



Agenda

Gateway Corridor Commission

January 14, 2016 - 3:00 PM

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

Notes: There will be a DEIS Policy Advisory Committee (PAC) Meeting proceeding the Gateway Corridor Commission (GCC) Meeting this month.

<u>Item</u>	<u>Action Requested</u>
1. Introductions	Information
2. Election of Officers*	Approval
3. Consent Items	Approval
a. Summary of October 15 and December 10, 2015 Meetings*	
b. Checks and Claims*	
4. 2016 Work Plan and Budget*	Approval
5. 2016 Meeting Calendar*	Approval
6. 2016 Insurance Renewal*	Approval
7. 2016 Strategic Communications Contract*	Approval
8. Draft Environmental Impact Statement*	
a. Managed Lane Alternative – Concur with FHWA Letter	Approval
b. DEIS December Activities	Update
c. DEIS Contract Amendment	Approval
9. Communications Updates*	Information
10. Other	Information
a. Meeting Dates Summary*	
b. Social Media and Website Update*	
c. Media Articles*	
11. Adjourn	Approval

*Attachments



Agenda Item #2

DATE: January 7, 2016
TO: Gateway Corridor Commission
FROM: Staff
RE: Election of Chair and Vice-Chair for 2016

The Gateway Corridor Commission Joint Powers Agreement (JPA) calls for the election of a Chair and Vice-Chair at the first Gateway Corridor Commission meeting of the calendar year. Also, based on the JPA, the Chair and Vice-Chair position shall consist of at least one financial member.

For 2015, the Chair was Washington County Commissioner Lisa Weik and the Vice-Chair was Ramsey County Commissioner Rafael Ortega

Action Requested:

- 1) Election of 2016 Chair of the Gateway Corridor Commission
- 2) Election of 2016 Vice-Chair of the Gateway Corridor Commission

**Gateway Corridor Commission
Draft October 15, 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	X
Bill Finney	St Paul	
Randy Nelson	Afton	X
Mike Pearson	Lake Elmo	X
Paul Reinke	Oakdale	X
Nora Slawik	Maplewood	
Amy Williams	Lakeland	X
Victoria Reinhardt, Alternate	Ramsey County	
Ted Bearth, Alternate	Washington County	
Richard Bend, Alternate	Afton	
Bob Livingston, Alternate	Lakeland	
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	
Matt Kramer	St. Paul Area Chamber of Commerce	

Others	Agency
Andy Gitzlaff	Ramsey County
Jan Luke	Washington County
Lyssa Leitner	Washington County
Laura Kearns	Washington County
JoAnn Ward	53A - Minnesota House of Representatives
John Kaul	Washington County Lobbyist
Tom Cook	Metropolitan State University
Janelle Schmitz	City of Woodbury
Jeanne Witzig	Kimley - Horn

Peggy Erlandson	First United Pentecostal Church
Tom Giannetti	St. Paul Harley Davidson
Ms. Fredrickson	4 th Street Resident
Shelly Schafer	Senator Franken
Josh Straka	US Representative McCollum

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

Agenda Item #1. Introductions

Introductions were made by those present.

Motion made by Councilmember Peterson to amend item # 3 to an information item. Seconded by Mayor Giuliani Stephens. **All were in favor.** The motion carried.

Agenda Item #2. Consent Items

Item 2a. Summary of September 10, 2015 Meeting: A motion was made by Commissioner Ortega to approve the Summary of the September 10, 2015 Meeting. The motion was seconded by Mayor Giuliani Stephens. **All were in favor.** The motion carried.

Item 2b. Checks and Claims: A motion was made by Commissioner Ortega to approve the checks and claims. The motion was seconded by Councilmember Reinke. **All were in favor.** The motion carried.

Agenda Item #3. LPA Refinement Resolution

Ms. Leitner gave a brief overview of the process of the Local Preferred Alternative (LPA). The route has been approved by the Policy Advisory Committee (PAC) and will need final approval from the Commission. This item has been tabled for the Commission so the City of Lake Elmo can have additional conversations with staff. The Commission, Washington County and the Cities of Lake Elmo and Woodbury will eventually pass resolutions of support to confirm the routing on the E Segment. All six (6) cities have previously passed resolutions of support for the alignment as a whole. Two changes were made to the LPA language by the PAC in their resolution of support by adding the verbiage “proposed” to the Manning Avenue park and ride and “in the vicinity of” after proceeding on Hudson Road.

3:40 Mayor Williams joined the meeting

Agenda Item #4. CTIB Pre-Project Development Work Plan

Ms. Lucke presented the last four (4) tasks that staff is proposing for the remaining budget funds.

Mayor Pearson made a motion to approve the CTIB Pre-Project Development Work Plan as presented. The motion was seconded by Councilmember Reinke. **All were in favor.** The motion carried.

Agenda Item #5. Draft 2016 GCC Work Plan and Budget

Ms. Lucke gave an update and a brief overview of the information that was provided within the packet. The work plan and budget presented is very similar to the 2015 work plan and budget.

Ms. Lucke mentioned that staff would like to have the Commission take a larger role in the legislative strategy in 2016 than years in the past.

Commissioner Weik clarified that Washington County will not be the lead agency for Gateway in 2016. The responsibilities will be shifted over to a state agency.

Agenda Item #6 2016 Strategic Communications Draft RFP

Ms. Leitner briefly went through the information provided in the packet. MS. Leitner did mention a typo with in the packet. The communications and government relations contract should state \$150,000.00. It was correct in the budget figures, but was not updated within the memo provided.

Mayor Giuliani Stephens asked if the request for proposals (RFP) would be going out to communication firms that have lobbyists, subcontract lobbyists, or to lobbying firms that have communication staff.

Ms. Leitner said it is being publicized to communications and lobbying firms so all the above combinations will be notified.

Mayor Giuliani Stephens made a motion to approve the 2016 Strategic Communications DRAFT RFP. The motion was seconded by Commissioner Ortega. **All were in favor.** The motion carried.

Agenda Item #7. Project Update

Item7a. This item was covered within the proposed budget.

Item7b. Ms. Leitner said most of the technical information will be completed by the end of November. Once completed staff will continue on the open house push and then focus meeting within each community.

Item7c. Ms. Leitner said most of the outreach activities have been focused around city council meetings and workshops. Dates have changed on some of the meetings since the packet was sent out. Ms. Leitner said she will be meeting with Oak Meadows Senior Living facility along with Councilmember Reinke and the Mayor of Oakdale this evening.

Item7d. Ms. Lucke provided commission members with a memorandum from Lockridge Grindal Nauen P.L.L.P that gave an overview of the details of the Washington D.C. trip. Ms. Lucke briefly went through the packet with the commission.

Mayor Williams asked if staff has received anything in writing stating that funds will be available prior to project development.

Ms. Lucke said they are not able to count any spending prior to project development as match. However, the DEIS process is able to overlap project development.

Commissioner Ortega said there will need to be something in writing for clarification on what was agreed upon.

Agenda Item #8 Other

Media articles were included in the packet to read by the commissioner members.

The meeting adjourned at 4:20PM

**Gateway Corridor Commission
Draft December 10, 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	
Mike Pearson	Lake Elmo	
Paul Reinke	Oakdale	
Nora Slawik	Maplewood	X
Amy Williams	Lakeland	
Victoria Reinhardt, Alternate	Ramsey County	
Ted Bearth, Alternate	Washington County	
Richard Bend, Alternate	Afton	
Bob Livingston, Alternate	Lakeland	
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	
Matt Kramer	St. Paul Area Chamber of Commerce	

Others	Agency
Katie Berger	City of St. Paul
Jan Luke	Washington County
Lyssa Leitner	Washington County
Laura Kearns	Washington County
Sue Ellen Maher	Washington County
Andy Gitzlaff	Ramsey County
Stephen Ebner	West Lakeland Twp.
Linda Stanton	CAC
Jeanne Witzg	KHA

Josh Straka	US Representative McCollum
Tom Cook	Metropolitan State University
Steven Husen	Metro Cities
Kimberly Slaughter	HDR
John Kahl	Washington County Lobbyist

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

Agenda Item #1. Introductions

Introductions were made by those present. Quorum was not met.

Agenda Item #2. Consent Items

Item 2 was tabled due to lack of quorum.

Agenda Item #3. Work Plan and Budget

Ms. Lucke discussed the Work Plan and Budget overview and reviewed the changes made. Language on page 2 of final work plan budget was changed with the following suggestions: 1.a. Advocacy (added) “and implement” after Develop, and before “a legislative coordination” to read as follows:

Develop and implement a legislative coordination strategy to inform local, state and federal elected official of the need for transitway improvements in the Gateway Corridor and build bi-partisan support for the project.

A column was added on right of the chart on bottom half of unmarked page 5 to show revenue source, and shifted revenues and expenditures for 2016 upon recommendation of accountants to reflect better business practices.

Ms. Leitner gave a brief presentation on the information provided in packet from Kimley Horn.

Commissioner Raphael Ortega suggested staff continue with brief overviews of items on the agenda due to lack of quorum. The group may be able to vote on the approval items if one more voting member should arrive.

Item 3 was tabled due to lack of quorum.

Agenda Item #4. Draft Environmental Impact Stations (DEIS) Contract Amendment

Ms. Lucke discussed a brief overview on the risk assessment being led by MnDOT to understand what the risks would be moving into Project Development. The consultant conducting the risk assessment on behalf of MnDOT and interviewed the counties, MnDOT and Metropolitan Council. Cities on the TAC were also able to submit risks. The comments were compiled into one document. A draft form of the risk assessment was circulated to those individuals interviewed. More details will be available in 2016.

Mayor Slawik asked when the risk assessment would be available. Ms. Lucke commented that the timeline is unclear for delivery of a final draft. It depends on the level of comment from the other interviewees. Staff will share more details in 2016.

Ms. Leitner discussed the details of the scope for the contract amendment and distributed Attachment A. The action before the Commission is to grant permission to the Washington County Regional Railroad Authority to extend the contract with Kimley Horn. Consultant support is needed longer than anticipated due to the change in the Federal Transit Administration’s schedule for review of the DEIS and to address some of the items from

the risk assessment. An extension will improve the status of the project going into the next phase—Project Development. The additional work will ensure that the state agency inheriting the project will be more comfortable with the project going forward. There is also a commitment to keep up robust community engagement.

There is an upcoming cost refinement workshop. Staff with MnDOT and Metropolitan Council who are less familiar with the project are interested in clarification on the cost estimates for the project. This workshop will build consensus among the project partners going into Project Development.

Staff will also work to update the preliminary New Starts rankings, which are necessary for the application to go into Project Development.

Some additional engineering and environmental analysis is needed. Consultants needed to redo some of the design work when the project was requested to demonstrate that a managed lane and Gateway could both fit in the segment between Kellogg Bridge and Highway 61. The change in the route at the eastern end at Manning Avenue needed to be included in the scope. There are potential environmental justice impacts particularly in Saint Paul. Staff wanted to ensure that there were resources available to research potential engineering solutions to mitigate possible environmental justice impacts.

There are many questions from the public from what the corridor would look like. The budget includes resources to produce a video to help people visualize what the project will look like.

Resources have also been included to ensure staff capacity to do more outreach along the corridor. There is interest in doing engagement of the neighborhood level so people can understand more clearly how the project may impact or benefit them.

The Kimley Horn contract will end prior to completion of the DEIS public comment period. The Gateway Corridor Commission will have Kimley Horn assist project staff in completion of documentation and outreach for the comment period so the transition into the final Environmental Impact Statement is smoother.

MnDOT was contracted to conduct a review of cultural resources. MnDOT has added new staff in this area which has in part caused delay due to the need for additional meetings and research. This has also caused additional demands for our consultants which had not been anticipated. All of these details are documents in Attachment A.

This item will be carried over due to the lack of quorum.

Mayor Slawik asked when the January Commission meeting would be held. Ms. Leitner answered January 14, 2016.

Mayor Giuliani Stephens asked if the proposed DEIS Contract Amendment for Kimley Horn was incorporated into 2016 expenditures.

Ms. Leitner responded the DEIS Contract Amendment is covered in the \$1.1 million Pre-Project Development expenditures. Half of the items help prepare Gateway for the Project Development application. The other half help to complete the DEIS.

Agenda Item #5. Draft 2016 Meeting Calendar

Chair Weik reviewed the 2016 Commission Meeting Schedule and a date change for July 7, 2016 meeting to July 14, 2016.

Ms. Leitner showed a Youtube video on the Southwest Light Rail project. This video is a reference on what a video for Gateway Corridor could look like.

Commissioner Ortega exited at 4:05pm. Chair Weik addressed members and guests that remainder of meeting would be informational only.

Agenda Item #6 2016 Strategic Communications Request for Proposals Update

Ms. Leitner gave a brief overview of the memo and information provided in the packet on Request for Proposals (RFP). The scope of work was previously approved at the October Commission meeting. The RFP was released in October and proposals were due on November 20th. Eight proposals were received. All eight teams are local. Project staff would like to have recommendations for interviews on two to four of the teams by January. The current contract ends at the end of February. There is hope to start the new contract at the end of January to have some overlap to prepare for the start of the legislative session.

Mayor Slawik asked if \$3 million was still needed from the legislature. Ms. Leitner confirmed it is \$3 million. Ms. Leitner added that the current team is already working towards getting that \$3 million. If it is a completely new team, all materials will be handed off to the new consultant.

Chair Weik asked when the proposals would be reviewed. Ms. Leitner responded that staff would be reviewing or discussing the proposals next week. Interviews will be held first week of January.

Agenda Item #7. Project Update

Item7a. Federal Transit Administration (FTA) Transit Oriented Development (TOD) Grant

Ms. Lucke stated that a grant was received from the Federal Transit Administration (FTA), which was announced in October 2015. This funding will be available January 1, 2016 and will go to the Metropolitan Council as they are the fiscal agent. The Metropolitan Council agreed to pass 100% of the funds onto Washington County. Part of the next step will be engaging the cities and staff to brainstorming ideas and suggestions for the station areas.

Mayor Slawik asked for confirmation on the amount of the grant. Ms. Lucke stated the FTA is awarding \$1,000,000 and \$300,000 is being provided through a Counties Transit Improvement Board grant. The grant is reflected the 2016 revenue of the budget.

Ms. Lucke discussed that the Federal Transit Administration is testing the effectiveness of infusing of this type of financial support early on in the planning process. A limited number of projects were selected for this pilot. The application process was very competitive.

Andy Gitzlaff, Ramsey County, asked if the plan would be to hire a consultant for these grant activities. Ms. Lucke confirmed the desire to bring consultants on board. There may be a team of consultants with a variety of expertise that come on board.

Washington County staff noted that the county will be hiring a senior planner who will support the FTA TOD grant as part of the work duties.

Item7b. DEIS Study Update

Ms. Leitner gave a brief overview of outreach meetings that have been held and upcoming engagement. The highlights included a joint workshop with Cottage Grove and Woodbury City Councils. Washington County hosted a realtors' forum. There was presentation given to the East Side Area Business Association. Participants commented that though there would be impacts, they were interested in the potential benefits. Mayor Slawik participated in the ESABA event as well and provided her comments. Lastly, there was a Senate Capital Improvement Committee Bonding Tour.

Mayor Giuliani Stephens commented that the Woodbury City Council voted 4:1 in favor of the route refinement on the eastern end of the corridor. The council commented the wish to see the alignment west of Settlers Ridge remain unchanged. There is a desire to keep and enhance the express bus service. The council commented there should be a robust feeder system. The council wanted to recognition that it supports transportation generally and that support for Gateway does not detract from other projects. The city is working with the Metropolitan Council on the 2040 Comprehensive Plan on the areas relevant to the Gateway Corridor.

Ms. Leitner discussed the Oakdale neighborhood meetings that focus on the community's concern. There will be more meetings for Oakdale residents on the west side of I-694. This style may be replicated in Saint Paul's Dayton's Bluff neighborhood.

Mayor Giuliani Stephens asked when Lake Elmo would be making a final decision on the route.

Ms. Lucke responded that Lake Elmo has a meeting scheduled for January 5, 2016.

Mayor Slawik wanted confirmation on how staff would respond to comments.

Ms. Leitner stated that Oakdale resident comments would be summarized and mailed to all individuals that were in attendance for their feedback. If there is a concern or comment missed, the community members will be able to contact project staff with edits. Washington County sent out 1500 letters to Oakdale residents.

Chair Weik asked if there any more questions. Chair Weik stated that the Commission would adjourn until January and there will be a Policy Advisory Committee meeting in January prior the regular Commission meeting.

Mayor Giuliani Stephens commented that there was an error in the Woodbury Bulletin article stating that the Gold Line would run on I-94. Ms. Leitner commented that there was new staff and these projects can often be misunderstood.

Chair Weik responded that (specific comment) has been addressed and should be corrected in future publications.

Item7d.Risk Assessment

This item was discussed earlier in the agenda.

The meeting was adjourned at 4:35PM



Agenda Item #3b

DATE: January 7, 2016
TO: Gateway Corridor Commission
FROM: Staff
RE: Checks and Claims

DEIS Contract (Kimley Horn)

8/1/15 – 8/31/15	\$142,652.02
9/1/15 – 9/30/15	\$157,870.12
10/1/15 – 10/31/15	\$71,149.81
11/1/15 – 11/30/15	\$74,774.09

Contract Utilization = 95%

Communications Contract (Dehler PR)

No invoices during this reporting period

Contract Utilization = 52%

Total **\$446,446.04**

Detailed invoices can be made available upon request.

Action Requested:

Approval



Agenda Item #4

DATE: January 7, 2016
TO: Gateway Corridor Commission
FROM: Staff
RE: Draft 2016 Work Plan and Budget

At the October and December 2015 meetings the draft 2016 Work Plan and Budget was presented for review by the Commission. The Work Plan and budget remains the same as presented in December 2015. The Budget shows only grants funds from the Federal Transit Administration and the Counties Transit Improvement Board that are anticipated to be spent in calendar year 2016. Both grants have 24-month durations and grant funds that will not be spent in 2016 will be reflected in the 2017 work plan and budget. A copy of the Final 2016 Work Plan and Budget is included in the packet.

Action Requested: Approval

Gateway Corridor Commission

2016 Final Work Plan and Budget

1. Collaboration / Partnerships

The Gateway Corridor Commission “the Commission” will work with corridor municipalities, the Metropolitan Council, Metro Transit, the Counties Transit Improvement Board (CTIB), the Minnesota Department of Transportation, Federal Agencies, the University of Minnesota and public-private partnerships such as East Metro Strong to promote the advancement of the Gateway Corridor. To accomplish this, the Commission will do the following:

1. Offer guidance, monitor progress and prepare formal comments on studies that are being conducted or that could have an impact on the activities in the Gateway corridor.
2. Work with CTIB, state and local agencies to identify regional priorities for the corridor.
3. Coordinate activities with the University of Minnesota through their Humphrey School of Public Affairs, the Center for Transportation Services (CTS) and the Transitways Impacts Research Program (TIRP).
4. Work with the public-private partnerships such as East Metro Strong to catalyze job growth and economic development opportunities within the Gateway Corridor
5. Work with the communities along the corridor to collaboratively plan for future transit improvements in the Gateway Corridor and the surrounding land uses within the station areas.

2. Public Involvement

The Commission’s public involvement activities will be developed to increase the awareness of the corridor, the Commission, the importance of investing in transit in the corridor and the need for regional equity. These activities will supplement the outreach work being performed by the DEIS consultant. Specific activities will include:

1. Utilize and implement recommendations from the Strategic Communication Plan.
2. Develop and grow a supporter base email distribution list.
3. Present to civic and community groups, businesses and chambers of commerce, and local agencies throughout the Corridor.
4. Distribute materials including press releases, newsletters, fact sheets, and other public information items.
5. Identify media recognition opportunities of Commission meetings and events though print, radio, and public access television.
6. Maintain / update the project website as new information about or affecting the corridor becomes available.

3. Advocacy and Outreach

The Commission will advocate for improved transit to serve the Corridor and the Twin Cities region. In addition to advocacy, the Commission will reach out to other interested parties

who are also working towards improvements in the Gateway Corridor. Commission activities include:

1. Advocacy
 - a. Develop and implement a legislative coordination strategy to inform local, state and federal elected officials of the need for transitway improvements in the Gateway Corridor and build bi-partisan support for the project.
 - b. Leverage the Gateway Corridor Project's inclusion on the Federal Permitting Dashboard to increase awareness of the importance of the project at the State and Federal level.
 - c. Promote increased transit funding to improve and expand the existing transit service in the Corridor.
 - d. Establish positions and specific requests on legislative initiatives that affect the Gateway Corridor.
2. Outreach
 - a. Identify and establish communication and action plan with the business community along the corridor.
 - b. Engage the various and diverse community and business groups along the corridor.
 - c. Coordinate with the western Wisconsin communities, Wisconsin DOT, and Wisconsin legislature on issues that impact the corridor in both states.
 - d. Coordinate initiatives with other joint powers coalitions, the Counties Transit Improvement Board (CTIB) and other regional planning groups.

To aid in advocacy and outreach activities, the Commission will continue to utilize the services of a communication consultant in 2016. Some of the key items that the communications consultant will assist with would include:

- Strategic messaging and material development
- Assist in broadening social media reach and activities
- Website architecture and maintenance
- Media relations strategies and engagement
- Community engagement with a primary focus on the business community
- Legislative Coordination
- Updating of the Commission's strategic communication plan as necessary
- Supplement the outreach work being performed by the DEIS consultant specifically at key milestones including the publishing of the DEIS

4. Studies

Draft Environment Impact Statement (DEIS)

The Commission began the DEIS for the corridor in May 2013. The study is expected to be completed by early 2016. The purpose of the DEIS is to conduct a full and open evaluation of environmental issues and alternatives, and to inform decision-makers and the public of reasonable alternatives that could avoid or minimize adverse impacts and enhance the

quality of the environment. The Commission reached a major milestone in 2014 with the identification of a Locally Preferred Alternative (LPA) and the completion of the scoping phase of the DEIS study. More detailed environmental analysis and engineering refinements will take place in 2016 along with additional public engagement and the initiation of station area planning work. The next milestone for 2016 is the publishing of the DEIS document.

Project Support Activities

Project Support Activities are needed in 2016 to maintain momentum into the Project Development Phase (PD) when the project will transition to the State as the Project Sponsor. The proposed work activities include completion of the DEIS, preparation of materials to support the project's request for entry into Project Development, additional federal and state permit coordination, station area planning work and public engagement. This work will overlap to allow project support activities to wrap up as the PD engineering consultant is gearing up their work, allowing for a smooth transition between phases.

Station Area Planning

Gateway Corridor Gold Line BRT has received a grant from the Federal Transit Administration for transit-oriented development planning assistance. These funds will be used to assist the counties and cities along the corridor in more extensive station area planning in 2016.

Health Impact Assessment

The Health Impact Assessment, funded by Pew Charitable Trusts, Robert Wood Johnson Foundation, and Blue Cross Blue Shield of MN, will be completed in early 2016. The commission is not providing funds for the project but will provide guidance as the HIA wraps up.

5. Capital Projects

Project Development

Project Development (PD) is the next phase in the federal transitway development process. The Final Environmental Impact Statement (FEIS) and preliminary engineering are completed during this phase. Project sponsors must apply to the Federal Transit Administration (FTA) to enter the PD phase and must complete the PD phase within 2 years. A request to enter PD is expected to be submitted in spring 2016 and approved summer 2016. The PD phase will go from summer 2016 to summer 2017. The Gateway Corridor project will transition to the State as the project sponsor at the start of PD. The Commission will continue to provide a supporting role as a representative group of key project stakeholders.

6. Management, Policy, and Administrative Activities

Commission activities will include, but not be limited to the following:

1. Prepare and adopt a yearly Work Plan and Budget
2. Prepare annual financial statements

3. Contract with an independent auditor to perform the annual audit
4. Review insurance needs and procure appropriate insurance
5. Provide Commission and staff administration
6. Manage Commission expenses
7. Manage the consultants selected for any of the various work tasks undertaken by the Commission

Commission Priorities for 2016

- Oversee and guide the work of the DEIS consultant in the preparation of environmental document, station area planning and public engagement.
- Oversee and guide the work of the Commission's communication consultant in the execution of the Commission's strategic communication plan
- Support Washington County's request for state bond funding for project development in the 2016 State Legislative Session.
- Develop and implement a legislative coordination strategy to inform local, state and federal elected officials of the need for transitway improvements in the Gateway Corridor.
- Continue to actively engage the business community, community advocacy groups, and the various other stakeholders in the corridor.

Gateway Corridor Commission

2016 Revenues

Revenues	Amount
Federal Transit Administration (FTA) Transit Oriented Development Pilot Program Grant (Station Area Planning)	\$ 450,000
Counties Transit Improvement Board (CTIB) Project Support Grant	\$ 1,175,000
Regional Railroad Authorities (RRA) Ramsey County	\$ 130,000
Washington County	\$ 130,000
TOTAL	\$ 1,885,000

2016 Expenditures

Expenditures	Amount	Revenue Source
Public Involvement Communications and Government Relations Contract	\$ 150,000	\$40,000 CTIB, \$110,000 RRA dues
Public Information Materials / Events / Advertising	\$ 5,000	RRA dues
Management / Administration Supplies / Materials / Printing / Memberships	\$ 5,000	RRA dues
Insurance / Audit	\$ 11,000	RRA dues
Technical Studies Draft Environmental Impact Statement and Pre-Project Development	\$ 1,100,000	\$1,000,000 CTIB; \$100,000 RRA dues
Station Area Planning	\$ 600,000	\$450,000 FTA; \$135,000 CTIB; \$15,000 RRA dues
Contingency	\$ 14,000	RRA dues
TOTAL	\$ 1,885,000	

**Gateway Corridor Commission
Financial Statement (unaudited)
As Of 12/2/15**

Operating Statement: Budget to Actual				
As Of 12/2/15				
	Budget	Actual	Variance Amount	Variance Percent
Revenue				
Regional Railroad Authorities	\$ 200,000.00	\$ 200,000.00	\$ -	100%
Interest Earnings	\$ -	\$ 5,066.00	\$ (5,066.00)	n/a
Total Revenue	\$ 200,000.00	\$ 205,066.00	\$ (5,066.00)	103%
Expenditure				
Public Involvement - Communications	\$ 115,000.00	\$ 115,000.00	\$ -	100%
Advocacy and Outreach	\$ 10,000.00	\$ 1,837.00	\$ 8,163.00	18%
Data Collection and Summary	\$ 30,000.00	\$ 2,298.58	\$ 27,701.42	
Management / Administration	\$ 5,000.00	\$ 807.78	\$ 4,192.22	16%
Insurance / Audit	\$ 10,000.00	\$ 10,667.00	\$ (667.00)	107%
Contingency	\$ 10,000.00	\$ -	\$ 10,000.00	0%
Total Expenditure	\$ 180,000.00	\$ 130,610.36	\$ 49,389.64	73%
Total Revenue over Total Expenditure	\$ 20,000.00	\$ 74,455.64		

Washington County Operating Statement is available for backup documentation.



Agenda Item #5

DATE: January 8, 2016
TO: Gateway Corridor Commission
FROM: Staff
RE: 2016 Meeting Schedule

Through the development of the Bylaws, the Commission identified a regular scheduled meeting date of the second Thursday of every month at 3:30 PM. Included below are the actual dates for 2016:

January 14 (note 3:00 pm start time)

February 11

March 10

April 14

May 12

June 9

July 14

August 11

September 8

October 13

November 10

December 8

Action Requested: Motion to adopt the 2016 meeting schedule.



Agenda Item#6

DATE: January 7, 2016
TO: Gateway Corridor Commission
FROM: Staff
RE: 2016 Insurance Renewal

The Gateway Corridor Commission's insurance policy with the League of Minnesota Cities is up for renewal in February 2016. Coverage for the work of the Commission is currently held through the League of Minnesota Cities Insurance Trust. Coverage includes open meeting, municipal liability, auto and crime. The premium last year was \$2,667 and was paid by the Commission.

At the time coverage was obtained, the Commission was asked to determine whether it would waive the statutory tort liability limits. The Commission chose **NOT** to waive such limits. This means that an individual claimant would be able to recover no more than \$300,000 on any claim. If the Commission chose to waive the limits, a claimant could recover up to \$1 million.

The League of Minnesota Cities Insurance Trust would like confirmation that the Commission would again chose not to waive the statutory tort liability limits. Insurance renewal cost is included in the Commission's 2016 draft budget.

The Washington County Risk Manager has reviewed the request and recommends that the commission **DOES NOT WAIVE** the monetary limits on tort liability established by Minnesota statutes. This is also consistent with other corridor commission insurance coverage plans.

Action Requested: Continue insurance coverage with League of Minnesota Cities Insurance Trust for 2016 and that the statutory tort liability limits not be waived as recommended by the Washington County Risk Manager.



Agenda Item #7

DATE: January 7, 2016
TO: Gateway Corridor Commission
FROM: Staff
RE: 2016 Communications and Government Relations Consultant Contract Approval

The Gateway Corridor Commission has been under contract with Jeff Dehler Public Relations Communications for approximately three years. Good procurement practices suggest that a new RFP should be issued every few years. This coupled with the Draft Environmental Impact Statement (DEIS) wrapping up early in 2016 and the Corridor applying for Project Development (PD) in spring 2016, the Commission decided to issue a request for proposals (RFP) for 2016 Strategic Communications. Agenda item 4 is the 2016 budget and work plan which proposes that the communications and government relations contract for 2016 will be \$150,000. This amount is contingent on Commission input and approval.

Scope of Work and RFP

The scope of work was approved at the October Commission meeting. The scope categories are as listed below.

- Project Management and On-Going Strategy
- Strategic Message Development
- Media and Community Relations
- Community Engagement
- Website Development and Social Media
- Government Relations
- Other: The consultant should identify opportunities for enhancing Strategic Communications beyond what is listed in this work scope.

The RFP was released in October and proposals were due on November 20th. Eight proposals were received and four firms were interviewed:

- Richardson, Richter & Associates and Messerli & Kramer
- Goff Public
- Lockridge Grindal Nauen
- MZA+Co

Staff who conducted the interviews has made a draft recommendation and are working through additional contract negotiations. The draft recommendation will be presented to the Commission with supporting justification.

Action Requested: Approve Strategic Communications Consultant firm for completion of communications services for the Gateway Corridor from January, 2016 – January, 2017 for an amount not to exceed \$150,000



Agenda Item #8a

DATE: January 7, 2016
TO: Gateway Corridor Commission
FROM: Staff
RE: Draft Environmental Impact Statement

Item 8a: Managed Lane Alternative – Concurrence with FHWA Letter

In March 2014 the Federal Highway Administration (FHWA) submitted a letter to the Federal Transit Administration (FTA) requesting that the Gateway Corridor project revisit a managed lane alternative that was previously eliminated during the Alternative Analysis phase. Since that time the project team has formed a Managed Lane Working Group with representation from MnDOT, FHWA, Metropolitan Council, Metro Transit, and Ramsey and Washington Counties. The Working Group provided input on the design of a Managed Lane Bus Rapid Transit alternative and directed the project team to perform technical analysis of the alternative.

A technical memorandum was prepared that provided information about FHWA's three concerns outlined in their March 2014 letter which were:

1. The elimination of feasible alternatives that may better achieve the project's purpose and need with fewer adverse impacts,
2. The need to fully inform decisions on the allocation of limited right of way in the corridor; particularly the accommodation of future capacity expansion and the preclusion of achieving full Interstate design standards, and
3. The potential degradation of Interstate ramp terminal operations due to the interaction with the facilities under consideration.

The technical memorandum concluded that based on the information presented in this technical memorandum relative to the Managed Lane BRT alternative's ability to effectively meet the purpose, goals, and objectives of the Gateway Corridor, it is recommended that this alternative be presented in the Draft EIS in Chapter 2 Alternatives and then screened from detailed analysis in the remaining chapters of the document. This technical memorandum will serve as additional documentation as part of the project record, complying with FHWA's request to fully inform decisions on the allocation of limited right-of-way in the corridor. The project will continue to work with all partners to coordinate the operational and expansion needs of I-94.

On January 4, 2016 FHWA sent a letter to FTA stating that the managed lane concept that they requested has been demonstrated to not meet the project's goals and objectives, as envisioned by the Gateway Corridor Commission. The Policy Advisory Committee will be provided technical information that was included in the memorandum and will be asked to concur with FHWA's conclusions. Staff recommends that the Gateway Corridor Commission consider this same request.



The correspondence between to FHWA and FTA from March 2014 and January 2016 are attached to this memo.

Action Requested: Concur with FHWA that the managed lane concept that they requested has been demonstrated to not meet the project's goals and objectives, as envisioned by the Gateway Corridor Commission.



U.S. Department
of Transportation
**Federal Highway
Administration**

Minnesota Division

March 10, 2014

380 Jackson Street
Cray Plaza, Suite 500
St. Paul, MN 55101-4802
651.291.6100
Fax 651.291.6000
www.fhwa.dot.gov/mndiv

Andy Gitzlaff
Senior Planner
11660 Myeron Road North
Stillwater, MN 55082

Re: I-94 and Gateway Corridor Alternatives Analysis / DEIS

Dear Mr. Gitzlaff:

The Federal Highway Administration (FHWA) has been made aware of the Federal Transit Administration (FTA), Washington County Regional Rail Authority (WCRRA), and the Metropolitan Council's **Notice of Intent to Prepare an Environmental Impact Statement for the Gateway Corridor Project from Saint Paul to Woodbury in Ramsey to Washington Counties, MN.**

After reviewing the Notice of Intent, the Scoping Booklet, and the Alternatives Analysis (AA) completed by the Gateway Corridor Commission **the FHWA believes it to be in the public's interest to carry a revised Bus Rapid Transit-Managed Lane (BRT-ML) alternative into the Draft Environmental Impact Statement (DEIS).** This determination stems from the following concerns regarding:

1. The elimination of feasible alternatives that may better achieve the project's purpose and need with fewer adverse impacts,
2. The need to fully inform decisions on the allocation of limited right of way in the corridor; particularly the accommodation of future capacity expansion and the preclusion of achieving full Interstate design standards, and
3. The potential degradation of Interstate ramp terminal operations due to the interaction with the facilities under consideration.

The FHWA understands a BRT-managed lane concept was studied to a degree in the AA alongside the LRT and BRT (Hudson Road) alternatives under consideration:

Alternative 8: BRT Managed Lane within I-94. Alternative 8 would add managed lanes to I-94 between downtown St. Paul and the Highway 95 interchange just west of the St. Croix River. Management would include tolling with dynamic pricing through the most congested segments of the corridor to ensure that transit flows at posted speeds. (2013 Gateway Corridor Alternatives Analysis)

However, the FHWA does not concur with the rationale cited in the preceding study as a sound

basis for elimination of this alternative:

Although Alternative 8, BRT Managed Lane, maintained its "Medium" ranking and compared very favorably in terms of average daily ridership (8,100), capital cost (approximately \$520M), and competitive travel time, it did not compare as favorably to Alternatives 3 and 5 for the following reasons:

- 1. Fewer stations (7) and their location within the freeway median, offer less opportunity for economic development around stations for communities in the corridor compared to other alternatives.*
- 2. A managed lane does not qualify for FTA New Starts funding under MAP-21, and there is no equivalent highway funding program for a project of this scale. (2013 Gateway Corridor Alternatives Analysis)*

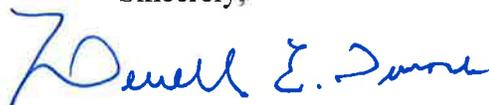
In reviewing the AA it appears the BRT-Managed Lane alternative (\$520M) received the same relative "medium" score as the LRT alternative (\$920M). The FHWA believes Alternative 8 should have received a "high" ranking similar to that of the BRT Hudson alignment (\$400M) to account for the significantly different orders of magnitudes. It also seems that the Metro region is shifting away from higher cost on-line stations, and doing so without compromising serviceability and opportunities for economic development. As cited in a recently completed I-35W study:

"Ridership forecasts were more sensitive to service frequency than to differences in corridor travel times associated with providing online stations. Minor differences in forecasted ridership totals would not be expected to justify the high capital costs associated with a BRT system using online stations." (2013 I-35W North Managed Lanes Feasibility Study)

For these reasons the FHWA believes a reconsideration that includes strategically located transit access points may provide a more attractive alternative. And while this alternative may not qualify for FTA New Starts funding, it may in fact be competitive for FTA's Small Starts Program. Regardless, the region has shown it is fully adept at leveraging a variety of funding sources and planned investments to deliver projects of similar scope and scale.

The FHWA believes that by revisiting these alternatives the project will emerge with a more thoroughly vetted final product that provides the east-Metro and the traveling public with a flexible, robust, and efficient system now and well into the future.

Sincerely,



Derrell Turner
Division Administrator

EE/alk

cc: 1 FTA – Marisol Simon, e-copy – Marisol.simon@dot.gov
1 FTA – Maya Sarna, e-copy – Maya.Sarna@dot.gov
1 MnDOT – Brian Gage, e-copy – brian.gage@state.mn.us
1 MnDOT – Scott McBride, e-copy – scott.mcbride@state.mn.us
1 Met Council – Susan Haigh, e-copy – susan.haigh@metc.state.mn.us
1 Met Council – Arlene McCarthy, e-copy – Arlene.mccarthy@metc.mn.us
DMS – 40910 – I-94 and Gateway Corridor Alternatives Analysis - DEIS



U.S. Department
of Transportation

**Federal Highway
Administration**

Minnesota Division

January 4, 2016

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Ms. Marisol R. Simón
Regional Administrator
Federal Transit Administration
200 West Adams Street
Chicago, Illinois 60606

Re: DEIS Alternatives, Washington County, Minnesota, Gateway Corridor – Gold Line BRT

Dear Ms. Simón:

In March 2014, the FHWA requested the Bus Rapid Transit – Managed Lane alternative be refined and carried into the project's Draft Environmental Impact Statement. This request was in direct response to the Alternatives Analysis, Notice of Intent, and Scoping Booklet. FHWA's review and concerns centered on the preclusion of expansion within the I-94 corridor. Other rationale included:

- *The elimination of alternatives that may better achieve the project's purpose and need with fewer adverse impacts*
- *The potential degradation of Interstate ramp terminal operations due to the interaction with the facilities under consideration*

Since then the Gateway - Gold Line team has worked diligently to complete FHWA's requests. The results of these additional studies are documented in the Managed Lane Bus Rapid Transit Alternative Technical Memo (2015), and the I-94 Right of Way Analysis (2015).

As a result of these in-depth investigations, a shared concept has been defined, which demonstrates the Gold Line BRT and future expansion can co-exist. Additionally, the requested concept has been demonstrated to not meet the project's goals and objectives, as envisioned by the project sponsors. FHWA's concerns have been adequately addressed with the understanding that expansion of I-94 is not precluded, and that impacts to Interstate operations are being avoided, minimized, and mitigated. Thanks to you and your staff.

Sincerely,

Arlene Kocher, P.E.
Division Administrator – Minnesota Division

EE/sll

Cc: 1 WCRRA – Lyssa Leitner
1 FTA – Sheila Clements
1 MnDOT – Brian Gage
1 MnDOT – Scott McBride
1 Met Council – Adam Duininck
1 Met Council – Arlene McCarthy



U.S. Department
of Transportation

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200 West Adams Street
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Sincerely,

Arlene Kocher, P.E.
Division Administrator – Minnesota Division



Agenda Item #8b

DATE: January 7, 2016
TO: Gateway Corridor Commission
FROM: Staff
RE: Draft Environmental Impact Statement

Item 8b: DEIS December Activities

Below is information from the Kimley-Horn team about the December activities for the DEIS.

Action Requested: Information

Gateway Corridor Environmental Impact Statement

PROGRESS REPORT TO THE GATEWAY CORRIDOR COMMISSION JANUARY 2016

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

Key Work Activities/Progress during from mid-December to mid-January 2016

▪ **Meetings**

- *Project management team (PMT)* - Held meeting on December 16, 2015. Meeting focused on risk assessment and LPA update, cultural resources process and schedule, upcoming committee meetings in January and Draft EIS chapter review/technical review and discussion.
- *Technical and Community Advisory Committees (TAC and CAC)* – The TAC and CAC did not meet during this time period.
- *Oakdale Neighborhood Discussions* - Small group discussions were held with Oakdale neighborhoods on December 7, 8 and 17, 2015. Project team participated in discussions and prepared draft summaries of points discussed.
- *Meeting with City of Oakdale* – A meeting was held on January 5 with staff and elected officials in Oakdale. Primary topics discussed included the proposed alignment/stations along 4th Street, alignment options in this area, potential impacts, and overall process to address questions.

Other Project Activities

- Finalized Draft of the Air, Noise and Surface Water Technical Memos and distributed to participating agencies for review on January 4, 2016.
- Prepared preliminary draft of the Operations and Maintenance Technical Memo, and submitted to local agency review team on December 16, 2015.
- Prepared second draft of the Alternatives Chapter of the Draft EIS, and distributed to local agency review team on December 21, 2015.



- Responded to FTA comments on Purpose and Need and Annotated Outline (comments received December 9, 2015).
- Responded to local agency review comments on Transportation Chapter (Chapter 3). Working to recirculate this chapter for local agency review.
- Responding to local agency review comments on the Community and Social, Physical and Environmental, Indirect and Cumulative, and Consultation and Coordination Chapters.
- Continued to work on the preliminary draft of the Environmental Justice Chapter for local agency review.
- Prepared first draft of the Financial Chapter of the Draft EIS. This Chapter will be released for local agency review following the Cost Estimate workshop scheduled for January 13, 2016.
- Finalizing preliminary draft of the Traffic Tech Report for distribution to participating agencies.
- Prepared full Plan Set of Alternatives under consideration in the Draft EIS and submitted to Washington County for review on December 16, 2015.
- Prepared summaries of Oakdale neighborhood meetings, and prepared for upcoming meetings in January.
- Worked with MnDOT Cultural Resources Unit to finalize Area of Potential Effect (APE) for submittal to the State Historic Preservation Office (SHPO). Continued coordination with MnDOT CRU regarding Section 106 process.
- Initiated additional cultural resource surveys based on refined APE.
- Weekly coordination with KHA/SRF project team and Washington County. Respond to individual requests for project information, as needed.
- Prepare for upcoming Cost Workshop scheduled for January 13, 2016.

Upcoming Activities

- Finalize Purpose and Need Chapter and Annotated Outline based on FTA comments.
- Finalize Alternatives, Transportation and Community and Social Analysis, Physical and Environmental, Indirect and Cumulative, Consultation and Coordination Chapters of Draft EIS for FTA review.
- Prepare Environmental Justice and Financial Considerations Chapters of Draft EIS for local agency review.
- Finalize Plan Sheets for local agency review.
- Finalize Air Quality, Noise and Operations and Maintenance and Traffic Tech Reports based on participating agency comments.
- Prepare Stormwater Tech Report for local agency and participating agency review.
- Prepare for and attend upcoming neighborhood/community meetings in Oakdale, and other locations as requested.
- 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 summary and address action items from Cost Workshop.
- Work with Washington County to develop approach/schedule to address potential LPA redefinition.
- Prepare for and attend BPO/SPO/Gateway monthly coordination meeting
- Prepare for and attend upcoming meetings with PMT, TAC, PAC, GCC, CAC, and FTA.



Agenda Item #8c

DATE: January 7, 2016
TO: Gateway Corridor Commission
FROM: Staff
RE: Draft Environmental Impact Statement

Item 8c: DEIS Next Steps and Contract Status

Over the past few months the Gateway Corridor Commission has been working with stakeholders in Lake Elmo and Woodbury to refine the Locally Preferred Alternative (LPA). The PAC passed a resolution of support for the refined LPA at their October meeting, Woodbury City Council pass a resolution of support in early December, and Lake Elmo City Council did not pass a resolution of support in January.

There are multiple paths forward for the Gateway Corridor project. Staff will provide options for next steps at the meeting to facilitate the discussion.

One item that has not changed is the purpose and need for the project that was determined early on in the DEIS process. Because of this, staff recommends that the Commission discuss extending the Kimley-Horn contract in order to complete the DEIS and provide flexibility to determine the route for the eastern-most segment of the route.

At the December Commission meeting, the Commission reviewed a draft scope of work to complete the DEIS. Below is the original language from the December 10, 2015 Commission meeting packet.

Multiple activities and actions over the past few months require a time and cost extension of the DEIS contract with Kimley Horn. Below is a list of tasks that must be completed to publish the DEIS and prepare to enter project development. Each of these tasks is listed in greater detail in the attached letter from Kimley Horn dated December 4, 2015.

- *Project management/agency coordination/tasks as directed by WCRRRA staff during the seven month contract extension*
- *Cost estimating workshop*
- *Preliminary New Starts Rating update and development*
- *Addressing specific Risk Assessment Items in Draft EIS*
- *Additional Engineering and Environmental Analysis*
- *Enhanced Public Engagement and Development of Corridor Video/Animation*
- *Preparation of Draft EIS Review and Comment Period*
- *Additional Cultural Resource Evaluations*

The Lake Elmo action has required the addition of one scope item, which is *Locally Preferred Alternative Redefinition*. The details for this scope item, and the rest of the scope items, are in the attached letter. It is assumed that redefining the LPA will also lead to an additional three months of work. The scope of work that the Commission reviewed at their December meeting had a contract term end date of August 21, 2016. The new proposed end date is November, 30 2016.



Costs associated with each category are being refined based on ongoing technical conversations. Detailed cost numbers for each scope category will be provided to the Commission on January 14, 2016.

The current contract with Kimley Horn is for a not to exceed amount of \$3,620,365.51. The contract terms are for May 28, 2013 to February 29, 2016. Based on the information above, the contract will need to be extended through the end of November 2016 in order to complete the original scope of services and additional tasks identified in the attached letter. The contract number that the Commission reviewed at the December meeting was \$729,540. It is anticipated that the additional scope of work item and additional three months will cost between \$200,000 and \$275,000. Final budget numbers for each task above will be provided to the Commission at the meeting.

The 2015 Work Plan and Budget includes \$1,100,000 of funding through a \$1,000,000 grant from CTIB and matching funds from member dues totaling \$100,000 for project support activities needed to position the project to enter the next phase, Project Development. The additional tasks to complete the DEIS and prepare to enter project development are consistent with the intent of the CTIB grant.

Action Requested: Authorize the Washington County Regional Railroad Authority on behalf of the Commission to amend the contract with Kimley Horn for the DEIS to perform the additional scope of services listed in the attached letter for a not to exceed amount determined during discussion on January 14, 2016 and extend the terms of the contract through November 30, 2016.



January 7, 2016

Lyssa Leitner, Project Manager
Washington County Public Works Department
11660 Myeron Road North
Stillwater, MN 55082

RE: Contract Amendment #2 Request: Additional Services and Term Extension

Dear Lyssa:

Kimley-Horn and Associates, Inc. is currently under contract with the Washington County Regional Railroad Authority (WCRRA) to complete the Draft Environmental Impact Statement (Draft EIS) for the Gateway Corridor project (Contract Number 8167). The contract was executed on May 28, 2013. In March 2015 Contract Amendment # 1 extended the term to February 28, 2016 and increased the contract maximum to \$3,620,365.51.

This letter outlines the additional scope of services required to complete the Draft EIS. The additional services include:

1. Project Management/Agency Coordination/Tasks as Directed by Washington County Staff During the Ten Month Contract Extension
2. Locally Preferred Alternative Redefinition
3. Cost Estimating Workshop
4. Preliminary New Starts Rating Update and Development
5. Addressing Specific Risk Assessment Items in Draft EIS
6. Additional Engineering and Environmental Analysis
7. Enhanced Public Engagement and Development of Corridor Video/Animation
8. Preparation of Draft EIS Review and Comment Period
9. Additional Cultural Resource Evaluations

Contract Amendment – To Extend Term to November 30, 2016

This additional scope reflects the request to extend the contract end date from February 28, 2016 to November 30, 2016. The additional time required to complete the Draft EIS is based upon direction from the Federal Transit Administration regarding their review process and schedule, redefinition of the locally preferred alternative based the city of Lake Elmo's recent council action (January 5, 2016) on the refined LPA and additional tasks to address comments that we have received from the project Risk Assessment currently being completed by the Minnesota Department of Transportation (MnDOT), in cooperation with the Metropolitan Council, as well as Washington and Ramsey Counties.

Contract Amendment Work Tasks Through November 30, 2016

1. PROJECT MANAGEMENT AND AGENCY COORDINATION

The schedule extension is based primarily on schedule changes dictated by the FTA, required redefinition of the LPA based on the city of Lake Elmo's recent council action and activities not included in our original scope. None of these changes could have been anticipated when our current scope of work and schedule were executed nor are these changes within the control of the consultant team. The request extends the contract end date by ten (10) months, to November 30, 2016 and includes additional work during this period. Additional work anticipated that during this time period includes

- Ongoing project management and agency coordination efforts.
- Meeting preparation and attendance at Technical Advisory Committee (TAC), Community Advisory Committee (CAC), Policy Advisory Committee (PAC) and Gateway Corridor Commission meetings, including:
 - Weekly calls with Washington County
 - Project management team (PMT) meetings at a minimum of one (1) time per month
 - Up to seven (9) TAC meetings
 - PAC meetings every two (2) months
 - GCC meetings every month and CAC meetings as needed.
- During this requested extension time period, it is assumed that monthly calls with FTA staff will continue, along with issue specific telephone discussions with FTA. In effort to expedite the FTA's review of the Administrative Draft EIS, this work task also includes a trip to FTA's Region 5 office in Chicago to conduct an in-person review of the document and resolve outstanding issues. This schedule also assumes FTA will initiate review of the Draft EIS concurrent with the redefined LPA approval process, to the extent possible.
- This task also includes other anticipated efforts of the Kimley-Horn team, as directed by Washington County staff during the duration of the contract extension.

2. LOCALLY PREFERRED ALTERNATIVE (LPA) REDEFINITION

On January 5, 2016 the Lake Elmo city council rejected the LPA refinement. Based on this recent direction from the City of Lake Elmo, the Gateway Corridor LPA must now be redefined, advance through the local decision making process, and be officially approved by the GCC, all corridor communities and the WCRRA. Specific work tasks that will need to be completed include:

- Develop a range of alternatives for the redefined LPA
- Conduct screening level technical analysis for the alternatives under consideration
- Conduct required outreach associated with the redefined LPA (assume two open houses and one public hearing)
- Prepare new ridership forecasts, operating and capital cost estimates for the redefined LPA

- Advance the technical information and decision making through the Gateway Corridor Advisory Committees
- Update the Preliminary New Starts Ratings (see separate work task for this item)
- Work with each of the Corridor communities, GCC and WCRRA on resolutions of support for redefined LPA
- Coordination with Metropolitan Council on LPA Redefinition in 2040 TPP
- Amend Scoping Decision Document (see separate work task for this item)
- Update LPA Selection Summary report
- Conduct detailed technical analysis on redefined LPA for inclusion in the Draft EIS

3. COST ESTIMATE REFINEMENT/WORKSHOP

Preliminary capital cost estimates have been prepared for the LPA and other proposed Build Alternatives evaluated in the Draft EIS. As part of that specific work task, the PMT has been actively engaged in discussion regarding unit costs, and assumed contingencies. Based on input received during the Gateway Corridor Risk Assessment process, direction has been provided to convene a cost estimate workshop to review the cost assumptions for the Gateway Corridor. The Kimley-Horn team will prepare advance information for the workshop, staff the workshop and prepare follow up documentation. It is assumed this workshop will be up to four hours in length, with up to five staff from the Kimley-Horn team. The cost estimating workshop, and follow up analysis will assist in the advancement of the project into the New Starts Project Development stage.

4. UPDATE PRELIMINARY NEW STARTS RATINGS/PREPARE LAND USE/ECONOMIC DEVELOPMENT RATING

As part of the LPA decision making process in 2014, the Kimley-Horn team developed preliminary FTA New Starts ratings for four of the six evaluating criteria: mobility (ridership), cost effectiveness, environmental benefits and congestion relief. Land use and economic development criteria were deferred to later in project development, as those ratings are affected by planning efforts, policy changes, and the physical form of new development. Since the preliminary work in 2014, the ridership forecasts have been updated to reflect a horizon year of 2040. As the LPA will be redefined, based on recent action by the city of Lake Elmo, capital, operating and ridership forecasts will be prepared for the redefined LPA. The Kimley-Horn team will update the mobility, cost effectiveness, environmental benefits and congestion relief ratings based on the referenced updated data. The Kimley-Horn team will also conduct a preliminary evaluation for the land use and economic development rating categories for the project.

This work task will be completed to assist in the advancement of the project into the New Starts Project Development stage.

5. ADDRESS RISK ASSESSMENT ITEMS IN DRAFT EIS

It is anticipated that the draft Gateway Corridor Risk Assessment conducted by MnDOT for the Gateway Corridor will identify several high-priority risks for the project. Under this task, the Kimley-Horn team will work closely with the Gateway PMT to address identified high-priority risk elements, appropriate for the Draft EIS stage. Areas of focus will include: potential revisions to the project definition following release of the Draft EIS (that could trigger the preparation of a Supplemental Draft EIS) and stormwater treatment requirements. Work efforts for the potential revisions will be limited to required coordination efforts. Work efforts specific to stormwater treatment requirements will include coordination with agency stakeholders along with additional technical analysis. Capital cost estimates and New Starts rating work, while identified as risk areas, are covered under separate work tasks. Work completed under this task will also assist in the advancement of the project into the New Start Project Development stage.

6. ADDITIONAL ENGINEERING AND ENVIRONMENTAL ANALYSIS

There are several engineering and environmental analysis additional services that are required, as outlined below.

- **Modifications to Gateway Design to Reflect MnDOT’s Dual Concept Design** - In response to a comment letter from FHWA, a managed lane alternative concept was developed, and underwent preliminary evaluation. The scope of work did not include development or evaluation of a dual concept design in the I-94 corridor (dedicated BRT and managed lane). In effort to effectively address the question of how dedicated BRT and a future managed lane project could fit in constrained areas of the I-94 corridor, MnDOT developed a concept design that was reviewed and agreed upon at a concept level (preliminary) by MnDOT, Met Council and the GCC. While the dual concept design held the Gateway Corridor north right-of-way line, the proposed design did result in changes to design assumptions for the Dedicated BRT Alternatives. The Kimley-Horn team will update the concept designs accordingly, including the east and west “tie in” points of the corridor.
- **Alignment Extension on Manning Avenue to Manning Avenue Station in Lake Elmo** - During the LPA refinement process on the east end of the corridor, the alignment extended to the proposed Manning Avenue park and ride in Lake Elmo. This extension has and will require additional engineering, operational, ridership and environmental analysis. The Kimley-Horn team will conduct the required analysis and document the findings in the Draft EIS.
- **Alternative Alignments to Address Potential Environmental Justice Impacts** – There are several locations in the Gateway Corridor where there are potential adverse impacts to environmental justice (EJ) communities. As part of the process to work to avoid or minimize impacts to EJ communities, alternative alignment(s) will need to be developed and appropriately assessed in the Draft EIS. The Kimley-Horn team will work with Washington County staff in the development of these alternative alignments, conduct the appropriate

level of analysis, and summarize the findings in the Draft EIS. At this time up to two alignment alternatives are assumed in the scope.

- **Scoping Decision Document Amendment** - Since the publication of the Scoping Decision Document (SDD) in October 2014, there have been refinements to the alternatives defined in the SDD, along with the elimination of alternatives. The changes to the alternatives are at a level requiring the preparation and publication of a Scoping Decision amendment. The Kimley-Horn team will prepare the required documentation for the amendment, submit the notification to the Minnesota Environmental Quality Board and complete the public distribution in accordance with state environmental review requirements.

7. ENHANCED PUBLIC ENGAGEMENT AND DEVELOPMENT OF CORRIDOR VIDEO/ANIMATION

Based on input from corridor communities, additional service engagement efforts are required.

In cooperation with Washington County staff, the Kimley-Horn team will conduct meetings with neighborhoods/communities in the Corridor. We will meet to listen to and clarify their concerns, clarify questions about the proposed project, and identify measures for addressing their concerns. This work task does not include any revisions to project layouts developed or analysis completed to date as a result of these meetings.

Additionally, the Kimley-Horn team will develop a corridor wide video that graphically illustrates the location of the alignment and the stations under the locally preferred alternative. The video will include an animation flyover, 3D animation to understand how BRT vehicles and cars will move through intersections and access station platforms, sketch-up visualizations, and narration. Work under this task will assist in the advancement of the project into the New Starts Project Development phase.

The level of community and neighborhood engagement is proposed at two levels under this work task: a robust outreach effort (Option A) and a scaled back outreach effort (Option B). Under the scaled back effort, the preparation of a corridor wide video would also be eliminated from the work scope.

8. PREPARATION OF DRAFT EIS PUBLIC REVIEW PERIOD

Washington County has requested that the Kimley-Horn team assist in the development of a strategic approach to informing the public and stakeholder agencies on the release of the Draft EIS, their role, and participation in public meetings/comment process. This work would be done prior to the release of the Draft EIS document. The Kimley-Horn team will complete the following activities:

- Preparation of a Best Practices memo that outlines how to prepare effective comments on the Draft EIS
- Development of comment forms (hard copy and electronic format) and template for comment tracking
- Develop up to ten project boards for use at public informational meetings

9. CULTURAL RESOURCES

Over the past several months, the project team has been working closely with MnDOT's cultural resource unit (CRU) to define the Section 106 area of potential effect (APE) for the Gateway Corridor. Through that process, additional properties requiring survey work have been identified. Additionally, the level of detail on required survey forms has increased, along with additional coordination/meetings beyond what was originally assumed in the scope of work.

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

Sincerely,

Jeanne M. Witzig

Project Manager

Cc: Beth Bartz, SRF Consulting



Agenda Item #9

DATE: January 8, 2016
TO: Gateway Corridor Commission
FROM: Jeff Dehler Public Relations
RE: Gateway Corridor Communications and Public Relations Update

Media and Community Relations – A news release on the CTIB grants was distributed and published January 3 in the Star Tribune and other media outlets. A letter to the editor was drafted on behalf of Commissioner Weik and published January 6 in the Pioneer Press. Media materials were drafted in advance of the Lake Elmo action.

An e-newsletter went out Dec. 29. It was redesigned to be more mobile friendly. It had a record-breaking 25 percent click-through rate. Our average is 11 percent and the industry average is 9.2 percent. People clicked the media links, including the Will Schroer opinion piece and a resident's letter to the editor in the Pioneer Press. The largest number of clicks went to the home page (25 out of 75 unique clicks). The e-news also included photos and info on the legislative tour earlier in the month. The open rate was lower than usual, due to the holidays (28 percent opened vs 32 percent industry average).

Strategic Counsel – Draft letters from project partners were prepared to communicate community-level perspectives about the Gateway Corridor Commission's request for \$3 million in state funding to Governor Dayton. In addition, the communications team coordinated legislative communications strategy staff meetings in December to implement the communications work plan for the 2016 legislative session.

Gateway DEIS Publicity Planning Activities – In December, the team began drafting Gateway DEIS publicity-related materials for the proposed "learn how to comment on the DEIS" meetings. A planning calendar was created, along with recommendations for specific publicity tactics. The communications team created a branding tagline and graphical icon for use in DEIS publicity-related materials.

Website – Transfer of all current website content to the new stage website will be complete within a few weeks. New content is also being drafted. Meetings continue with the website vendor on design work. After review, the website will be live in February.



Agenda Item #10

DATE: January 7, 2016
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
February	Commission	February 11	3:30pm
March	PAC	January 14	1:30pm
March	Commission	March 10	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 538 'Likes'. There have no 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 136-2,482.

Website

For the month of December, there were 633 hits to the website.

Item 10c. Media Articles

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

Action Requested: Information.

Woodbury backs Gateway alignment plan, with conditions

Proposed station location will not interfere with other Woodbury traffic

BY MICHELLE LEONARD
mleonard@woodburybulletin.com

The general location of Woodbury's one and only Gateway Corridor bus rapid transit station, and the proposed BRT route, received support by local officials last week.

Last Wednesday, Woodbury City Council members approved a resolution in support of the locally preferred alternative (LPA) alignment for the section of the proposed Gateway Corridor that would run through Woodbury. The alignment begins and ends at a proposed park-and-ride station in Lake Elmo. From the station, the BRT route will go south on Manning Avenue, then west onto Hudson Road to Settlers Ridge Parkway. Woodbury's proposed station

is planned for the vicinity of Settlers Ridge Parkway.

From Woodbury's proposed station, the route would continue north on Settlers Ridge Parkway, over Interstate 94, to Lake Elmo's Hudson Boulevard.

The city of Woodbury supports the alignment. The LPA does not affect any of the traffic at Radio Drive or Woodbury Drive, which are the city's — and Washington County's — two busiest intersections. That was, Assistant Community Development Director Janelle Schmitz said, a concern with previous versions of the LPA.

"This LPA really only affects the alignment east of Settlers Ridge Parkway, but that anything west of that would remain unchanged, and for Woodbury, that was very important," she said, "because some of the earlier alignments showed it coming into Woodbury a lot earlier and crossing over at Radio Drive or Woodbury Drive, and there's some major traffic concerns that we had, as well as the county engineer, about what that impact

would be."

The city is also asking for assurances that the Gateway Corridor BRT line does not replace the existing express bus route that Woodbury residents have been using, Schmitz said. Rather, Woodbury officials would like to make sure that the express bus route is run in conjunction with, or in support of, the Gateway route.

The BRT line could have some other impacts to Woodbury in the future, and in the way that the area surrounding the future station will be planned, Schmitz said.

"We have to work with the Met Council and the landowner to develop a plan for that area that can be tied into our 2040 Comprehensive Plan. Our focus, as we've said all along, is on place to work, so we want to continue to work with the Met Council and the landowner in defining how that looks and what that becomes in Woodbury," she said.

The city also asks that a feeder bus network be included for the Woodbury area, as well. Though much of

the alignment is on the north side of the freeway, city staff feels that a feeder system that connects into the Gateway route at various points will be beneficial to all parts of the community, Schmitz said.

Finally, Schmitz said, the city of Woodbury wants to make clear that it not only supports the refined LPA for the Gateway Corridor, but that it also fully supports increased investment in the East Metro's entire transportation system.

"We have always been a strong advocate for transportation improvements, and our support of a transit improvement of this nature in the East Metro would not take away from our transportation support," she said. "This again is to supplement, not in lieu of, transportation. We need both of those to complement each other."

The resolution supporting the recommended LPA alignment was passed on a 4-1 vote. Councilmember Christopher Burns cast the dissenting vote.

Flood Warning



Woodbury backs Gateway alignment plan, with conditions

By [Michelle Leonard](#) on Dec 13, 2015 at 12:27 a.m.

The general location of Woodbury's one and only Gateway Corridor bus rapid transit station, and the proposed BRT route, received support by local officials last week.

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Michelle Leonard

Michelle Leonard joined the Woodbury Bulletin staff in November, 2014, after 14 years covering news for the Bulletin's sister publication, the Farmington Rosemount Independent Town Pages.

Michelle earned her Bachelor of Science degree in Mass Communications: News-Editorial from Mankato State University in 1991. She is an active member of the American Legion Auxiliary Clifford Larson Unit 189 of Farmington, and served as the 2014-15 Third District President to the American Legion Auxiliary Department of Minnesota. Michelle is also the volunteer coordinator for the Minnesota Newspaper Museum which is open annually during the Minnesota State Fair. She has earned Minnesota Newspaper Association awards in Investigative Reporting, Local News

Coverage, Feature Photography and Column Writing.

MLeonard@woodburybulletin.com

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LOCAL

Metro briefs: Gold Line receives grants from metro counties

JANUARY 2, 2016 — 6:33PM

East metro

Gold Line receives grants from metro counties

The Gold Line bus rapid transit project has received two grants worth \$6.75 million from the Counties Transit Improvement Board (CTIB), the five-county cooperative that funds transit from sales and motor vehicle taxes.

The Gold Line, formerly known as Gateway Corridor, would follow Interstate 94 for 12 miles in an exclusive lane between Union Depot in downtown St. Paul and Woodbury/Lake Elmo. All-day transit service would stop at 13 stations. It could open for service by 2022.

One grant, for \$5.4 million, will help pay for the “project development” phase in which the Federal Transit Administration allows the project to complete engineering and qualify for federal funds for construction and equipment. The second grant, for \$1.35 million, supports station area planning and public engagement.

CTIB is expected to fund 35 percent of the Gold Line’s \$485 million construction cost. Of the remainder, 45 percent will come from the federal government, 10 percent from the state and 5 percent each from Ramsey and Washington counties.

Kevin Giles

LAKE MINNETONKA

Authorities urge caution in venturing out on lake

As ice covers Lake Minnetonka, authorities are reminding anglers and snowmobilers to be cautious driving on the lake.

The lake, which is managed by the Lake Minnetonka Conservation District and enforced by the Hennepin County Sheriff’s Office, has stricter speed limits than state law. The speed limit is 25 miles per hour or less within 150 feet of the shoreline or within channels.

It’s also 25 mph if the vehicle is 150 feet from a pedestrian, fish house, skating rink or in any part of Black, Emerald and Seton Lakes. Outside of the 150-foot shoreline rule, the speed limit is 30 mph at night or 50 mph during the day; snowmobiles can go 50 mph at night, however.

The Freshwater Society declared ice-in for the lake on Dec. 31, much later than the lake’s typical ice-in date of Dec. 7. For more details about the lake’s rules, go to lmcd.org.

KELLY SMITH

WEST METRO

County Road 101 project moves forward

The massive reconstruction of County Road 101, which cuts through Minnetonka, Woodland and Wayzata, is moving forward, nearing its fall 2016 end date.

The \$41 million project on the century-old road, also known as Bushaway, started in fall 2014 to add wider shoulders and turn lanes, improve utilities, repave asphalt and put in a trail, new sewers and railroad bridge.

The winding road, claimed to be the first registered road after Minnesota became a state, is also the eastern gateway to Lake Minnetonka. More than 11,000 motorists use it each day. Last year, the city of Wayzata even put up billboards to remind drivers about using



(http://stmedia.startribune.com/images/ows_1451781078254/)

Desiree Haggberg used a screener to check for remains at the site of Native American burial mounds in Minnetonka in May 2015, where a...

Is the \$485M St. Paul-to-Woodbury Gold Line bus worth it?

By Bob Shaw

bshaw@pioneerpress.com

POSTED: 12/19/2015 09:03:09 AM CST | UPDATED: 17 DAYS AGO



Linda Stanton is opposed to the Gold Line, a proposed \$485 million bus line from St. Paul to Woodbury, which she feels would be slower than existing lines and extremely wasteful, photographed at a Woodbury bus stop on Monday, December 7, 2015. (Pioneer Press: Scott Takushi)

Also see: [Gold Line Woodbury-to-St. Paul bus line would be second costliest, per rider](#)

Linda Stanton can drive to St. Paul in 20 minutes.

Or she can get there in 28 minutes on a bus.

So she resents having to pay for a new bus line that would be at least six minutes slower.

"People around here just laugh when they hear that. No one is going to ride it," said Stanton of Woodbury, an advocate-turned-vocal-opponent of the project.

The proposed Gold Line would wind through Woodbury, Lake Elmo and Oakdale on its own exclusive roads en route to downtown St. Paul. Proponents say it will provide local service to those without cars and stimulate business development.

"The potential for this is very great," said Paul Reinke, an Oakdale City Council member and a member of the Gateway Corridor Commission, which is studying the Gold Line and other east metro transportation projects.

But the Gold Line is getting tarnished. In May, the Legislature refused to give it \$3 million in startup funding, and in public meetings, it is increasingly being attacked as wasteful.

At \$485 million (in 2021 dollars), it's a bus line that would be more expensive per passenger than any light-rail line in the state. It would be the state's second-most-expensive transportation link per passenger ever built -- exceeded only by a bus line from Apple Valley to the Mall of America.

Stanton is the vice chairwoman of an advisory committee of the Gateway commission. But when she learned about the cost, she said her new advice can be summed up this way: "Stop the bus! Stop the waste! Come down to planet Earth where the rest of us live!"

BUILT FOR SPEED? NOPE

The Gold Line takes a lot of explaining.

Gold Line hits a rough patch

Concern is growing about the proposed Gold Line bus system, which would con-



That's because it would be unique in Minnesota -- the first local bus system running about 90 percent on its own two-lane road. There are other such systems in the country, including the Orange Line in Los Angeles.

The Gold Line route's 12 terminals would be similar to light-rail stations, with level entry into the buses and pay-in-advance tickets.

The line would start at Manning Avenue in Lake Elmo or Woodbury, head west through Lake Elmo and end at Union Depot in St. Paul. Some of the route's alignments have yet to be decided. The buses would travel on roads newly built alongside existing streets and highways.

Interstate 94 would remain the fastest way for drivers and express buses to get from Woodbury to St. Paul -- at least six minutes faster.

But the Gold Line is not supposed to be faster, said Lyssa Leitner, manager of the Gateway Corridor project. It's supposed to be more useful, she said.

Buses would run every 10 minutes during rush hours and every 20 to 30 minutes in off-peak times. They would operate from 6 a.m. to midnight, seven days a week.

"Express buses are the fastest, but they are not going to stop if you want to run other errands," said Lisa Weik, chairwoman of the Gateway Corridor Commission.

Said Leitner: "This is for a mom who has a sick child in the middle of the day. This is for workers with a different commuting pattern, or someone who wants to go to a Twins game after work."

WHY A DEDICATED ROADWAY?

Leitner said the same buses could run on existing roads with the same stops and the same all-day service. "On the surface, that is an easy answer," she said.

But the Gold Line is about more than getting from Point A to Point B, Leitner said. It's designed with an eye on the future, too.

Leitner said planners see the line as a stimulus for local development, with housing and retail sprouting up along its route, and in place to meet the demands of tomorrow.

So, for example, the route will not serve the 100-acre CityPlace retail and office complex in Woodbury, or its biggest mall, Tamarack Village. Neither will it serve Oakdale's business hub on 10th Street, with its new \$27 million Hy-Vee supermarket.

Instead, it will run past cornfields in Lake Elmo and along underdeveloped Fourth Street in Oakdale.

Those areas will be ripe for development when the Gold Line is built, Leitner said. That's what happened after the Green Line light rail in St. Paul opened -- \$2 billion in new business development followed.

"The bigger the public investment, and the more permanent the investment, the more the development," Leitner said.

Running buses on city streets wouldn't impress businesses. But spending \$485 million on a dedicated roadway system? "This provides a carrot," Leitner said.

And here's one more argument proponents of the Gold Line make: It's only fair.

Since 2008, Washington, Ramsey, Dakota, Hennepin and Anoka counties have collected a 0.25 percent sales tax to pay for regional transportation projects. So far, little of the money has been spent on east metro projects.

Now, officials say, it is their turn.

The roughly 50 local members of Gold Line boards and committees have studied the issue for years and produced the project's plan.

"This is what they said they want, so you have to build it," said David Levinson, a University of Minnesota civil engineering professor and expert on transportation systems.

LOCAL RECEPTION

Will the public be thankful for the local bus service?

It doesn't look that way.

That realization hit officials at a meeting in October at Oak Meadows Senior Living in Oakdale. It should have been easy, pitching the project to people perfectly suited for the bus line -- aging, retired, some unable to drive.

Instead, officials were greeted with a 300-signature petition to stop the project, and most of the more than 100 people in the audience hammered the proposal.

"It was not a congenial meeting. People were upset," said Gold Line opponent Stanton.

The bus line would pass in front of the building, yet the seniors said they wouldn't use it. Their building is set back from the street, too far to walk, they said. For local errands, they argued they could drive or hitch rides from friends.

"Or we have Metro Mobility and other transport methods to get places," said Elizabeth O'Mara, vice president of the Oak Meadows board.

Or they could use such services as Uber or Lyft, she said.

In addition, the facility's residents objected to changes on Fourth Street, where the bus lanes would run down the middle of the street and four new traffic lights would be installed.

Rather than spend \$485 million, said O'Mara, "Why don't they do this with regular buses? Try this for a couple of years and see if there is ridership. To me, it's best to do that before we spend our money."

DEVELOPMENT SPARK

Will cities be grateful for the new apartments and businesses?

Their reactions are mixed.

Oakdale officials have embraced the Gold Line, saying they welcome development wherever it occurs.

But in Lake Elmo, the city council has been opposed to new high-density housing -- which is exactly what has been built along light-rail lines.

"I am skeptical about the Gold Line," said council member Anne Smith, leader of the slow-growth majority. "I want assurances that we will not have extra housing forced upon us."

Experts who aren't involved with the plan say transit systems should take people where they want to go.

"Buses work best when they connect centers of activity," said Rachel Quednau, spokeswoman for Strong Towns, a nonprofit that promotes healthy cities.

For example, the Blue Line light rail connects the airport, the Mall of America and downtown Minneapolis. The Green Line links the downtowns of St. Paul and Minneapolis.

Putting bus lines through sparsely inhabited areas is risky, said Levinson, the U professor. After all, he said, it could be years -- if ever -- before the area grows enough to fill up the continual stream of buses.

"The question is what else could you do with \$500 million, either in transportation or not?" Levinson said. "I could give you a list. Or you could give that money back to taxpayers."

He said governments don't always make decisions based on efficiency.

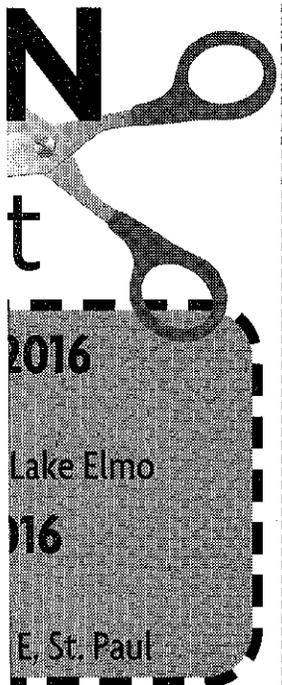
"This is where politicians get their leverage," Levinson said. "They can call on fairness, justice or civic pride to justify projects that otherwise look wasteful. They can say that some non-monetizable benefits outweigh the costs.

"And often, that's what the public wants."

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

Correction: This report has been updated to indicate the following: Some of the route's alignments have yet to be decided; the cost estimate is inflated to 2021 dollars to most closely estimate actual cost of the project, which would take from 2019 to 2023; the line will have 12 stations; the Orange Line in Los Angeles is not the only other localized dedicated-roadway bus line in the country.

To
2016?



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ed the Air Force Academy and George Washington University. In 2010, she began working as a special agent for the Air Force Office of Special Investigations, a federal law enforcement arm of the Air Force that investigates felony-level crimes in the United States

state girls soccer player for Wayzata High School and graduated in 1998. Soccer coach Tony Peszneker said her death was a great loss to the school, the community and the country. He said even though Vorderbruggen was an all-state athlete, she was somewhat

report.

PIONEER PRESS

Minnesota's first newspaper

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To contact the opinion and commentary pages, call 651-228-5016 or letters@pioneerpress.com.

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Lotteries

POWERBALL

Saturday: 28, 30, 41, 59, 68

Powerball: 10

Estimated jackpot: \$227 million

Next drawing: Wednesday

MEGA MILLIONS

Tuesday: 11, 21, 40, 50, 70

Megaball: 15, Megaplier: 3

Estimated jackpot: \$94 million

Next drawing: Friday

HOT LOTTO

Saturday: 2, 8, 41, 44, 47

Hot Ball: 2

Next drawing: Wednesday

GOPHER 5

Monday: 1, 11, 19, 26, 46

Estimated jackpot: \$655,000

Next drawing: Wednesday

NORTHSTAR CASH

Tuesday: 11, 15, 16, 17, 22

Estimated jackpot: \$25,000

DAILY 3

Tuesday: 2, 8, 1

WISCONSIN MEGABUCKS

Saturday: 8, 9, 13, 17, 24, 42

Estimated jackpot: \$1 million

Next drawing: Wednesday

SUPERCASH

Tuesday: 11, 14, 22, 26, 33, 39

Doubler: No

BADGER 5

Tuesday: 2, 11, 14, 15, 29

Estimated jackpot: \$23,000

PICK 4

Tuesday: 0, 1, 3, 6

PICK 3

Tuesday: 2, 3, 4

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TwinCities.com/lottery

Minnesota Lottery:

www.mnlottery.com

Wisconsin Lottery:

www.wilottery.com

Minnesota Problem Gambling

Help Line:

1-800-333-4673

Clarifications to Sunday's report on the Gold Line bus system

A report about the planned Gold Line bus system Sunday on Page 1B should have indicated that a transportation project's cost-effectiveness counts for only 16.7 percent of the rating the federal government gives to a project when deciding whether to fund it.

Cost-effectiveness is determined using a formula that considers annualized capital, operating and maintenance costs divided by annual number of riders.

In addition, the report should have said:

- Some of the route's alignments have yet to be decided.
- The Gateway Corridor's current cost estimate is inflated to 2021 dollars.
- The line will have 12 stations.
- The Orange Line in Los Angeles is not the only other localized dedicated-roadway bus line in the country.

To our readers

For New Year's Day, Friday, Jan. 1, 2016, subscription rates will be increased to double the Sunday rate. To opt out, please contact customer service, 651-717-7377, prior to Tuesday, Dec. 29, 2015.

Letters to the editor for December 28, 2015

Pioneer Press

Updated: 12/27/2015 08:05:33 PM CST

TwinCities.com

Letters to the editor for December 28, 2015

The recent article discussing the wisdom of public investment in the East Metro Gold Line Bus Transit way is noteworthy, and deserving of a perspective beyond that of "naysayers." The value of investing in transit infrastructure goes beyond comparing alternatives' speediness. Public transportation that provides a comfortable alternative to environment-harming, space-congesting automobile commuting has multiple benefits for a growing metropolitan region.

In my capacity as a manager in the private sector, it would be useful to have transit options that can move a work force in both directions. Express buses oriented to bringing workers into the city core in the morning and returning them in the afternoon do not serve a population where job locations are in the suburbs, but homes are in city neighborhoods. I found it frustrating when my suburban facility had product to deliver, an OK from above to offer overtime pay, but found employees constrained because they had limited transit options to get home if they stayed late. Not every family has access to private vehicles for any number of reasons. A public transit thoroughfare with numerous stops and regular schedules provides a useful alternative to Express Routes with limited stops and rush-hour only schedules.

I have had an opportunity to use MTC's Red Line bus between the Mall of America and Apple Valley. As a limited mobility rider, I appreciated the bus-door-level platforms, and not having to negotiate steps. The ability to pay my fare in advance, similar to using the light rail, made passenger movement more efficient.

A feature much appreciated on cold mornings and evenings.

The Gold Line investment benefits far outweigh tax-supported costs. Recent federal transportation legislation will provide funding for a portion of the line. If not utilized here in the Twin Cities, those dollars will go to a different metropolitan region.

Woodbury and its other East Metro suburbs will continue to grow, making now the time to invest this Gold Line transit system.

Tim McDevitt, St. Paul

Reduce demand

for oil and gas

Paul Eberth's column ("PUC can bring predictability to pipeline process," Dec. 17) urged the PUC to get the regulatory process for the Sandpiper Pipeline project back on the typical and predictable schedule that considers need and routing in the same process. Enbridge and its North Dakota Pipeline Company subsidiary want to stop further delays and begin construction as soon as possible.

Climate negotiators in Paris concluded that the planet's temperature must not rise more than 1.5 degrees (not 2 degrees) Celsius above pre-industrial levels if we are to prevent catastrophic global consequences. Drastic reductions in atmospheric CO2 are needed, a challenge that can't be met with business as usual, including efficient processes to facilitate pipeline approval.

We must reduce demand for oil and gas so that rail cars and pipelines are unnecessary. The most effective

Will Schroeer: Transportation: A strong East Metro needs Gateway

BRT

By Will Schroeer

Updated: 12/26/2015 04:21:46 PM CST

TwinCities.com

Will Schroeer: Transportation: A strong East Metro needs Gateway BRT

Facing growing congestion and unreliable traffic, citizens, businesses and local officials along I-94 have spent more than five years studying, and holding more than 500 meetings, to find the best way to improve transportation between St. Paul and east metro suburbs including Maplewood, Oakdale, Lake Elmo, and Woodbury.

After years of consideration, those communities chose bus rapid transit (BRT) as the most cost-effective way to increase transportation capacity and choices.

The many people who contributed to the five years of study agreed that costs must be carefully considered -- and made decisions accordingly. The biggest of these was choosing BRT in a dedicated right-of-way, over several more expensive options. BRT in this corridor would cost less than half of the light-rail Green Line, and far less than the other options that were also examined for the Gateway Corridor.

Any expensive investment needs to genuinely beat the alternatives. That means being clear about the alternatives.

Sitting in traffic is the other available option. Even express buses, which generally do well at their job, are limited and limiting. They only serve one kind of commute, not all-day needs. They experience many of the same delays that affect I-94. There are no plans to expand I-94 in this corridor, and the cost, and impacts, of doing so would be astronomical.

The cost to the East Metro -- and the entire state -- of doing nothing is much higher than the cost of doing it.

Businesses like 3M wouldn't be able to access talented employees who expect transit. People of all kinds in the East Metro would miss out on the benefit of an all-day, reliable choice and greater access to all kinds of jobs and activities.

East Metro Strong is an unusual partnership among elected officials in Dakota, Ramsey, and Washington Counties and four cities, employers including HealthEast and 3M, and local philanthropy. As one would imagine, members of this broad group, representing more than a million people, have a lot of different views on policy generally, and on transportation policy specifically. But they all agree that this line is critical to the prosperity of the East Metro.

Earlier this year, Dena Belzer, a national expert on transit and economic development who studied the project, said "the BRT that you are planning is outstanding." Local elected officials of both parties, including state senators and representatives, have endorsed Gateway. We have also heard from countless residents that they want and need choices.

Moving forward with Gateway BRT will help create a robust transportation system that doesn't seize up with a crash in I-94 or a snowstorm. If the Twin Cities is going to remain an attractive place to live, work, and do business, we need to make sure people have reliable ways to get around. Gateway BRT is an important part of that.

In sum, this is a locally designed, locally and regionally supported, and locally and regionally beneficial project.

So far, a route has been approved by all six cities and both counties on the line. There are still many details to work out. Over the coming years residents, businesses, and commuters will have opportunities to help design what BRT will look like in their community and help make it the most useful, valuable addition to the east metro transportation system that it can be.

Will Schroeer is the executive director of East Metro Strong, a public-private partnership of businesses, cities and counties working together to bring balanced transit investment to the East Metro and catalyze job growth and economic development opportunities.

Letters to the editor for January 6, 2016

Pioneer Press

Posted: 01/05/2016 12:01:00 AM CST | Updated: a day ago

A recent Pioneer Press article ("Big promise or big waste?" Dec. 20) asked whether the proposed Gold Line bus rapid transit line would be "worth it." I say yes, it is.

I consistently hear from my constituents that more and better transportation choices are needed along Interstate 94. I've worked with residents, business owners and my fellow elected representatives for five years to find a cost-effective solution for the Gateway Corridor. A broad bipartisan consensus has formed around the idea that investing in frequent, all-day, east-west bus rapid transit service is indeed "worth it."

A good bus rapid transit line will serve significant destinations on the day it opens and have room to support future job or population growth. The Gold Line would do both. For example, it will serve 3M headquarters' 15,000 employees, and it will serve areas that will develop in the near future.

Some have concerns about the type of growth that might occur along the line. Rest assured local decisions will continue to drive the way land develops around the Gold Line. There is evidence in this region and around the country that cities guide development at their stations as they see fit.

The Gateway Corridor Commission welcomes the diverse opinions being shared about the future of east metro communities. There will be many more opportunities for citizens to share their thoughts as the Gold Line comes together, including how the bus lanes could be designed along Fourth Street in Oakdale.

Advertisement

It's important that our conversations are based on facts.

To learn more about the Gold Line, sign up for occasional e-newsletters at www.TheGatewayCorridor.com.

Lisa Weik, Woodbury

The writer is a Washington County commissioner and chair of the Gateway Corridor Commission.

KSTP.COM — 5 EYEWITNESS NEWS

Lake Elmo Opts Out of Proposed Bus Rapid Transit Line

Updated: 01/07/2016 10:46 AM KSTP.com By: Jennie Lissarrague

The Lake Elmo City Council this week voted to not be part of a proposed Bus Rapid Transit line that would connect the east metro region.

The Gold Line has been in the works for the past five years, with officials from six cities along the Interstate 94 corridor, including Lake Elmo, seeing it as a solution to a variety of transportation-related needs. It would extend about 12 miles through Ramsey and Washington counties.



Photo: KSTP File Photo

But this week, the Lake Elmo City Council voted 3-2 to not be part of the project.

The St. Paul Area Chamber of Commerce said the Lake Elmo officials had concerns about how the transportation options would affect growth and development in the city. The vote takes the city out of further planning for the line.

The president of the St. Paul Area Chamber of Commerce said in a statement that it is "disappointed" that its work with the city will end.

"The Saint Paul Area Chamber of Commerce is part of the regional partnership East Metro Strong, and East Metro Strong has been working with Lake Elmo to help the city develop answers to these questions," President Matt Kramer said in a statement. "We believe that continuing that process would have been helpful to Lake Elmo as it sets its course for the future and are disappointed that our work with them will now end."

Kramer said the other cities continue to be supportive of the project, so the Gateway Corridor Commission will look at a new plan for the eastern end of the line.



NewsCut

MPR News A fresh eye on the news

Politics

Lake Elmo takes a stand for the past



Bob Collins January 8, 2016, 7:05 AM

Lake Elmo, a city famous for its insistence to remain a pre-sprawl town, has taken a big club to sprawl with its refusal to allow bus rapid-transit stations in its community.

That's primarily a shot at Woodbury, the public transportation backwater that's been trying to build support for the "Gold Line", essentially a bus-only route from the far reaches of the East Metro into Saint Paul, where it will connect with public transit civilization.

The Pioneer Press reports that Lake Elmo, however, has said "no" to having two of the transit stations located in the community. It fears becoming North Woodbury.

The city voted 3-to-2 this week against the project.

Lake Elmo's timing couldn't be worse. Planners have been working on the project for years and its supporters bristled at the city's action.

"This was the route that everyone agreed on, including the representative from Lake Elmo," said Will Schroer, director of the mass-transit advocacy group East Metro Strong. "Now, we are back to the drawing board."

This is the classic regional vs. local fight for which Lake Elmo has been famous.

Woodbury exists and there's nothing Lake Elmo can do about it other than shop in its stores, drive its streets, and take its transit. But now it threatens to sink — at least for now — a project that benefited other communities. It'll add years and money to a bus route that already wasn't going to open until the next decade.

At the same time, though, Lake Elmo wants to control what Lake Elmo is. If you build transit stations in the city, the opponents theorize, the next thing you know you'll have development.

You'd be, basically, Woodbury, a city that weirdly prides itself in looking pretty much like every other suburb.

“Unfortunately, three people decided that this does not make sense for their vision of Lake Elmo,” Lyssa Leitner, manager of the Gateway Corridor project, told the Pioneer Press' Bob Shaw. “But one city's decision on this matter does not stop the project.”

It doesn't *start* it either.

Background: [Lake Elmo and the Misconceptions of “Growth”](#) (Streets.mn)

About the blogger



Bob Collins

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Bob Collins has been with Minnesota Public Radio since 1992, emigrating to Minnesota from Massachusetts. He was senior editor of news in the '90s, ran MPR's political unit, created the MPR News regional website, invented the popular Select A Candidate, started the two most popular blogs in the history of MPR and every day laments that his Minnesota Fantasy Legislature project never caught on.



The Gold Line is a planned 12-mile corridor from St. Paul's Union Depot to the city of Lake Elmo. The Lake Elmo City Council voted Tuesday to opt out of the Gold Line. File photo: Bill Klotz

Lake Elmo votes down Gold Line BRT

By: Janice Bitters January 7, 2016 4:19 pm 0

Lake Elmo has opted out of the future [Gold Line Bus Rapid Transit](#) route, which was planned to start at a proposed park-and-ride at Manning Avenue and Interstate 94 and travel to downtown St. Paul.

The City Council on Tuesday declined to move forward with planning for the 12-mile line, which is in the 1 percent planning stage. The 3-2 vote comes after the council in 2014 unanimously approved the locally preferred alternative and general plans for the line.

The change of heart appears to be tied to two major factors — two new council members who took office in January 2015 and voted against proceeding with the line and general concerns about land use along the route.

"The previous council was more [about] accelerated growth," interim city administrator Clark Schroeder said in an interview Thursday. "I think the new council has the philosophy [which] I think they would call ... more smart growth or planned growth."

Council members who voiced concerns Tuesday focused on Metropolitan Council's required density levels around the proposed stations. The Met Council would want the city — with a population of more than 8,000 residents — to build about 4,000 housing units. That count is about 2,200 more than what was approved by the City Council in earlier votes.

"There're some communities that would fight for economic development and development opportunities and that's what they see for their community and what they value," council member Julie Fliflet, who voted against the measure, said at the meeting. "Our city of Lake Elmo fights to preserve our rural character."

Council member Justin Bloyer, who voted to continue with Gold Line planning, said that he would rather see high density along a bus rapid transit route along 94 than elsewhere in the city.

"I'm here to represent Lake Elmo and unfortunately this is where the convergence of my personal beliefs and what I think is best for Lake Elmo diverge," he said at the meeting. "This is, in my opinion, the best move for the city."

The Gold Line, also known as the Gateway line, would start at St. Paul's Union Depot and travel in a dedicated lane



Credit: Gateway Corridor Project Office

on Hudson Road next to I-94. The line also would stop in Maplewood, Landfall, Oakdale and Woodbury.

As a result of Lake Elmo's decision, the length of the corridor could change. The project cost had been estimated at about \$485 million based on a 2023 opening.

Project planners will meet Jan. 14 to discuss the Lake Elmo decision and continue planning on the route, said Lyssa Leitner, project manager for the Gold Line.

At Tuesday's meeting, [East Metro Strong](#) executive director Will Schroeer presented how a market reacts in station areas as part of a joint study by the group and the city.

East Metro Strong is a public-private partnership of businesses, cities and counties aiming to bring transit investment and economic development opportunities to the area.

"We wanted to share with them our findings in advance of their vote," Schroeer said Thursday. "Everyone was clear that had the vote been positive we would have continued the study, and I was looking forward to exploring the full answers with them. I'm disappointed we're not going to be able to do that."

Matt Kramer, president of the St. Paul Area Chamber of Commerce, said in a press release Thursday that while he respects Lake Elmo's decision, he is also disappointed.

"We believe that continuing that process would have been helpful to Lake Elmo as it sets its course for the future and are disappointed that our work with them will now end," he said.

Leitner said Thursday that despite the setback, the goals of the route have not changed and that the Lake Elmo stop will likely still be studied in the draft environmental impact statement because planners will want to consider a wide range of options.

"The lines on the map will likely stay the same, but the question is, are there new combinations of those lines? Are there new service plans? Do those lines stop sooner?" she said. "We don't have any answers to those specific questions."

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EAST METRO

Lake Elmo, anti-sprawl suburb, opts out of east metro transit plan

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

JANUARY 7, 2016 — 5:23PM

Lake Elmo, the Twin Cities' poster child for resistance to sprawl, is opting out of a major transitway that had been counted on to propel development of some of its blank-canvas acreage.

The City Council voted 3-2 Wednesday against a measure to keep pursuing plans for two stations in Lake Elmo.

"I'm here as an elected official for the folks of Lake Elmo who want to keep this rural community pretty rural-looking," Council Member Jill Lundgren said.

At issue is the proposed Gold Line busway, to run between St. Paul's downtown Union Station and Washington County. The terminus point was supposed to be in Lake Elmo, but now probably will be in neighboring Woodbury instead.

A sign of the headwinds the project faced: Even Council Member Justin Bloyer, who ended up supporting it out of fear of losing tax base, declared: "This \$485 million project concerns me greatly."

Conversely, people on the other side admitted that they wrestled with the decision.

"It is a good project, I fully support it and what it brings," said Council Member Julie Fliflet. "I just don't feel it's the right fit for our community."

For decades, farm-laced Lake Elmo has permitted only a trickle of new development despite its location just across Interstate 94 from growth-hungry Woodbury.

Most east metro leaders support the busway. Jan Lucke, Washington County's transportation planning manager, told council members that the only areas of the city that would feel the effect of the busway would be in a half-mile circle around each of the stations. "I firmly believe we can preserve rural Lake Elmo while constructing bus rapid transit," she said.

Transit planners, who push for busy activity centers around stations to promote all-day use of the line, assured city officials of flexibility and local influence over what springs up there. But council members were wary.

Matt Kramer, president of the St. Paul Area Chamber of Commerce, issued a statement saying other cities on the line back the plan and added: "We expect that defining new options for the eastern end of the line will take some time."

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