:

Lyssa Leitner, Senior Planner
11660 Myeron Road North
Stillwater, MN 55082
651-430-4300

gatewaycorridor@co.washington.mn.us

Routes Considered Between Lake Elmo Avenue/Settlers Ridge Parkway and Manning Avenue



Metric	Option A	Option B	One-Way Loop
Lowest Travel Time¹	33.2 min ★	33.5 min	--
Lowest Cost²	\$16.7 million ★	\$23.5 million	--
Highest Ridership Gain	275 riders ★	225 riders	--
Overall Transit Rider Experience	Stops at future express bus park-and-ride at Manning Avenue in Lake Elmo ★	Stops at future express bus park-and-ride at Manning Avenue in Lake Elmo but would backtrack	Loops have been proven to cause confusion for riders
Supported by Technical, Policy, and Community Advisory Committees	Recommended for refined LPA ★	Not recommended for refined LPA	Not recommended for refined LPA

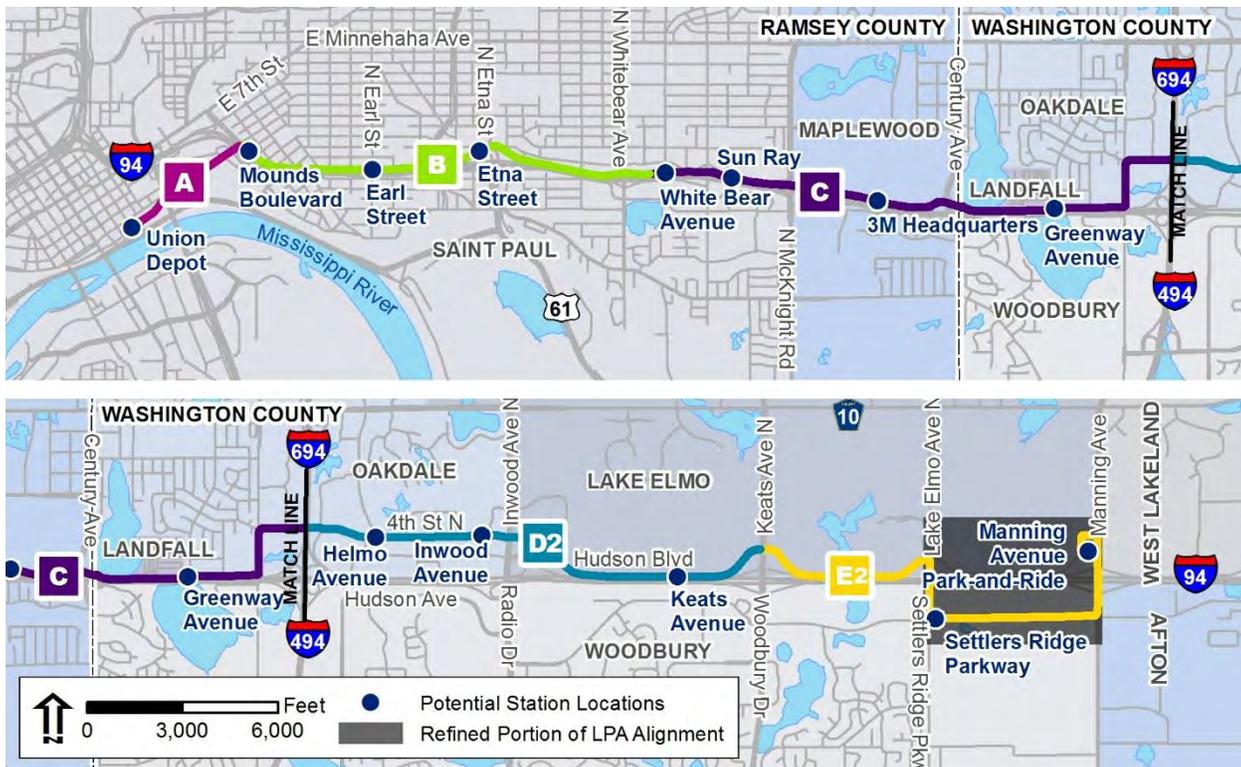
¹ Travel time

to Union Depot

² Cost

represents LPA refinement area only; does not add to overall project cost

Refined Locally Preferred Alternative





Agenda Item #8

DATE: August 31, 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 or in the bonding bill passed during the special session.

Project partners continue to work with MnDOT and Metropolitan Council to identify options to fund the remainder of the State share of the next phase of Project Development scheduled to begin in early 2016. The current DEIS is fully funded and the schedule has not been impacted to date.

The 2016 legislative will convene at noon on Tuesday, March 8, 2016.

Federal Update

TOD Planning Grant Solicitation Update

The Pilot Program for TOD Planning helps support FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning. MAP-21 establishes that any comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

Through this program, FTA intends to fund planning work that would likely not occur without Federal support and includes strategies to address the gentrification and displacement that can sometimes occur when transit capital projects are implemented. FTA is seeking comprehensive planning projects covering an entire transit capital project corridor, rather than proposals that involve planning for individual station areas or only a small section of the corridor. FTA is also prioritizing applications in corridors with significant challenges related to TOD planning, low levels of existing development, or where the cost of the planning work to overcome the challenges exceeds what might be readily available locally. To ensure that planning work results in concrete, specific deliverables and outcomes, FTA is requiring that transit project sponsors partner with entities with land use planning authority in the transit project corridor.



Grant applications were due on November 3rd, 2014. Washington County submitted a grant application in conjunction with the Corridor cities, Metro Transit, and Metropolitan Council. The grant requested \$1,000,000 for planning work around every station. The Commission submitted a letter of support for the grant application. The grant recipients were originally going to be announced in early 2015, we have now heard the summer of 2015. Staff will provide additional updates once we hear more on the grant solicitation process.

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

Washington Update for Week of July 27

In the remaining weeks before Congress adjourns for August recess, lawmakers have worked diligently to try and pass final pieces of important legislation and to avoid what appears to be a jam-packed fall. The Senate, although voting 62-38 to approve a six-year highway and transit bill as an amendment to an underlying legislative vehicle, has also passed a short term 3 month highway fund extension before the July 31 deadline. This move indicates that a full vote on the bill will not happen until September or later. Meanwhile the House, having already passed a short term extension for highway funding, considered multiple bills before leaving for August recess on Thursday.

Transportation Receives Temporary Funding

On Thursday, the Senate voted 91-4 on a three month extension of highway and transit programs, sending the bill to the President to be signed before the July 31 deadline. In order to expedite the bill's passage, the Senate voted 65-35 to limit debate on the bill; putting a 30 hour procedural hold in place that limited a final vote on passage until Thursday. The process proceeded slower than expected due to an amendment added onto the bill that would have reauthorized the Export-Import Bank which was eventually dropped. This most recent vote signaled a positive step forward for the funding bill and reflects the bipartisan nature of the work, with Senate Majority Leader Mitch McConnell indicating that "a multi-year bill is now [the Senate's] goal." Along with the short-term extension, the Senate voted on Thursday to approve a six-year highway and transit bill (HR 22) as an amendment to an underlying bill by a vote of 65-34. The six-year deal includes \$45 billion in offsets in order to cover roughly three years of the Highway Trust Fund from various sources including a sell-off of some crude oil from the Strategic Petroleum Reserve. The bill also reauthorizes the Export-Import Bank through September 30, 2019—a provision that some in House Leadership oppose.

Although the House had already passed a short term transportation funding extension (HR 3038) to December 18, Representatives compromised with the wishes of the Senate and approved a shorter three month funding extension. The measure (HR 3236), transfers \$8 billion to the Highway Trust Fund from the General Fund to keep the program functioning through October 29. Although the House was willing to compromise with the Senate on the three month extension, Lawmakers are already expecting a showdown in the fall over the Senate's proposed six-year plan.

Waters of the United States



Attorneys General and other officials from 31 different states (Alabama, Alaska, Arkansas, Arizona, Colorado, Florida, Georgia, Idaho, Indiana, Kansas, Kentucky, Louisiana, Michigan, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Carolina, North Dakota, Ohio, Oklahoma, South Carolina, South Dakota, Tennessee, Texas, Utah, West Virginia, Wisconsin, Wyoming), sent a letter to the heads of both the Environmental Protection Agency (EPA) and the U.S. Army Corps of Engineers asking for the agencies to delay the implementation of the new Waters of the United States (WOTUS) rule. The new definitions for “navigable waterways” are set to go into effect on August 28 and will increase the EPA’s regulatory jurisdiction over bodies of water in the U.S. According to these officials, delaying the implementation would give the courts enough time to properly and thoroughly review and consider the legal challenges to the rule. Asking for a 9 month stay, the officials’ opinions are reflected by the Attorney General from North Dakota, that “a federal rule of this scope and significance needs thorough judicial review” in order to ensure its constitutionality. This request is in response to the legal case 14 states brought against the government regarding the new WOTUS rule and the fear that the ruling could go into effect before the courts have time to make any judgments.

Although Minnesota is not one of the 14 states that have filed suit against the government, there have been vocal opponents to the EPA’s new ruling, notably the Minnesota Farm Bureau Federation. Echoing concerns by other groups throughout the country, the Bureau stated that the rule will grant the EPA excessive regulatory oversight and will harm farmers and ranchers. Conversely, supporters of the rule applaud the EPA for protecting Minnesota’s wildlife and fish, helping to mitigate flash flooding, and ensuring clean and safe drinking water.

Healthcare Excise Tax Fight Intensifies

National organizations such as the U.S. Chamber of Commerce and the AFL-CIO have begun to rally against the implementation of the excise tax on employer-sponsored healthcare plans that is set to go into effect in 2018. Commonly referred to as the “Cadillac tax,” the stipulation of the 2010 healthcare law equates to “40% of the annual difference between an employer plan and the government rate, which is set at \$10,200 for individuals and \$27,500 for families.” Although the tax does not go into effect until 2018, Lawmakers and special interest groups have already begun to garner support for its repeal from members on both sides of the aisle. There are currently multiple bills that repeal the tax that have received bipartisan support in both Chambers of Congress. On Tuesday, July 28, the formation of the “Alliance to Fight the 40” was announced—a group of employers and employee groups that are dedicated to repealing the tax and who will surely intensify debate on the Hill regarding the proposed legislation.

50th Anniversary of Medicare

On Thursday, July 30, Medicare and Medicaid celebrated its 50th anniversary since being signed into law by President Lyndon Johnson in 1965. The programs now insure roughly one third of all Americans and have been vastly altered from what the original legislation instituted. The Administration used this week’s anniversary in an effort to stress the importance of the Affordable Care Act’s (ACA) continued rollout and noted that the controversial legislation targets bridging some of the gaps within the older programs that have caused economic concerns for the country. Under the ACA, more than half of US states have expanded eligibility



for Medicaid and in the wake of the recent King v. Burwell Supreme Court Decision, more states are expected to follow suit.

Energy Bills Passed Through Committee

After weeks of prolonged discussions regarding the status of America's current energy agenda, the Senate Energy and Natural Resources Committee approved a broad energy bill by a vote of 18-4 on Thursday. The bipartisan legislation covers a wide-range of energy issues including renewable energy sources, drilling regulations, and energy efficiency. Along with the energy bill, the Committee also approved legislation that would lift the 1975 ban on exporting crude oil by American companies and would open areas in the Artic, Atlantic, and Gulf of Mexico to offshore drilling. The measure was approved strictly by party lines 12-10 due to some members claiming that the legislation only advances fossil fuels as opposed to investing in clean-energy sources. The Committee also offered broad support by a vote of 20-2 for Senator Rob Portman's (R-OH) proposed legislation that would increase energy efficiency in buildings and throughout many manufacturing processes. A vote on the Senate floor has yet to be announced on any of the passed pieces of legislation.

House Activity Before Recess

In the final week before the House adjourned for August recess, representatives passed multiple pieces of legislation that will potentially have significant and far-reaching impacts. These bills included:

H.R. 3236 – Surface Transportation and Veterans Health Care Choice Improvement Act

- Aside from the transportation elements, the bill consolidates all non-VA programs
- Allows funds to be transferred from the Veterans Choice Fund to pay for eligible

H.R. 427 – Regulations for the Executive in Need of Scrutiny Act of 2015

- Requires federal agencies, when drafting rules, to include in its report to Congress
- Mandates that major rules must be approved by a joint-resolution
- Provides additional measures to expedite the process of drafting rule-specific joint
- Allows courts to confirm that an agency followed out all the necessary requirements

into one singular Veterans Choice Program to help provide medical care to Veterans at non-VA healthcare facilities veterans at non-VA medical centers and to the Comptroller General whether the rules are "major or non-major" resolutions to properly administer a rule

August Recess

The House of Representatives adjourned on Wednesday and now is officially on August recess. Senators still have one more week of work before their Chamber adjourns for the summer.

There will be a Lockridge Grindal Nauen Washington Update for the week of August 7 that will detail any last minute work the Senate undertakes and will also contain summaries of all significant developments that have occurred in Washington over the last few months. Since both Chambers of Congress are on extended recess, there will not be another Washington Update released until the House and the Senate reconvenes on September 8 for their fall session.

KEY UPCOMING DATES



July 29, 2015

U.S. House of Representatives adjourns for August Recess

July 31, 2015

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

August 10, 2015

U.S. Senate adjourns for August Recess

September 8, 2015

Congress reconvenes from August Recess

October 1, 2015

Start of Fiscal Year 2016

October 29, 2015

Highway Trust Fund Expires

SPECIAL NEWS, NOTES AND EVENTS

Reception Honoring Congressman Tom Emmer (R-MN-06)

Wednesday, September 2nd, 1:00-2:30pm

3030 First Street South

St. Cloud, MN 56301

Reception Honoring Congressman Rick Nolan (D-MN-08)

Wednesday, September 30th, 5:30-7:30pm

150 North Carolina Street SE

Washington, D.C. 20003

Reception Honoring Congresswoman Betty McCollum (D-MN-04)

Wednesday, October 7th, 5:30-7:30pm

150 North Carolina Street SE

Washington, D.C. 20003

Minnesota State Society Honors Congressional Delegation

Thursday, October 22nd

Capitol Hill

Washington, D.C.

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

Wednesday, November 4th

Music City Convention Center

Nashville, Tennessee

MINNESOTA DELEGATION NOTES

Senator Amy Klobuchar, (D-MN), called on the U.S. House of Representatives to pass the Senate's 6-year transportation funding bill. Read more [here](#).

Senator Al Franken, (D-MN), introduced a bill to combat payroll fraud and worker misclassification. Read more [here](#).



Congressman Tim Walz, (D-MN-01), released a statement explaining why he voted against the Fair VA Accountability Act. Read more [here](#).

Congressman John Kline, (R-MN-02), actively supported the passage of the Regulations from the Executive in Need of Scrutiny (REINS) Act. Read more [here](#).

Congressman Erik Paulsen, (R-MN-03), introduced legislation that would give law enforcement more aid when searching for children abducted by family members. Read more [here](#).

Congresswoman Betty McCollum, (D-MN-04), cosponsored a bill that would establish a National Infrastructure Development Bank. Read more [here](#).

Congressman Keith Ellison, (D-MN-05), introduced legislation that would amend the Help America Vote Act of 2002 to mandate same day registration. Read more [here](#).

Congressman Tom Emmer, (R-MN-06), sponsored a bill entitled the Cuba Trade Act of 2015 that would lift the trade embargo on Cuba. Read more [here](#).

Congressman Collin Peterson, (D-MN-07), cosponsored legislation that would create a joint select committee to consider regulatory reforms. Read more [here](#).

Congressman Rick Nolan, (D-MN-08), spoke on the House of Representatives floor in opposition to the REINS Act. Read more [here](#).

Action
Information



Agenda Item #9

DATE: August 31, 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. In addition, the TOD Planning Grant submitted fall of 2014 by Washington County in conjunction with the Corridor cities, Metro Transit, and Metropolitan Council is still under review by the Federal Transit Administration (FTA). The visit is another opportunity to stress the importance of this funding solicitation. 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.

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

- Lisa Weik, Washington county Commissioner
- Gary Kriesel, Washington County Commissioner (tentative)
- Rafael Ortega, Ramsey Council Commissioner
- Jim McDonough, Ramey County Commissioner (tentative)
- Adam Duininck, Metropolitan Council Chair
- Harry Melander, Metropolitan Council Member
- 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 Schroerer, 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
- Jan Lucke, Washington County Transit and Planning Manager
- Lyssa Leitner, Gateway Corridor Project Manager

Travel Logistics

Attendees have been advised to arrive by early afternoon if possible on Wednesday to attend an early evening event with Representative McCollum. The contingent has been sent some suggested flight options along with lodging information. A few people will be arriving the night before on Tuesday, October 6th for scheduling purposes. For those who arrive early, we may be able to work in a transit experience/tour earlier in the day on Wednesday. For additional details attendees are advised to contact staff.

Budget

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.

Andy Burmeister from Lockridge Grindal Nauen (LGN) will provide an overview of the itinerary at the meeting via conference call.

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: July 15, 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:

- Late Afternoon/Early Evening – Gateway Corridor Commission and Stakeholders Arrive
- 5PM – Special Event Honoring Congresswoman Betty McCollum (Capitol Hill)
- Evening (Time permitting/Commission Preference) – Initial strategy meeting

Thursday October 8, 2015:

- 8AM (approximately) – Pre-meetings strategy session (Capitol Hill Area)
- 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
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Agenda Item #10

DATE: August 27, 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
October	PAC (moved one week later)	October 15	1:30pm
October	Commission (moved one week later)	October 15	3:30pm
November	PAC (tentative)	November 12	1:30pm
November	Commission	November 12	3:30pm

Item 10b. Website and Social Media Updates

Facebook

The Gateway Corridor Facebook page was launched on Monday, February 20, 2012. The page currently has 503 'Likes'. There have a few instances during the reporting period where comments have been removed in line with the Commission's social media policy.

YouTube

The four YouTube videos of the various alignments are still posted. The "views" of these videos ranges from 136-1,894.

Website

For the month of August, there were 627 to the website.

Item 10c. Media Articles

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

Action Requested: Information.



The recommended route would have a station near Keats Avenue in Lake Elmo before turning right at Lake Elmo Avenue and crossing I-94 south into Woodbury. This photo shows a sign in the middle of Keats Avenue just north of I-94. (File photo: Bill Klotz)

Eastern alignment tweaked for Gateway BRT

By: Cali Owings August 19, 2015 0

Officials have refined the eastern portion of the alignment for the Gateway bus rapid transit line from St. Paul to Woodbury.

Last summer, officials along the 12-mile dedicated bus corridor settled on an alignment that generally travels along the north side of Interstate 94 from downtown St. Paul through Maplewood, Landfall, Oakdale and Lake Elmo. Since then, they have refined the alignment in Woodbury and Lake Elmo where the line would cross I-94 and head south into Woodbury.

The Gateway Corridor Commission, a group of elected officials and business and community leaders from the cities and counties along the corridor, endorsed the revised alignment at its meeting Thursday. The recommended route would have a station near Keats Avenue in Lake Elmo before turning right at Lake Elmo Avenue and crossing I-94 south into Woodbury. The line would continue east on Hudson Road with a station near Settler Ridge Parkway. Then, it would turn left at Manning Avenue to reach a proposed Metro Transit park-ride station north of I-94.

The alignment was picked based on travel time, projected ridership, capital costs and operating considerations.

The public will have the opportunity to offer comments on the recommended alignment before it's finalized. A public hearing will be held at 5:30 p.m. Sept. 10 at Woodbury City Hall, but the commission is also taking written comments and other testimony up until Sept. 24.

Final action on the alignment will be taken in October to amend the locally preferred alternative to include the refinements to the alignment in Woodbury and Lake Elmo.

Metro Transit partnering with Hourcar car-sharing service

In order to expand multimodal transportation options, Metro Transit plans to partner with Hourcar — a car-sharing service with hubs throughout the Twin Cities.

At a meeting last week, Metro Transit General Manager Brian Lamb announced the pending partnership which will allow customers to use Metro Transit passes — such as Go-To Cards — to also access Hourcar vehicles. There are

nearly 60 Hourcar locations, many of them along transit lines.

A representative for Hourcar also confirmed last week that any kind of Metro Transit pass will be compatible with Hourcar including the Metropass and the U-Pass.

Hourcar pitches itself as part of a car ownership-free lifestyle that also includes Metro Transit, Nice Ride bike-sharing, car pooling and Car2Go, another car-sharing service. The nonprofit organization is run by the St. Paul-based Neighborhood Energy Connection.

More details on the partnership will be available later this month, Lamb said.

St. Paul looks to parking for 2016 budget

St. Paul Mayor Chris Coleman is banking on changes to downtown street meters to push more downtown parkers into the city's underutilized ramps.

Today, parking downtown at metered spaces is free after 5 p.m. But the city could generate an extra \$1.6 million in parking fees by extending charges on meters until 10 p.m.

Starting in January, the meters would stay at their current rates until 6 p.m. Monday through Saturday. After 6 p.m., they would be \$1 per hour.

The changes are meant to better align long-term parkers with the city's underutilized ramps and free up metered spaces for short-term trips. A study completed earlier this year found that less than 30 percent of the city's ramp spaces were utilized in the evenings compared with 74 percent of the street parking spaces. After 6 p.m., 18,000 off-street parking spaces go unused.

In his budget address last week, Coleman called it a "market-based" approach to parking. The additional revenue will be used to offset property tax increases.

Tagged with: BRT BUS RAPID TRANSIT GATEWAY CORRIDOR COMMISSION METRO TRANSIT NEIGHBORHOOD ENERGY CONNECTION

Eastern alignment tweaked for Gateway BRT

By: Call Owings August 17, 2015 6:47 pm 0

Officials have refined the eastern portion of the alignment for the Gateway bus rapid transit line from St. Paul to Woodbury.

Last summer, officials along the 12-mile dedicated bus corridor settled on an alignment that generally travels along the north side of Interstate 94 from downtown St. Paul through Maplewood, Landfall, Oakdale and Lake Elmo. Since then, they have refined the alignment in Woodbury and Lake Elmo where the line would cross I-94 and head south into Woodbury.

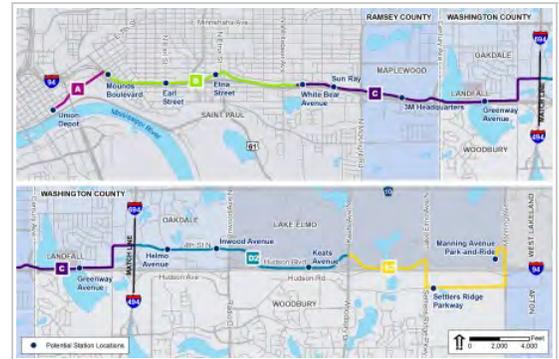
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The alignment was picked based on travel time, projected ridership, capital costs and operating considerations.

The public will have the opportunity to offer comments on the recommended alignment before it's finalized. A public hearing will be held at 5:30 p.m. Sept. 10 at Woodbury City Hall, but the commission is also taking written comments and other testimony up until Sept. 24.

Final action on the alignment will be taken in October to amend the locally preferred alternative to include the refinements to the alignment in Woodbury and Lake Elmo.

Tagged with: BUS RAPID TRANSIT GATEWAY CORRIDOR WOODBURY



EAST METRO

Gold Line busway may end in Lake Elmo, not Woodbury

A proposed Gold Line route change to a planned east metro bus line could cut project costs and, eventually, commuter travel times.

By David Peterson (<http://www.startribune.com/david-peterson/10645651/>) Star Tribune |

AUGUST 21, 2015 — 11:12PM

The planners of the Gold Line rapid busway proposed to slice across the east metro area think they've found a way to save millions of dollars, hasten the trip, and add more riders.

Now the question is how to keep the money coming in in order to move ahead with the project.

The two-county commission organizing the line has settled on a proposed route that ends near the eastern boundary of Lake Elmo, instead of in Woodbury. But it is holding off on finalizing that decision until the public gets a chance to weigh in next month.

Project manager Andy Gitzlaff, of Washington County, told members of the Gateway Corridor commission:

"Let's have the public see the work being done and see where decision-makers are leaning when there's still a chance to weigh in before a final decision is made."

A potential source of friction: A terminus in growth-shy Lake Elmo could imply more development there than otherwise foreseen.

But there is sentiment on the City Council there to concentrate development along the Interstate 94 corridor as a means of sparing other, more rural parts of town.

Option A for the end of the line takes a jog south into Woodbury at Settlers Ridge, then swings north into Lake Elmo at Manning Ave.

As opposed to an Option B that zips north of the freeway through Lake Elmo, then loops back westward in Woodbury along Hudson Road, Option A has these advantages:

It's shorter (12.6 miles vs. 13.1), cheaper (\$16.7 million vs. \$23.5 million), and cuts travel time. And it potentially will attract more riders, partly because the ride is quicker and partly because it adds a station.

"When you see a ridership gain, even by a few hundred, that is an important goal," Gitzlaff said.

A public hearing will be held on Sept. 10 at 5:30 p.m. at Woodbury City Hall.

Needs more money

Piecing together the proposed line hasn't been easy.

The commission failed, in vigorous lobbying last legislative session, to get state approval for the next \$3 million needed to advance the prolonged process of creating such a complicated project.

Washington County's Jan Lucke said the failure to obtain the state's share "doesn't delay the project yet," but if the money doesn't come through early next year "it will be delayed, and delay means millions in inflationary costs — very real costs to the project."

State Sen. Susan Kent, DFL-Woodbury, warned commissioners they will "want to get your A game ready" for the next legislative session, starting in March.

State Rep. JoAnn Ward, DFL-Woodbury, added: "Don't wait till March, you have a lot of work to do. Get your message to the decision-makers now."

The Gold Line is a proposed bus rapid transit line running alongside I-94 between the Union Depot in downtown St. Paul and the eastern end of the metro area.

Instead of the current rush hour expresses, it offers all-day transit service at 13 stations. It could open by 2022 and would be the first of its type in the state.

The end-of-line configuration decision has long been delayed, with the last bit of distance enclosed on maps within a hesitant bubble.

The commission's description of its latest recommendation goes this way:

"The recommended route would follow Fourth Street North/Hudson Boulevard east through Oakdale and Lake Elmo with a station near Keats Avenue, and turn right on Lake Elmo Avenue.

"It would cross Interstate 94 south into Woodbury and turn left to continue east on Hudson Road, with a station near Settler Ridge Parkway. The route would then turn left on Manning Avenue, concluding north of I-94 at a proposed Metro Transit park-and-ride station."

After the public comments, final action occurs in the fall by the commission, Washington County, and the cities of Lake Elmo and Woodbury.

For information, visit www.theGatewayCorridor.com.

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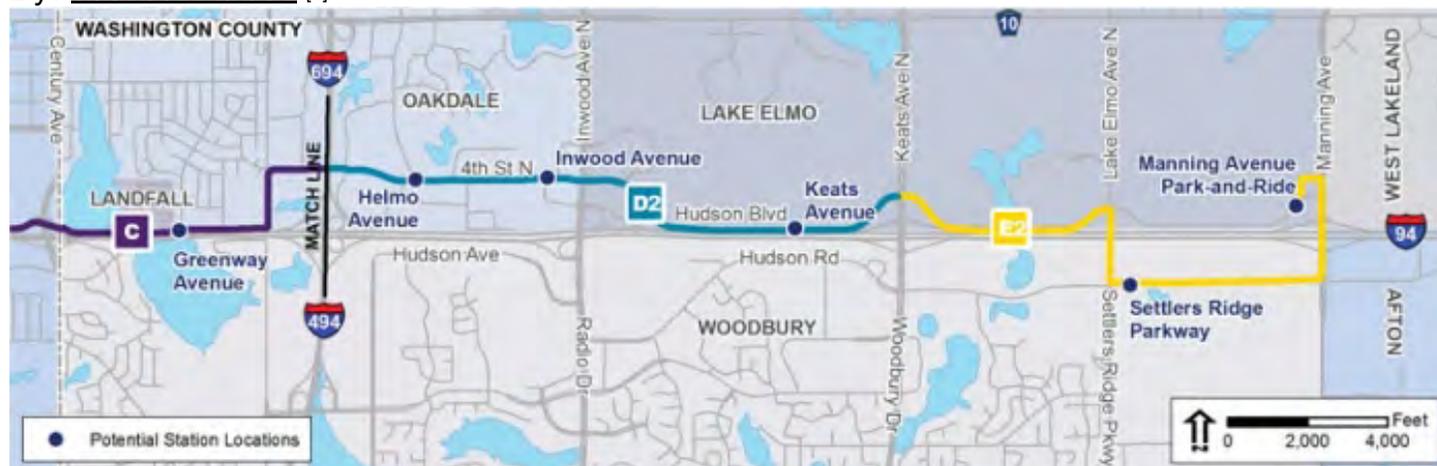
[Home](#) > Public hearing scheduled for BRT alignment, station locations in Lake Elmo & Woodbury

Wed
19
Aug

Public hearing scheduled for BRT alignment, station locations in Lake Elmo & Woodbury

Submitted by admin on Wed, 08/19/2015 - 12:00am

By: [Joshua Nielsen](#) [1]



[2]

The Gateway Corridor Commission has an initial recommendation prepared for public comment on the Gold Line BRT route and general station locations in Lake Elmo and Woodbury. A public hearing is set for Sept. 10, at 5:30 p.m., at Woodbury City Hall where details of the project will be discussed. The map shows the proposed alignment for the Gold Line BRT route as well as proposed stops along it. (submitted graphic)

Gateway Corridor seeks public feedback on proposal

The Gateway Corridor Commission is refining its recommendations for the eastern alignment and station locations for a future bus rapid transit line traveling between downtown St. Paul and Woodbury, and the commission wants public input on its proposed locations in Lake Elmo and Woodbury.

A public hearing to discuss the suggested alignment and stops in Lake Elmo and Woodbury has been scheduled at Woodbury City Hall, 8301 Valley Creek Rd., Thursday, Sept. 10, at 5:30 p.m.

Information boards on the BRT project and staff will be on hand to answer questions. A short

presentation will begin at 6 p.m., prior to the floor being opened for questions and comments from the public.

An open house to discuss the Gateway Corridor Bus Rapid Transit line will also take place Wednesday, Aug. 19, from 4 to 6 p.m., outside at the Lake Elmo Event Center's Outdoor Garden. The Lake Elmo Inn Event Center is located at 3712 Layton Ave. N. in the downtown Village district. The meeting will be moved indoors if the weather is poor. Representatives from the Gateway Corridor Commission will discuss the project and field questions.

In addition to the scheduled meetings, comments on the BRT route's eastern alignment and proposed stops will be accepted by phone, email or mail through Sept 24 at:

- 651-430-4300
- gatewaycorridor@co.washington.mn.us ^[3]
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Gaining local support

Washington County District 5 Commissioner Lisa Weik, chair of the Gateway Corridor Commission, said she has confidence in the recommended alignment and stops in Lake Elmo and Woodbury and welcomes public comments.

"After reviewing the engineering, environmental and operational data during several meetings with city officials, we believe we've selected the most cost effective and efficient option," she said in a written statement Friday. "We welcome comments from community members and encourage people to attend the Sept. 10 public hearing where questions can be answered."

The Gateway Gold Line BRT route will stretch 12-miles from St. Paul's Union Depot to Woodbury on its own roadway.

The recommended route for the transit line travels immediately north of Interstate 94 from downtown St. Paul heading east through Maplewood and along Fourth Street and Hudson Boulevard through Oakdale and Lake Elmo. The proposed route then turns right at Lake Elmo Avenue and crosses I-94 into Woodbury, where it tracks east on Hudson Road to Manning Avenue. The line turns left at Manning, and crosses I-94 again, where the last stop would be located.

There are a total of 13 stops proposed along the route, with one planned for Landfall near Greenway Avenue, two in Oakdale near Helmo and Inwood Avenues, another two in Lake Elmo to be located near Keats Avenue and at a planned park-and-ride at Manning Avenue, and one stop in Woodbury near Settlers Ridge Parkway.

"I'm in favor of the recommendations for the project," Lake Elmo Mayor Mike Pearson told the Review. "We worked really hard over the past 18 months to be part of the project. I'm happy the commission recommended Lake Elmo. The city council has stated their preference for some economic development down on the corridor. This will present a significant tool in the toolbox to encourage that," he added.

Gateway Corridor commissioners promise a rail-like experience with the transit line, and have likened it to 'trains on rubber wheels.' Buses would run every 10-15 minutes daily between Union

Depot and Woodbury, and will be easier to board than traditional ones, with no steps into passenger areas. Passengers would pay the fare for their trip before getting on, much like light rail. Shelters planned for the stops would be heated and include bench seating and real-time bus information. Project planners hope to have the Gateway Gold Line BRT completed by 2022.

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Wed
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Letter: Is it time for a 4th Street BRT?

Submitted by admin on Wed, 07/29/2015 - 12:00am

To the Editor:

Building a \$485 million Gateway Corridor transit way is in the works in order to provide 15-minute all-day bus service from St Paul to Lake Elmo/Woodbury. I applaud the effort to increase transit but \$485 MILLION is four times the cost of adding a regular route bus. Would residents and businesses along 4th Street N. in Oakdale like an explanation from their elected officials about the proposed so-called: bus rapid transit (BRT) along 4th St from 694 to Inwood Ave? Residents will want to know that the plan would mean "right in and right out turns" only out of their private drives. Left turns would only be possible at a traffic light, of which, four additional lights would be added on this short stretch of road. In addition, two transit stations would be added: one at Helmo Ave and another at the Park and Ride by Guardian Angels. Why aren't officials planning to study having the BRT drive in regular mixed traffic which would preserve the quiet, peaceful feeling of the current traffic arrangements? Instead, a permanent busway of 2 lanes (only for the bus) either in the center of 4th or along the south side (divided by a green boulevard) are being considered. To learn more, citizens should consult their officials like Paul Reinke, Oakdale City Council member and Gateway Corridor member, as well as, Ted Bearth, County Commissioner for District 2.

Linda Stanton

Citizen Advisory Committee member of the Gateway Corridor

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Thu
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The Gateway Gold Line is moving forward – with your help

Submitted by admin on Thu, 08/27/2015 - 10:19am

Lisa Weik

Washington County District 5 Commissioner / Gateway Corridor Commission Chair

The Gateway Corridor Gold Line Bus Rapid Transit (BRT) project is making great progress this summer on environmental work, conceptual design and refinement of the route. In order to create the best transit service possible for this corridor between Saint Paul and Woodbury/Lake Elmo, we need your help. I have already heard from many of you, and I wanted to share answers to some of the most common questions.

Q: Is work progressing even though Gateway Gold Line didn't receive state funding this spring?

A: Yes! We are in the middle of completing a Draft Environmental Impact Statement (Draft EIS). This began in spring 2014 and is scheduled to be completed early next year. The Draft EIS will study the potential social, economic, and environmental impacts of the project, as well as ways to minimize or eliminate those impacts. We are also working on the beginning stages of engineering and design, and we are very close to refining the route the BRT would take east of I-694. Finally, we are exploring a number of different options, which could provide funding for the next phase of work to begin next year.

Q: What will happen to express bus service when Gateway Gold Line begins operation?

A: Express bus service will continue even after Gold Line service begins. Metro Transit recently released a Rider Alert affirming this, and describing how the Gateway BRT and existing bus services would be complimentary. Once the Gold Line is in operation, express bus riders will have an easy alternative to get home outside of regular express

service hours, such as in the middle of the day or later at night. While we are on this topic, it should be noted that express buses will be able to use the Gold Line's exclusive lane.

Q: Where will stations be located in Washington County?

A: The Gateway Commission is now taking public comment on a recommendation for station sites near the eastern end of the line – please see a map on our website. While the purpose of BRT is to move people to and from jobs, a secondary goal is development. Based on input from the community, landowners and policy makers, we are putting stations where areas are ripe for development or redevelopment. For example, the proposed alignment along 4th Street North through Oakdale serves the existing and future job centers around Helmo Avenue and the existing express bus park-and-ride at Guardian Angels Church. It would service future development areas in Lake Elmo near Keats Avenue and in Woodbury closer to Manning Avenue.

It is important to note that transitways work best with feeder bus routes, shuttles, and pedestrian and bike paths. The commission will be working on these elements to ensure Gold Line passengers get to where they need to go, to the north and south of the corridor.

Q: I've been hearing conflicting information about the Gold Line project, how do I make sure what I am hearing is accurate?

A: It is the commission's intent to be very transparent about the development process. Please come to us for information. Our monthly meetings are open to the public. A community advisory committee meets regularly. We have done hundreds of presentations at meetings and in other public venues and we are happy to come and give a presentation to any group that is interested. You can always contact us through our website and Facebook pages, or by mail or phone if you have questions.

We need your help

There are a number of opportunities for public comment during our planning process. Please attend one or all of these meetings, or review project information online and contact us with your comments and questions.

- Now through September 24: Comment period on routing on the eastern end of the corridor in Lake Elmo and Woodbury.
- September 10, 5:00 p.m.: Public hearing on routing on the eastern end of the corridor in Lake Elmo and Woodbury, Woodbury City Hall.
- Early 2016: Draft EIS public hearing and 60-day comment period.
- Other comments: www.TheGatewayCorridor.com ^[1], GatewayCorridor@co.washington.mn.us ^[2], 651-430-4300.

We are excited by the growth our area is experiencing, and we are committed to proactively meet transportation needs with a cost-effective, safe, convenient transit service to complement our highway system. Thank you for keeping informed about the project.

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