

Community Advisory Committee (CAC)

Agenda

Monday, December 9, 2013, 6:00 – 7:30 pm

Please note new location below

Dayton's Bluff Community Center, Gymnasium, 800 Conway Street, St. Paul, MN 55106

- 1. Introductions** **6:00 – 6:10**
Icebreaker: How would you (or the community you represent) use the Gateway Corridor?
- 2. Draft EIS Scoping Process** *Consultant Team* **6:10 – 6:30**
 - *What's included in the Scoping Booklet*
 - *Scoping Booklet distribution*
 - *Public Meeting Schedule/Community Engagement*
 - *Outcome of Scoping Process and Schedule*
- 3. Updates** *Michael Meyer and Tabitha DeRango* **6:30 – 6:50**
 - *East Metro Strong*
 - *Fostering an East Side Transit Conversation*
- 4. Approach to Station Area Planning** *Consultant Team* **6:50 – 7:05**
 - *Overview of approach*
 - *Timing relative to the Scoping/DEIS process*
 - *How does the CAC fit into this process?*
- 5. Purpose and Need Overview** **7:05 – 7:15**
- 6. Next Steps & Upcoming Meetings** **7:15 – 7:20**
PAC Meeting (CAC Chair to attend) – December 12, 2013, 2:00 Woodbury City Hall
- 7. Public Comments** **7:20 – end of meeting**

Note: Center closes at 8:00 pm

For more information contact: Lyssa Leitner, Washington County, Lyssa.leitner@co.washington.mn.us, 651-430-4314



Draft Environmental
Impact Statement

Community Advisory Committee
Meeting #3

December 9, 2013

Today's Agenda

- Introductions and Ice Breaker
- Draft EIS Scoping Process
- Updates: East Metro Strong & Fostering an East Side Transit Conversation
- Approach to Station Area Planning
- Purpose and Need Overview
- Next Steps & Upcoming Meetings
- Public Comment Period

Introductions

*“How would you
(or the community you represent)
use the Gateway Corridor?”*

Draft EIS Scoping Process

- D1/D2 Comparative Analysis
- Alignment D2 Outreach
- Initial measurements and inventory
- Notice of Intent and Agency Letters
- Scoping Booklet (Jan/Feb 2014)
- Scoping Meetings (Mar/Apr 2014)
- Scoping Decision (May/June 2014)

Updates: East Metro Strong & Fostering an East Side Transit Conversation

Approach to Station Area Planning

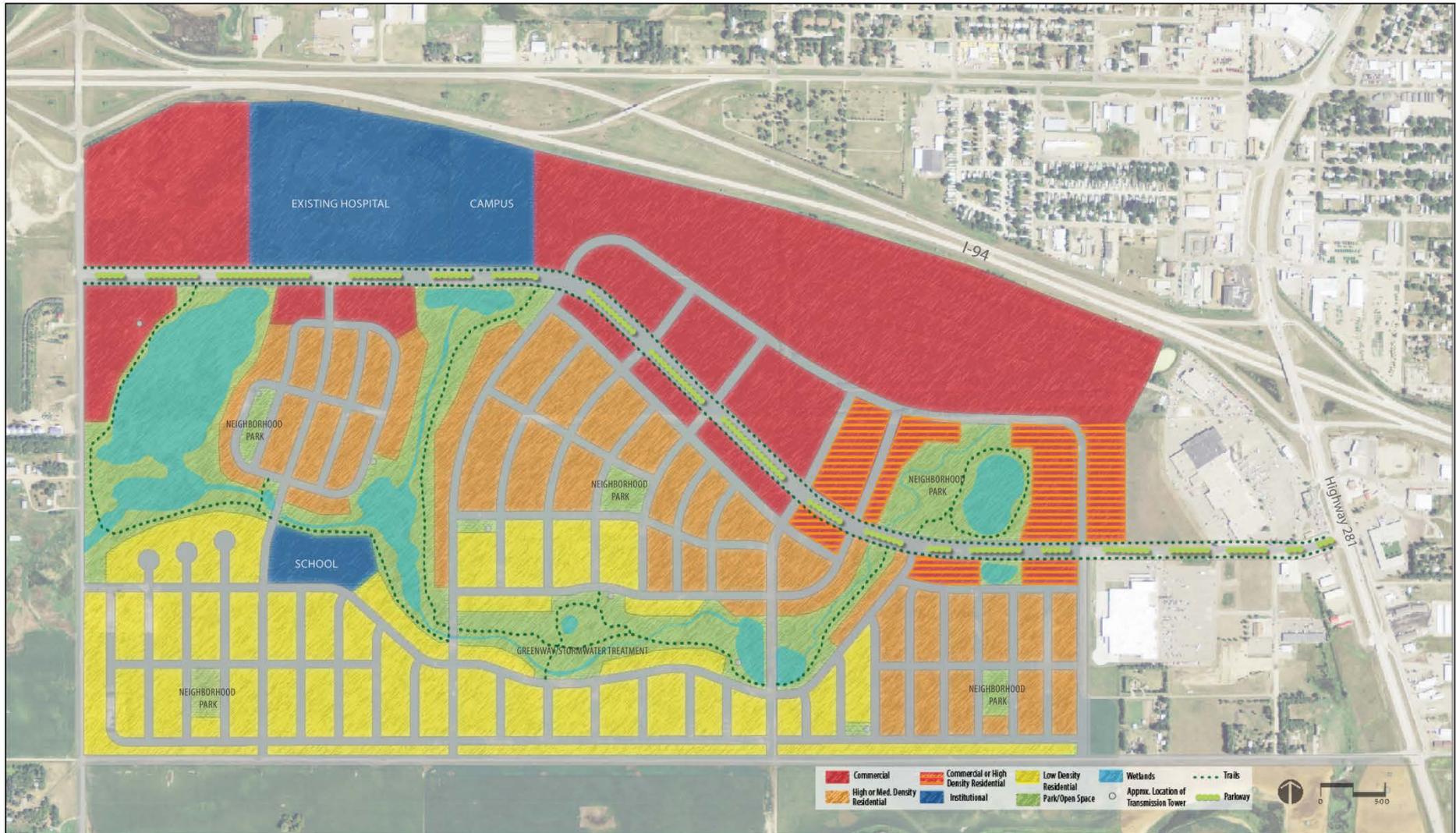
Timeframe	Station Area Planning Task
Scoping Decision Document*	
Month 1	Market Analysis
Month 2	
Month 3	
Month 4	Visioning
Month 5	
Month 6	
Month 7	Concept Development/ Scenarios
Month 8	
Month 9	
Month 10	
Month 11	Next Steps/ Recommendations
Month 12	
Month 13	

*Schedule may be compressed depending on when the scoping decision document is complete.

How does CAC fit in?

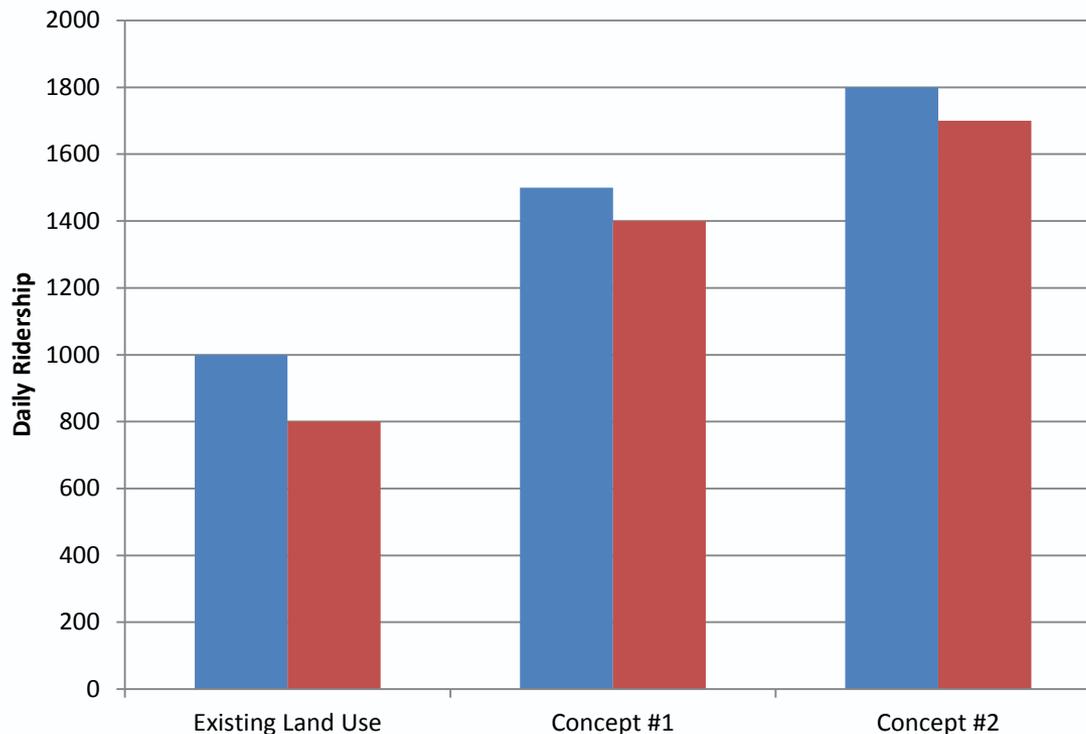
- Contribute to station area planning process
- Encourage broad participation
- Concepts presented to CAC for input

Station Area Planning Concept Example



Station Area Planning Scenario Planning Example

**Daily Ridership at Station X:
Three Scenarios**



Project Purpose

- *The purpose of the Gateway Corridor project is to provide transit service to meet existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area.*

Project Need

- Limitations of existing transit service and growing demand for more frequent service over a greater time span
- Policy shift toward travel choices and multimodal investments
- Population and employment growth, increasing access needs and travel demand
- Needs of people who depend on transit
- Local and regional objectives for growth

Goals and Objectives

- Improve Mobility
- Provide a Cost-Effective, Economically Viable Transit Option
- Support Economic Development
- Protect the Natural Environmental Features of the Corridor
- Preserve and Protect Individual and Community Quality of Life

MAP-21 New Starts Program

- FTA funding program for major transit investments
- Project justification guidance completed (August 2013)
 - Financial
 - Project Justification
 - Mobility improvements, environmental benefits, congestion relief, cost effectiveness, economic development, land use

Upcoming Meetings

- Policy Advisory Committee – Dec. 12
- TAC Meeting – Dec. 18
- Next CAC meeting – discuss

Thank you!

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Community Advisory Committee (CAC)

MEETING SUMMARY
MONDAY, DECEMBER 9, 2013
6:00 – 8:00 PM
DAYTON'S BLUFF RECREATION CENTER – ST. PAUL

CAC Attendees

- Tabitha DeRango, St. Paul
- Kathy Tucci, Lake Elmo
- Nick Heidenrich, St. Paul
- Michael Meyer, St. Paul
- Doug Swalboski, St. Paul
- Jacob Lambert, St. Paul
- Grant Stevenson, Woodbury
- Tracy Baumann, At Large
- George Gorbatenko, At Large
- Robert Crawford, Washington County
- Mark Jenkins, Maplewood
- Linda Stanton, Woodbury
- Bob Joyce (for Tom Giannetti), Landfall

Staff Attendees

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

Other Attendees

- Tony Maggi, St. Paul resident
- Mary Ann Maggi, St. Paul resident
- Brian Marum, Washington County resident
- James Dorniden, Cottage Grove resident
- Steve Ellenwood, Woodbury resident
- Bob Tatreau, Woodbury resident
- Kevin Roggenbuck, Ramsey County Regional Railroad Authority
- Ron Stoffel
- Rik Mulkern, East St. Paul resident

Introductions and Icebreaker

CAC members shared how they or the community they represent would use the Gateway Corridor. Several themes emerged:

- People would take it to events in downtown St. Paul or downtown Minneapolis.
- People would take it to work in downtown St. Paul or to jobs in at Sun Ray, 3M, and other suburban parts the corridor.

- Seniors won't want to take it; they would rather ride in a car for easy access back home.
- Students will take it to neighborhood schools and to Metro State University.
- People will use it. Not everyone can drive and not everyone has a car to drive. Public transportation is vital to people who are on public assistance, are low-income, or are looking for work.
- Employees would take it to work and between offices of the company; it's needed for employees to reach jobs in the suburbs.
- People would use it, but it is equally as important to retain the express bus service currently in operation.

Beth Bartz noted that many of the issues brought up tonight: ridership, information on transit dependent populations, express bus service, etc, is information that the technical team is working with now, and will bring to the group as the Draft EIS proceeds. Today's CAC meeting with have several updates and some new information, but no decision items.

Draft EIS Scoping Process

Beth Bartz stated that the Gateway Draft EIS Scoping Booklet will be distributed in the February-2014 timeframe. There will a 30 day comment period to comment on the proposed scope of the Draft EIS. The project team would like input from the CAC on places where we should make the document available, and places where we should advertise the Scoping meetings that will be held. The scoping booklet is a 16-20 page document that describes the Scoping process, the proposed contents of the Draft EIS, and information on how to get involved in the Scoping process. After the Scoping period ends, the project team will put together a Scoping Decision Document, which will outline what will be evaluated and how it will be evaluated in the Draft EIS.

CAC members suggested possible Locations for Scoping Booklets and flyers advertising the meetings and a link to the Scoping Booklet:

- Recreation centers
- Libraries,
- District Council offices
- Grocery stores or anywhere with a newspaper stand
- Dayton's Bluff Housing Services
- Police stations
- Fire houses
- Spiritual communities
- Several eastside websites/Facebook sites, including "I Ain't from St. Paul I'm from the Eastside"
- Homeless shelters/ hotels that house people needing shelter
- Daycare centers
- E-democracy websites
- Neighborhood schools, Metro State University
- 3M and other high traffic businesses
- Restaurants
- Senior homes near Sun Ray
- Gas stations
- YMCA
- City publications
- Lillie Suburban NewsBusiness cards with a link to the website that you can tag up on boards

- Ads on metro transit buses or metro transit on-board newsletter, park and ride lots, bus shelters

Beth then asked for suggestions regarding location and time of day for scoping meetings. The meetings are usually an open house format, sometimes with a short presentation, that allows people to come and go. People can provide written or emailed comments and there a court reporter will attend who can record spoken comments.

George Gorbatenko offered that CAC members could present on the project to their neighborhood groups if the project team could provide a presentation that they could give. Lyssa Leitner also offered to attend any meeting to present or bring materials.

CAC members offered the following suggestions:

- City Walk has a community room that would be a good place for a meeting-have a room.
- Definitely need an evening meeting, but could do other times.
- Meeting locations must be on a transit line.
- Would be good to have Public Access TV air one of the meetings
- Youtube videos could be helpful and tv footage could be edited to create a video (general Gateway videos will be released over the next few months, too)

Beth asked that CAC members let the project team know about any deadlines for submission to neighborhood newsletters. The project team is not quite sure of the Scoping Booklet timeline yet because FTA must give their approval and their schedules are not reliable.

Updates: East Metro Strong & Fostering an East Side Transit Equity Conversation

Michael Meyer distributed a press release on East Metro Strong. East Metro Strong is a coalition of Ramsey, Washington, and Dakota Counties and the business community to ensure that all of the transit studies in the area come together in a cohesive way to build a comprehensive transportation system solution for the next 30 years. The group recently received a McKnight Foundation “Moving the Market” grant. The group is now incorporated and will meet on December 17 to set up bylaws.

Tabitha DeRango noted that the Minneapolis/St. Paul region is hosting Rail~Volution next year, a conference on any and everything transit related.

Tabitha provided an update on Fostering an East Side Transit Equity Conversation, an initiative of the last five months that is organizing and engaging underrepresented communities about how transit affects their quality of life. A number of meetings/discussion groups have been held regarding elements that affect people and how the system should be changed. Discussions have been held on the bus, and most recently at the transit equity summit with elected officials where the group developed an east side transit equity covenant with six principles:

1. Everybody benefits: With the expected multi-billion dollar investment in transit, equity calls for all to share in the benefits and burdens in terms of training and jobs, mitigations and mediation, affordable housing, etc.
2. Race Equity Impact Assessment: To advance equity in transit planning on the East Side, we strongly recommend that a race equity impact assessment be conducted on all proposed policies and practices, in addition to environmental justice requirements.
3. Safety: This issue must be addressed through various strategies such as aesthetics, security personnel, and emergency services.

4. Accessibility: With the existing need to implement relevant changes to transit systems, it is a priority to be inclusive of all diversity and demographics. This includes aspects of affordability, accessibility, and availability.
5. Community Involvement: By involving the community in transit decision making early and often, transit systems can better cater to the consumers. A consumer driven transit system will result in more support for public transit. This can also create community building opportunities to lessen safety concerns.
6. Sustain Equity Organizing: Equity Organizing must be retained and sustained in order to advance the East Side Transit Equity Covenant through funding and coordinated efforts in the community.

Lyssa Leitner mentioned that if CAC members have other transit-related updates to share, please let her know so that they can be shared at the next meeting.

Approach to Station Area Planning

Adele Hall noted that the station area planning process will begin after the scoping decision document is published, when the number and location of stations is more certain. The process will begin with a market analysis to ground the planning process in fact and to ascertain what the private development market will bear in the corridor overall and at individual stations. A visioning process will follow, which is where community members will set their station priorities and long-term station area goals. Concept plans will follow, which will map out the land use visions, and ridership estimates will be generated based on those land use visions. CAC members will be key to ensuring that their communities are engaged in station area planning, which is a “sub study” separate from the Draft EIS but tightly coordinated. Tabitha DeRango expressed concern that if there is not money in place to make the visions a reality that community members will be disappointed yet again. CAC members discussed this issue, noting that funding is usually not in place when planning begins, but if the community does not get engaged early on, it is difficult to influence any of the project outcomes or get the necessary funding. Project team members explained that they have no intentions of wildly raising expectations and will be clear about the steps necessary to secure funding for improvements or changes.

Purpose & Need and MAP-21 Overview

Jeanne Witzig noted that much of what CAC members have talked about tonight, especially during the icebreaker, is incorporated into the purpose and need document. A draft of the purpose and need will be sent to the CAC with the meeting minutes. The project purpose is to meet mobility and accessibility needs in the corridor.

The project need defines the transportation problems/needs the Gateway Corridor project would address. The purpose and need statement describes what is going on in the corridor and what will be studied. For example, there is good transit service today in the peak hours. In the middle of the day there is a market for transit service, but little service. That is a need—to increase midday service and serve that market; reverse commuters are also a market that is not well-served today.

Goals and objectives of the project go hand in hand with the need statements. The project will need to balance benefits and impacts.

The purpose and need for the project is locally driven. Important to also keep an eye on/focus on how the Gateway Corridor alternatives meet FTA’s project justification criteria defined under MAP-21. It is important to consider FTA’s criteria as the project competes with other national transit projects for federal funding.

Next Steps & Upcoming Meetings

PAC meeting on December 12; next CAC meeting to be determined, likely at this location in February.

Public Comments

CAC meetings are not formal public meetings/hearings, but at the end of each CAC meeting audience members are welcome to address the group and provide comments. Several members of the public attended this meeting; their comments are summarized below.

Mary Ann Maggi questioned how people would access the Gateway Corridor project and nearby areas without a car. She also noted that the project would “destroy our neighborhood”.

Steve Ellenwood questioned the viability of the project and its development process. Mr. Ellenwood referred to a Pioneer Press article from September 19, 2013, that reports that in the metro 78% of people drive, 4% take transit and noted that this planning should be done for roads instead.

Bob Tatreau commented that Hudson Road, unlike Hiawatha or Central Corridor routes, is windy, cut up, and environmentally sensitive near Tanners Lake. The project will require several large structures. Mr. Tatreau questioned whether the Gateway project is the way to serve the eastside’s transit needs. He referenced a Yingling Fan study from the U of M and noted that the east metro does not have the needed development density.

Rik Mulkern commented that he recently attended an ATRA conference where personal rapid transit (PRT) was discussed and that he feels that PRT must be added as a priority discussion to this project. Mr. Mulkern added that PRT is a pod that carries 4 people and runs on a guidewire. It’s on demand and ready to take. PRT could eliminate waiting on a street corner or at a station and is more affordable in some aspects than light rail. Lyssa Leitner noted that the project did consider PRT at the beginning, but it was considered infeasible because to work it must be region-wide.

Brian Marum noted that this project puts an emphasis on commuters, and reminded attendees of the importance of commerce and its reliance on roads.

James Dorniden stated that he is opposed to LRT because of the infrastructure costs. Buses can be more flexible to respond to needs of riders and emergency vehicles.