



Locally Preferred Alternative (LPA) Selection Summary Report

Updated December 2016



The environmental process is supported by funds from the Regional Railroad Authorities of Washington and Ramsey Counties and the Counties Transit Improvement Board.

TABLE OF CONTENTS

List of Acronyms.....	ii
Introduction	1
What is the purpose of this report?	1
Where is the Gateway Corridor and what is the Gateway Corridor project?	1
Why has this report been updated?	1
Why is the Gateway Corridor project needed?.....	1
What is an Alternatives Analysis?	4
How does the AA process relate to the Scoping process for an environmental document?	4
What is a Locally Preferred Alternative (LPA) and why is it important?	4
Who participated in the LPA selection process?.....	4
What criteria were used to make decisions?.....	6
Alternatives Development Process.....	8
Alternatives Analysis Study (2010-2013).....	8
Additional Analysis and Project Definition Prior to Release of Scoping Booklet (2013-2014).....	8
Draft EIS Scoping Process (February-August 2014).....	8
Alternatives Considered and Dismissed After Draft EIS Scoping	10
Alternatives Carried Forward for Further Evaluation	12
LPA Recommendation and Selection	12
Initial LPA Selection Process (2014-2016)	12
LPA Refinements (2016)	12
Next Steps	18
Amend the 2040 TPP.....	18
EA	18
Enter New Starts Program.....	19
Appendix A. 2016 LPA Resolutions	
Appendix B. March 2015 LPA Selection Summary Report	

LIST OF ACRONYMS

AA	Alternatives Analysis
BRT	bus rapid transit
CAC	Community Advisory Committee
CTIB	Counties Transit Improvement Board
EA	Environmental Assessment
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GCC	Gateway Corridor Commission
LPA	Locally Preferred Alternative
LRT	light rail transit
MnDOT	Minnesota Department of Transportation
NEPA	National Environmental Policy Act
NOA	Notice of Availability
NOI	Notice of Intent
PAC	Policy Advisory Committee
RCRRA	Ramsey County Regional Railroad Authority
TAC	Technical Advisory Committee
TPP	Transportation Policy Plan
WCRRA	Washington County Regional Railroad

INTRODUCTION

What is the purpose of this report?

The LPA Selection Summary Report summarizes the Alternatives Analysis (AA) evaluation process, which has resulted in the recommendation of a Locally Preferred Alternative (LPA) for the Gateway Corridor. It describes which transit modes, facilities, and alignments were studied and why decisions were made to discontinue study of some alternatives, recommend further study of others, and recommend an LPA. It also describes the major steps in the decision process, who was involved, and the next steps.

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

The Gateway Corridor project is a planned, approximately nine-mile transitway located in Minnesota's Ramsey and Washington Counties. The corridor runs generally parallel to Interstate 94 (I-94), connecting downtown Saint Paul with its east side neighborhoods and the suburbs of Maplewood, Landfall, Oakdale, and Woodbury. The Gateway Corridor will connect the eastern parts of the Twin Cities Metropolitan Area to the

broader regional transit system through the Union Depot multimodal transportation hub in downtown Saint Paul. **Figure 1** shows a map of the Gateway Corridor and **Figure 2** shows the corridor (referred to as the METRO Gold Line) as reflected in the 2040 Transportation Policy Plan (TPP), the region's long-range transportation plan that was adopted in January 2015.

This report describes the steps leading to the selection of a Locally Preferred Alternative (LPA) for the Gateway Corridor. The LPA is the transitway that the corridor's cities and counties prefer and expect to be competitive and achieve support at the federal level. The LPA addresses the Gateway Corridor's defined needs:

- Limited existing transit service
- Policy shift toward travel choices and multimodal investments
- Population and employment growth
- Needs of people who depend on transit
- Local and regional objectives for growth

Figure 1. Gateway Corridor Project



Why has this report been updated?

When the initial LPA Selection Summary Report was prepared in October 2014, the Draft 2040 TPP was out for public review and comment. The inclusion of a Gateway Corridor LPA in the Draft 2040 TPP was contingent on local governments' resolutions of support and commitments to station area planning and land uses that meet regional expectations, as well as a commitment to addressing use of highway right-of-way in the environmental process.

In March 2015, this report was updated to reflect the adoption of the 2040 TPP.

Although the LPA was adopted into the 2040 TPP, it did not define the route in the eastern end of the corridor. This version of the report provides background on the project decision-making process then summarizes the additional analysis and coordination that has occurred since March 2015 to finalize the alignment. The final alignment will be incorporated into the 2040 TPP through an amendment process in the spring of 2017.

Why is the Gateway Corridor project needed?

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

Traffic congestion is expected to intensify in the Twin Cities Metropolitan Area through 2040 and beyond, and it cannot be addressed by highway construction alone. The corridor's transportation network as currently planned and programmed will be inadequate to handle future conditions. A more sustainable, multimodal transportation network is needed to provide viable travel options for people and to achieve community land use visions, support economic development, and respond to changing corridor population characteristics.

Five factors contribute to the need for the Gateway Corridor project:

- Limited existing transit service throughout the day and demand for more frequent service over a larger portion of the day

- 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 and prosperity

CONTEXT FOR DECISION-MAKING

This report serves as a record of the decision-making process as of December 2016 for the Gateway Corridor project.

The decisions made during the Gateway Corridor AA Study and the federal and state environmental Scoping process used 2030 as the defined horizon year for forecasts; the appropriate guidance documents specific to the Federal Transit Administration's (FTA) New Starts process; technical data consistent with the level of design work completed; and input through the project's outreach process. After the Scoping Decision Document was published, the horizon year for analysis was updated to 2040.

After the AA Study was completed, an Environmental Impact Statement (EIS) was determined to be the appropriate National Environmental Policy Act (NEPA) class of action based on multiple modes (BRT and LRT) under consideration, the number of alternatives, and the length of the potential alignments. Since the Notice of Intent (NOI) to prepare an EIS was published, the project length has been reduced by three miles and the transit technologies under evaluation were reduced to one. Both these changes have minimized the potential impact of the proposed project. FTA, Washington County, and the Metropolitan Council have determined that an Environmental Assessment (EA), leading to a Finding of No Significant Impact (FONSI), is now the appropriate NEPA class of action for this project.

LIMITED EXISTING TRANSIT SERVICE

Transit service in the Gateway Corridor project area today is concentrated in Saint Paul and at park-and-ride locations on the I-94 corridor. The project area and the I-94 corridor lack all-day transit service traveling in both directions, particularly east of Saint Paul and Maplewood (see [Figure 3](#)). This limits the ability of people and employers in the project area to use transit to meet their transportation needs.

POLICY SHIFT TOWARD TRAVEL CHOICES AND MULTIMODAL INVESTMENTS

I-94 and local roadways in the project area are congested today during peak periods, and traffic volumes and congestion are expected to increase in the future. Expected funding for roadway projects will not be adequate to address the congestion problem. The Twin Cities Metropolitan Area and the State of Minnesota are shifting away from addressing highway congestion through investments in a single mode of transportation (automobile) to include multiple modes (transit, bicycling, and walking in addition to automobile). Specifically, the Metropolitan Council's *2040 Transportation Policy Plan (TPP)* prioritizes multimodal investments and the importance of a balanced approach to meeting travel demand. Additionally, a key strategy in the *Minnesota Statewide Multimodal Transportation Plan* is to apply multimodal solutions that ensure a high return on investment, given constrained resources, and complement the unique social, natural, and economic features of Minnesota.

"The Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users." – Metropolitan Council's 2040 TPP

POPULATION AND EMPLOYMENT GROWTH

According to the 2010 US Census, over 420,000 people live in the project area, which includes Saint Paul, Maplewood, Landfall, Oakdale, Woodbury, and Lake Elmo. By 2040, that population is expected to increase by nearly 24%, or 100,000 people. Employment in the project area is also projected to grow significantly, increasing from approximately 232,000 in 2010 to over 300,000 in 2040, a growth rate of 30%. This population and employment growth will in turn increase access needs and travel demand, particularly in the I-94 corridor.










NEEDS OF PEOPLE WHO DEPEND ON TRANSIT

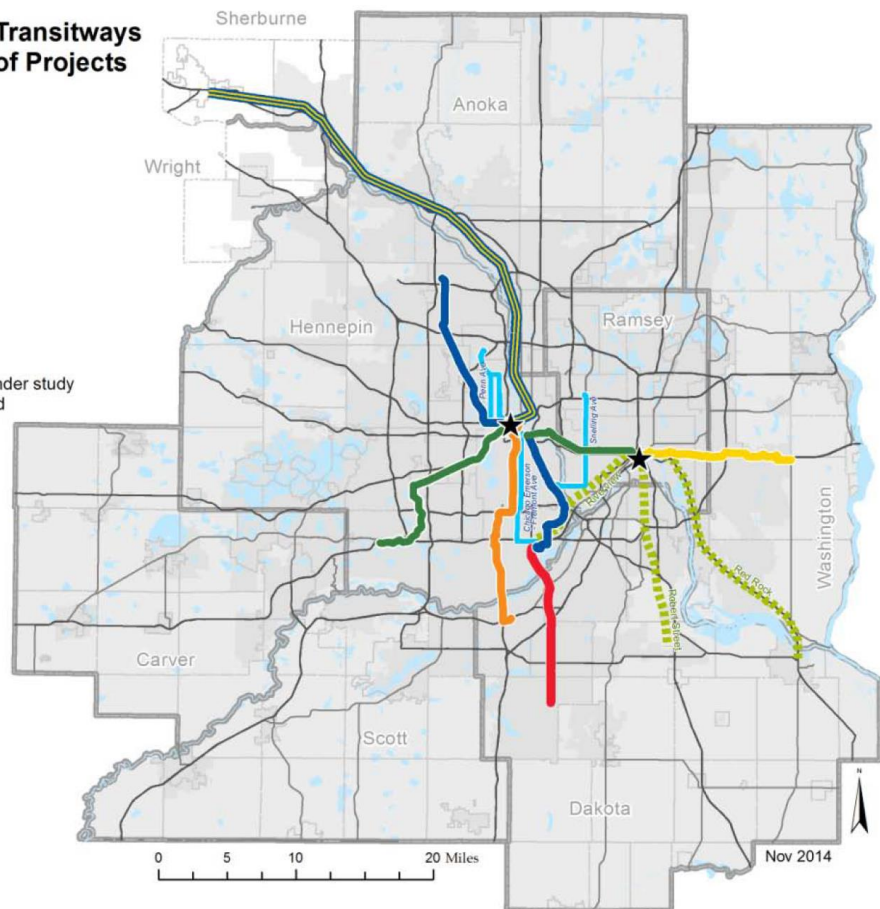
The Gateway Corridor communities are home to a large number of people who depend on transit to meet their transportation needs. In absolute terms, there are approximately 36,500 adults without a vehicle in the project area communities. This is over 1/5 of the "zero vehicle" population in the seven county Twin Cities Metropolitan Area. In the Gateway Corridor communities, the percentages of people without a vehicle and households without a vehicle are greater than the regional average. This is due to significantly higher than average numbers in Saint Paul, Maplewood, and Landfall. The current transit system provides limited options for people in the Gateway Corridor who depend on transit to access employment, education, and social activities.










Figure 2. Regional Transitway Network

Current Revenue Scenario Transitways and CTIB Phase I Program of Projects

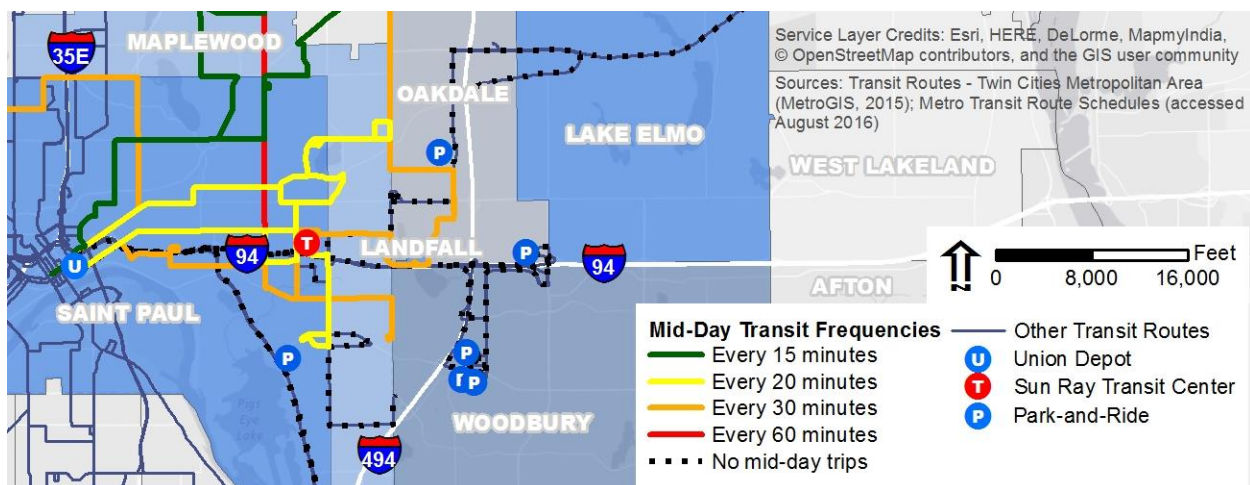
-  Northstar Line
-  Blue Line
-  Green Line
-  Red Line
-  Orange Line
-  Gold Line
-  Arterial BRT
-  CTIB Phase I Program of Projects under study mode and alignment not yet specified
-  Regional Multimodal Hub



- Reference Items**
-  Principal Arterial Highways
 -  Other Trunk Highways
 -  Lakes and Rivers
 -  City Boundary
 -  County Boundary
 -  2040 Urban Service Area
 -  MPO Area

Source: 2040 Transportation Policy Plan (Metropolitan Council, January 2015)

Figure 3. Existing Mid-Day Transit Frequencies



LOCAL AND REGIONAL OBJECTIVES FOR GROWTH

Local land use plans identify areas for compact growth along existing transit corridors, including I-94, and emphasize regional and local connections as critical to economic competitiveness. Without improved transit service, project area communities are limited in their ability to comply with local and regional policies that encourage multimodal transportation, transit, compact development, and environmental preservation.

What is an Alternatives Analysis?

An AA is a process for the local evaluation of the costs, benefits, and impacts of transit alternatives designed to address mobility problems and other locally-identified objectives in a transportation corridor. It is used to identify the investment strategy to be advanced for more focused study and development. For AA studies that may result in the local selection of a project eligible for Federal Transit Administration (FTA) New Starts or Small Starts funding, the AA further serves as the basis for developing the technical information necessary to support a project's entry into the project development phase. The AA process officially concludes with the inclusion of an LPA in the regional long-range transportation plan.

How does the AA process relate to the Scoping process for an environmental document?

Scoping refers to the process of defining the content of environmental review documents. The Scoping process is used to define the range of alternatives to be studied in the Environmental Impact Statement (EIS) and identify the issues and impacts relating to the alternatives. The Scoping process is required under both federal and state environmental review and is the first step in preparing a Draft EIS.

The AA and Scoping processes are separate but parallel and complementary. Alternatives are further evaluated in the Scoping phase with respect to defined project goals, objectives, and evaluating criteria set forth in the AA Study. In turn, the Scoping phase helps inform the selection of an LPA. Selection of the LPA does not replace or

override the requirement to fully examine alternatives and determine the adverse impacts that must be avoided or mitigated under the federal and state environmental review process.

What is a Locally Preferred Alternative (LPA) and why is it important?

The LPA is the transitway alternative that the corridor's cities and counties prefer and expect to be competitive and achieve support at the federal level. The LPA is a general description of the type of transit that will be used (mode) and the location (alignment and termini). The LPA definition is general; LPA design specifics and definition of additional elements of the project, including station locations, are decided during subsequent engineering and planning efforts.

Identification of an LPA is a critical step in pursuit of federal funding. The selection of an LPA tells FTA which alternative local agencies expect to be the most competitive in achieving support at the local, regional, and federal levels. It is expected that the region will pursue federal funding for the Gateway Corridor project through the FTA New Starts program.

Who participated in the LPA selection process?

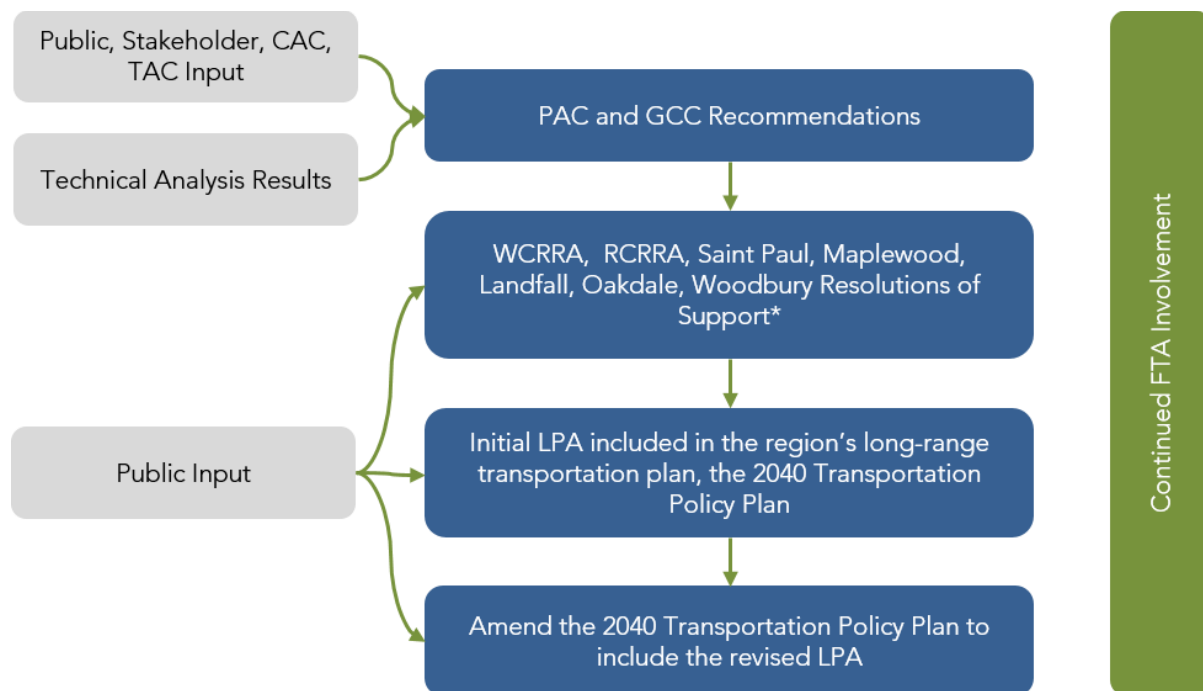
Washington County Regional Railroad Authority (WCRRRA) and Ramsey County Regional Railroad Authority (RCRRA), as well as the Gateway Corridor cities of Saint Paul, Maplewood, Landfall, Oakdale, and Woodbury, formally acted on the LPA selection process by making a recommendation to the Metropolitan Council for final approval. This recommendation was informed by the Technical Advisory Committee (TAC), the Community Advisory Committee (CAC), the Policy Advisory Committee (PAC), and the Gateway Corridor Commission (GCC).

Project partners involved in the LPA process are shown in **Figure 4**.

- **TAC:** The TAC consists of technical staff from agencies convened to advise on project development. The TAC provides advice regarding local government perspectives, issues of concern, technical input, and recommends project actions to the PAC.

- **CAC:** The CAC advises project development of the Gateway Corridor project by representing the diversity of residential and business interests in the corridor. The CAC provides input on the methods of public engagement; identifies issues or concerns to be addressed in the environmental document and concept design; provides information on potential social, economic, and community impacts and appropriate mitigation measures; advises on the development and topics for small group meetings; and provides input on key project decisions for consideration by the PAC and GCC.
- **PAC:** The PAC is composed of representatives from corridor communities and key partnering agencies and provides policy recommendations to the GCC. The PAC consists of all GCC voting and ex-officio members (or their designated alternate) as well as representatives from agencies such as the Metropolitan Council, Metro Transit, and Minnesota Department of Transportation (MnDOT), that play a key role in the Gateway Corridor environmental and LPA selection process but are not part of the Gateway Corridor joint powers agreement.
- **GCC:** The GCC is a body formed by a joint powers agreement and is composed of the communities along the Gateway Corridor (Afton, Lake Elmo, Lakeland, Landfall, Maplewood, Oakdale, Saint Paul, West Lakeland, and Woodbury), Washington and Ramsey Counties, and ex-officio members representing other communities and businesses along the corridor. The GCC receives the recommendations of the PAC. The GCC's decisions and recommendations are then forwarded to WCRRA and RCRRRA.

Figure 4. LPA Recommendation and Selection Process



LPA = Locally Preferred Alternative
CAC = Community Advisory Committee
TAC = Technical Advisory Committee
PAC = Policy Advisory Committee

GCC = Gateway Corridor Commission
WCRRA = Washington County Regional Railroad Authority
RCRRRA = Ramsey County Regional Railroad Authority
FTA = Federal Transit Administration

* Lake Elmo also passed a resolution of support for the initial LPA included in the 2040 TPP

The recommendations and decisions of each of these committees also were informed by public input. Members of the public have been engaged throughout the AA process, from the initial AA Study to selection of the LPA. Public engagement has included formal public hearings and a robust program of community outreach including a video, flyers, “pop-up” meetings at local events, and specific outreach to low-income and minority populations, including community meetings with ethnic and minority groups and translation of key project documents into Spanish.

What criteria were used to make decisions?

Three sets of evaluation criteria form the framework for decisions leading to the selection of an LPA (Figure 5):

- **National:** FTA New Starts project justification criteria
- **Regional:** The Metropolitan Council transitway capital investment criteria, discussed in the Metropolitan Council’s Regional Transitway Guidelines; and the Counties Transit Improvement Board (CTIB) Transit Investment Framework
- **Local:** The Gateway Corridor purpose and need and goals and objectives

The Gateway Corridor project goals and objectives are shown in Table 1. They were developed to serve as a framework to first develop and then evaluate the alternatives under consideration. Goals 1 and 2 reflect the core purpose and need of the project; Goals 3, 4, and 5 reflect broader community and environmental goals. For an alternative to be advanced, the core purpose and need of the Gateway Corridor project (Goals 1 and 2) must be met. Goals 3, 4, and 5 are considered in the evaluation of alternatives that meet the core purpose and need.

Figure 5. Evaluation Criteria for the Gateway Corridor

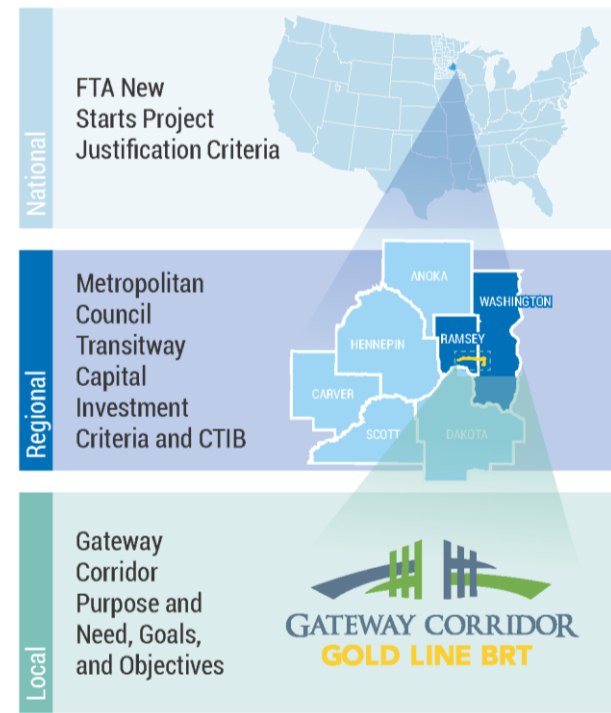
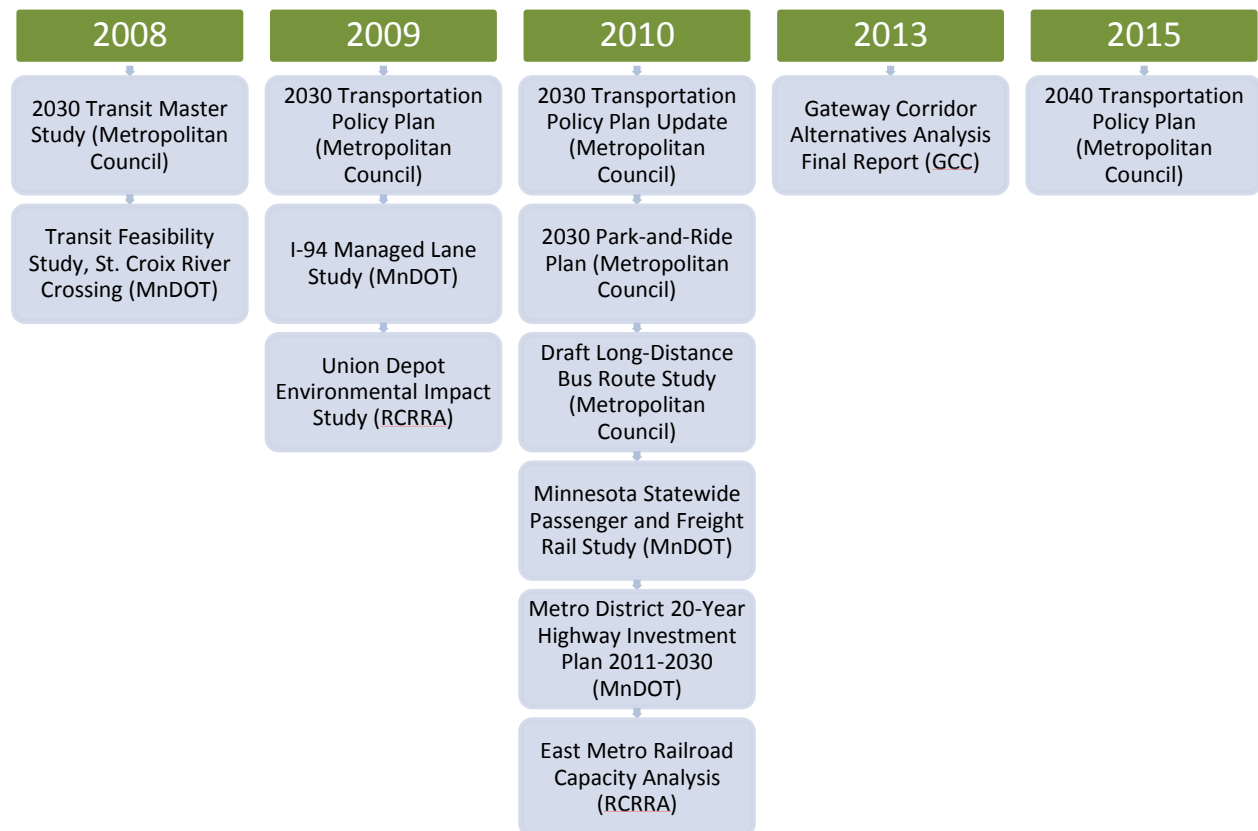


Table 1. Gateway Corridor Project Goals and Objectives

Goals	Objectives	
Tier 1 Goals – Directly Addressing Primary Project Needs		
Goal 1: Improve Mobility	1	Maximize number of people served (future)
	2	Maximize transit ridership
	3	Maximize travel time savings
	4	Minimize traffic mobility impacts
Goal 2: Provide a Cost-Effective, Economically Viable Transit Option	5	Minimize costs and maximize cost-effectiveness
Tier 2 Goals – Reflecting Broader Community Goals		
Goal 3: Support Economic Development	6	Maximize number of people served (existing)
	7	Maximize future development opportunities
Goal 4: Protect the Natural Environmental Features of the Corridor	8	Minimize potential environmental impacts
Goal 5: Preserve and Protect Individual and Community Quality of Life	9	Maximize potential benefits to and minimize potential impacts on the community
	10	Minimize adverse parking, circulation, and safety impacts

Figure 6. Previous Relevant Studies in the Gateway Corridor



ALTERNATIVES DEVELOPMENT PROCESS

The basis for development of alternatives for the Gateway Corridor is rooted in plans and studies dating back to 2008. These include feasibility studies, park-and-ride plans, managed lane studies, and long-range transportation plans, among others. See [Figure 6](#) for a summary of past studies.

Gateway Corridor project alternatives were developed in multiple phases:

- AA Study: 2010-2013
- Additional analysis and project definition prior to release of Scoping Booklet: 2013-2014
- Draft EIS Scoping process (as required by Minnesota Rules, part 4410.2100): February-August 2014
- Selection of an LPA and inclusion in the 2040 TPP: August 2014-January 2015
- Alternatives refinement: fall 2014-December 2016
- LPA refinement: January-December 2016
- Change in NEPA class of action from EIS to EA: October 2016

An overview of this process is discussed in the following sections. For more details, see the March 2015 version of the LPA Selection Summary Report in [Appendix B](#).

Alternatives Analysis Study (2010-2013)

The AA Study was completed by the GCC, in partnership with the Metropolitan Council and local jurisdictions, in February 2013. It identified bus rapid transit (BRT) and light rail transit (LRT) alternatives as best meeting the project goals and recommended they move forward for study in the Draft EIS. The BRT alternative was identified as the preferred option, and LRT was advanced for comparative purposes to BRT. Both alternatives terminated at Union Depot on the west, relying on existing connecting transit for service to

Minneapolis. The eastern terminus for the dedicated guideway¹ was defined as Manning Avenue for both the BRT and LRT alternatives, with BRT service continuing to Hudson, Wisconsin.

With both BRT and LRT recommended for analysis from the Union Depot in Saint Paul to Manning Avenue in Lake Elmo/Woodbury (approximately 12 miles), and BRT service continuing to Wisconsin (approximately seven additional miles), an EIS was determined to be the appropriate NEPA class of action.

Additional Analysis and Project Definition Prior to Release of Scoping Booklet (2013-2014)

Based on input from corridor communities and community groups, alignment options for specific parts of the corridor were further defined in the early stages of Draft EIS Scoping. This process is discussed in more detail in the March 2015 version of the LPA Selection Summary Report in [Appendix B](#). One notable change was to define the eastern terminus of the project.

Previously, the eastern terminus for the dedicated guideway was defined as Manning Avenue for both the BRT and LRT alternatives, with BRT service continuing to Hudson, Wisconsin. Upon further analysis and consultation, the eastern terminus of the project was refined to Manning Avenue for all alternatives to increase operating efficiency. This decision was confirmed by the project advisory bodies.

Draft EIS Scoping Process (February-August 2014)²

PROCESS OVERVIEW

In Minnesota, the Scoping process is the first step in preparing an EIS (see Minnesota Statutes, Chapter 116D), and it establishes the foundation for the EIS process. Scoping defines the range of alternatives to be studied in the Draft EIS and identifies the potential issues and impacts relating to each of the alternatives. The information developed and collected during the Draft EIS

¹ Dedicated guideways are special roadways or lanes of roadways dedicated to the exclusive use of buses or, for LRT, exclusive right-of-way used for the LRT tracks.

² Draft EIS Scoping was conducted consistent with the EIS NEPA class of action determination. The class of action changed to an EA in October 2016.

Scoping process built upon the AA Study findings and additional analyses and informed the LPA selected by local communities and the Metropolitan Council.

The Gateway Corridor Scoping process officially began on February 12, 2014 with publication of the Notice of Intent (NOI) to prepare an EIS in the Federal Register. In addition, the Notice of Availability (NOA) of the Gateway Corridor Scoping Booklet, Scoping open houses, and interagency Scoping meeting was published in the Minnesota Environmental Quality Board Monitor on March 3, 2014. This began the Scoping period under the state environmental review requirements. The Scoping Booklet presented and sought input on the project purpose and need, three alternatives (a No-Build alternative, a BRT alternative, and an LRT alternative), and the project end points. The formal Scoping comment period extended from March 3, 2014 to April 16, 2014 and allowed interested members of the public, representatives of affected Native American tribes, and local, state, and federal agencies to provide input.

Two Scoping meetings were held in March 2014, one at Guardian Angels Church in Oakdale and one at Conway Recreation Center in Saint Paul. Attendees could view a video about the project, review information on boards and maps, discuss the project with staff, and submit comments in writing or verbally to a court reporter. Project staff also organized “pop-up” information sessions at park-and-rides and community events and presented project information to community and business groups, local government boards, and commissions as part of the Scoping process. The project received 97 comment letters and testimonies during the Scoping process from cities, counties, state and federal agencies, and community members. The project video, posted at www.thegatewaycorridor.com, has had more than 1,200 views since March 2014.

The information developed and input collected during the Scoping phase built upon the findings of the AA Study and additional analyses and was used to inform the selection of the LPA.

ALTERNATIVES ADDED DURING DRAFT EIS SCOPING

Although not included in the Scoping Booklet, the Federal Highway Administration (FHWA) requested during the Draft EIS Scoping process further study of a managed lane alternative in the Draft EIS. FTA, as the lead federal agency for the EIS, concurred with FHWA’s request for additional analysis of a managed lane alternative.

Further coordination with FHWA, MnDOT, and FTA was conducted to discuss the definition of this alternative. The group concluded that for this Managed Lane BRT alternative, BRT would travel within a center-running managed lane on I-94, where feasible, with a mix of inline and offline stations. Inline stations would be located on freeway ramps and the right side of I-94 right-of-way, with BRT vehicles exiting the managed lane to access stations. Offline stations would be located outside of I-94 right-of-way, with BRT vehicles exiting the managed lane and the Interstate and using local streets to access stations (see Figure 15 in [Appendix B](#)). BRT vehicles would travel within the center managed lane between stations and would mix with general traffic while traveling across general purpose lanes to access stations. During peak periods, this alternative assumed BRT vehicles may not travel in the managed lane and instead would operate on the right shoulder of I-94 between stations to avoid mixing with general traffic in congested I-94 travel lanes.

SCOPING DECISIONS

Alternatives Not Recommended for Further Study from the Scoping Decision Document

As documented in the Scoping Decision Document, the GCC recommended and WCRRA approved³ the elimination of the LRT alternative from further evaluation in the Draft EIS. The GCC and WCRRA recognized that LRT was advanced through the AA Study process for comparative purposes and, through the Draft EIS Scoping process, found LRT would have significantly higher capital and operating costs without a substantial increase in ridership or other benefits as compared to BRT. In addition, the forecasted low

³ WCRRA is the state Responsible Governmental Unit.

cost-effectiveness rating for LRT would significantly limit the Gateway Corridor project's ability to be competitive for federal funding through FTA's Capital Investment Grant program. LRT also has limited ability to provide flexible design options to avoid and/or minimize potential impacts to surrounding natural resources and land uses.

Alternatives Advanced for Further Study from the Scoping Decision Document

The Scoping Decision Document identified six alternatives for additional study in the Draft EIS:

- No-Build alternative
- Managed Lane BRT alternative
- Four Dedicated BRT alternatives
 - Alternative ABC-D1-E1
 - Alternative ABC-D2-E1
 - Alternative ABC-D2-E2
 - Alternative ABC-D2-E3

The four Dedicated BRT alternatives are illustrated in [Figure 7](#).

Alternatives Considered and Dismissed After Draft EIS Scoping

The TAC and PAC recommended dismissal of two alternatives and one alignment option from further study in the Draft EIS as discussed below.

MANAGED LANE BRT ALTERNATIVE

In a letter dated January 4, 2016, FHWA stated that their "concerns had 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." After receipt of this letter, the TAC, PAC, and GCC recommended to screen the Managed Lane BRT alternative from detailed analysis in the Draft EIS.

ALTERNATIVE ABC-D2-E1

Alternative ABC-D2-E1 was originally identified to evaluate the potential impacts and benefits associated with extending the BRT alignment further to the east, through Lake Elmo, before transitioning south over I-94 to the west of Woodbury Drive in Woodbury. Since the completion of Draft EIS Scoping, coordination with Lake Elmo, Woodbury, and other stakeholders

regarding the alignment and station locations in both communities resulted in screening this alternative from further consideration.

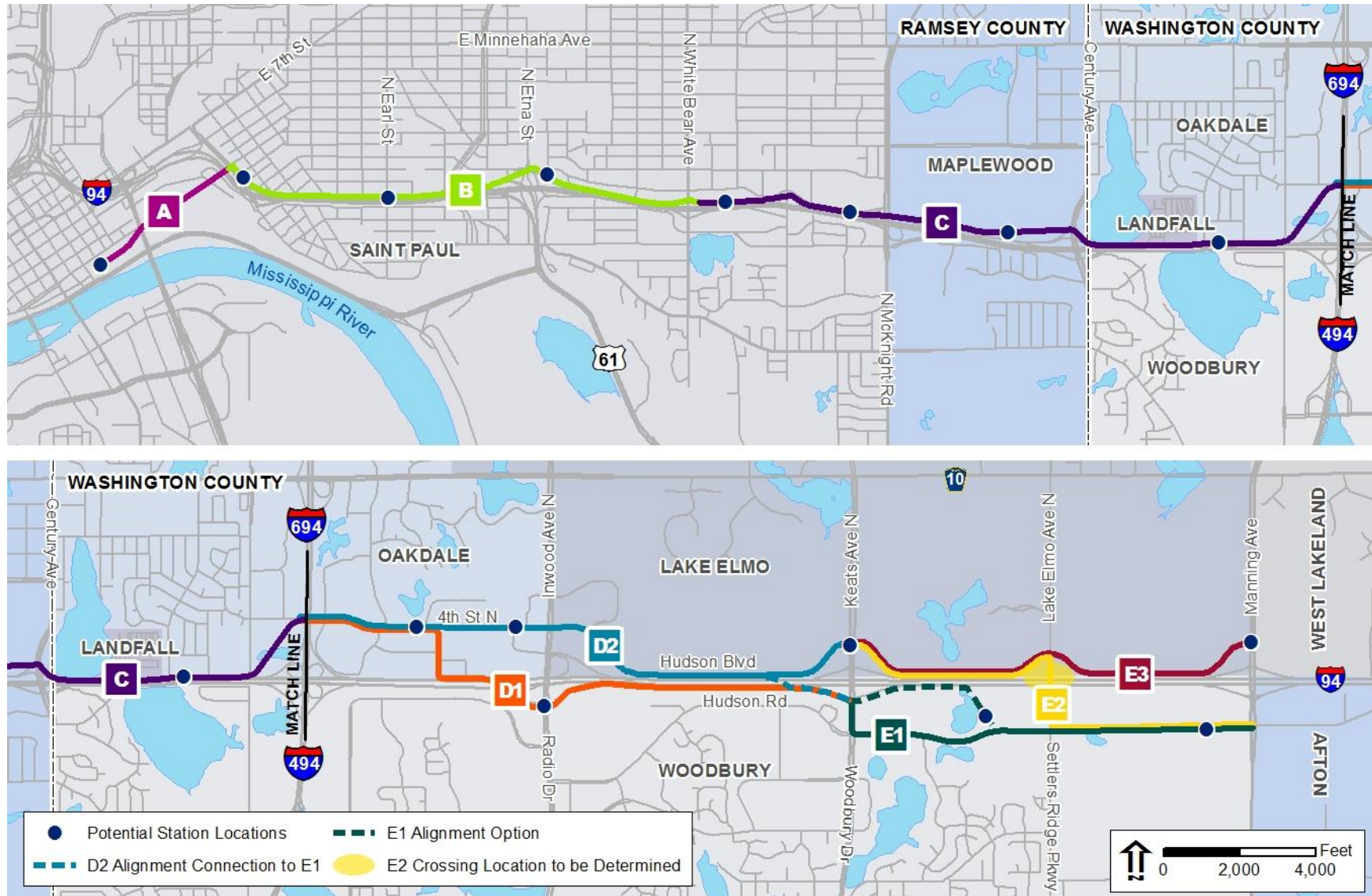
This alternative would require construction of a new I-94 bridge crossing, which conflicted with an objective to minimize capital costs while maximizing use of existing infrastructure. Additionally, Washington County and the City of Woodbury concluded that implementation of dedicated BRT on Woodbury Drive would compromise the traffic level of service and that significant (and potentially costly) mitigation would be required to obtain acceptable levels of service. These traffic impacts and mitigation costs, combined with the high capital and operating cost of an additional bridge structure, resulted in screening Alternative ABC-D2-E1 from further consideration.

ALIGNMENT E1 OPTION ON WOODBURY DRIVE AND HUDSON ROAD

There were two options for Alignment E1 considered in Draft EIS Scoping. The Alignment E1 option that would follow Woodbury Drive south and then turn east on Hudson Road, shown on [Figure 7](#), was screened from further consideration following the Draft EIS Scoping process based on input from the City of Woodbury. The City's key concern was related to traffic and access impacts on Woodbury Drive and Hudson Road in front of the City Walk mixed use development.

The remaining E1 alignment option (shown as the dashed line in [Figure 7](#)) that would be located immediately south of I-94, extending east from Woodbury Drive for about ½ mile before dropping south to Hudson Road, was retained for evaluation in the Draft EIS as part of Alternative ABC-D1-E1.

Figure 7. Dedicated BRT Alternatives Advanced from Draft EIS Scoping



Alternatives Carried Forward for Further Evaluation

After two alternatives and one alignment option were dismissed, four alternatives remained for evaluation:

- No-Build alternative
- Alternative ABC-D1-E1
- Alternative ABC-D2-E2
- Alternative ABC-D2-E3

LPA RECOMMENDATION AND SELECTION

The LPA is made up of the transit mode and alignment. Other elements, such as final station locations, are established formally during subsequent engineering based on additional information, including travel demand forecasts and environmental and engineering details.

Initial LPA Selection Process (2014-2016)

The multi-step process to formally recommend and select a LPA for the Gateway Corridor project began after the Scoping Decision Document was published. Following a public hearing, recommendations from the PAC and GCC, and passage of resolutions of support from the Cities of Saint Paul, Maplewood, Oakdale, Landfall, Woodbury, and Lake Elmo, RCRRA and WCRRA passed resolutions at their September 23, 2014 and October 7, 2014 meetings, respectively, recommending Alternative ABC-D2-E2 as the LPA for the Gateway Corridor project. The LPA was described as BRT generally on the Hudson Road-Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue (see [Figure 8](#)). The LPA was adopted as part of the 2040 TPP (adopted by the Metropolitan Council in January 2015), the region's fiscally constrained long-range transportation policy and investment plan. For details on the technical analysis of the alternatives considered for the LPA, see the March 2015 LPA Selection Summary Report in [Appendix B](#).

Although adopted into the 2040 TPP, the LPA did not define the route between Lake Elmo Avenue/Settlers Ridge Parkway and Manning

Avenue. In order to determine the route in this segment of the alignment, additional analysis and coordination occurred. At their August 13, 2015 meetings, the PAC and GCC recommended a refined LPA for public comment. Following the public hearing, at their October 15, 2015 meeting the PAC recommended Alternative ABC-D2-E2 as the LPA, as illustrated in [Figure 9](#).

Following the PAC's recommendation, resolutions of support were needed from each city and county in which the refined portion of the alignment is located to finalize the LPA selection. One city, Lake Elmo, did not pass a resolution of support for the refined LPA.

By deciding not to pass a resolution of support for the LPA, the City of Lake Elmo indicated that they did not support the Gateway Corridor project being located in their community. Therefore, the project underwent a process to reevaluate the alignment in the eastern end of the corridor.

LPA Refinements (2016)

PROCESS OVERVIEW

To reevaluate the alignment in the east end of the corridor, an Eastern End Realignment Working Group was formed. This group included representatives from WCRRA, RCRRA, City of Woodbury, City of Oakdale, MnDOT, and Metro Transit. The Working Group's responsibilities included:

- Drafting potential new routes and discussing the viability of existing routes
- Reviewing community input on station locations and routes
- Developing a list of viable routes based on project goals and objectives
- Developing a stakeholder engagement and communications plan

The refined alternatives identified for the east end of the project (east of I-694) reflected the direction provided by the Cities of Oakdale and Woodbury, while maintaining the overall project goals and objectives.

Figure 8. Initial LPA Recommendation in 2014 (Alternative ABC-D2-E2)

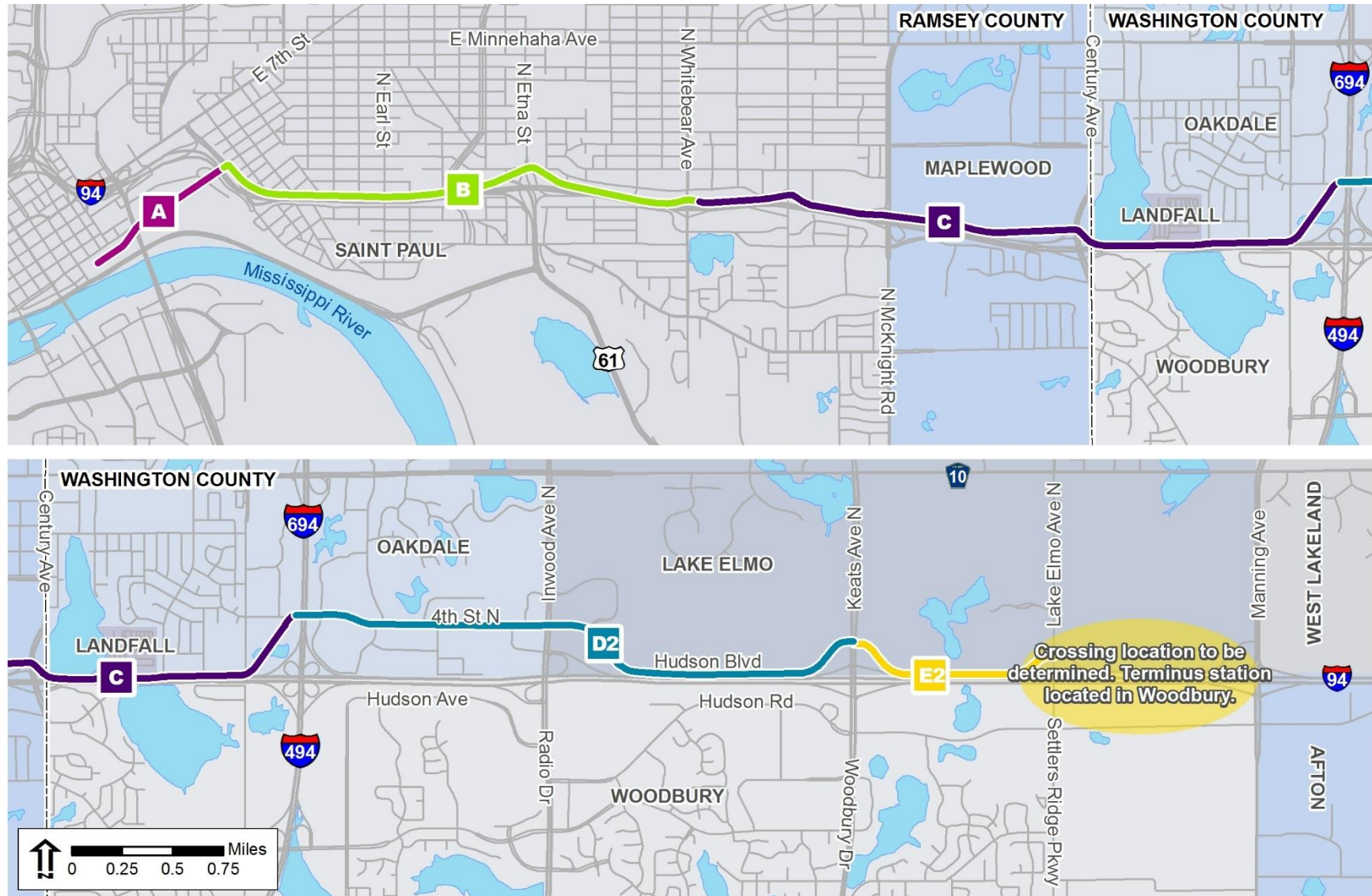
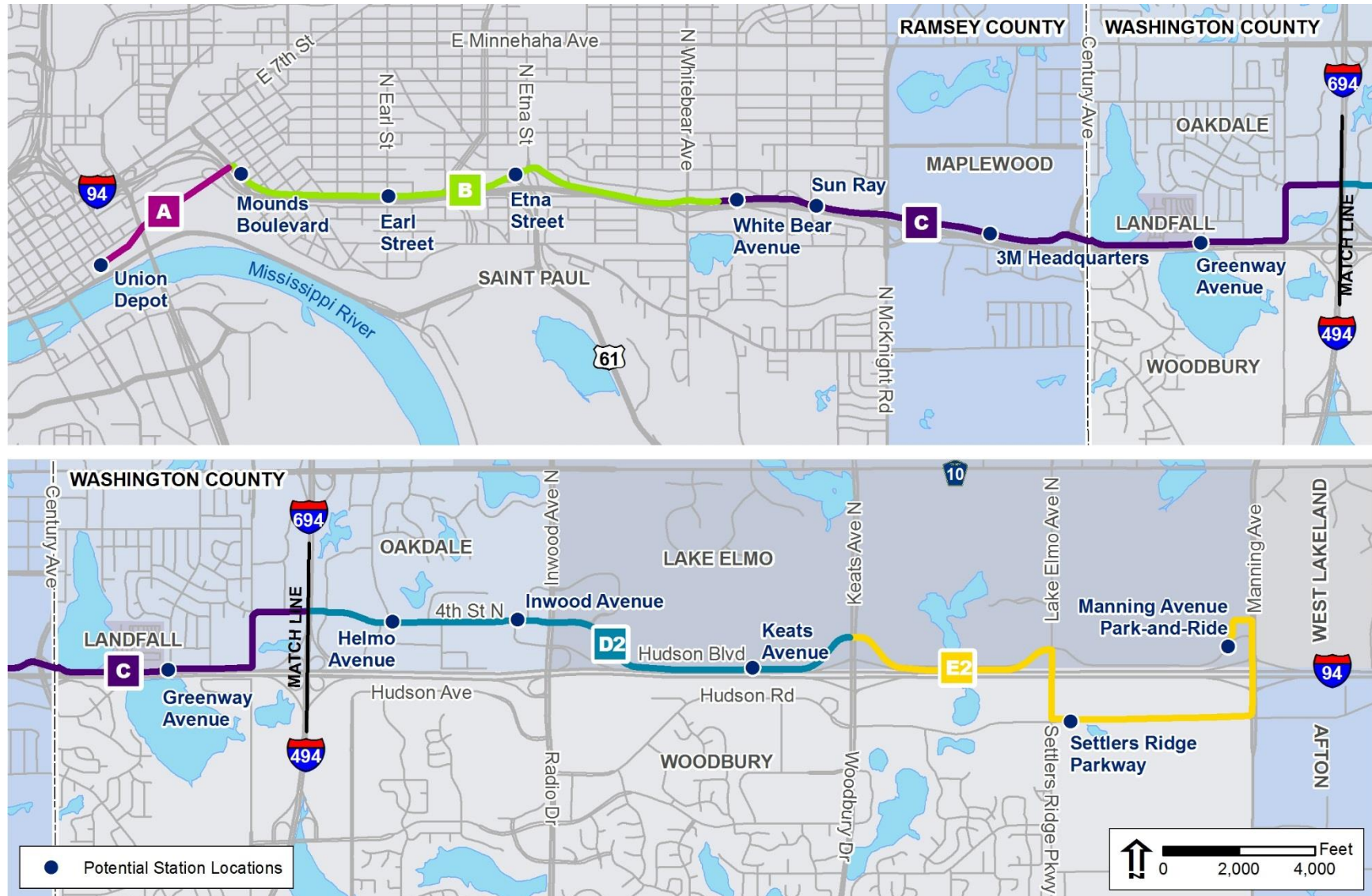


Figure 9. Refined LPA Recommendation in 2015 (Alternative ABC-D2-E2)



ALTERNATIVES PREVIOUSLY APPROVED FOR STUDY IN THE DRAFT EIS

As part of this process, the three Dedicated BRT alternatives previously approved for study in the Draft EIS (Alternatives ABC-D1-E1, ABC-D2-E2, and ABC-D2-E3) were reevaluated.

City of Woodbury staff indicated that they did not support Alternative ABC-D1-E1 due to the anticipated traffic impacts on Radio Drive and Woodbury Drive. This was reinforced by the City of Woodbury's resolution of support for the previously identified LPA (Alternative ABC-D2-E2), which stated that their support was predicated on the fact that the alignment would not compromise the movement of traffic on Radio Drive and Woodbury Drive.

By deciding not to pass a resolution of support for the previously identified LPA (Alternative ABC-D2-E2), the City of Lake Elmo indicated that they did not support the Gateway Corridor project being located in their community. This lack of support also extended to Alternative ABC-D2-E3.

Due to the lack of local support for these three alignments, they were screened from detailed study in the Draft EIS.

NEW EAST END ALIGNMENTS EVALUATED

The Working Group identified and evaluated seven new alignments for the east end of the corridor. Five of these new alignments were screened from further evaluation based on a qualitative assessment of ability to meet the project purpose and need.

Two alignments met the Tier 1 goals and were advanced for more detailed evaluation. One alignment would continue east on 4th Street after crossing I-694 and terminate at the Inwood Avenue Station near Guardian Angels Church. The other alignment would continue east on 4th Street after crossing I-694, turn south on Helmo Avenue, cross I-94 on a new bridge, and continue south on Bielenberg Drive to the Woodbury Theatre Park-and-Ride.

The more detailed assessment evaluated the two east end alignments based on ridership, cost, cost-effectiveness, and, at the direction of the TAC, CAC, and PAC, access to jobs. Based on the estimated ridership, capital cost, cost-

effectiveness, and access to jobs, the Working Group recommended that only one east end alignment, the one ending at the Woodbury Theatre Park-and-Ride, advance for evaluation in the environmental document. This alignment is referred to as Alternative ABC-D3. The TAC, PAC, and GCC concurred with this recommendation at their September and October 2016 meetings and recommended this alignment as the draft LPA.

DESCRIPTION OF THE REFINED LPA

Alternative ABC-D3 is about nine miles long and would have 11 stations (see [Figure 10](#)). It is made up four alignment segments, as described below:

- Alignment A would extend from the Union Depot to the Kellogg Boulevard/Broadway Street intersection, where it would turn northeast and run in mixed traffic on the Kellogg Boulevard Bridge to the Mounds Boulevard intersection. During the peak periods, this segment of the proposed Gateway Corridor project would also include BRT service in mixed traffic in downtown Saint Paul to support more convenient customer transfers to more existing and planned transit routes.
- Alignment B would begin at the intersection of Kellogg Boulevard and Mounds Boulevard and extend to White Bear Avenue in dedicated guideway.
- Alignment C would begin at White Bear Avenue and end on the west side of the 4th Street Bridge over I-694. The proposed project would include a dedicated guideway from White Bear Avenue to the east side of Century Avenue and south of Tanners Lake. Near Tanners Lake, the alignment would be in mixed traffic until just east of Greenway Avenue where it would transition into a split dedicated guideway along Hudson Boulevard. The guideway would turn north and follow Hadley Avenue to 4th Street where it would transition to mixed traffic.
- Alignment D3 would begin where 4th Street crosses over I-694 and extend to the existing Woodbury Theatre Park-and-Ride. Alignment D3 would cross the bridge in mixed traffic

then follow 4th Street east of I-694 in a south side running guideway and turn south on Helmo Avenue. The alignment would then continue south in a west side running guideway and cross I-94 on a new bridge, connecting to Bielenberg Drive on the south side of I-94. The alignment would continue south on Bielenberg Drive in a center running guideway to Nature Path where BRT service would then transition to operate in mixed traffic. The alignment would continue south on Bielenberg Drive, turn west on Guider Drive, then south on Queens Drive to terminate at the existing Woodbury Theatre Park-and-Ride.

NEW STARTS EVALUATION

After Alternative ABC-D3 was recommended as the draft LPA, an updated New Starts evaluation was completed for all six project justification criteria and the local financial commitment. The six project justification criteria are mobility improvements, environmental benefits, congestion relief, cost-effectiveness, economic development, and land use or capacity needs. Of these, the mobility improvements (ridership) and cost-effectiveness (cost) ratings are especially sensitive to the design of the project and the location of stations and thus offer project sponsors the greatest ability to influence and affect the overall rating of the project. These ratings are also affected by the number of people who rely on transit served by the alternatives, giving greater weight to those riders in the New Starts scoring.

The results of the evaluation are presented in **Figure 11**. This evaluation showed an overall rating of medium-high is anticipated.

ADOPTION OF THE REFINED LPA

Copies of the resolutions of support for the refined LPA are included in **Appendix A**.

Cities

Resolutions of support were received from the following corridor cities:

- City of Oakdale – November 22, 2016
- City of Maplewood – November 28, 2016
- City of Woodbury – November 30, 2016

A resolution of support was not needed from the Cities of Saint Paul or Landfall since the portion of the LPA within their boundaries did not change from the initial LPA.

The City of Oakdale's resolution highlighted the following areas of importance to the City:

- Access and capacity
- 4th Street Bridge capacity and conflicts
- Tanners Lake area
- Potential noise impacts
- Constructing a bridge over I-94 that accommodates pedestrians, general vehicular traffic, and BRT

The City of Woodbury's resolution highlighted the following areas of importance to the City:

- Maintaining express bus service
- Having an efficient and effective connecting bus system
- Land use planning near stations
- Safety and security
- Station design conforming to Woodbury's standards
- The parking structure at the Woodbury Theatre Park-and-Ride should be properly sized
- Participation in developing the leadership team for project development and construction
- Support for increased investment in the east metro's transportation system

PAC and GCC

After receiving resolutions of support from Maplewood, Oakdale, and Woodbury, the PAC made their final LPA recommendation to the GCC on December 8, 2016. The GCC passed a resolution of support for the LPA on the same date.

RCRRA and WCRRA

RCRRA and WCRRA adopted the LPA on December 13, 2016 and December 20, 2016, respectively.

Figure 10. Refined LPA Recommendation in 2016 (Alternative ABC-D3)

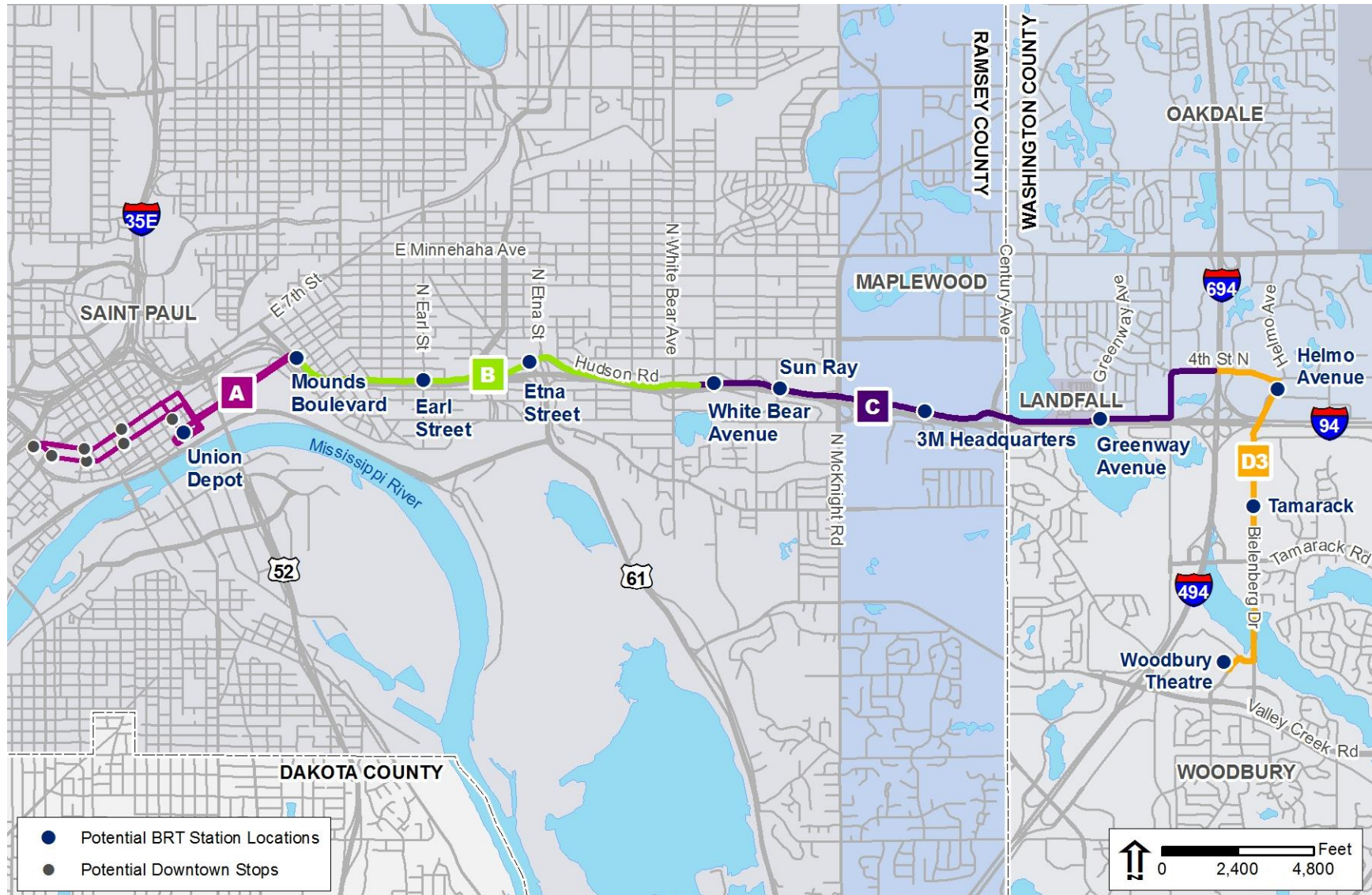
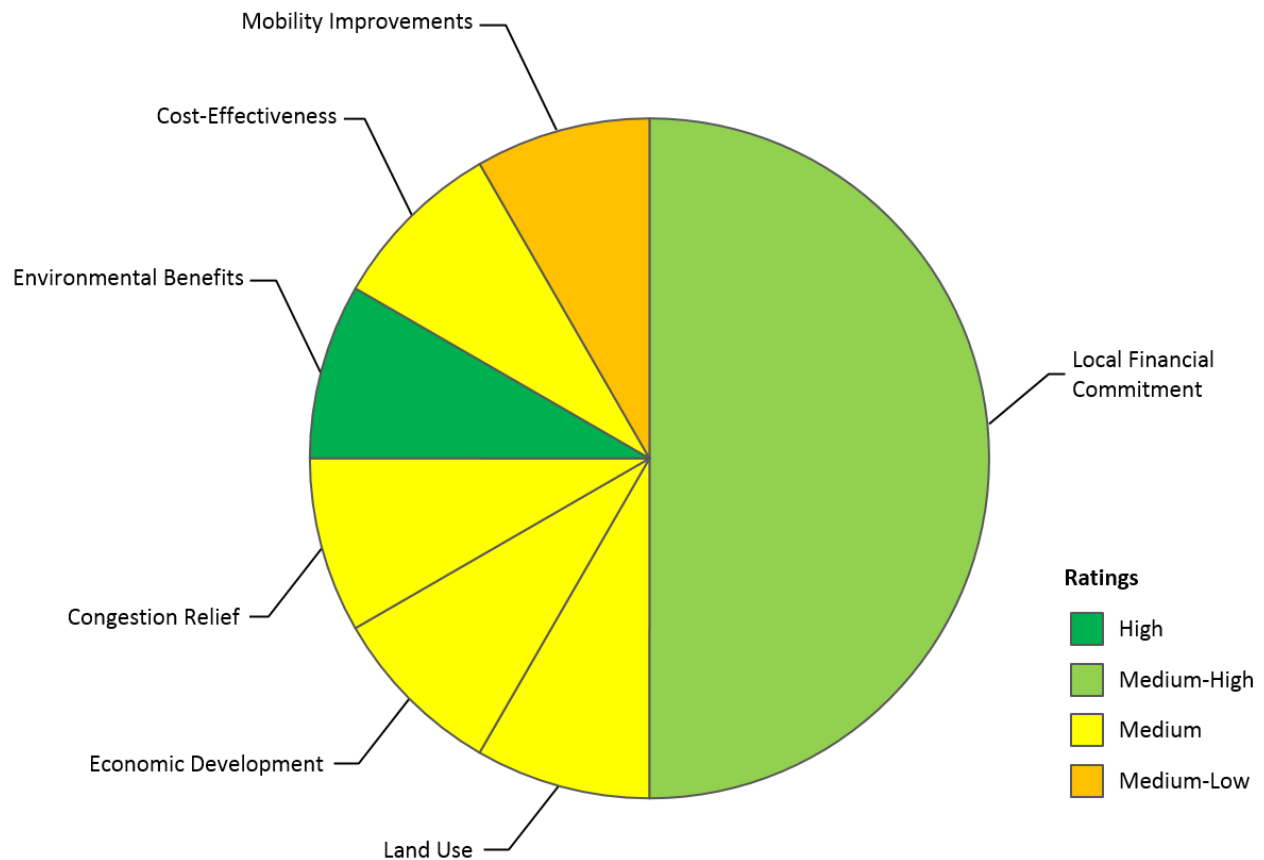


Figure 11. Draft New Starts Project Rating for Alternative ABC-D3



NEXT STEPS

Amend the 2040 TPP

The 2040 TPP will need to be amended to reflect the refined Gateway Corridor LPA. This amendment process is anticipated to occur in the spring of 2017.

EA

The Gateway Corridor environmental review process will contribute to the understanding of the project benefits, impacts, opportunities, and costs. WCRRA, RCRRA, the Metropolitan Council, and FTA are leading the detailed analyses of the Gateway Corridor issues and opportunities through the preparation of an EA.

Because of the change in NEPA class of action from an EIS to an EA, the NOI that was published in the Federal Register in February 2014 will be rescinded. For the state environmental review

process, a notification regarding the class of action change will be published in the Minnesota Environmental Quality Board's EQB Monitor.

Based on the analysis and refinement of alternatives as part of the LPA process, two alternatives will be fully evaluated in the EA: the No-Build alternative and the LPA (Alternative ABC-D3). The EA will identify significant benefits and impacts of the alternatives and strategies for avoiding or minimizing and mitigating the negative impacts identified. Results of the technical analyses have been and will continue to be shared with the Gateway Corridor TAC, CAC, PAC, and GCC as they become available. The EA is scheduled to be published by FTA for public review and comment in late 2017. The public review of the EA will be an opportunity for all Gateway Corridor stakeholders and the general public to either affirm or reconsider the LPA recommendation.

Coordination with federal and state agencies with jurisdiction or interest in the project is ongoing and will continue throughout the environmental process. Currently, FHWA, United States Army Corps of Engineering, and MnDOT are official Cooperating Agencies under the federal environmental review process.

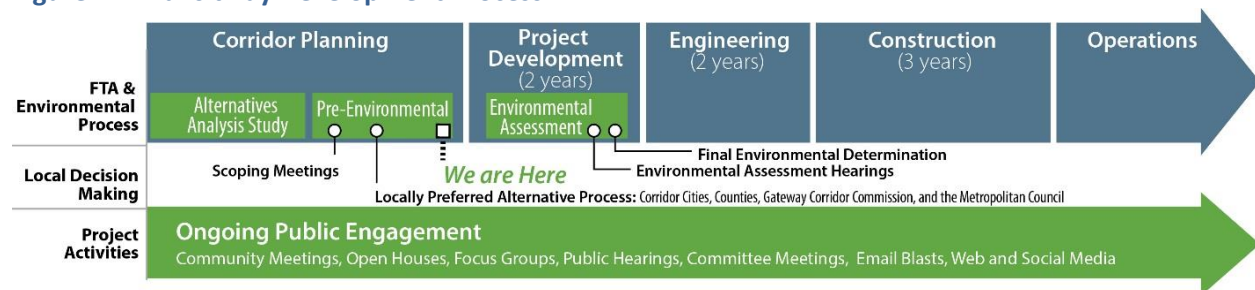
Enter New Starts Program

It is expected that the region will pursue federal funding for the Gateway Corridor Project through the FTA New Starts program. The Metropolitan Council will serve as the local lead agency as the

project pursues advancement into the Project Development phase.

The timeline and major phases of for the Gateway Corridor project are illustrated in **Figure 12**. Project Development will proceed along with preparation of the EA, furthering engineering, making design decisions, and refining the physical elements of the project. When Project Development is complete, engineers will further design the transitway, followed by a construction phase, and ultimately operations of the Gateway Corridor project.

Figure 12. Transitway Development Process



APPENDIX A

2016 LPA Resolutions

DATE December 20, 2016

DEPARTMENT Public Works

MOTION
BY COMMISSIONER Weik

SECONDED BY
COMMISSIONER Karwoski

**A RESOLUTION TRANSMITTING THE WASHINGTON COUNTY REGIONAL RAILROAD
AUTHORITY (WCRRA) RECOMMENDATION OF THE LOCALLY PREFERRED
ALTERNATIVE TO THE METROPOLITAN COUNCIL**

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities, and;

WHEREAS, the purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that compliments existing and planned express bus service in the corridor, and;

WHEREAS, the Gateway Corridor is located in Ramsey and Washington Counties, Minnesota, extending approximately 9 miles, and connecting downtown Saint Paul with its East Side neighborhoods and the suburbs of Maplewood, Landfall, Oakdale, and Woodbury, and;

WHEREAS, the Gateway Corridor project received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project, and;

WHEREAS, the identification of a Locally Preferred Alternative (LPA) is a critical first step in pursuing federal funding for the Gateway Corridor project, and;

WHEREAS, the LPA includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts, and;

WHEREAS, LPA resolutions of support for the Bus Rapid Transit (BRT) Alternative A-B-C-D2-E2 generally on the Hudson Road – Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue were provided by the Policy Advisory Committee (PAC) and Gateway Corridor Commission (GCC), each of the Gateway Corridor cities, and Ramsey and Washington County Regional Railroad Authorities in 2014, and;

WHEREAS, the Gateway Corridor (Gold Line) was officially included in the Metropolitan Council's 2040 Transportation Policy Plan, and;

WHEREAS, several alignment and station location options were developed and assessed as part of the LPA refinement process from Lake Elmo/Settlers Ridge Parkway to Manning Avenue in Lake Elmo; and

WHEREAS, in December 2015, the Woodbury City Council took action on the refined LPA alignment between Lake Elmo Avenue/Settlers Ridge Parkway and Manning Avenue in Lake Elmo as follows:

BRT Alignment A-B-C-D2-E-2 which on the east end begins and ends at the Manning Avenue park and ride in Lake Elmo, travels south on Manning Avenue to Hudson Road, proceeding west on Hudson Road to Settlers Ridge Parkway, with a station in the vicinity of Settlers Ridge Parkway, then proceeding north on Settlers Ridge Parkway to Hudson Boulevard in Lake Elmo. The LPA alignment from this point west remains unchanged.

WHEREAS, in January 2016 the Lake Elmo City Council took action to not support the Gateway project through their community, requiring further refinement of the LPA alignment east of I-694, and;

WHEREAS, additional alignment and station options have been evaluated east of I-694 in the cities of Oakdale and Woodbury, and;

WHEREAS, the East End Working Group, Technical Advisory Committee, Community Advisory Committee, Policy Advisory Committee and Gateway Corridor Commission after reviewing technical analysis and input from the public, recommended the Dedicated BRT Alternative A-B-C-D3 (see figure) as the refined LPA for public comment, and;

WHEREAS, the Policy Advisory Committee and Gateway Corridor Commission held a public hearing on November 10, 2016 at the Woodbury City Hall on the recommended LPA, at which time 12 people testified, and;

WHEREAS, the comment period for the recommended LPA remained open through November 13, 2016, during which time 56 comments were received, and;

WHEREAS, the WCRRA, as a member of the Policy Advisory Committee and Gateway Corridor Commission, will work collaboratively with each of the Gateway Corridor cities to develop station area plans for the areas around the BRT guideway stations as a part of the Federal Transit Administration Transit-Oriented Development Pilot Program grant, and;

NOW THEREFORE BE IT RESOLVED that the WCRRA has taken into consideration the technical information and public input on each of the east end alignment and station options for the section of the corridor east of I-694 in the Cities of Oakdale and Woodbury, and hereby identifies Dedicated BRT Alternative A-B-C-D3 (see figure) as the LPA. The LPA alignment from west of I-694 remains unchanged; and

BE IT FURTHER RESOLVED that this resolution adopted by the WCRRA be forwarded to the Metropolitan Council for their consideration.

ATTEST: 

COUNTY ADMINISTRATOR



COUNTY BOARD CHAIR

	YES	NO
--	-----	----

MIRON	<u>X</u>	___
KRIESEL	<u>X</u>	___
WEIK	<u>X</u>	___
BIGHAM	<u>X</u>	___
KARWOSKI	<u>X</u>	___

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: December 13, 2016

No.: R2016-23

WHEREAS, The Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the Eastern portion of the Twin Cities; and

WHEREAS, The purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that complements existing and planned express bus service in the Corridor; and

WHEREAS, The Gateway Corridor is located in Ramsey and Washington Counties, extending approximately nine miles, and connecting downtown Saint Paul with its East Side neighborhoods and the suburbs of Maplewood, Landfall, Oakdale, and Woodbury; and

WHEREAS, As a part of the environmental assessment process underway Bus Rapid Transit in a dedicated guideway was selected as the Locally Preferred Alternative for the corridor; and

WHEREAS, The Locally Preferred Alternative was supported by the rail authorities of Ramsey County and Washington County and the six cities along the Corridor and was adopted into the Metropolitan Council's 2040 Transportation Policy Plan in January 2015; and

WHEREAS, In January 2016 the Lake Elmo City Council took action to not support the Gateway project through Lake Elmo, requiring further refinement of the Locally Preferred Alternative alignment east of I-694; and

WHEREAS, Additional alignment and station options have been evaluated east of I-694 in the cities of Oakdale and Woodbury; and

WHEREAS, The Gateway Corridor Commission after reviewing technical analysis and input from the public, recommended the Dedicated Bus Rapid Transit Alternative A-B-C-D3 as the refined Locally Preferred Alternative; and

WHEREAS, The Locally Preferred Alternative alignment from west of I-694 remains unchanged; and

WHEREAS, The Washington County Regional Railroad Authority, as the lead agency for the Gateway Corridor, is requesting that the Ramsey County Regional Railroad Authority, along with other project partners, to support the refined east end

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: December 13, 2016

No.: R2016-23

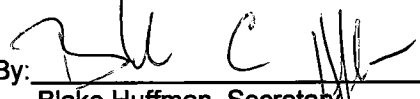
section for the Locally Preferred Alternative for the Gateway Corridor and alignment east of I-694; Now, Therefore Be It

RESOLVED, The Ramsey County Regional Railroad Authority supports the refined east end section of the Locally Preferred Alternative for the Gateway Corridor through the cities of Oakdale and Woodbury.

Ramsey County Regional Railroad Authority

	YEA	NAY	OTHER
Toni Carter	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Blake Huffman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jim McDonough	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mary Jo McGuire	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Victoria Reinhardt	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Janice Rettman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rafael Ortega	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Rafael Ortega, Chair

By: 
Blake Huffman, Secretary

**RESOLUTION TRANSMITTING THE GATEWAY CORRIDOR COMMISSION'S SUPPORT FOR THE REFINED EAST
END SECTION OF THE LOCALLY PREFERRED ALTERNATIVE (LPA) THAT RUNS THROUGH THE CITIES OF
OAKDALE AND WOODBURY TO THE METROPOLITAN COUNCIL**

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities, and;

WHEREAS, the purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that compliments existing and planned express bus service in the corridor, and;

WHEREAS, the Gateway Corridor is located in Ramsey and Washington Counties, Minnesota, extending approximately 9 miles, and connecting downtown Saint Paul with its East Side neighborhoods and the suburbs of Maplewood, Landfall, Oakdale, and Woodbury, and;

WHEREAS, the Gateway Corridor project received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project, and;

WHEREAS, the identification of a Locally Preferred Alternative (LPA) is a critical first step in pursuing federal funding for the Gateway Corridor project, and;

WHEREAS, the LPA includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts, and;

WHEREAS, LPA resolutions of support for the BRT Alternative A-B-C-D2-E2 generally on the Hudson Road – Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue were provided by the PAC, GCC, each of the Gateway Corridor cities, and Ramsey and Washington County Regional Railroad Authorities in 2014, and;

WHEREAS, the Gateway Corridor (Gold Line) was officially included in the Metropolitan Council's 2040 Transportation Policy Plan, and;

WHEREAS, several alignment and station location options were developed and assessed as part of the LPA refinement process from Lake Elmo/Settlers Ridge Parkway to Manning Avenue in Lake Elmo; and

WHEREAS, in December 2015, the Woodbury City Council took action on the refined LPA alignment between Lake Elmo Avenue/Settlers Ridge Parkway and Manning Avenue in Lake Elmo as follows:

- BRT Alignment A-B-C-D2-E-2 which on the east end begins and ends at the Manning Avenue park and ride in Lake Elmo, travels south on Manning Avenue to Hudson Road, proceeding west on Hudson Road to Settlers Ridge Parkway, with a station in the vicinity of Settlers Ridge Parkway, then proceeding north on Settlers Ridge Parkway to Hudson Boulevard in Lake Elmo. The LPA alignment from this point west remains unchanged.

WHEREAS, in January 2016 the Lake Elmo City Council took action to not support the Gateway project through their community, requiring further refinement of the LPA alignment east of I-694, and;

WHEREAS, additional alignment and station options have been evaluated east of I-694 in the cities of Oakdale and Woodbury, and;

WHEREAS, the East End Working Group, Technical Advisory Committee, Community Advisory Committee, Policy Advisory Committee and Gateway Corridor Commission after reviewing technical analysis and input

from the public, recommended the Dedicated BRT Alternative A-B-C-D3 (see figure) as the refined LPA for public comment, and;

WHEREAS, the Policy Advisory Committee and Gateway Corridor Commission held a public hearing on November 10, 2016 at the Woodbury City Hall on the recommended LPA, at which time 12 people testified, and;

WHEREAS, the comment period for the recommended LPA remained open through November 13, during which time 56 comments were received, and;

NOW THEREFORE BE IT RESOLVED that the Gateway Corridor Commission has taken into consideration the technical information and public input on each of the east end alignment and station options for the section of the corridor east of I-694 in the Cities of Oakdale and Woodbury, and hereby identifies Dedicated BRT Alternative A-B-C-D3 (see figure) as the LPA. The LPA alignment from west of I-694 remains unchanged; and

BE IT FURTHER RESOLVED that this resolution adopted by the Gateway Corridor Commission be forwarded to the Metropolitan Council for their consideration.

Lisa A. Weik

Chairperson

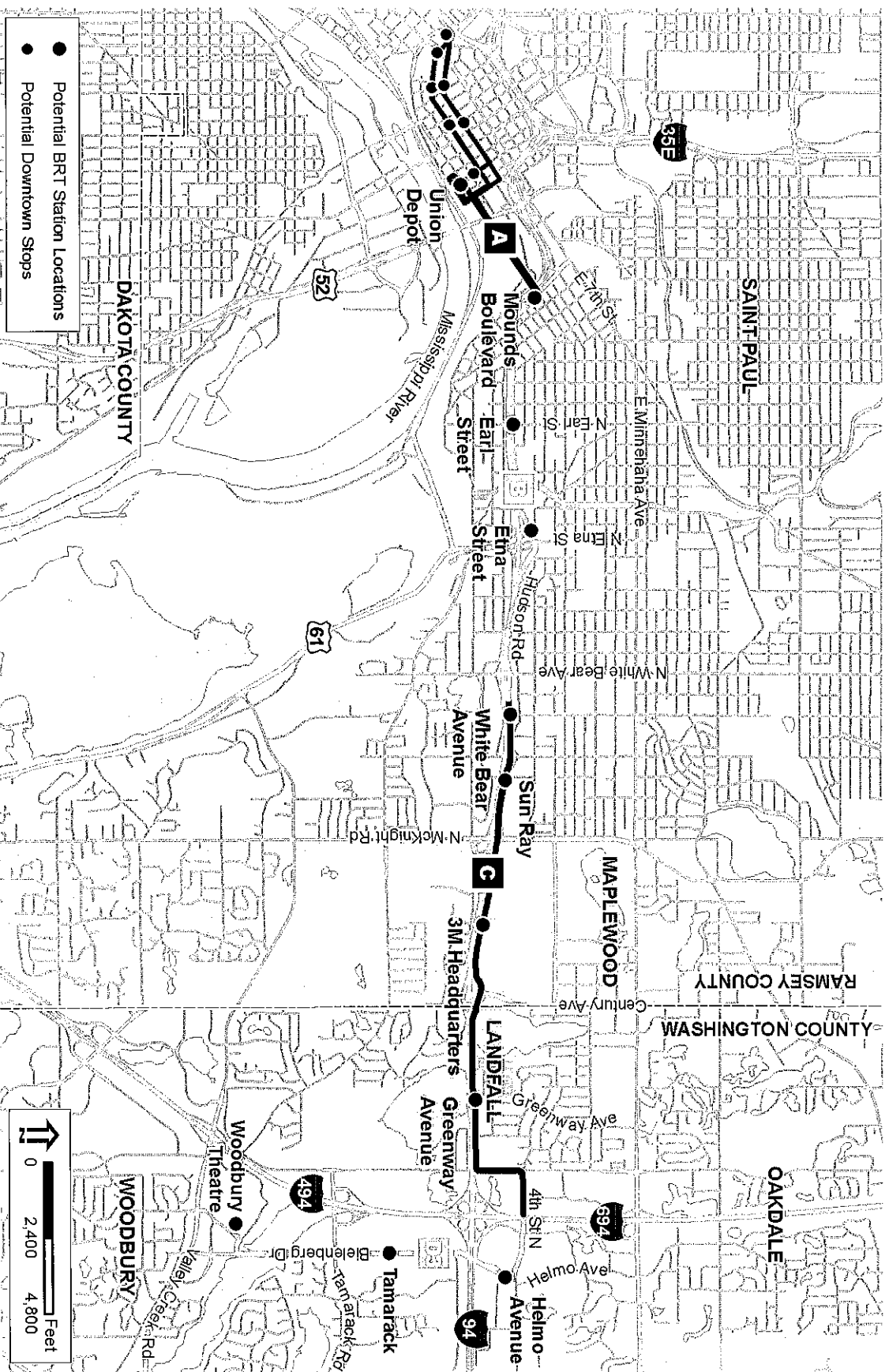
12-8-16

Date Approved by Commission

I hereby certify that the foregoing resolution is a true and correct copy of the Resolution presented to and adopted by the Gateway Corridor Commission at a duly authorized meeting thereof held on the 8 day of December, 2016 as shown by the minutes of said meeting in my possession.

	YES	NO	ABSTAIN	ABSENT
ORTEGA	X			
WEIK	X			
PRINCE	X			
SMITH	X			
REINKE	X			
STEPHENS	X			
PEARSON				X
SCHULTZ	X			
NELSON	X			
WILLIAMS	X			

Alternative A-B-C-D3





A RESOLUTION TRANSMITTING THE POLICY ADVISORY COMMITTEE'S RECOMMENDATION OF THE LOCALLY PREFERRED ALTERNATIVE TO THE GATEWAY CORRIDOR COMMISSION AND THE METROPOLITAN COUNCIL

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities, and;

WHEREAS, the purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that compliments existing and planned express bus service in the corridor, and;

WHEREAS, the Gateway Corridor is located in Ramsey and Washington Counties, Minnesota, extending approximately 9 miles, and connecting downtown Saint Paul with its East Side neighborhoods and the suburbs of Maplewood, Landfall, Oakdale, and Woodbury, and;

WHEREAS, the Gateway Corridor project received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project, and;

WHEREAS, the identification of a Locally Preferred Alternative (LPA) is a critical first step in pursuing federal funding for the Gateway Corridor project, and;

WHEREAS, the LPA includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts, and;

WHEREAS, LPA resolutions of support for the BRT Alternative A-B-C-D2-E2 generally on the Hudson Road – Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue were provided by the PAC, GCC, each of the Gateway Corridor cities, and Ramsey and Washington County Regional Railroad Authorities in 2014, and;

WHEREAS, the Gateway Corridor (Gold Line) was officially included in the Metropolitan Council's 2040 Transportation Policy Plan, and;

WHEREAS, several alignment and station location options were developed and assessed as part of the LPA refinement process from Lake Elmo/Settlers Ridge Parkway to Manning Avenue in Lake Elmo; and

WHEREAS, in December 2015, the Woodbury City Council took action on the refined LPA alignment between Lake Elmo Avenue/Settlers Ridge Parkway and Manning Avenue in Lake Elmo as follows:

- BRT Alignment A-B-C-D2-E-2 which on the east end begins and ends at the Manning Avenue park and ride in Lake Elmo, travels south on Manning Avenue to Hudson Road, proceeding west on Hudson Road to Settlers Ridge Parkway, with a station in the vicinity of Settlers Ridge Parkway, then proceeding north on Settlers Ridge Parkway to Hudson Boulevard in Lake Elmo. The LPA alignment from this point west remains unchanged.

WHEREAS, in January 2016 the Lake Elmo City Council took action to not support the Gateway project through their community, requiring further refinement of the LPA alignment east of I-694, and;

WHEREAS, additional alignment and station options have been evaluated east of I-694 in the cities of Oakdale and Woodbury, and;

WHEREAS, the East End Working Group, Technical Advisory Committee, Community Advisory Committee, Policy Advisory Committee and Gateway Corridor Commission after reviewing technical analysis and input



from the public, recommended the Dedicated BRT Alternative A-B-C-D3 (see figure) as the refined LPA for public comment, and;

WHEREAS, the Policy Advisory Committee and Gateway Corridor Commission held a public hearing on November 10, 2016 at the Woodbury City Hall on the recommended LPA, at which time 12 people testified, and;

WHEREAS, the comment period for the recommended LPA remained open through November 13, during which time 56 comments were received, and;

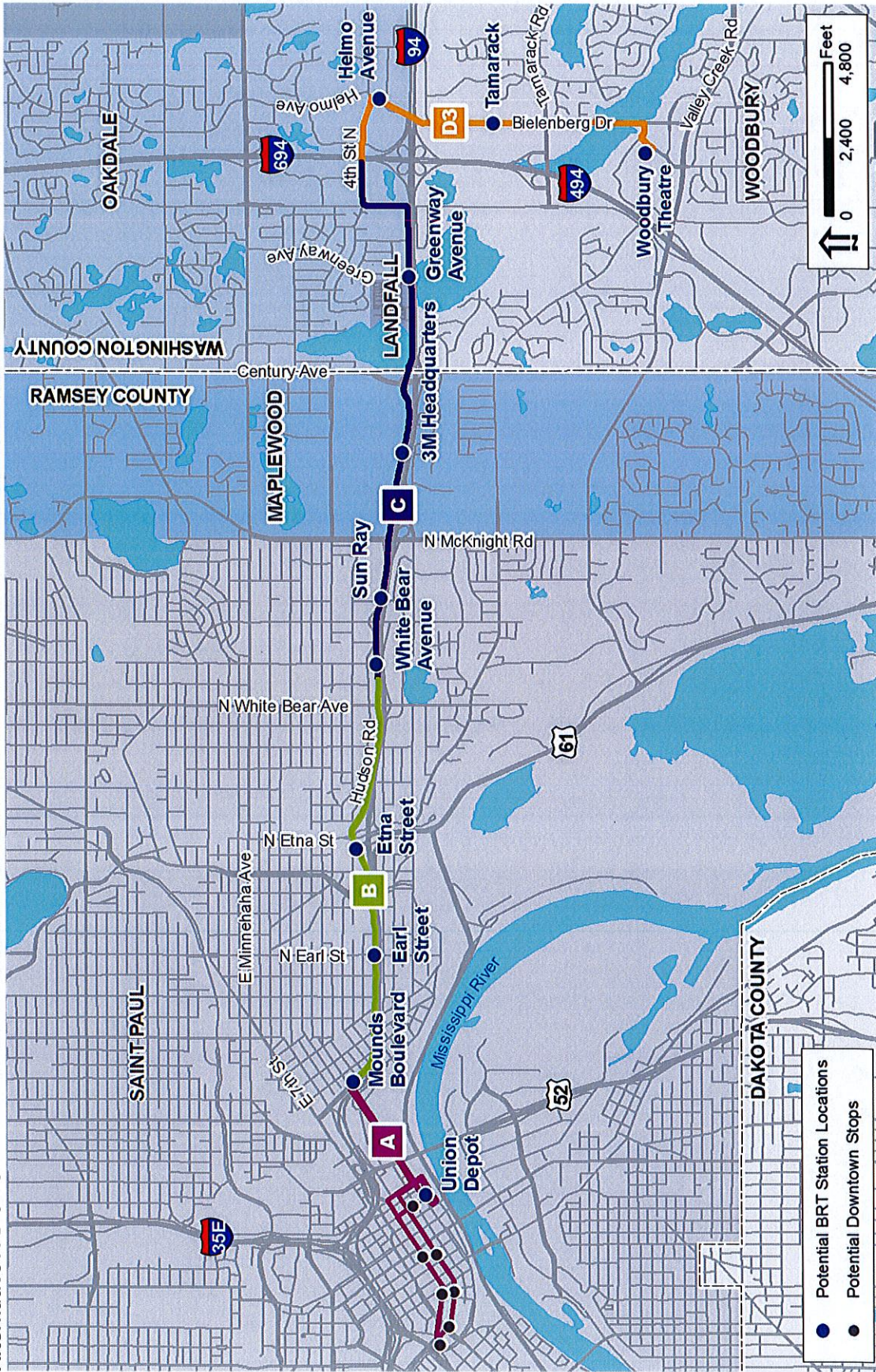
NOW THEREFORE BE IT RESOLVED that the Gateway Corridor PAC has taken into consideration the technical information and public input on each of the east end alignment and station options for the section of the corridor east of I-694 in the Cities of Oakdale and Woodbury, and hereby identifies Dedicated BRT Alternative A-B-C-D3 (see figure) as the LPA. The LPA alignment from west of I-694 remains unchanged; and

BE IT FURTHER RESOLVED that this resolution adopted by the Gateway Corridor PAC be forwarded to the Gateway Corridor Commission, Washington County Regional Railroad Authority and the Metropolitan Council for their consideration.

Date: 12-12-16

Attest: Mary S. [Signature]

Alternative A-B-C-D3



RESOLUTION NO. 16-198

RESOLUTION OF THE CITY OF WOODBURY, WASHINGTON COUNTY, MINNESOTA

TRANSMITTING THE CITY OF WOODBURY'S SUPPORT FOR THE REFINED EAST END SECTION OF THE LOCALLY PREFERRED ALTERNATIVE (LPA) THAT RUNS THROUGH THE CITIES OF OAKDALE AND WOODBURY TO THE GATEWAY CORRIDOR POLICY ADVISORY COMMITTEE (PAC), GATEWAY CORRIDOR COMMISSION (GCC), WASHINGTON COUNTY REGIONAL RAILROAD AUTHORITY AND METROPOLITAN COUNCIL

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities, and;

WHEREAS, the purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that complements existing and planned express bus service in the corridor, and;

WHEREAS, the Gateway Corridor is located in Ramsey and Washington Counties, Minnesota, extending approximately nine (9) miles, and connecting downtown Saint Paul with its east side neighborhoods and the suburbs of Maplewood, Landfall, Oakdale, and Woodbury, and;

WHEREAS, the Gateway Corridor project received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project, and;

WHEREAS, the identification of a Locally Preferred Alternative (LPA) is a critical first step in pursuing federal funding for the Gateway Corridor project, and;

WHEREAS, the LPA includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts, and;

WHEREAS, LPA resolutions of support for the BRT Alternative A-B-C-D2-E2 generally on the Hudson Road – Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue were provided by the PAC, GCC, each of the Gateway Corridor cities, and Ramsey and Washington County Regional Railroad Authorities in 2014, and;

WHEREAS, the Gateway Corridor (Gold Line) was officially included in the Metropolitan Council's 2040 Transportation Policy Plan, and;

WHEREAS, several alignment and station location options were developed and assessed as part of the LPA refinement process from Lake Elmo/Settlers Ridge Parkway to Manning Avenue in Lake Elmo; and

WHEREAS, in December 2015, the Woodbury City Council took action on the refined LPA alignment between Lake Elmo Avenue/Settlers Ridge Parkway and Manning Avenue in Lake Elmo as follows:

BRT Alignment A-B-C-D2-E2 which on the east end begins and ends at the Manning Avenue park and ride in Lake Elmo, travels south on Manning Avenue to Hudson Road, proceeding west on Hudson Road to Settlers Ridge Parkway, with a station in the vicinity of Settlers Ridge Parkway, then proceeding north on Settlers Ridge Parkway to Hudson Boulevard in Lake Elmo. The LPA alignment from this point west remains unchanged.

WHEREAS, in January 2016 the Lake Elmo City Council took action to not support the Gateway project through their community, requiring further refinement of the LPA alignment east of I-694, and;

WHEREAS, additional alignment and station options have been evaluated east of I-694 in the cities of Oakdale and Woodbury, and;

WHEREAS, the East End Working Group, Technical Advisory Committee, Community Advisory Committee, Policy Advisory Committee and Gateway Corridor Commission after reviewing technical analysis and input from the public, recommended the Dedicated BRT Alternative A-B-C-D3 (see figure) as the refined LPA for public comment, and;

WHEREAS, the Policy Advisory Committee and Gateway Corridor Commission held a public hearing on November 10, 2016 at the Woodbury City Hall on the recommended LPA, at which time 12 people testified and;

WHEREAS, the comment period for the recommended LPA remained open through November 13, during which time 56 comments were received;

NOW THEREFORE BE IT RESOLVED that the City of Woodbury has taken into consideration the technical information and public input on each of the east end alignment and station options for the section of the corridor east of I-694 in the cities of Oakdale and Woodbury, and hereby identifies Dedicated BRT Alternative A-B-C-D3 (see figure) as the LPA. The LPA alignment from west of I-694 remains unchanged; and

BE IT FURTHER RESOLVED that the City of Woodbury commits to working with the Washington County Regional Railroad Authority (WCRRA), on behalf of the Gateway Corridor Commission and the Metropolitan Council to address the following areas of particular importance to the City of Woodbury:

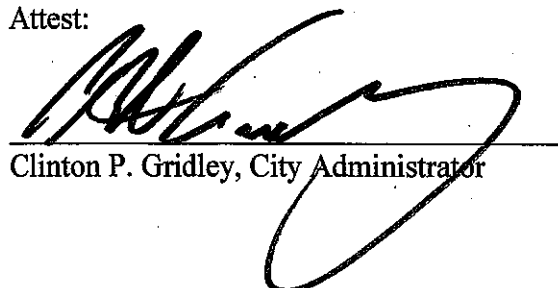
1. It is understood that the Express Bus system currently operating in Woodbury is a critical transit function. While the Gateway Corridor BRT may support and supplement the Express Bus system, it will not replace the Express Bus system, but rather the Express Bus system will continue to be supported and improved in Woodbury.

2. It is important that the Gateway Corridor (Gold Line) have an efficient and effective feeder bus network to supplement the BRT. Further planning should occur in the near term to explore and cement the role of the feeder system.
3. The city will remain diligent in working with the Metropolitan Council to understand what having a station location in Woodbury will mean in terms of land use decisions and the 2040 Comprehensive Plan update. The Gateway Corridor is a major regional investment, and the Metropolitan Council has indicated that there may be land use and density guidelines and restrictions to ensure that transit-oriented development occurs along the corridor, especially at station locations. These guidelines have not been finalized, but preliminary focus has been placed on higher intensity commercial uses and high density residential, which will generate a large number of 'activity units' within a half mile of each station location. The ultimate level and type of development will be responsive to and reflective of market conditions, and may not meet the aspirational goals identified within the Transportation Policy Plan (TPP).
4. Consideration for safety and security along the corridor needs to continue.
5. BRT Station Design must conform to Woodbury community standards.
6. It is important that the property at the end-of-the-line station at the Woodbury Theatre include a properly-sized parking structure, which will allow it to become a greater community amenity through joint development.
7. The success of this project requires tremendous coordination and trust among all of the project partners. To this end, all of the participating agencies should be involved in the selection of the leadership team for project development and construction.
8. Woodbury's support of the revised LPA for the Gateway Corridor does not diminish the city's support for increased investment in the East Metro's transportation system. The Gateway Corridor in and of itself will not alleviate or address the traffic congestion issues, and Woodbury will continue to strongly advocate for transportation improvements and investments, in addition to transit investments, in the East Metro.

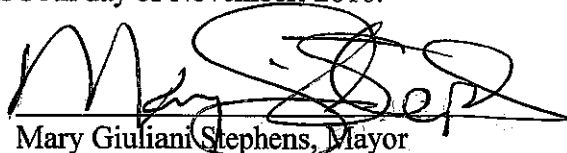
BE IT FURTHER RESOLVED that this resolution adopted by the City of Woodbury be forwarded to the Policy Advisory Committee, Gateway Corridor Commission, Washington County Regional Railroad Authority and the Metropolitan Council for their consideration.

This Resolution was declared duly passed and adopted and was signed by the Mayor and attested to by the City Administrator this 30th day of November, 2016.

Attest:



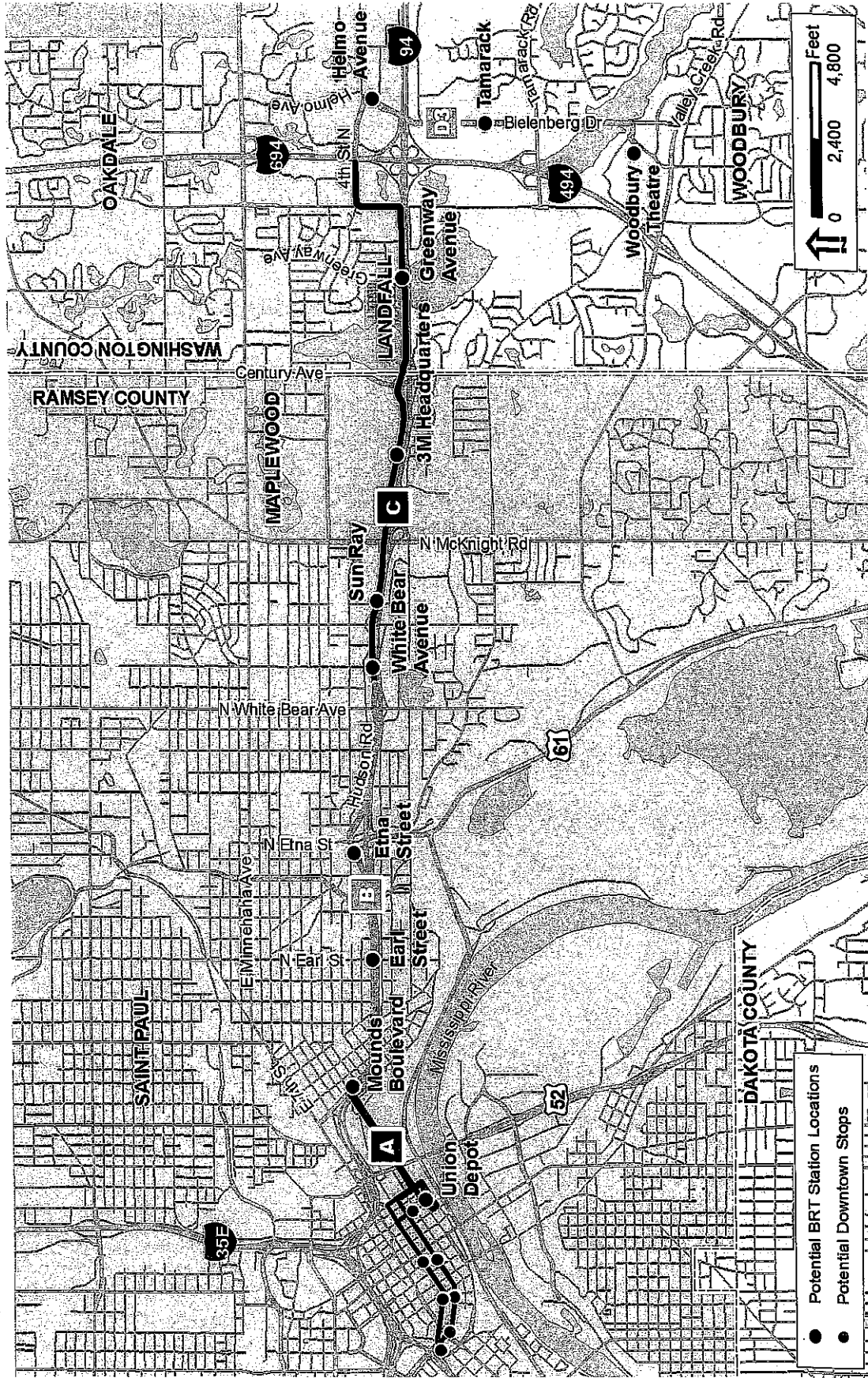
Clinton P. Gridley, City Administrator



Mary Giuliani Stephens, Mayor

(SEAL)

Alternative A-B-C-D3



**City of Oakdale
RESOLUTION NO. 2016-113**

RESOLUTION TRANSMITTING THE CITY OF OAKDALE'S SUPPORT FOR THE REFINED EAST END SECTION OF THE LOCALLY PREFERRED ALTERNATIVE (LPA) THAT RUNS THROUGH THE CITIES OF OAKDALE AND WOODBURY TO THE GATEWAY CORRIDOR POLICY ADVISORY COMMITTEE (PAC), GATEWAY CORRIDOR COMMISSION (GCC), WASHINGTON COUNTY REGIONAL RAILROAD AUTHORITY AND METROPOLITAN COUNCIL.

At a regular meeting of the City Council of the City of Oakdale held on November 22, 2016, at the Oakdale Municipal Building, 1584 Hadley Avenue North, Oakdale, Minnesota, with the following members present: Mayor Stan Karwoski, Councilmembers Kristen Cici, Lori Pulkrabek, Bill Rasmussen, and Paul Reinke, and the following absent: none, the Oakdale City Council resolved:

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities; and

WHEREAS, the purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that compliments existing and planned express bus service in the corridor; and

WHEREAS, the Gateway Corridor is located in Ramsey and Washington Counties, Minnesota, extending approximately 9 miles, and connecting downtown Saint Paul with its East Side neighborhoods and the suburbs of Maplewood, Landfall, Oakdale, and Woodbury; and

WHEREAS, the Gateway Corridor project received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project; and

WHEREAS, the identification of a Locally Preferred Alternative (LPA) is a critical first step in pursuing federal funding for the Gateway Corridor project; and

WHEREAS, the LPA includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts; and

WHEREAS, LPA resolutions of support for the BRT Alternative A-B-C-D2-E2 generally on the Hudson Road – Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue were provided by the PAC, GCC, each of the Gateway Corridor cities, and Ramsey and Washington County Regional Railroad Authorities in 2014; and

WHEREAS, the Gateway Corridor (Gold Line) was officially included in the Metropolitan Council's 2040 Transportation Policy Plan; and

WHEREAS, several alignment and station location options were developed and assessed as part of the LPA refinement process from Lake Elmo/Settlers Ridge Parkway to Manning Avenue in Lake Elmo; and

WHEREAS, in December 2015, the Woodbury City Council took action on the refined LPA alignment between Lake Elmo Avenue/Settlers Ridge Parkway and Manning Avenue in Lake Elmo as follows:

BRT Alignment A-B-C-D2-E-2 which on the east end begins and ends at the Manning Avenue park and ride in Lake Elmo, travels south on Manning Avenue to Hudson Road, proceeding west on Hudson Road to Settlers Ridge Parkway, with a station in the vicinity of Settlers Ridge Parkway, then proceeding north on Settlers Ridge Parkway to Hudson Boulevard in Lake Elmo. The LPA alignment from this point west remains unchanged.

WHEREAS, in January 2016, the Lake Elmo City Council took action to not support the Gateway project through their community, requiring further refinement of the LPA alignment east of I-694; and

WHEREAS, additional alignment and station options have been evaluated east of I-694 in the cities of Oakdale and Woodbury; and

WHEREAS, the East End Working Group, Technical Advisory Committee, Community Advisory Committee, Policy Advisory Committee and Gateway Corridor Commission after reviewing technical analysis and input from the public, recommended the Dedicated BRT Alternative A-B-C-D3 (see figure) as the refined LPA for public comment; and

WHEREAS, the Policy Advisory Committee and Gateway Corridor Commission held a public hearing on November 10, 2016 at the Woodbury City Hall on the recommended LPA, at which time 12 people testified; and

WHEREAS, the comment period for the recommended LPA remained open through November 13, during which time 56 comments were received.

NOW THEREFORE BE IT RESOLVED that the City of Oakdale has taken into consideration the technical information and public input on each of the east end alignment and station options for the section of the corridor east of I-694 in the cities of Oakdale and Woodbury, and hereby identifies Dedicated BRT Alternative A-B-C-D3 (see figure) as the LPA. The LPA alignment from west of I-694 remains unchanged.

BE IT FURTHER RESOLVED that the City of Oakdale commits to providing non-financial support and to working with the Washington County Regional Railroad Authority (WCRRA), on behalf of the Gateway Corridor Commission and the Metropolitan Council to address the following areas of particular importance to the City of Oakdale:

1. Address and mitigate changes in access and capacity at all existing intersections for roadway users, pedestrians, and abutting properties.
2. Resolve peak period and all-day pedestrian and traffic conflicts on the 4th Street Bridge with input from the community, city, and funding partners.

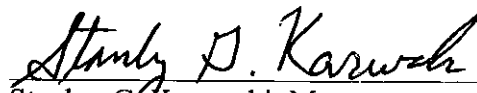
3. Minimize impacts to the Tanners Lake shoreline and the natural aesthetics of the lake.
4. Minimize noise to abutting residential land uses along Hudson Blvd and 4th Street.
5. Construct a bridge over Interstate 94 to connect Helmo with Bielenberg, which accommodates pedestrians, general vehicular traffic, and the BRT.

BE IT FURTHER RESOLVED that this resolution adopted by the City of Oakdale be forwarded to the Policy Advisory Committee, Gateway Corridor Commission, Washington County Regional Railroad Authority and the Metropolitan Council for their consideration.

Voting in Favor: Mayor Karwoski, Councilmembers Cici, Pulkrabek, Rasmussen, and Reinke;

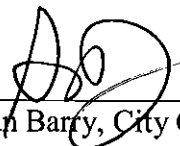
Voting Against: None.

Resolution duly seconded and passed this 22nd day of November, 2016.



Stanley G. Karwoski, Mayor

Attest:



Susan Barry, City Clerk

Alternative A-B-C-D3



Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Maplewood, Minnesota, was duly called and held in the Council Chambers of said City on the **28th day of November, 2016** at 7:09 p.m.

The following members were present:

Nora Slawik, Mayor	Present
Marylee Abrams, Councilmember	Present
Kathleen Juenemann, Councilmember	Present
Bryan Smith, Councilmember	Present
Tou Xiong, Councilmember	Present

Consider Approval of Resolution Supporting the Refined Alignment for the Gateway “Gold Line” Corridor, Project 14-05

Councilmember Smith moved to approve the resolution supporting the Refined Alignment for the Gateway “Gold Line” Corridor, Project 14-05.

Resolution 16-11-1398

Resolution Transmitting the City of Maplewood’s Support for the Refined East End Section of the Locally Preferred Alternative (LPA) that runs through the Cities of Oakdale and Woodbury to the Gateway Corridor Policy Advisory Committee (PAC), Gateway Corridor Commission (GCC), Washington County Regional Railroad Authority and Metropolitan Council

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities, and;

WHEREAS, the purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that compliments existing and planned express bus service in the corridor, and;

WHEREAS, the Gateway Corridor is located in Ramsey and Washington Counties, Minnesota, extending approximately 9 miles, and connecting downtown Saint Paul with its East Side neighborhoods and the suburbs of Maplewood, Landfall, Oakdale, and Woodbury, and;

WHEREAS, the Gateway Corridor project received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project, and;

WHEREAS, the identification of a Locally Preferred Alternative (LPA) is a critical first step in pursuing federal funding for the Gateway Corridor project, and;

WHEREAS, the LPA includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts, and;

WHEREAS, LPA resolutions of support for the BRT Alternative A-B-C-D2-E2 generally on the Hudson Road – Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue were provided by the PAC, GCC, each of the Gateway Corridor cities, and Ramsey and Washington County Regional Railroad Authorities in 2014, and;

WHEREAS, the Gateway Corridor (Gold Line) was officially included in the Metropolitan Council's 2040 Transportation Policy Plan, and;

WHEREAS, several alignment and station location options were developed and assessed as part of the LPA refinement process from Lake Elmo/Settlers Ridge Parkway to Manning Avenue in Lake Elmo; and

WHEREAS, on September 22, 2014, the Maplewood City Council took action on the Original LPA alignment;

WHEREAS, in January 2016 the Lake Elmo City Council took action to not support the Gateway project through their community, requiring further refinement of the LPA alignment east of I-694, and;

WHEREAS, additional alignment and station options have been evaluated east of I-694 in the cities of Oakdale and Woodbury, and;

WHEREAS, the East End Working Group, Technical Advisory Committee, Community Advisory Committee, Policy Advisory Committee and Gateway Corridor Commission after reviewing technical analysis and input from the public, recommended the Dedicated BRT Alternative A-B-C-D3 (see figure) as the refined LPA for public comment, and;

WHEREAS, the Policy Advisory Committee and Gateway Corridor Commission held a public hearing on November 10, 2016 at the Woodbury City Hall on the recommended LPA, at which time people testified, and;

WHEREAS, the comment period for the recommended LPA remained open through November 13, during which time comments were received, and;

NOW THEREFORE BE IT RESOLVED that the City of Maplewood has taken into consideration the technical information and public input on each of the east end alignment and station options for the section of the corridor east of I-694 in the Cities of Oakdale and Woodbury, and hereby identifies Dedicated BRT Alternative A-B-C-D3 (see figure) as the LPA. The LPA alignment from west of I-694 remains unchanged; and

BE IT FURTHER RESOLVED that the City of Maplewood commits to working with the Washington County Regional Railroad Authority (WCRRA), on behalf of the Gateway Corridor Commission and the Metropolitan Council to address areas of particular importance to the City of Maplewood (as previously identified in the Original LPA Resolution adopted on the 22nd day of September 2014) and other stakeholders.

BE IT FURTHER RESOLVED that this resolution adopted by the City of Maplewood be forwarded to the Policy Advisory Committee, Gateway Corridor Commission, Washington County Regional Railroad Authority and the Metropolitan Council for their consideration.

Seconded by Councilmember Juenemann


Ayes – All

The motion passed.

STATE OF MINNESOTA)
COUNTY OF RAMSEY) SS
CITY OF MAPLEWOOD)

I, the undersigned, being the duly qualified and appointed City Clerk of the City of Maplewood, Minnesota, DO HEREBY CERTIFY that I have compared the attached and foregoing extract of minutes of a regular meeting of the City Council of the City of Maplewood, held on the **28th day of November, 2016** with the original on file in my office, and the same is a full, true and complete transcript therefrom insofar as the same relates to the resolution supporting the Refined Alignment for the Gateway "Gold Line" Corridor, Project 14-05.

WITNESS my hand and sealed this **8th day of December, 2016.**



Karen Haag, City Clerk
City of Maplewood, Minnesota

APPENDIX B

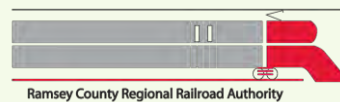
March 2015 LPA Selection Summary Report



Locally Preferred Alternative (LPA) Selection Summary Report

October 2014

Updated March 2015



The Draft Environmental Impact Statement process is supported by funds from the Regional Railroad Authorities of Washington and Ramsey Counties and the Counties Transit Improvement Board.

TABLE OF CONTENTS

List of Acronyms.....	ii
Introduction	1
What is the Purpose of this Report?	1
Where is the Gateway Corridor and What is the Gateway Corridor Project?	1
Why is the Gateway Corridor Project Needed?	2
What is an Alternatives Analysis?	5
How Does the AA Process Relate to the Scoping Process for an Environmental Impact Statement? ..	5
What is a Locally Preferred Alternative (LPA) and Why is it Important?	5
Who Participates in the LPA Selection Process?	5
What Criteria were used to Make Decisions?	7
Alternatives Development (2010-2015)	9
Alternatives Analysis Study	9
Additional Analysis and Project Definition Prior to Release of Scoping Booklet (2013-2014).....	13
Scoping Process for the Draft Environmental Impact Statement (March – August, 2014)	15
Scoping Evaluation and Decision-Making Process	17
LPA Recommendation and Selection	27
Next Steps	36
Draft EIS.....	36
Enter New Starts Program.....	37
Appendix A. LPA Supporting Documents	
▪ TAC Meeting Summary on the Proposed Locally Preferred Alternative Decision	
▪ CAC Meeting Summary on the Proposed Locally Preferred Alternative Decision	
▪ LPA Background Document (English and Spanish)	
Appendix B. LPA Resolutions	
▪ WCRRA Resolution and Cover Letter from WCRRA Chair Autumn Lehrke, October 7, 2014	
▪ RCRRA Resolution	
▪ Saint Paul Resolution	
▪ Maplewood Resolution	
▪ Landfall Resolution	
▪ Oakdale Resolution	
▪ Lake Elmo Resolution	
▪ Woodbury Resolution	
▪ Gateway Corridor Commission (GCC) LPA Resolution (September 11, 2014)	
▪ Policy Advisory Committee (PAC) LPA Resolution (September 11, 2014)	
▪ GCC Proposed LPA Resolution (July 24, 2014)	
▪ PAC Proposed LPA Resolution (July 24, 2014)	
Appendix C. Comments Received During the LPA Process	
Appendix D. Scoping Decision Supporting Documents	
▪ WCRRA Scoping Resolution	
▪ GCC Scoping Resolution	
▪ PAC Scoping Resolution	
▪ TAC Recommendation to the PAC on the Scoping Decision	
▪ CAC Input on Scoping Decision (June 30, 2014 Meeting Summary)	
Appendix E. Metropolitan Council Meeting Minutes	

LIST OF ACRONYMS

AA	Alternatives Analysis
BRT	bus rapid transit
CAC	Community Advisory Committee
CTIB	Counties Transit Improvement Board
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GCC	Gateway Corridor Commission
LPA	Locally Preferred Alternative
LRT	light rail transit
MAP-21	Moving Ahead for Progress in the 21 st Century
MEPA	Minnesota Environmental Policy Act
MnDOT	Minnesota Department of Transportation
NEPA	National Environmental Policy Act
NOA	Notice of Availability
NOI	Notice of Intent
PAC	Policy Advisory Committee
RCRRA	Ramsey County Regional Railroad Authority
RGU	Responsible Governmental Unit
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee
TSM	Transportation System Management
TPP	Transportation Policy Plan
WCRRA	Washington County Regional Railroad

INTRODUCTION

What is the Purpose of this Report?

The LPA Selection Summary Report summarizes the Alternatives Analysis (AA) evaluation process, which has resulted in the recommendation of a Locally Preferred Alternative (LPA) for the Gateway Corridor. It describes which transit modes, facilities, and alignments were studied and why decisions were made to discontinue study of some alternatives, recommend further study of others, and recommend an LPA. It also describes the major steps in the decision process, who was involved, and the next steps.

This report describes the steps leading to the selection of a Locally Preferred Alternative (LPA) for the Gateway Corridor. The LPA is the transitway that the corridor's cities and counties prefer and expect to be competitive and achieve support at the federal level. The LPA addresses the Gateway Corridor's defined needs:

- Limited existing transit service
- Policy shift toward travel choices and multimodal investments
- Population and employment growth
- Needs of people who depend on transit
- Local and regional objectives for growth

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

The Gateway Corridor project is a planned, approximately 12-mile transitway located in Minnesota's Ramsey and Washington Counties. The corridor runs generally parallel to Interstate 94 (I-94), connecting downtown Saint Paul with its East Side neighborhoods and the suburbs of Maplewood, Landfall, Oakdale, Lake Elmo, and Woodbury. The Gateway Corridor will connect the eastern parts of the Twin Cities Metropolitan Area to the broader regional transit system through Union Depot multimodal transportation hub in downtown Saint Paul. **Figure 1** shows a map of the Gateway Corridor and **Figure 2** shows the corridor as reflected in the 2040 Transportation Policy Plan

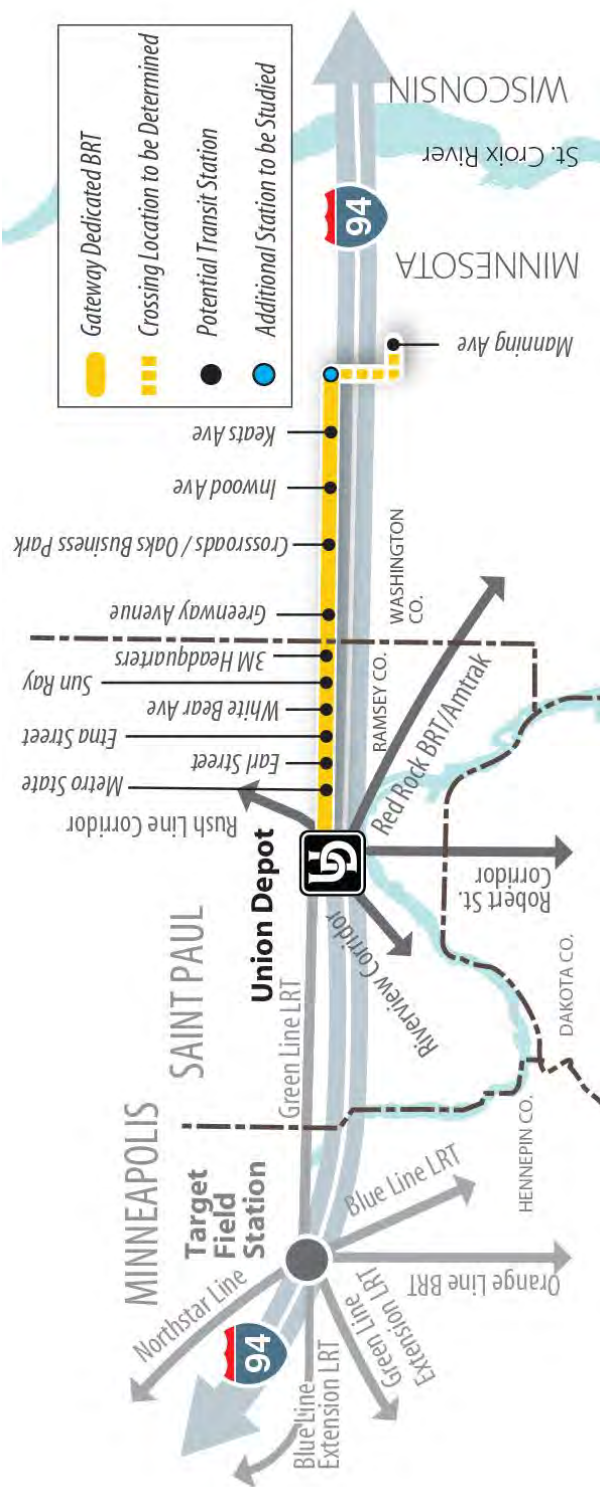
(TPP), the region's long-range transportation plan that was adopted in January 2015. This report has been updated to reflect the adoption of the TPP.

When the initial report was prepared in October 2014, the Draft 2040 TPP was out for public review and comment. The inclusion of a Gateway Corridor LPA in the Draft 2040 TPP was contingent on local governments' resolutions of support and commitments to station area planning and land uses that meet regional expectations, as well as a commitment to addressing use of highway right-of-way in the Draft EIS process.

CONTEXT FOR DECISION-MAKING

This report serves as a record of the decision-making process as of January 2015 and provides a historic look at the data that was available at the time of each contributing decision. The decisions made during the Gateway Corridor AA Study, the federal and state environmental Scoping process, and the LPA process have consistently used 2030 as the defined horizon year for forecasts; the appropriate guidance documents specific to the Federal Transit Administration's (FTA) New Starts process; technical data consistent with the level of design work completed; and input through the project's outreach process. It is acknowledged that during the duration of the project development process, conditions will change in the Gateway Corridor and with applicable federal, state, and local requirements. Washington County Regional Railroad Authority (WCRRA), on behalf of the Gateway Corridor Commission (GCC), will continue to work with local, state, and federal agency partners to appropriately address the changing conditions, including, but not limited to: future plans for the Kellogg Avenue bridge (a project with independent utility and need), extending the horizon year for environmental evaluation to 2040, and new guidance/requirements under the FTA's New Starts process.

Figure 1. Gateway Corridor



Why is the Gateway Corridor Project Needed?

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

Traffic congestion is expected to intensify in the Twin Cities Metropolitan Area through 2030 and beyond, and it cannot be addressed by highway construction alone. The corridor's transportation network as currently planned and programmed will be inadequate to handle future conditions. A more sustainable, multimodal transportation network is needed to provide viable travel options for people and to achieve community land use visions, support economic development, and respond to changing corridor population characteristics.

Five factors contribute to the need for the Gateway Corridor project:










- Limited existing transit service throughout the day and demand for more frequent service over a larger portion of the day
- 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 and prosperity

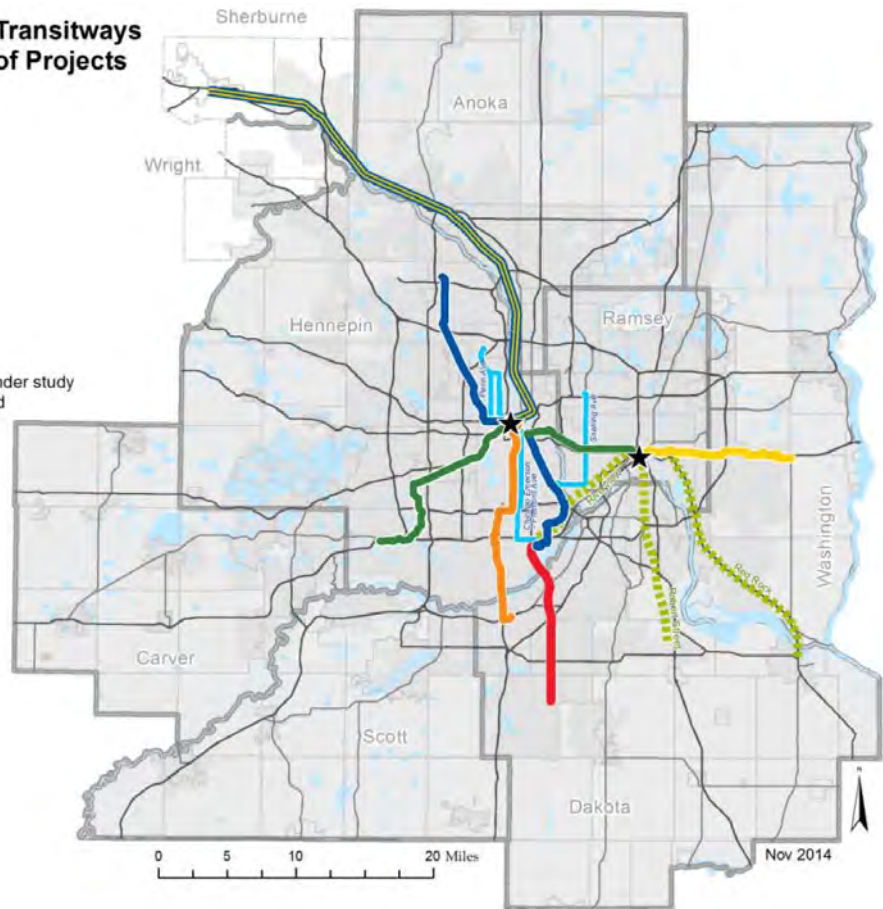
LIMITED EXISTING TRANSIT SERVICE







Transit service in the Gateway Corridor project area today is concentrated in Saint Paul and at park-and-ride locations on the I-94 corridor. The project area and the I-94 corridor lack all-day transit service traveling in both directions, particularly east of Saint Paul and Maplewood. This limits the ability of people and employers in the project area to use transit to meet their transportation needs.

Figure 2. Regional Transitway Network

Current Revenue Scenario Transitways and CTIB Phase I Program of Projects

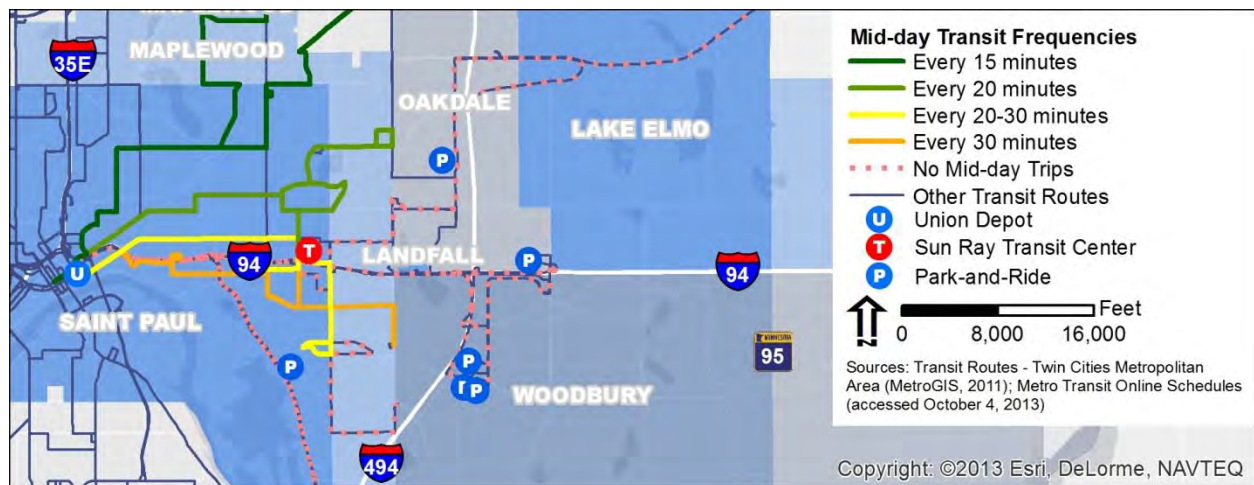
-  Northstar Line
-  Blue Line
-  Green Line
-  Red Line
-  Orange Line
-  Gold Line
-  Arterial BRT
-  CTIB Phase I Program of Projects under study mode and alignment not yet specified
-  Regional Multimodal Hub



- Reference Items**
-  Principal Arterial Highways
 -  Other Trunk Highways
 -  Lakes and Rivers
 -  City Boundary
 -  County Boundary
 -  2040 Urban Service Area MPO Area

Source: 2040 Transportation Policy Plan (Metropolitan Council, January 2015)

Figure 3. Existing Mid-Day Transit Frequencies



POLICY SHIFT TOWARD TRAVEL CHOICES AND MULTIMODAL INVESTMENTS

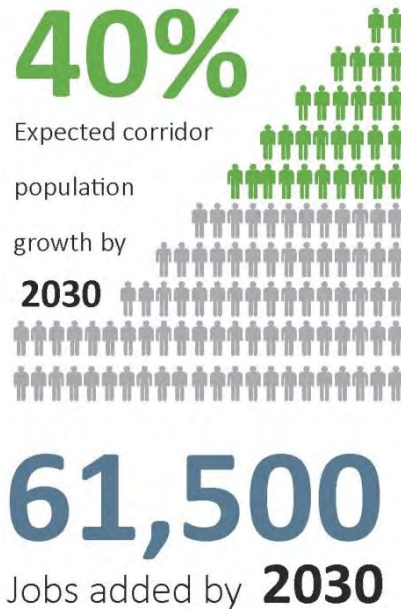
I-94 and local roads in the project area are congested today during peak periods, and traffic volumes and congestion are expected to increase in the future. Expected funding for roadway projects will not address the congestion problem. The Twin Cities Metropolitan Area and the State of Minnesota are shifting away from addressing highway congestion through investments in a single mode of transportation (auto) to include multiple modes (transit, bicycling, and walking in addition to automobile). Specifically, the Metropolitan Council's *2030 Transportation Policy Plan* (TPP) prioritizes multimodal investments and the importance of a balanced approach to meeting travel demand. Additionally, a key strategy in the *Minnesota Statewide Multimodal Transportation Plan* is to apply multimodal solutions that ensure a high return on investment, given constrained resources, and complement the unique social, natural, and economic features of Minnesota.

"The Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users." – Metropolitan Council's 2040 TPP

POPULATION AND EMPLOYMENT GROWTH

Approximately 64,600 people live within an approximate one mile radius (on either side of I-94, west of Union Depot and east of Manning Avenue) of the Gateway Corridor. By 2030, that population is expected to increase by nearly 40%, or 25,000 people. Employment within one mile of the Gateway Corridor is also projected to grow significantly, increasing from approximately 87,500 in 2010 to 149,000 in 2030, a growth rate

of 70%. This population and employment growth will in turn increase access needs and travel demand, particularly in the I-94 corridor.



NEEDS OF PEOPLE WHO DEPEND ON TRANSIT

The Gateway Corridor communities are home to a large number of people who depend on transit to meet their transportation needs. In absolute terms, there are approximately 32,000 people living in households without a vehicle in the project area communities. This is over 1/5 of the "zero vehicle" population in the seven county Twin Cities Metropolitan Area. In the Gateway Corridor communities, the percentages of people without a vehicle and households without a vehicle are greater than the regional average. This is due to significantly higher than average



numbers in Saint Paul, Maplewood, Oakdale, and Landfall. The current transit system provides limited options for people in the Gateway Corridor who depend on transit to access employment, education, and social activities.

LOCAL AND REGIONAL OBJECTIVES FOR GROWTH

Local land use plans identify areas for compact growth along existing transit corridors, including I-94, and emphasize regional and local connections as critical to economic competitiveness. Without improved transit service, project area communities are limited in their ability to comply with local and regional policies that encourage multimodal transportation, transit, compact development, and environmental preservation.

What is an Alternatives Analysis?

An AA is a process for the local evaluation of the costs, benefits, and impacts of transit alternatives designed to address mobility problems and other locally-identified objectives in a transportation corridor. It is used to identify the investment strategy to be advanced for more focused study and development. For AA studies which may result in the local selection of a project eligible for Federal Transit Administration (FTA) New Starts or Small Starts funding, the AA further serves as the basis for developing the technical information necessary to support a project's entry into the project development phase. The AA process officially concludes with the inclusion of an LPA in the regional long-range transportation plan.

How Does the AA Process Relate to the Scoping Process for an Environmental Impact Statement?

Scoping refers to the process of defining the content of environmental review documents. The Scoping process is used to define the range of alternatives to be studied in the Environmental Impact Statement (EIS) and identify the issues and impacts relating to the alternatives. The Scoping process is required under both federal and state environmental review and is the first step in preparing a Draft EIS.

The AA and Scoping processes are separate but parallel and complementary. Alternatives are further evaluated in the Scoping phase with

respect to defined project goals, objectives, and evaluating criteria set forth in the AA Study. In turn, the Scoping phase helps inform the selection of an LPA. Selection of the LPA does not replace or override the requirement to fully examine alternatives and determine the adverse impacts that must be avoided or mitigated under the federal and state environmental review process.

What is a Locally Preferred Alternative (LPA) and Why is it Important?

The LPA is the transitway alternative that the corridor's cities and counties prefer and expect to be competitive and achieve support at the federal level. The LPA is a general description of the type of transit that will be used (mode) and the location (alignment and termini). The LPA definition is general; LPA design specifics and definition of additional elements of the project, including station locations, are decided during subsequent engineering and planning efforts.

Identification of an LPA is a critical step in pursuit of federal funding. The selection of an LPA tells FTA which alternative local agencies expect to be the most competitive in achieving support at the local, regional, and federal levels. It is expected that the region will pursue federal funding for the Gateway Corridor project through the FTA New Starts program.

Who Participates in the LPA Selection Process?

Washington County Regional Railroad Authority (WCRRRA) and Ramsey County Regional Railroad Authority (RCRRA), as well as the Gateway Corridor cities of Saint Paul, Maplewood, Landfall, Oakdale, Lake Elmo, and Woodbury, will formally act on the LPA selection process by making a recommendation to the Metropolitan Council for final approval. This recommendation will be informed by the Technical Advisory Committee (TAC), the Community Advisory Committee (CAC), the Policy Advisory Committee (PAC), and the Gateway Corridor Commission (GCC).

Project partners involved in the LPA process are shown in **Figure 4**.

- **TAC:** The TAC consists of technical staff from agencies convened to advise on project development. The TAC provides advice

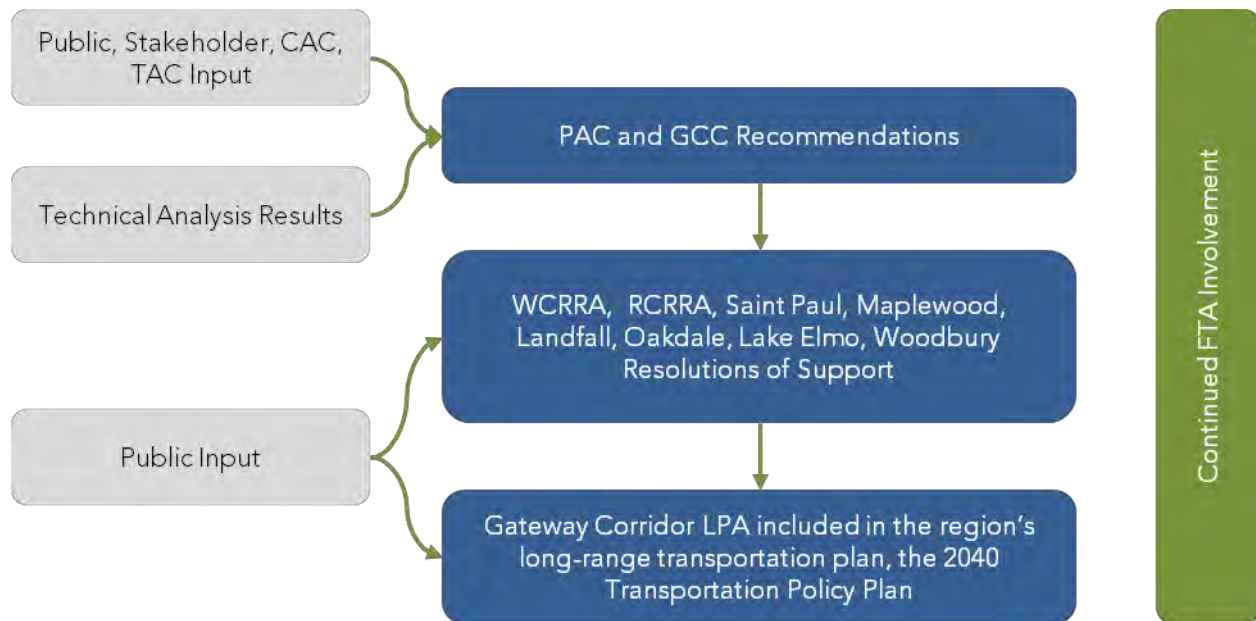
regarding local government perspectives, issues of concern, technical input, and recommends project actions to the PAC.

- **CAC:** The CAC was formed in the summer of 2013 and advises project development of the Gateway Corridor project by representing the diversity of residential and business interests in the corridor. The CAC provides input on the methods of public engagement; identifies issues or concerns to be addressed in the Draft EIS and concept design; provides information on potential social, economic, and community impacts and appropriate mitigation measures; advises on the development and topics for small group meetings; and provides input on key project decisions for consideration by the PAC and GCC.
- **PAC:** The PAC is composed of representatives from corridor communities and key partnering agencies and provides policy

recommendations to the GCC. The PAC consists of all GCC voting and ex-officio members (or their designated alternate) as well as representatives from agencies such as Metropolitan Council, Metro Transit, and MnDOT, that play a key role in the Gateway Corridor Draft EIS and LPA selection process but are not part of the Gateway Corridor joint powers agreement.

- **GCC:** The GCC is a body formed by a joint powers agreement and is composed of the communities along the Gateway Corridor (Afton, Lake Elmo, Lakeland, Landfall, Maplewood, Oakdale, Saint Paul, West Lakeland, and Woodbury), Washington and Ramsey Counties, and ex-officio members representing other communities and businesses along the corridor. The GCC receives the recommendations of the PAC. The GCC's decisions and recommendations are then forwarded to WCRRA and RCRRA.

Figure 4. LPA Recommendation and Selection Process



LPA = Locally Preferred Alternative
 CAC = Community Advisory Committee
 TAC = Technical Advisory Committee
 PAC = Policy Advisory Committee

GCC = Gateway Corridor Commission
 WCRRA = Washington County Regional Railroad Authority
 RCRRA = Ramsey County Regional Railroad Authority
 FTA = Federal Transit Administration

The recommendations and decisions of each of these committees also were informed by public input. Members of the public have been engaged throughout the Alternatives Analysis process, from the initial Alternatives Analysis Study to selection of the LPA. Public engagement has included formal public hearings and a robust program of community outreach including a video, flyers, “pop-up” meetings at local events, and specific outreach to low income and minority populations, including over 20 community meetings with ethnic and minority groups and translation of key project documents into Spanish.

What Criteria were used to Make Decisions?

Three sets of evaluation criteria form the framework for decisions leading to the selection of an LPA (**Figure 5**):

- **National:** FTA New Starts project justification criteria
- **Regional:** The Metropolitan Council transitway capital investment criteria, discussed in the Metropolitan Council’s Regional Transitway Guidelines; and the Counties Transit Improvement Board (CTIB) Transit Investment Framework
- **Local:** The Gateway Corridor purpose and need and goals and objectives

The Gateway Corridor project goals and objectives are shown in **Table 1**. They were developed to

serve as a framework to first develop and then evaluate the alternatives under consideration. Goals 1 and 2 reflect the core purpose and need of the project; Goals 3, 4, and 5 reflect broader community and environmental goals. For an alternative to be advanced, the core purpose and need of the Gateway Corridor project (Goals 1 and 2) must be met. Goals 3, 4, and 5 are considered in the evaluation of alternatives that meet the core purpose and need.

Figure 5. Evaluation Criteria for the Gateway Corridor

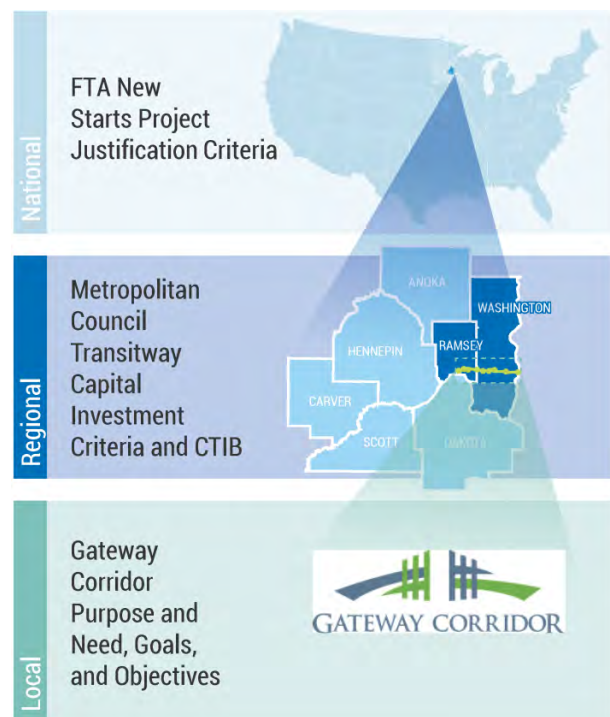
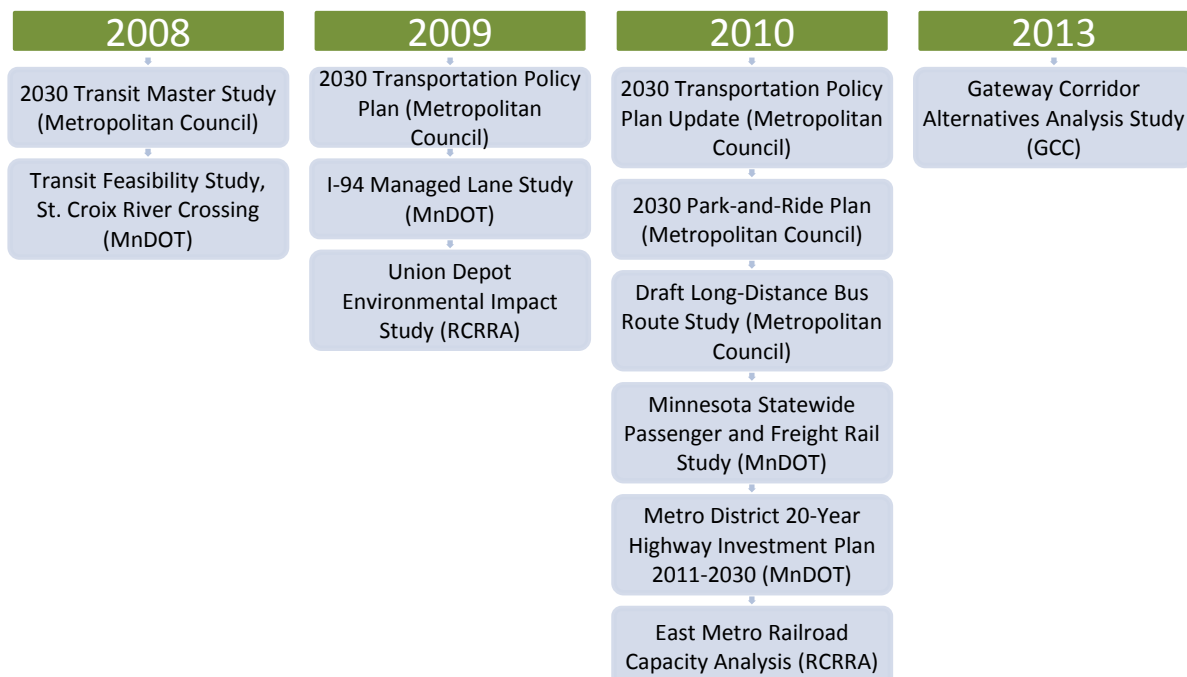


Table 1. Gateway Corridor Project Goals and Objectives

Goals		Objectives
Tier 1 Goals – Directly Addressing Primary Project Needs		
Goal 1: Improve Mobility	1	Maximize number of people served (future)
	2	Maximize transit ridership
	3	Maximize travel time savings
	4	Minimize traffic mobility impacts
Goal 2: Provide a Cost-Effective, Economically Viable Transit Option	5	Minimize costs and maximize cost-effectiveness
Tier 2 Goals – Reflecting Broader Community Goals		
Goal 3: Support Economic Development	6	Maximize number of people served (existing)
	7	Maximize future development opportunities
Goal 4: Protect the Natural Environmental Features of the Corridor	8	Minimize potential environmental impacts
Goal 5: Preserve and Protect Individual and Community Quality of Life	9	Maximize potential benefits to and minimize potential impacts on the community
	10	Minimize adverse parking, circulation, and safety impacts

Figure 6. Previous Relevant Studies in the Gateway Corridor



ALTERNATIVES DEVELOPMENT (2010-2015)

The basis for development of alternatives for the Gateway Corridor is rooted in plans and studies dating back to 2008. These include feasibility studies, park-and-ride plans, managed lane studies, and long-range transportation plans, among others. See [Figure 6](#) for a summary of past studies.

Notably, the region's long-range transportation plan, the *2030 Transportation Policy Plan (TPP)*, identifies the Gateway Corridor as one of seven corridors to be developed by 2030 as light rail transit (LRT), busway, bus rapid transit (BRT), or commuter rail. Revenue estimates in the TPP allow for three of these corridors to be developed as LRT or dedicated busway by 2030 assuming the region's projects are competitive for the discretionary federal New Starts funding.

When the initial report was prepared in October 2014, the Metropolitan Council's Draft 2040 TPP was out for public review and comment. The inclusion of a Gateway Corridor LPA in the Draft 2040 TPP (see [Figure 2](#)) was contingent on local governments' resolutions of support and commitments to station area planning and land uses that meet regional expectations, as well as a commitment to addressing use of highway right-of-way in the Draft EIS process. The 2040 TPP was adopted in January 2015.

The development of alternatives leading to an LPA started with the Alternatives Analysis Study, followed by additional analysis leading into the Scoping process, and finally, resulting in selection of an LPA ([Figure 7](#)).

Alternatives Analysis Study (2010-2013)

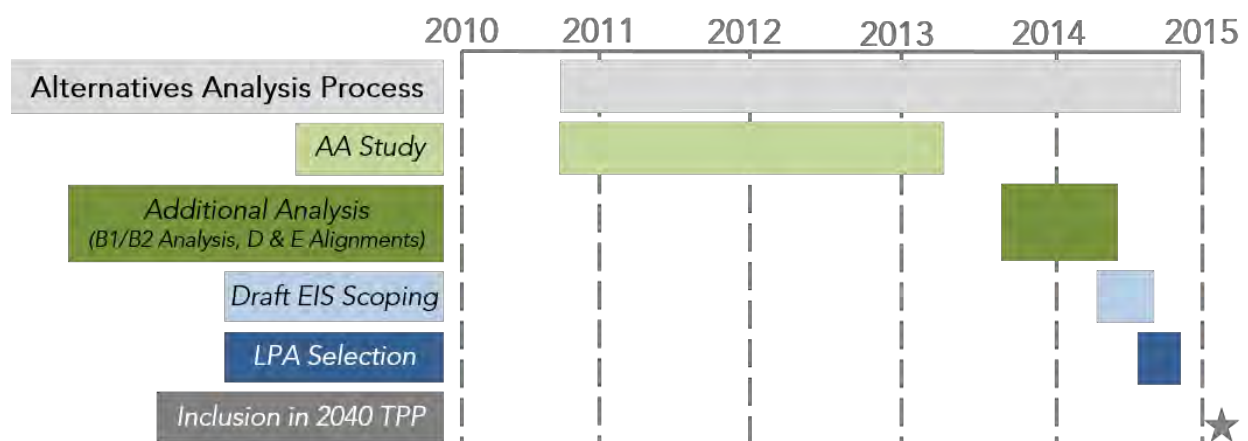
The GCC, in partnership with the Metropolitan Council and local jurisdictions, initiated the [Gateway Corridor Alternatives Analysis \(AA\) Study](#) in 2010. Completed in 2013, the AA Study compares the benefits, costs, and impacts of a range of transit modes and alignments.

Early and continuous public and agency involvement in the Gateway Corridor AA was an important part of the alternatives development and evaluation. The fundamental objectives of public and agency involvement were to ensure that:

- There was collaborative input on alternative transit improvements for the corridor and the criteria against which alternatives were measured and evaluated.
- Stakeholder concerns were reflected in the analysis process.
- Stakeholders were given opportunities to review and comment on findings of the AA.

There was open access to the decision-making process.

Figure 7. Alternatives Analysis Process Timeline



The GCC formed the TAC and PAC at this time to advise the GCC on the study. Seven counties, twelve Minnesota communities and twelve Wisconsin communities participated on the Technical and/or Policy Advisory Committees throughout the study. To engage the general public, three rounds of public meetings were held at key decision points and in each corridor segment, for a total of twelve public meetings. In addition, the project team held over 70 meetings with individual communities, businesses, and public interest groups. Other means of outreach included project newsletters, a Facebook page, informational e-mails, fact sheets, press releases, and project website updates. The Draft Final AA Report was released for public and agency comment on November 3, 2012, and comments were received through January 3, 2013. All comments received were compiled and transmitted to the GCC for consideration.

The AA began with consideration of multiple transit technologies and multiple potential transit routes.

TRANSIT TECHNOLOGIES

A comprehensive range of potential transit technologies was identified and put through a preliminary, fatal flaw screening to identify transit modes appropriate to the needs of the corridor. The following criteria used to determine whether a transit technology would address the corridor's transit needs:

- Is the technology consistent with the corridor's travel demand?
- Is it a proven technology?
- Is the technology compatible with the region's existing infrastructure?
- Is the technology identified in the Twin Cities Metropolitan Area and State transportation plans?

As a result of this analysis, four transit technologies were determined to be feasible options for the Gateway Corridor: express bus, BRT, LRT, and commuter rail service. Heavy rail, automated guideway transit, intercity passenger rail, high speed rail, and streetcar were eliminated based on the screening criteria.

Figure 8. Alternatives Considered in the AA Study



Table 2. Evaluation Criteria Used to Identify Alternatives With Potential to Address Project Needs and Goals

1. Transportation Mobility	
▪	Does this alternative add transportation capacity in congested areas?
▪	Does the alternative serve the transit markets in the corridor?
▪	Would the alternative provide new service (i.e., not duplicate current or planned transit service)?
▪	Does the alternative connect to the major multi-modal hubs in St. Paul and Minneapolis, supporting the region's current investment?
2. Community and Agency Planning: Consistency with Transportation, Land Use, and Economic Development Plans	
▪	Is the alternative generally consistent with current regional planning?
▪	Is the alternative generally consistent with current community plans?
3. Cost-Effectiveness	
▪	Is the alternative compatible with existing and planned infrastructure?
▪	Would the alternative result in feasible capital costs?
▪	Would the alternative result in operating costs comparable to other transit investments the region is considering?
4. Natural Environment	
▪	Is implementation of this alternative possible without impacting environmentally sensitive areas?

ALIGNMENTS

Over twenty alignment options for BRT, LRT, and commuter rail were developed with input from the TAC, as illustrated in [Figure 8](#). To narrow this initial universe of alternatives, the project team developed screening criteria in consultation with the TAC and other stakeholders ([Table 2](#)). The purpose of screening was to identify those initial alternatives with potential to address the project needs, goals, and objectives.

Based on this initial screening, a list of seven alternatives was recommended to carry forward for continued analysis. Following this initial evaluation, the PAC recommended that a managed lane¹ alternative be added to the universe of alternatives. Following consultation with MnDOT and the Metropolitan Council, the new "BRT Managed Lane" alternative was added, bringing the number of alternatives recommended to carry forward to eight.

All eight alternatives were presented during the second series of public open house meetings held throughout the corridor. Public comment supported the proposed slate of the eight alternatives proceeding for further development and consideration. These eight alternatives are described below.

- **Alternative 1:** No-Build – the 2030 transportation network with only those improvements already planned and programmed
- **Alternative 2:** Transportation System Management (TSM) – enhancements to facilities and bus service short of major infrastructure additions
- **Alternative 3:** BRT adjacent to Hudson Road east of I-694 and in the median of I-94 west of I-694. It features BRT in an exclusive, two-way guideway. The guideway ends at Manning Avenue and BRT service would continue on I-94 to Hudson, Wisconsin.

¹ As defined in the *2030 Transportation Policy Plan*, managed lanes are lanes where any physical or operational technique or tool is employed to affect lane-specific traffic through managing vehicle speeds,

vehicle occupancy, and/or user-based pricing. High-occupancy vehicle lanes, high-occupancy toll lanes, and bus-only shoulders are all types of managed lanes.

- **Alternative 4:** BRT on East 7th Street and White Bear Avenue in Saint Paul then adjacent to Hudson Road. It features BRT in an exclusive, two-way guideway and provides more localized access to communities in the urbanized areas of the corridor east of downtown Saint Paul.
- **Alternative 5:** LRT adjacent to Hudson Road east of I-694 and in the median of I-94 west of I-694. It provides a double-track, exclusive LRT guideway and follows an alignment identical to that of Alternative 3.
- **Alternative 6:** LRT on East 7th Street and White Bear Avenue in Saint Paul then adjacent to Hudson Road. Alternative 6 provides an exclusive, double-track LRT guideway with more localized access to corridor communities in the urbanized areas of the corridor east of downtown Saint Paul.
- **Alternative 7:** Commuter rail on Union Pacific, Canadian Pacific, and Burlington Northern Santa Fe tracks. Alternative 7 provides commuter rail transit service within existing railroad corridors between the Twin Cities Metropolitan Area and Eau Claire.
- **Alternative 8:** BRT managed lane within I-94. Alternative 8 would add managed lanes to I-94 between downtown Saint Paul and the Highway 95 interchange just west of the St. Croix River.

Both quantitative and qualitative data were developed for all of the transitway alternatives, reflecting specific measures used to evaluate the performance of the alternatives related to corridor goals and objectives. The evaluation process yielded similar results among the alternatives for the majority of evaluation criteria and identified a focused number of differentiating criteria:

- Daily transit ridership
- Capital costs and Cost-Effectiveness Index (CEI)
- Economic development potential
- Property acquisition
- Traffic impacts
- Transit travel times

All alternatives were compared against these key differentiators to assess their ability to fulfill the project's goals and objectives. The TAC, PAC, and GCC also directed staff to "optimize" alternatives with the aim of increasing ridership and other benefits and reducing project costs and impacts on the remaining build alternatives.

The advisory committees ranked the alternatives into "low," "medium," and "high" categories, as summarized in [Table 3](#). After reviewing the rankings, and as a result of the optimization process, the GCC concluded the following:

Alternative 3, BRT adjacent to Hudson Road east of I-694 and in the median of I-94 west of I-694, is the highest ranking alternative overall, with the following key features:

- Average daily ridership of 8,800-9,300, comparable to LRT ridership of 9,300
- Capital cost of approximately \$400M
- Annual operating & maintenance cost approximately \$9.6M
- High economic development potential, with 10 stations, all outside freeway median
- Competitive travel time to auto and express bus in 2030
- Eligible project for FTA New Starts funding

Alternative 5, LRT along the same alignment, received equivalent rankings to Alternative 3 in all but one category – cost. With a Medium ranking because of cost, but high or medium ranking for other goals, Alternative 5 has:

- Average daily ridership of 9,300
- Capital cost of approximately \$920M
- Annual operating & maintenance cost approximately \$11.5M
- High economic development potential, with 10 stations, all outside freeway median
- Competitive travel time to auto and express bus in 2030
- Eligible project for FTA New Starts funding
- Opportunity for detailed comparison to BRT in an EIS

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 \$520 million), and competitive travel time, it did not compare as

favorably to Alternatives 3 and 5 for the following reasons:

- Fewer stations (seven) and their location within the freeway median offers less opportunity for economic development around stations for communities in the corridor
- In accordance with the new federal transportation law (Moving Ahead for

Progress in the 21st Century (MAP-21)), a managed lane does not qualify for federal transit funding, and the Twin Cities Transportation Policy Plan does not include future funding for an unprogrammed, managed lane in the Gateway Corridor from downtown Saint Paul to the eastern end point at Manning Avenue

Table 3. Results of Applying Key Differentiators

Alternative	Ranking	Reason for Ranking
Alternative 2 (TSM)	Low	Very low ridership
Alternative 3 (BRT along Hudson Road/I-94)	High	Higher ridership, lower cost, fewer traffic impacts, better transit travel times
Alternative 4 (BRT on East 7th Street/White Bear Avenue/Hudson Road)	Low	High property acquisitions, slow transit travel times, more traffic impacts
Alternative 5 (LRT along Hudson Road/I-94)	Medium	Higher ridership, lower cost, fewer traffic impacts, better transit travel times
Alternative 6 (LRT on East 7th Street/White Bear Avenue/Hudson Road)	Low	High cost, high property acquisitions, slow transit travel times, more traffic impacts
Alternative 7 (Commuter Rail)	Low	Low ridership, high cost
Alternative 8 (BRT Managed Lane on I-94)	Medium	Lower cost, fewer property acquisitions, fewer traffic impacts

Note: Alternative 1 is the No-Build alternative

AA STUDY DECISION

The AA Study identified BRT and LRT alternatives adjacent to Hudson Road (AA Alternatives 3 and 5) as best meeting the project's goals and recommended they move forward for study in the Draft EIS. The BRT alternative was identified as the preferred option, and LRT was advanced for comparative purposes to BRT. Both alternatives terminated at Union Depot on the west, relying on connecting routes for service to Minneapolis. The eastern terminus for the dedicated guideway was defined as Manning Avenue for both the BRT and LRT alternatives, with BRT service continuing to Hudson, Wisconsin under Alternative 3. The AA

AA STUDY DECISION

Retain two alternatives for further study: BRT along I-94 and Hudson Road, and LRT along I-94 and Hudson Road

Study is posted on the project website at www.thegatewaycorridor.com.

Additional Analysis and Project Definition Prior to Release of Scoping Booklet (2013-2014)

ALIGNMENT OPTIONS BETWEEN MOUNDS BOULEVARD AND WHITE BEAR AVENUE

In the AA Study, two alignment options were considered for the area directly east of downtown Saint Paul, generally between Mounds Boulevard and White Bear Avenue (reflected in AA Study alternatives 4 and 6). One alignment followed Mounds Boulevard, Hudson Road, and I-94 (labeled as Alignment B1), and the other followed Mounds Boulevard, East 7th Street, and White Bear Avenue before rejoining Hudson Road, north of I-94 (Alignment B2) (see [Figure 9](#)). The AA Study recommendation included Alignment B1 as part of

Alternative 3, but there was a community request for Alignment B2 to be evaluated further during the Draft EIS Scoping process.

The two alignment options were evaluated based on differentiating factors consistent with project goals and objectives. The differentiating factors included physical and operational impacts (right-of-way, accessibility, parking impacts, traffic impacts, and cultural resources), population served, ridership and travel time, cost, neighborhood concerns, and other regional transit investments under consideration.

The evaluation results showed Alignment B2 would be located close to a larger population and employment base and would generate somewhat greater ridership. However, it was found that this advantage would not outweigh its substantial disadvantages of greater cost; longer travel time; extensive neighborhood, traffic, and property impacts; neighborhood concerns; and overlap

with the future East 7th Street arterial BRT service as planned in the 2030 TPP. After review of this comparative analysis, the TAC, CAC, PAC, and the GCC recommended that the findings of the AA Study remain and Alignment B2 not be advanced for further consideration based on its substantial physical and operational impacts compared to Alignment B1. They also recommended that the East 7th Street alignment of B2, between Metro State University and Arcade Street, should continue to be studied by others as part of a separate corridor to ensure a more comprehensive transit system is developed for the East Side. Local community-based organizations also provided letters of support affirming this decision.

DECISION: Maintain AA Study findings and eliminate further analysis of Alignment B2

Figure 9. Alignment Options between Mounds Boulevard and White Bear Avenue Included in the Scoping Booklet



EASTERN END POINT AT MANNING AVENUE

Previously, the eastern terminus for the dedicated guideway was defined as Manning Avenue for both the BRT and LRT alternatives, with BRT service continuing to Hudson, Wisconsin. Upon further analysis and consultation, the eastern terminus of the project was refined to Manning Avenue for all alternatives to increase operating efficiency.

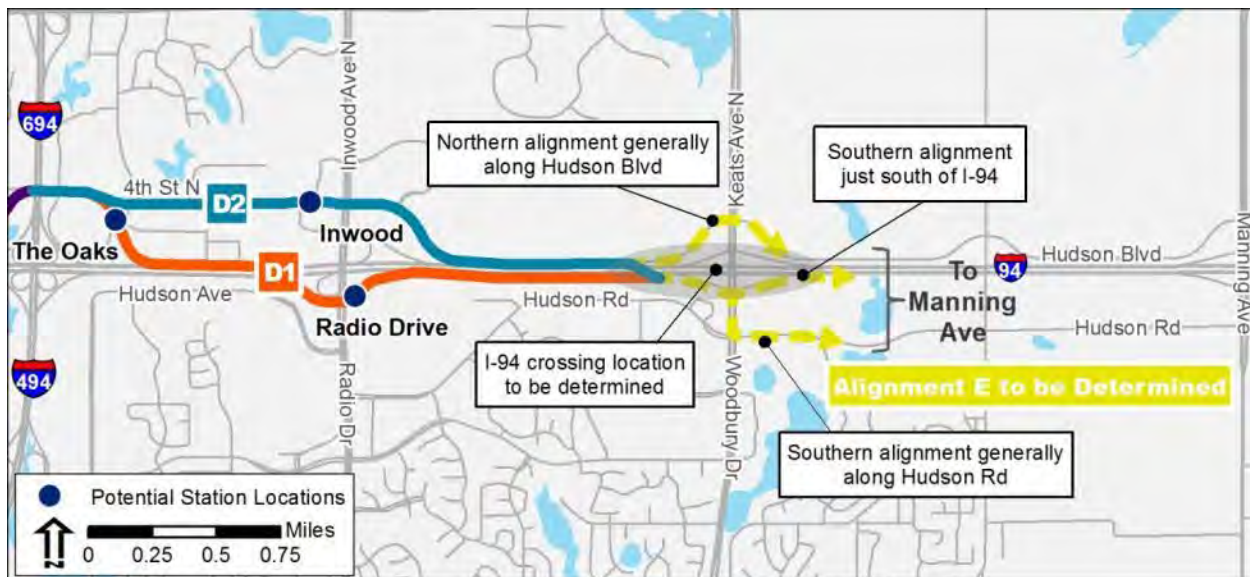
ALIGNMENT OPTIONS BETWEEN I-694/494 AND WOODBURY DRIVE/KEATS AVENUE NORTH

The AA Study included an alignment south of I-94 between I-694/494 and Woodbury Drive/Keats Avenue N (Alignment D1) (see [Figure 10](#)). Alignment D1 was refined to better accommodate existing and planned development in The Oaks Business Park. Based on input from communities

in the eastern portion of the corridor, there was a desire to consider an alternate alignment which serves areas north of I-94 and utilizes an existing park-and-ride facility at Guardian Angels Church. This alignment (Alignment D2) generally follows 4th Street N north of I-94, and continues onto Hudson Boulevard. Either of these D alignments would combine with a variety of potential E alignments between I-694/494 and a point east of Woodbury Drive/Keats Avenue ([Figure 10](#)). At the time the Scoping Booklet was released for the Gateway Corridor, the E alignments, from Woodbury Drive/Keats Avenue to the eastern end point at Manning Avenue, were not specifically defined.

DECISION: Consider two alignments (D1 and D2) between I-694/494 and Woodbury Drive/Keats Avenue

Figure 10. Alignment Options between I-694/494 and Woodbury Drive/Keats Avenue North Included in the Scoping Booklet



Scoping Process for the Draft Environmental Impact Statement (March – August 2014)

PROCESS OVERVIEW

The next step in the LPA selection process was to begin the Draft EIS. The first step in preparing a

Draft EIS is the Scoping process, which establishes the foundation of the Draft EIS. Scoping is used to define the range of alternatives to be studied in the Draft EIS, to identify the issues and impacts relating to the alternatives, and to explain the project to interested parties. The information developed and input collected during the Scoping phase built on the findings of the AA Study and

additional analyses and was used to inform the selection of the LPA.

The Gateway Corridor Scoping process began on February 12, 2014, with publication of the Notice of Intent (NOI) to prepare an EIS in the Federal Register. In addition, the Notice of Availability (NOA) of the Gateway Corridor Scoping Booklet, Scoping open houses, and interagency Scoping meeting was published in the Minnesota Environmental Quality Board Monitor on March 3, 2014, which began the Scoping period under the state environmental review requirements. The Scoping Booklet presented and sought input on the various alignment alternatives from the AA Study (BRT and LRT on I-94 and Hudson Road), as well as the additional D and E alignment alternatives that had been recommended for consideration. Mode (BRT vs. LRT) and project end points were also presented for feedback. The formal Scoping comment period extended from March 3, 2014 to April 16, 2014 and allowed interested members of the public, representatives of affected Native American tribes, and local, state, and federal agencies to provide input.

Two Scoping meetings were held in March 2014 at Guardian Angels Church in Oakdale and at Conway Recreation Center in Saint Paul. Attendees could view a video about the project, review information on boards and maps, discuss the project with staff, and submit comments in writing or verbally to a court reporter. Project staff also organized “pop-up” information sessions at park-and-rides and community events and presented project information to community and business groups, local government boards, and commissions as part of the Scoping process. The project received 97 comment letters and testimonies during the Scoping process from cities, counties, state and federal agencies, and many community members regarding alternatives and topics to be studied in the Draft EIS. The project video, posted at www.thegatewaycorridor.com, has had more than 1,000 views.

The information developed and input collected during the Scoping phase built upon the findings of the AA Study and additional analyses and was used to inform the selection of the LPA.

ADDITION OF A MANAGED LANE BRT ALTERNATIVE FOR EVALUATION IN THE DRAFT EIS

In the AA Study, the managed lane alternative was described as a new managed lane in the center of I-94, from Manning Avenue in Woodbury to the proposed managed lane between downtown Saint Paul and Minneapolis. The AA Study assumed that buses would travel in the center managed lanes and would access six online stations (stations located within the vehicle runningway; i.e., in the center lane). Peak period buses using the managed lane would be routed to Union Depot first, then on to 6th Street and Cedar Avenue, for consistency with other Build alternative operating plans.

Through the AA process the managed lane alternative was dismissed from further evaluation for the following reasons:

- Fewer stations and their location within the freeway median offers less economic development opportunity compared to other alternatives
- Does not qualify for FTA New Starts funding under MAP-21

During the Scoping process, the Federal Highway Administration (FHWA) requested further study of a managed lane alternative in the Draft EIS for the following reasons:

- Concerns regarding the elimination of feasible alternatives that may better achieve the project purpose and need with fewer adverse impacts
- 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 achieve full interstate design standards
- The potential degradation of interstate ramp terminal operations due to the interaction with facilities under consideration

FTA, serving as the lead federal agency for the EIS, concurred with FHWA’s request for additional analysis of a managed lane alternative in the Draft EIS.

REFINEMENT OF E ALIGNMENTS

Through the Scoping process, three E alignments were developed (E1, E2, and E3) to provide efficient connections to the defined D alignments, as shown in **Figure 11**. Alignment E1 follows Hudson Road on the south side of I-94 to Manning Avenue. Alignment E2 follows Hudson Boulevard on the north side of I-94 until Lake Elmo Avenue/Settlers Ridge Parkway where it crosses to the south and follows Hudson Road to Manning Avenue.² Alignment E3 follows Hudson Boulevard on the north side of I-94 to Manning Avenue.

Scoping Evaluation and Decision-Making Process

As referenced previously in this document, three sets of evaluation criteria form the framework for decisions leading to the selection of an LPA for the Gateway Corridor:

- **National:** FTA New Starts project justification criteria
- **Regional:** The Metropolitan Council transitway capital investment criteria, discussed in the Metropolitan Council's Regional Transitway Guidelines; and the Counties Transit Improvement Board (CTIB) Transit Investment Framework
- **Local:** The Gateway Corridor purpose and need and goals and objectives

The following section provides background and the FTA New Starts evaluation process and preliminary findings for the Gateway Corridor.

FTA NEW STARTS EVALUATION AND RATING

The Gateway Corridor intends to apply for federal New Starts funding. If the Corridor is accepted into the program, the FTA would fund up to 45 percent, CTIB would fund 35 percent (Program of

Projects (PoP) Investment Strategy, July 2014),³ the State of Minnesota would fund 10 percent, and the Washington and Ramsey County Regional Railroad Authorities would together fund 10 percent of the capital cost of the project.

The discussion below of key factors includes consideration of estimated ratings of FTA New Starts project justification criteria. This section provides background and context for those estimated ratings.

Proposed New Starts projects are evaluated and rated according to local financial commitment and project justification criteria set forth in MAP-21 and shown in **Figure 12**. As of August 2013, FTA's interim policy is to assign 50 percent weight to the summary project justification rating and 50 percent weight to the summary local financial commitment rating to arrive at an overall rating for the project.⁴

In the past, Twin Cities New Starts projects have received medium ratings for local financial commitment; it is assumed that since a more federally favorable financial structure is proposed for the Gateway Corridor project, it too will receive at least a medium local financial commitment rating. It is also assumed that this rating will be the same regardless of the alternative chosen. It should also be noted that the Counties Transit Improvement Board's commitment through the Program of Projects Investment Strategy to fund a greater share would reduce the federal share by five percent. This could effectively increase the rating from medium to medium-high. Thus, for the purposes of informing selection of an LPA, this analysis focuses on the six Project Justification criteria shown in **Figure 12**.

Of the six project justification criteria, Mobility Improvements (ridership) and Cost Effectiveness

² During the LPA decision-making process, Alignment E2 was further refined to reflect a north/south crossing of I-94 between approximately Lake Elmo Avenue and Manning Avenue.

³ The PoP Investment Strategy formally assess CTIB's ability to make and fulfill its financial commitments by independently reviewing the readiness of proposed projects, cash reserves, anticipated future CTIB revenues, outstanding grants and funding

commitments, and potential future funding requests.

Source:

http://www.mnrides.org/sites/default/files/downloads/2014-07-16b_strategic_investment_plan_final_07222014.pdf

⁴ At the time this document was prepared, FTA was developing further guidance regarding the rating thresholds. Until further guidance is provided, projects are assigned a medium ranking.

(cost) ratings are especially sensitive to the design of the project and the location of stations and thus offer project sponsors the greatest ability to influence and affect the overall rating of the project. These ratings are also affected by the number of people who rely on transit served by the alternatives, giving greater weight to those riders in the New Starts scoring. These criteria are discussed and compared by alternative below.

Graphical summaries of the alternatives' performance with respect to ridership and cost-

competitiveness are shown in **Figures 13 and 14**. The range for each alternative in **Figures 13 and 14** reflects the potential range of ridership that might be associated with the guideway. The low end of ridership includes station to station service only. The upper boundary considers all potential ridership that might be considered project riders under FTA criteria: station to station riders, Minneapolis and Saint Paul express services, a service extension through downtown Saint Paul, and non-guideway feeder boardings for routes considered as part of the project.

Figure 11. E Alignment Options Developed During the Scoping Process



Figure 12. New Starts Project Evaluation & Rating Under MAP-21

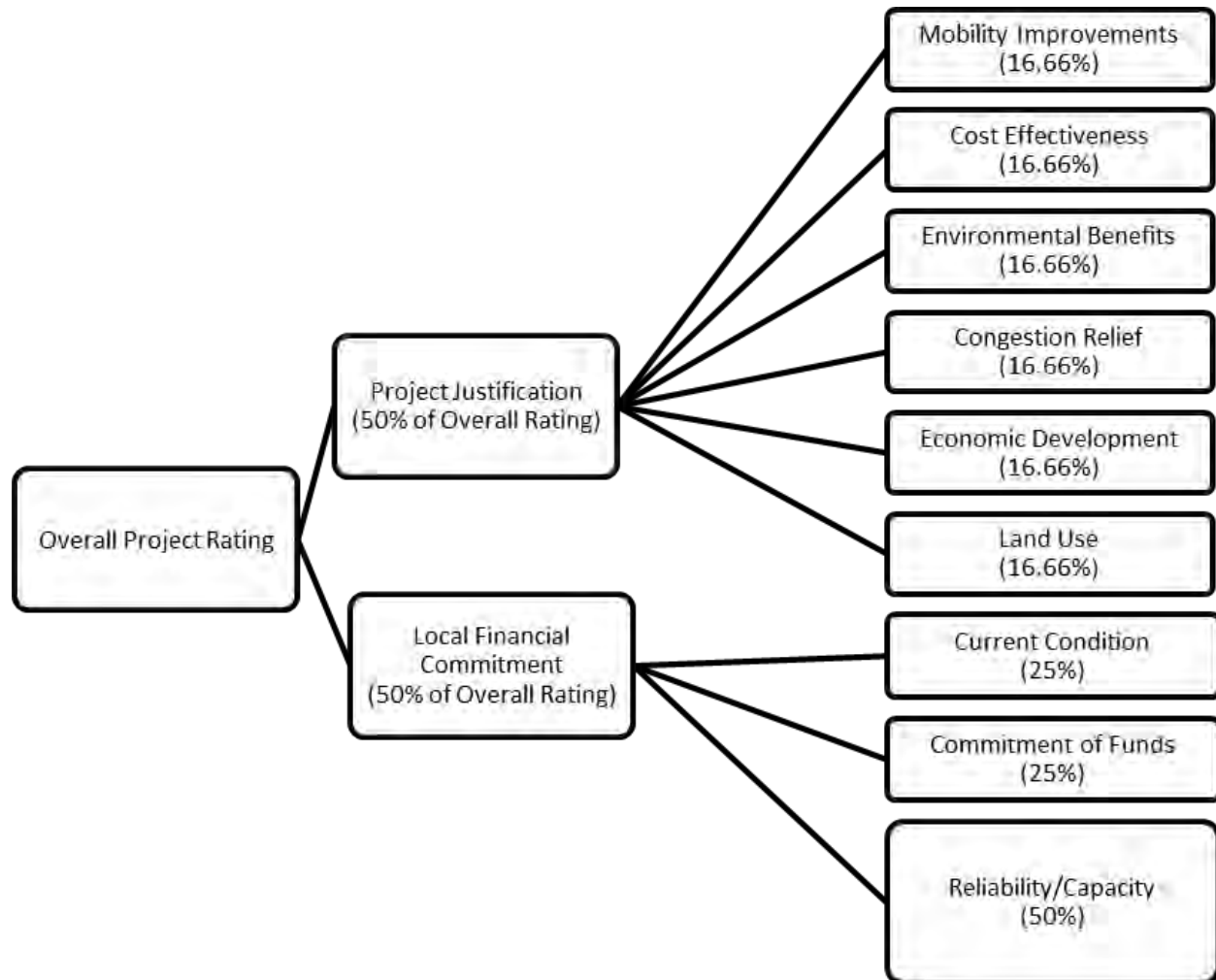
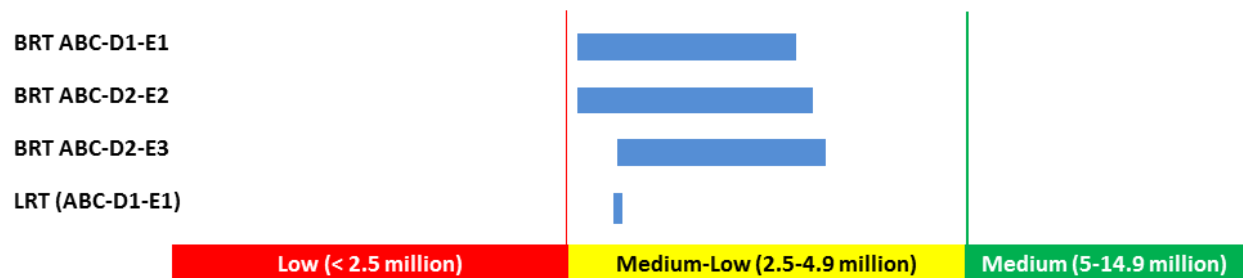


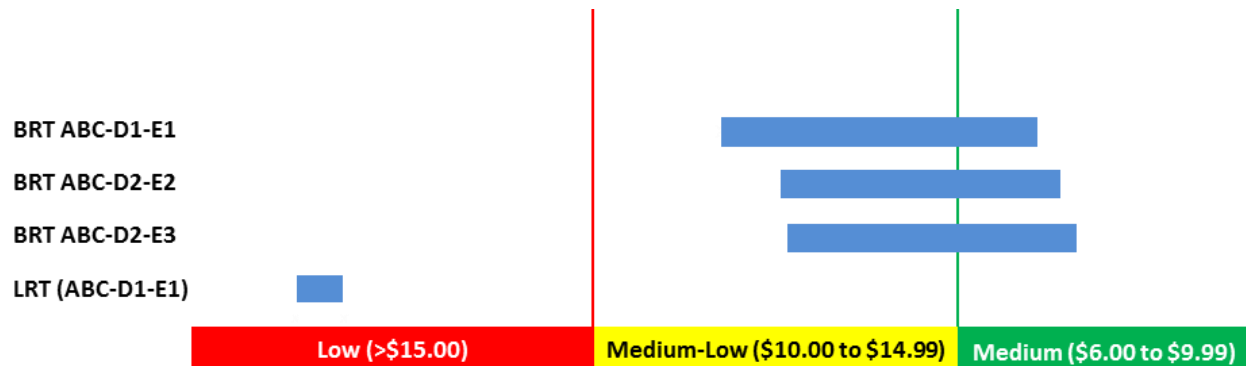
Figure 13. Mobility Improvements: Weighted Annual Riders



Daily riders (double-counted transit dependents) times annualization factor, averaged between current and 2030 time horizons

Note: Alternative A-B-C-D2-E1 would have similar Mobility Improvements as Alternative A-B-C-D2-E2.

Figure 14. Cost-Effectiveness: Capital & Operating Cost per Project Trip



Note: Monetary amounts are a federal benchmark used to evaluate effectiveness and do not represent operating cost per rider. Operating costs were not adjusted among the alternatives. Additionally, operational refinements are being considered for the BRT alternatives. These refinements would have relatively the same impact on each of the BRT alternatives and are not considered differentiators. Operational refinements will continue to be evaluated in coordination with Metro Transit to ensure that any changes made do not degrade the performance of the current bus service in the corridor.

Table 4. Measurement Description of New Starts Project Justification Criteria

Project Justification Criteria	Measurement
Mobility Improvements	Linked project trips with people from zero-car households (transit dependent) counted twice; average of current and 2030 ridership forecasts
Cost Effectiveness	Annualized capital plus operating cost per project trip
Environmental Benefits	Value of vehicle miles traveled (VMT) reduction as a percentage of project cost
Congestion Relief	Measurement to be determined ⁵
Economic Development	Qualitative assessment of transit supportive plans and policies, performance and impacts of policies, and tools to maintain or increase the share of affordable housing in the corridor
Land Use	Existing corridor and station area population and employment densities; central business district parking supply and pricing; pedestrian friendly facilities; and affordable housing in the corridor

⁵ At the time this document was prepared, FTA was developing further guidance regarding the rating thresholds. Until further guidance is provided, projects are assigned a medium ranking.

Based on the historical ranking of national projects advanced for funding in the FTA's New Starts program, to be competitive for federal funding, the Gateway Corridor project needs a composite "medium" rating on the six New Starts project justification criteria. All of the Gateway Corridor Dedicated BRT alternatives rate "medium-low" for ridership and hover between "medium" or "medium-low" ratings for cost-effectiveness. A preliminary assessment of the potential reduction of VMT as a percentage of project cost resulted in positive environmental savings. Based on this preliminary assessment, a medium environmental rating was considered achievable. However, a final determination would be based on final operating plans and alignment ridership forecasts. Based on preliminary findings, all Gateway Corridor Dedicated BRT alternatives would likely receive a "medium" rating on congestion relief criteria, as at the time this document was prepared, FTA was developing further guidance regarding the rating of this threshold. Until further guidance is provided, projects are assigned a medium ranking. For land use, while it is acknowledged that this criterion addresses existing conditions, the local project team felt it was premature to assign a preliminary ranking based on future development that could take place prior to the actual date the New Starts application to FTA would be submitted. Additionally, the economic development criteria will be a focus throughout the project, as this rating will be affected by planning efforts, policy changes, and the physical form of new development.

SCOPING DECISIONS

Following the Scoping Booklet public review and comment period, the proposed alternatives (Dedicated BRT, LRT, and Managed Lane BRT) and alignment options, where applicable, were compared using information reflective of the Gateway Corridor goals, findings from the preliminary FTA New Starts evaluation, and consistency with regional policies. An alternative characteristics summary, including length, number of stations, ridership, travel time, and capital cost, is presented in [Table 5](#). The TAC reviewed the alternative characteristics in developing its input to the PAC regarding the Scoping Decision, or the determination of which alternatives should be analyzed in the Draft EIS. At meetings on July 10,

2014, both the PAC and GCC passed Scoping Decision resolutions generally consistent with the input provided by the TAC and CAC, as reflected in the decisions below. WCRRA, serving as the Responsible Governmental Unit (RGU) under the state environmental review process, approved the Scoping Decision on August 12, 2014 ([Appendix D](#)).

LRT Alternative

The LRT alternative was screened from further evaluation in the Draft EIS based on the following:

- LRT was advanced through the AA Study process only for comparative purposes to BRT
- Through the Scoping process evaluation LRT was found to have significantly higher costs without a substantial increase in ridership as compared to BRT ([Goals 1 and 2](#))
- The low cost-effectiveness rating for LRT would significantly limit the ability of this mode of transit in the Gateway Corridor to be competitive for FTA New Starts funding
- LRT would also have limited ability to provide flexible design options to avoid and/or minimize potential impacts to surrounding land uses ([Goal 5](#))

DECISION: Eliminate LRT from further evaluation in the Draft EIS

Table 5. Summary of Alternatives

Metric	Dedicated BRT Alternatives				LRT Alternative	Managed Lane Alternative ¹
	A-B-C-D1-E1	A-B-C-D2-E1	A-B-C-D2-E2	A-B-C-D2-E3		
Length (miles)	12	12	12	12	12	10
Number of Stations	12	12	12	12	12	6 online stations
2030 Daily Ridership: Station to Station BRT²	8,600	8,800	8,800	8,900	--	--
2030 Daily Ridership: Total Corridor³	13,100	13,300	13,300	13,500	9,300 ^{4, 5}	8,100 ^{4, 5}
Estimated Travel Time (minutes from Union Depot to Manning Avenue)	30.0-30.3	30.2-30.5	29.5-30.3	29.4	28 ⁴	20 ⁴
Estimated Capital Cost (millions)	\$500-505	\$470-475	\$460-465	\$460	\$950 ^{4, 5}	\$540 ⁵

¹ Managed Lane Alternative as defined in the AA Study

² Station to station BRT ridership represents zero express riders using the dedicated BRT.

³ Includes all corridor express riders and potential service extension through downtown Saint Paul. These and other BRT operational refinements are still under consideration but affect all BRT alternatives similarly. FTA Mobility Improvements (ridership) ratings assume an average of 2030 and “current year” ridership estimates for Mobility and Cost-Effectiveness measures.

⁴ Estimates based on 2013 Alternatives Analysis

⁵ Source: 2013 Gateway Corridor Alternatives Analysis. LRT ridership assumes optimized alternative (Alt 5) from the Alternatives Analysis. Ridership for the Managed Lane alternative is based on the Alternatives Analysis and includes an estimated 4,700 station-to-station riders and 3,400 express riders. These estimates will be finalized during the Draft EIS. Assumed midpoint year of construction is 2019; amounts shown have been inflated to 2020 dollars for comparison with Dedicated BRT alternatives.

Managed Lane BRT Alternative⁶

While the Managed Lane BRT alternative will advance for further definition and evaluation in the Draft EIS, WCRRA continues to support the findings of the AA Study that this alternative does not meet the Gateway Corridor purpose and need, based on the following:

- Limited locations to access stations, particularly at the west end of the corridor, where the number of people who rely on transit is the greatest (**Goal 1**)
- The preliminary capital cost estimates put the Managed Lane BRT alternative at a higher cost than the Dedicated BRT alternatives, with lower ridership estimates (**Goal 2**)
- The Managed Lane BRT alternative (managed lane element of alternative) would not qualify for FTA New Starts funding under MAP-21. While the managed lane system is critical to regional transportation policy, implementation of a managed lane in the segment of I-94 east of downtown Saint Paul has been identified as a low priority as compared with other segments in the regional system. As such, construction of a managed lane on this segment of I-94 is not included in the 2030 TPP, MnDOT's 20-year plan, nor is it included in any fiscally constrained plans (**Goal 2**).
- The median stations proposed under the Managed Lane BRT alternative would offer less economic development and transit-oriented development (TOD) opportunity (**Goals 3 and 6**)

Following the Scoping request by FHWA, further coordination with FHWA, MnDOT, and FTA was conducted to discuss the definition of the Managed Lane BRT alternative that would be evaluated in the Draft EIS. Based on meetings held

on August 5, 2014 and September 5, 2014, an optimized Managed Lane BRT alternative has been defined that specifically addresses the project elements defined by FHWA, while minimizing impacts to I-94 and making the managed lane more comparable to the Dedicated BRT alternatives through the addition of stations. In this optimized alternative, BRT would travel within a center managed lane where feasible but would have inline and offline stations. Inline stations are located on the outside of I-94/at freeway ramps, with BRT vehicles required to exit the managed lane to access stations. Offline stations are located outside of I-94, with BRT vehicles required to exit the managed lane and conduct several turning movements to access stations. BRT vehicles would travel within the center managed lane in between stations but would cross through the general purpose lanes, mixing with traffic to access the stations. During peak periods, the BRT vehicle may not travel in the managed lane; instead it would operate on the right shoulder between stations to avoid congested I-94 travel lanes. The Managed Lane BRT alternative to be studied in the Draft EIS is illustrated in **Figure 15**.

DECISION: Comply with FHWA requirements to advance and optimize the Managed Lane BRT alternative in the Draft EIS and maintain the findings of the AA Study that this alternative does not meet the project purpose and need

⁶ As defined in the 2030 TPP, Highway Bus Rapid Transit can use bus-only shoulders, managed lanes, ramp meter bypasses, priced dynamic shoulder lanes and other running-way advantages. In addition to peak express service, highway BRT also incorporates high frequency, all-day service, branded vehicles, and improved stations, including park-and-ride facilities and

online stations. BRT improvements can also be used by other types of bus service like regular express buses, limited stop service or routes that are partially local service and partially express. Some of these facilities will have on-line stations, allowing boarding of buses in the highway right-of-way (p. 144).

Dedicated BRT Alternatives⁷

Four Dedicated BRT alternatives generally along Hudson Road – Hudson Boulevard were recommended for study in the Draft EIS (see [Figure 16](#)).

Under each of the Dedicated BRT alternatives, alignment sections A through C would be the same. Alignment A would extend from Union Depot in downtown Saint Paul along Kellogg Boulevard to the intersection of Kellogg Boulevard and Mounds Boulevard. Alignment B would generally follow Mounds Boulevard, Hudson Road, and I-94 to the White Bear Avenue interchange. Alignment C would generally follow Hudson Road/Old Hudson Road to the I-694 interchange.

- **A-B-C-D1-E1:** Union Depot to Manning Avenue; BRT Alignment D1 on 4th Street N crossing to the south side of I-94 west of Radio Drive. Under this BRT alignment, two E1 alignments will be initially evaluated, one located immediately south of I-94 from Woodbury Drive to just east of Gander Mountain, and an option that locates the alignment on Hudson Road starting at Woodbury Drive.
- **A-B-C-D2-E1:** Union Depot to Manning Avenue; BRT Alignment D2 on 4th Street N and Hudson Boulevard (north side of I-94) to a to be determined crossing point west of Woodbury Drive/Keats Avenue N in Lake Elmo. Alignment would then follow Alignment E1 to Manning Avenue.
- **A-B-C-D2-E2:** Union Depot to Manning Avenue; BRT generally on the Hudson Road – Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue, with a terminus station located in Woodbury.⁸

- **A-B-C-D2-E3:** Union Depot to Manning Avenue; BRT Alignment D2 on 4th Street N and continuing along the north side of I-94 generally following Hudson Boulevard to Manning Avenue.

The Dedicated BRT alternatives to be studied in the Draft EIS are illustrated in [Figure 16](#). These BRT alternatives will be further refined to minimize impacts, enhance economic development potential, and reduce capital costs. The evaluation of station locations, connecting bus network, and operations and maintenance facility will also be included.

SCOPING DECISION

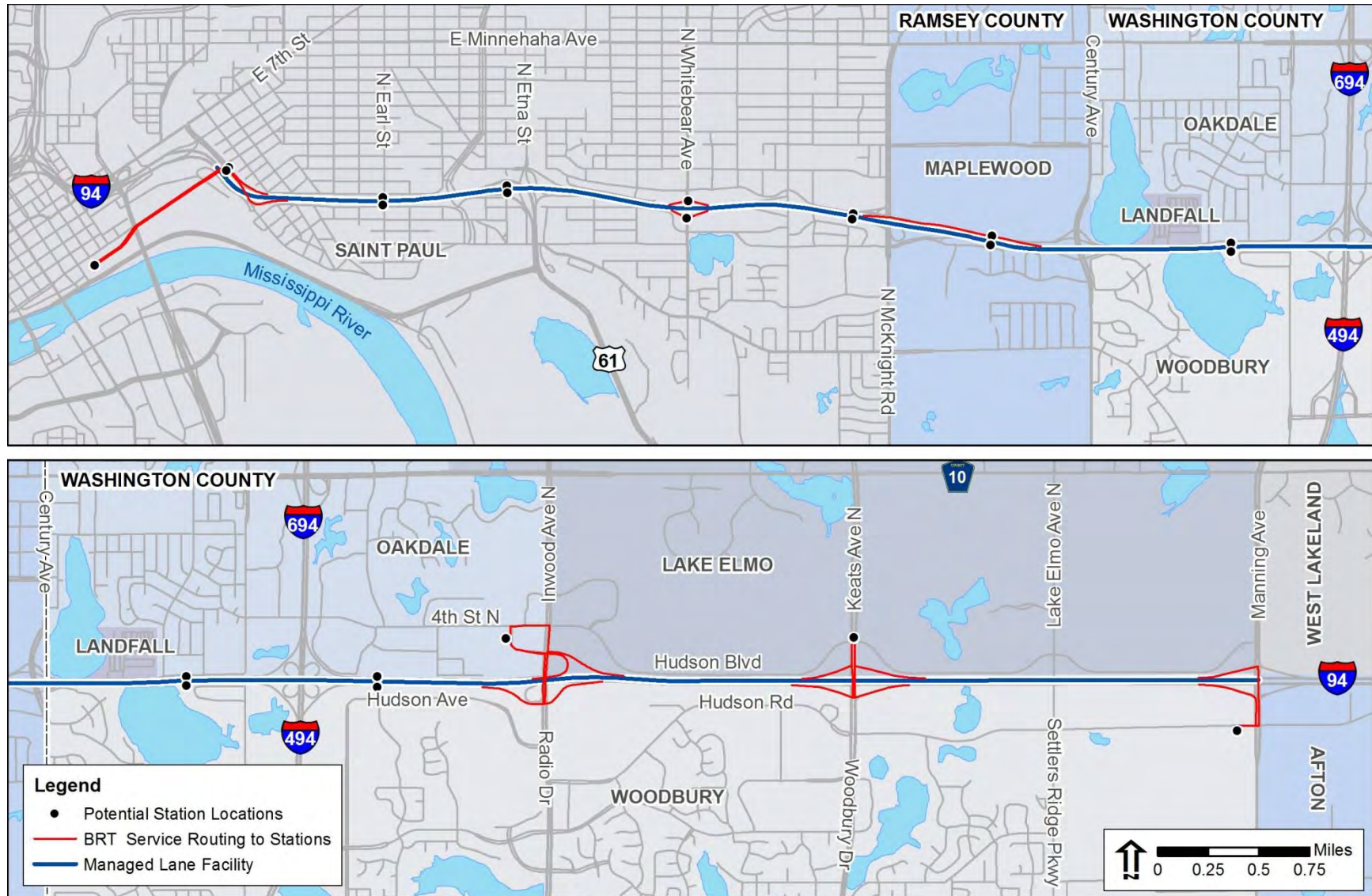
Build alternatives to be studied further in the Draft EIS include:

- Managed Lane BRT
- Dedicated BRT A-B-C-D1-E1
- Dedicated BRT A-B-C-D2-E1
- Dedicated BRT A-B-C-D2-E2
- Dedicated BRT A-B-C-D2-E3

⁷ As defined in the 2030 TPP, Dedicated Busways are special roadways and lanes of roadways dedicated to the exclusive use of buses. Busways can operate service similar to LRT, with station spacing and other characteristics that mimic light rail transit, except they use vehicles on rubber tires instead of electric trains on rails (p. 140).

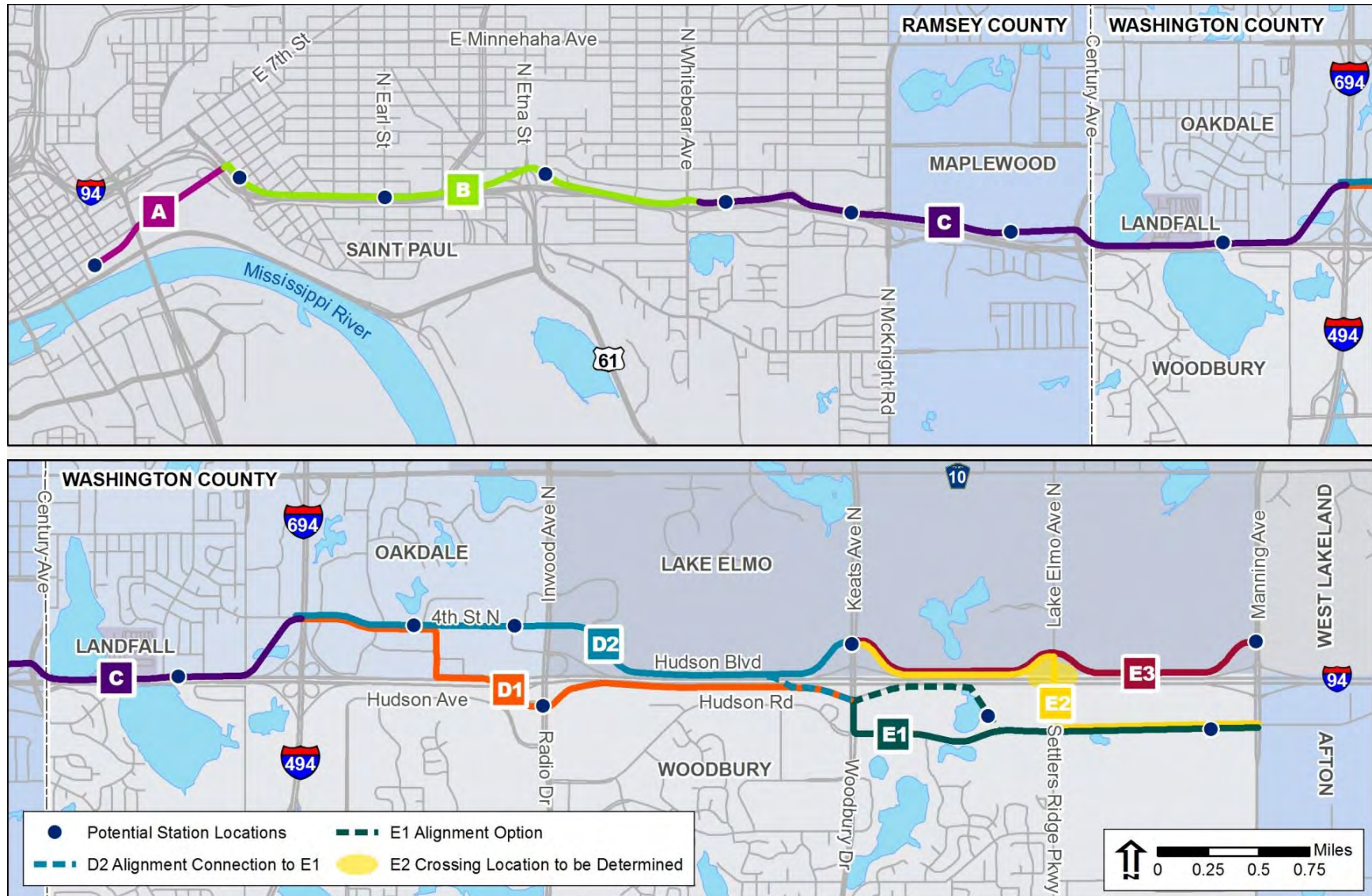
⁸ During the LPA decision-making process, Alignment E2 was further refined to reflect a north/south crossing of I-94 between approximately Lake Elmo Avenue and Manning Avenue.

Figure 15. Managed Lane BRT Alternative to be Studied in the Draft EIS¹



¹ BRT vehicles would travel within the center managed lane, where feasible, in between stations but would cross through the general purpose lanes, mixing with traffic to access the stations. See page 23 for further description of this alternative.

Figure 16. Dedicated BRT Alternatives Recommended for Study in the Draft EIS



Note: During the LPA decision-making process, Alignment E2 was further refined to reflect a north/south crossing of I-94 between approximately Lake Elmo Avenue and Manning Avenue.

LPA Recommendation and Selection

TECHNICAL ANALYSIS OF THE ALTERNATIVES CONSIDERED FOR THE LPA

The LPA is made up of the transit mode and alignment. Other elements, such as final station locations, are established formally during engineering based on additional information, including opening year travel demand forecasts. The input provided during the Scoping process serves as the foundation for the TAC's input on the locally preferred transit mode for the Gateway Corridor. As such, the Managed Lane BRT alternative is not supported locally and is being advanced only for purposes of evaluation in the Draft EIS. It was eliminated from consideration as the LPA.

The following Dedicated BRT alternatives were considered in the identification of an LPA:

- BRT Alternative A-B-C-D1-E1
- BRT Alternative A-B-C-D2-E1
- BRT Alternative A-B-C-D2-E2
- BRT Alternative A-B-C-D2-E3

The TAC approached the proposed LPA evaluation by first comparing metrics such as alignment length, number of stations, ridership, travel time, and capital costs (as reflected in [Table 5](#)), as well as potential FTA New Starts ratings. Based on the input of committee members, the TAC also evaluated data on jobs and job types; transit-oriented development potential and current activity; feeder and express bus routes; and traffic.

A summary of the key findings presented and discussed by the TAC is presented below. The Gateway Corridor goals and objectives are reflected in parenthesis for each of the key findings.

Length and Number of Stations: There is no discernable difference. The four Dedicated BRT alternatives along Hudson Road – Hudson Boulevard are nearly the same length and each has 12 stations.

Ridership (Goal 1/Objectives 1-3): Forecast ridership among the Dedicated BRT alternatives varies by up to 400 riders, which is not a significant difference.

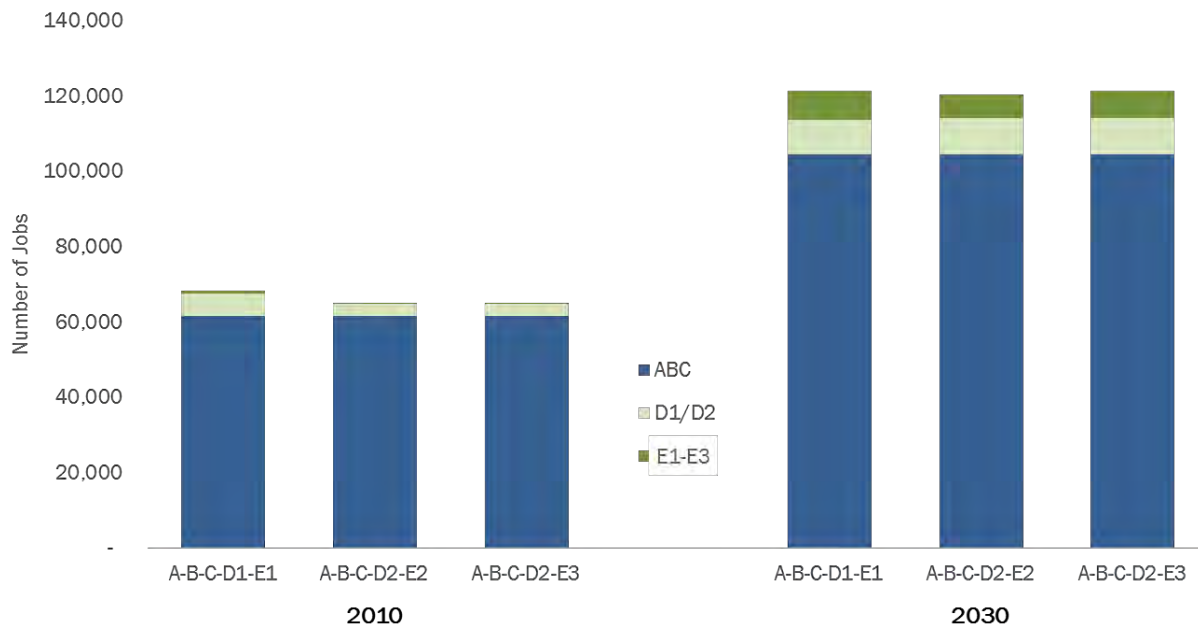
Travel Time (Goal 1/Objective 3): The four Dedicated BRT alternatives have very similar travel times. These travel times include stopping at each of the proposed stations along the route and also incorporate traffic information to the extent it is available. Travel time estimates are measured between Union Depot and Manning Avenue. Ranges of travel times reflect slight variations in alignments under discussion at this time.

Cost (Goal 2/Objective 5): Capital cost estimates for each alternative include construction of the guideway infrastructure; stations; utility relocation; and acquisition of right-of-way and transit vehicles. Costs are inflated to the mid-year of construction, assumed to be 2020. Estimated capital costs for the Dedicated BRT Alternatives range from \$460 to \$505 million. The range in cost, with the A-B-C-D1-E1 alignment being the most expensive, results from the proposed new bridge across I-94 and grade separated crossings of the dedicated guideway at the intersections of Radio Drive and Woodbury Drive.

Economic Development/Access to Jobs (Goal 3/Objective 6 and Goal 5/Objective 9): The Dedicated BRT alignment alternative A-B-C-D1-E1 would provide access to approximately five percent more jobs in year 2010. In 2030, given the development potential to the north of I-94 and east of Radio Drive, Dedicated BRT alignment alternatives would have relatively equal access to jobs (range from 120,300 to 121,300).

Jobs and Job Types (Goal 3/Objective 6 and Goal 5/Objective 9): Employment estimates are reflected in [Figure 17](#). As reflected in the figure, Alternative A-B-C-D1-E1 would currently experience access to more jobs than alternatives A-B-C-D2-E2 or A-B-C-D2-E3 because Woodbury is more developed than Lake Elmo. Employment projections account for planned growth in Lake Elmo and result in essentially equalization of employment by year 2030. Dedicated BRT Alternative A-B-C-D1-E1 has a higher number of retail jobs (approximately 7,900) because of the retail base in Woodbury today. The three other Dedicated BRT alternatives (A-B-C-D2-E1, A-B-C-D2-E2, and A-B-C-D2-E3) have lower numbers of retail jobs (approximately 5,550).

Figure 17. Employment Estimates by Alternative



Source: Metropolitan Council

Potential for Transit-Oriented Development and Current Development Activity (Goal 3/Objective 7): The Dedicated BRT alignment alternatives were considered for their potential impact on transit-oriented development in the corridor based on current conditions and zoning policies currently in place. Alternative A-B-C-D1-E1 passes through auto-oriented commercial areas that were developed fairly recently and are not ready for redevelopment into pedestrian friendly areas suitable for station locations. Alternatives A-B-C-D2-E1 and A-B-C-D2-E3 provide more opportunity for station area development; however, the vacant land in combination with supportive property owners and developers along the A-B-C-D2-E2 alignment provide the strongest opportunity for transit-oriented development.

Feeder and Express Bus Routes (Goal 1/Objectives 1, 2 and Goal 5/Objective 9): The express bus routes that currently operate in the Gateway Corridor will continue to operate after Gateway Corridor project begins operations. Express routes 294 and 350 will use the Gateway Corridor guideway for part of their route, as it will provide a more reliable travel time than their current routes. New feeder bus routes will be added to the system to provide coordinated service to some Gateway Corridor stations.

Traffic Impacts (Goal 1/Objective 4): The alternatives have different traffic impacts. Alternative A-B-C-D1-E1 has traffic impacts at Radio Drive and Woodbury Drive because of the current and forecast high volumes of traffic on those streets. A grade-separated crossing would likely be needed to resolve traffic issues. Traffic mitigation at 4th Street and Inwood Avenue may also be needed along the A-B-C-D2-E1, A-B-C-D2-E2, and A-B-C-D2-E3 alternatives but can likely be accommodated with traffic signal changes. A traffic signal may eventually be needed at Keats Avenue and Hudson Boulevard.

This map illustrates the Gateway Corridor Conceptual Service Plan (DRAFT). It features a network of transit routes and stations along the Gateway Corridor. The map includes a legend with the following categories:

- Gateway Stations:** Indicated by red circles.
- Concept Feeder Routes:** Shown as red lines.
- Corridor Express Routes Using Guideway:** Shown as orange lines.
- Corridor Express Routes Not Using Guideway:** Shown as purple lines.
- Other Existing Transit Routes:** Shown as blue lines.

The map also includes a scale bar (0 to 2 miles) and a north arrow. A callout box points to a route heading "To Stillwater via TH-5". The map shows the corridor extending from the south (near Newport) to the north (near Oakdale), with various streets and landmarks labeled.

LPA RECOMMENDATION AND SELECTION

The four Dedicated BRT alternatives to be studied in the Draft EIS were further considered with respect to defined project goals, objectives, and evaluating criteria set forth in the AA Study and further refined during the Scoping phase of the federal and state environmental analyses.

TAC Technical Input

The TAC, in its technical advisory role to the PAC, recommended:

- Eliminating LRT from further consideration, affirming the TAC's June 2014 input to the PAC during the Scoping Decision process
- Selecting BRT as the locally preferred mode for the Gateway Corridor
- Selecting Dedicated BRT Alignment A-B-C-D2-E2 as the LPA alignment for the Gateway Corridor

For the full recommendation from the TAC, see [Appendix A](#).

CAC Input

The CAC, in an advisory role to the PAC, provided the following input:

- The majority of CAC members present recommended that BRT Alignment A-B-C-D2-E2 within a dedicated, bi-directional guideway be the proposed LPA alignment for the Gateway Corridor due to its local support and economic development potential, with a few of these members feeling that Alternative A-B-C-D2-E3 was another viable option
- A minority of CAC members present recommended that a BRT alignment (A-B-C) terminating west of the I-94/I-694/I-494 interchange to align with current congestion and developed areas should be considered
- The CAC acknowledged that the Draft EIS alternatives will continue to be optimized through the environmental process to minimize impacts to adjacent property owners and businesses

PAC and Gateway Corridor Commission Action

On July 24, 2014, the PAC and the GCC each passed resolutions transmitting their recommendation of the proposed LPA to the Metropolitan Council for inclusion in the Draft 2040 TPP, which was circulated for public review in August 2014. The inclusion of the proposed Gateway LPA in the Draft 2040 TPP streamlined the LPA decision-making process, while providing opportunity for public review and comment. The proposed LPA approved by the PAC and GCC on July 24, 2014, also provided the project definition for the PAC-hosted public hearing on the LPA on August 7, 2014.

The July 24 PAC and GCC resolutions each indicated that the Dedicated BRT alignments that advance into the Draft EIS will be further defined and evaluated to minimize impacts to surrounding properties and the I-94 corridor, enhance economic development potential, and reduce capital costs while providing required operating efficiency, with attention to mobility options for environmental justice populations.

Public Input on the Proposed LPA

A public hearing on the LPA was held on August 7, 2014. Following the PAC and GCC actions on July 24, 2014, an LPA Background Document was prepared and posted on the Gateway Corridor website one week prior to the public meeting and was available at the public hearing. It was also translated into Spanish. There were 57 people in attendance at the public hearing; 17 people spoke, and six people submitted written comments. Comments could also be submitted via email, mail, or phone through August 13, 2014. An additional 12 comments were received after the public hearing. Comment topics included impacts associated with routing BRT on local streets (loss of parking and travel lanes, impacts to property values, and noise); East Side community and transit-dependent populations being part of project decision-making; connecting bus routes; pedestrian and bicycle access to stations; transit service at all times of day; affordable, low-income, and mixed-income housing in the corridor; overall project costs/use of taxpayer dollars; and economic development opportunities and access to jobs ([Appendix C](#)).

Table 6. Basis for TAC Recommendation of Dedicated BRT Alignment A-B-C-D2-E2 as the LPA (July 2014)

Goal 1: Improve Mobility	
<ul style="list-style-type: none"> Minimize traffic mobility impacts: Alternative A-B-C-D2-E2 minimizes impacts to congested roadways Maximize travel time savings, maximize transit ridership: The travel time and ridership projections for Alternative A-B-C-D2-E2 are similar to the other Dedicated BRT alternatives 	
Goal 2: Provide a Cost-Effective, Economically Viable Transit Option	
<ul style="list-style-type: none"> Minimize costs and maximize cost-effectiveness: Alternative A-B-C-D2-E2 is comparable in cost to Alternative A-B-C-D2-E3 and lower than the other BRT alternatives 	
Goal 3: Support Economic Development	
<ul style="list-style-type: none"> Maximize number of people served: Alternative A-B-C-D1-E1 would provide access to approximately five percent more jobs in year 2010. In 2030, given the development potential to the north of I-94 and east of Radio Drive, all of the BRT alternatives would have relatively equal access to jobs. Maximize future development opportunities: Alternatives A-B-C-D2-E2 and A-B-C-D2-E3 provide more opportunity for station area development. Additionally, the vacant land in combination with supportive property owners and developers along the A-B-C-D2-E2 alignment provide the strongest opportunity for transit-oriented development. 	
Goal 4: Protect the Natural Environmental Features of the Corridor	
<ul style="list-style-type: none"> Alternative A-B-C-D2-E2 does not have significant environmental benefits over the other alternatives 	
Goal 5: Preserve and Protect Individual and Community Quality of Life	
<ul style="list-style-type: none"> Alternative A-B-C-D2-E2 does not have significant quality of life benefits over the other alternatives 	

Table 7. Summary of LPA Characteristics (Alternative A-B-C-D2-E2)

Length	Number of Stations ¹	2030 Daily Ridership: Station to Station BRT	2030 Daily Ridership: Total Corridor	Estimated Travel Time (from Union Depot to Manning Avenue)	Estimated Capital Cost
12 miles	12	8,800	13,300	29.5-30.3 minutes	\$460-465 million

¹ A potential additional station is currently under evaluation in Lake Elmo, which would increase the number of Gateway Corridor stations to 13 (including Union Depot).

Policy Recommendation by PAC and GCC

Following the technical and public comment process, at its meeting on September 11, 2014, the PAC and GCC both affirmed their previous actions on July 24, 2014, that Dedicated BRT Alternative A-B-C-D2-E2 generally on the Hudson Road – Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue is the Locally Preferred Alternative for the Gateway Corridor project. The LPA conceptual alignment is

illustrated in **Figure 19**. Station locations are included as reference and are not adopted as part of the LPA.

At the request of PAC representatives, the LPA alignment in the eastern end of the corridor shows more flexibility in where the crossing from Hudson Boulevard in Lake Elmo would cross to the south, into Woodbury, with a terminating station in Woodbury near Manning Avenue. It was noted that this flexibility would allow for the evaluation in the Draft EIS of a potential additional

station near Manning Avenue in Lake Elmo before the alignment crosses south to Woodbury or shifting the Keats Avenue station in Lake Elmo further east to maximize service, accessibility, and surrounding economic development opportunities while minimizing impacts.

The PAC and GCC LPA recommendations took into consideration the technical information on each of the alternatives developed to date, along with the TAC, CAC, public, and agency input provided as part of the Scoping and LPA processes.

The resolutions passed by both the PAC and the GCC included several important statements regarding the project's purpose, commitments through the Draft EIS evaluation process, and station area plans, as outlined below:

- The purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that compliments existing and planned express bus service in the corridor
- The BRT alignments that advance into the Draft EIS will be further defined and evaluated to minimize impacts to surrounding properties and the I-94 corridor, which may include operating in existing lanes with mixed traffic at pinch points where right-of-way is constrained; enhancing economic development potential; and reducing capital costs while providing required operating efficiency, with attention to mobility options for environmental justice populations
- The PAC and the GCC will work collaboratively with each of the Gateway Corridor cities to develop station area plans for the areas around the BRT guideway stations as part of the Draft EIS process based on the results of the market analysis, community input, and Metropolitan Council guidelines and expectations for development density, level of activity, and design
- Through the Draft EIS process, the PAC and the GCC will continue to evaluate and focus on transit service connections to the dedicated

BRT system (A-B-C-D2-E2), including an efficient feeder bus network, as well as the number and location of stations throughout the Gateway Corridor to maximize service, accessibility, and surrounding economic development opportunities, while minimizing impacts

A summary of the overall AA process, concluding with the Gateway Corridor LPA selection, is illustrated in **Figure 20**.

GATEWAY CORRIDOR LPA

The LPA, as reflected in the PAC and GCC resolutions on September 11, 2014, is dedicated BRT generally on the Hudson Road - Hudson Boulevard (A-B-C-D2-E2) alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue, with an eastern terminus station in Woodbury.

CITY SUPPORT

Following the PAC and GCC resolutions, the six communities in the corridor passed resolutions of support for A-B-C-D2-E2 as the LPA as summarized below. Each City also committed to undertaking and developing station area plans with the support of the GCC for the proposed BRT guideway station areas within its jurisdiction. A copy of each City's resolution is provided in **Appendix B**.

- **Saint Paul:** Resolution of support dated September 17, 2014. Identifies no issues beyond those already identified during Draft EIS Scoping.
- **Maplewood:** Resolution of support dated September 22, 2014. In addition to those issues identified during Draft EIS Scoping, the resolution noted areas of particular importance to the City, including mitigation of traffic impacts on McKnight Road, Century Avenue, and nearby public and private roadways; and enhanced pedestrian and bicycle facilities throughout the project area to connect non-motorized modes of travel to proposed stations, including the need for

improved connections under I-94 at both McKnight Road and Century Avenue.

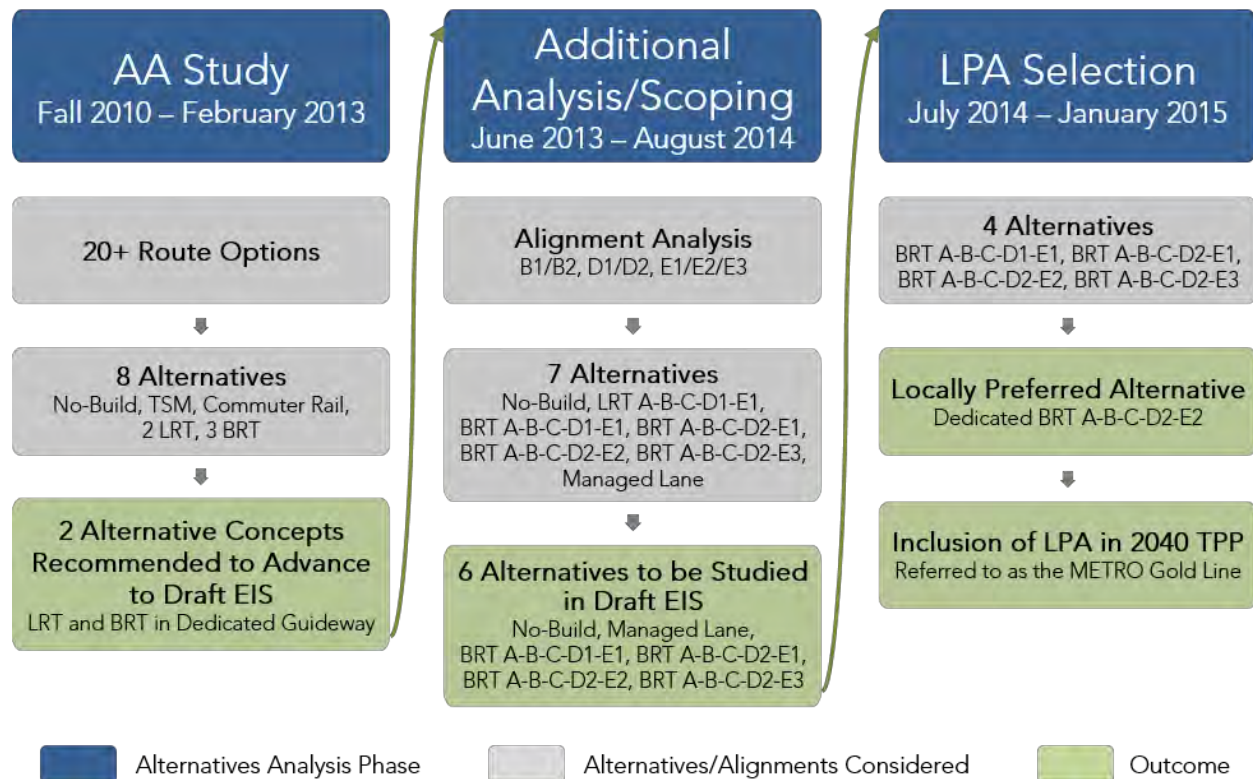
- **Landfall:** Resolution of support dated September 17, 2014. In addition to those issues identified during Draft EIS Scoping, the resolution identifies the following areas of critical importance to Landfall: the identified pinch point of the guideway in the City of Landfall Village; no encroachment of guideway on the physical property contained therein with Saint Paul Harley Davidson; support of a shared use of existing roadway/BRT guideway in the ¼ mile section including the southern area of Tanners Lake abutting Hudson Road; any change to Hudson Road's west exit onto Century Avenue shall include opportunities to provide better vehicle access; and no funding for the BRT guideway will be required from the City of Landfall Village, its residents, or its businesses.
- **Oakdale:** Resolution of support dated September 27, 2014. In addition to those issues identified during Draft EIS Scoping, the resolution identifies the following areas of particular importance to Oakdale: address and mitigate changes in access and capacity at all existing intersections for roadway uses and abutting properties; minimize impacts to the Tanners Lake shoreline and the natural aesthetics of the lake; minimize noise and vibrations to abutting residential land uses along Hudson Boulevard and 4th Street; minimize noise and visual impacts to the Guardian Angels Cemetery; recognize future overpasses at Hadley/Wier and Helmo/Bielenberg as reflected in the Oakdale and Woodbury comprehensive plans; in the event the corridor terminates west of Inwood Avenue, the City of Oakdale reserves the opportunity to determine the location of the termination; and the Draft EIS must consider all four BRT alternative alignments and must give the same level of attention to Alignment D1 in the City of Oakdale, between Helmo Avenue and Inwood Avenue, as is given to Alignment D2.
- **Lake Elmo:** Resolution of support dated September 16, 2014. In addition to those issues identified during Draft EIS Scoping, the resolution identifies the following areas of particular importance to Lake Elmo: analysis of appropriate jurisdictional control over Hudson Boulevard and robust consideration of a possible turn back to Washington County; development of an access management plan for Hudson Boulevard that is supported by property owners, the City of Lake Elmo, and Washington County; thorough analysis of economic development potential to assist in guiding the placement of Gateway stations in the segment between Keats Avenue and Manning Avenue, as well as planning resources to assist with transit-oriented development/station area planning; a preference that an interchange at Lake Elmo Avenue is not desired; a safety and security plan to ensure that adequate resources are provided to effectively address safety and security concerns at corridor facilities; and support for continued evaluation of the A-B-C-D2-D3 alignment in the Draft EIS.
- **Woodbury:** Resolution of support dated September 24, 2014. Identifies no issues beyond those already identified during Draft EIS Scoping.

Figure 19. Locally Preferred Alternative Conceptual Alignment



¹ This map is a refinement of the figure included in the PAC LPA Resolution from September 11, 2014.

Figure 20. Alternatives Analysis Process



RCRRA SUPPORT

At its meeting on September 23, 2014, following the PAC public hearing and the PAC and GCC recommendations, RCRRA passed a resolution supporting BRT in dedicated guideway along alignment A-B-C-D2-E2 as the LPA for the Gateway Corridor. The resolution also acknowledges that the cities in the corridor will be working collaboratively and with support from the GCC to complete a market analysis and station area plans as part of the Draft EIS process.

WCRRRA SUPPORT

At its meeting on October 7, 2014, following the PAC, RCRRA, and WCRRRA public hearings, the PAC and GCC recommendations, the passage of each Gateway Corridor City and Ramsey County resolutions, and technical information developed to date, WCRRRA passed a resolution recommending the Dedicated BRT Alternative A-B-C-D2-E2 as the LPA for the Gateway Corridor. The resolution also states that WCRRRA, as a member of the PAC and GCC, will continue to collaborate

with communities on station area planning, evaluate and focus on transit service connections to the dedicated BRT system, and further define station areas and the specific area of the I-94 crossing. Additionally, the WCRRRA indicated that through the Draft EIS process, the potential impacts to existing right-of-way will be addressed and documented.

WCRRRA transmitted the October 7th LPA resolution and cover letter to the Chair of the Metropolitan Council on October 8, 2014 ([Appendix A](#)). In the cover letter, WCRRRA, in concurrence with the Draft EIS process and completed no later than the start of the Pre-Project Development phase, committed to taking the following steps:

- Work with Metro Transit, Lake Elmo, and Woodbury to generally locate Gateway stations in the two cities and identify the alignment crossing over I-94
- Hold a public hearing, near the eastern segment of the Gateway Corridor, on the

refined transitway alignment in Lake Elmo and Woodbury, including the I-94 crossing

- Adopt a resolution of support for the refined transitway alignment in Lake Elmo and Woodbury, including the alignment crossing over I-94, and encourage the Cities of Lake Elmo and Woodbury to do the same
- Amend the LPA Selection Summary Report to reflect the general station locations and refined transitway alignment in Lake Elmo and Woodbury

Additionally, the WCRRA committed to working closely with MnDOT to identify and minimize potential right-of-way impacts, specifically to Interstate 94.

In that October 8th submittal, WCRRA also transmitted all of the City, County, PAC, and GCC resolutions of support for the Gateway Corridor LPA.

METROPOLITAN COUNCIL

On January 14, 2015, the Metropolitan Council adopted the 2040 TPP, which includes the Gateway Corridor LPA. This action, which concludes the Alternatives Analysis process, followed a public comment period and input from the Transportation Advisory Board to the Metropolitan Council.

The TPP refers to the Gateway Corridor LPA as the METRO Gold Line. The project is described as dedicated BRT connecting Saint Paul, Maplewood, Landfall, Oakdale, Lake Elmo, and Woodbury, generally on the Hudson Road-Hudson Boulevard alignment, and crossing to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue. The TPP acknowledges that the project is currently in the environmental review stage and that the station area planning process is ongoing. The region plans to submit a request for entry into the FTA New Starts project development phase in 2015, and the corridor has been identified as a funding priority for CTIB in its Phase I Program of Projects. The Gold Line is planned to open around 2022.⁹

The minutes from the January 14th Metropolitan Council meeting are included in [Appendix E](#).

NEXT STEPS

Draft EIS

The Gateway Corridor environmental review will contribute to the understanding of the project benefits, impacts, opportunities, and costs. WCRRA, RCRRA, the Metropolitan Council, and FTA are leading the detailed analyses of the Gateway Corridor issues and opportunities through the preparation of a Draft EIS. The alternatives considered for the LPA, including the approved LPA, will be studied in the Draft EIS. The Draft EIS will identify significant benefits and impacts of the four Dedicated BRT alternatives and the Managed Lane BRT alternative and strategies for avoiding or minimizing and mitigating the negative impacts identified. Results of the technical analyses will be shared with the Gateway Corridor TAC, CAC, PAC, and GCC as they become available. The Draft EIS is scheduled to be published by FTA for public review and comment in the fall of 2015. A timeline of Draft EIS milestones is shown in [Table 8](#). The public review of the Draft EIS will be an opportunity for all Gateway Corridor stakeholders and the general public to either affirm or reconsider the LPA recommendation.

Coordination with federal and state agencies with jurisdiction or interest in the project will occur throughout the Draft EIS process. Currently, the Federal Highway Administration (FHWA), United States Army Corps of Engineering (COE) and MnDOT are official Cooperating Agencies under the Federal environmental review process.

The project can be followed on the [Federal Infrastructure Projects Dashboard](#), which tracks the federal permitting and environmental review process for expedited high priority infrastructure projects. The Dashboard helps agencies to expedite environmental reviews and permit decisions for high priority federal infrastructure projects that will create a significant number of jobs, have a reasonable funding plan, and where

⁹ 2040 Transportation Policy Plan, Chapter 6: Transit Investment Direction and Plan (Metropolitan Council, January 2015)

the significant steps remaining before construction are within the control and jurisdiction of the federal government and can be completed within 18 months. The Gateway Corridor project was selected for the Dashboard in May 2014.

Throughout the Scoping and LPA process, WCRRA, on behalf of the GCC, has been working closely with FHWA, MnDOT, the Metropolitan Council, and Ramsey County to address potential right-of-way impacts to I-94 associated with the Build alternatives advancing for more detailed analysis in the Draft EIS. This coordination and work to further identify, refine, and minimize right-of-way impacts to I-94 will continue throughout the Draft EIS process.

Enter New Starts Program

It is expected that the region will pursue federal funding for the Gateway Corridor Project through the FTA New Starts program.

The timeline and major phases of for the Gateway Corridor project are illustrated in **Figure 21**. Project Development will proceed along with preparation of the Final EIS, furthering engineering, making design decisions, and refining the physical elements of the project. When Project Development is complete, engineers will further design the transitway, followed by a construction phase, and ultimately operations of the Gateway Corridor.

Table 8. Draft EIS Schedule

Timeline	Milestone
August 2014 – July 2015	Preparation of Draft EIS
July 2015 – November 2015	FTA Review of Draft EIS
September 2015 – December 2015	Incorporation of FTA Comments
December 2015	Notice of Availability/Publication of Draft EIS
Early 2016 – Fall 2017	Final EIS Preparation and Record of Decision

Figure 21. Transitway Development Process



Appendix A

LPA Supporting Documents

Technical Advisory Committee Meeting #12

Meeting Summary

Wednesday, July 16, 2014

2:00 – 4:00 pm

Woodbury City Hall

Attendees:

Andy Gitzlaff, Washington County
Lyssa Leitner, Washington County
Jan Lucke, Washington County
Brian Finley, Washington County
Ali Turner, Washington County
Frank Ticknor, Washington County
Kristen Scobie, Washington County HRA
Bill Goff, MnDOT
Emeka Ezekwemba, FHWA
Kim Zlimen, Hennepin County
Mike Rogers, Ramsey County
Kevin Roggenbuck, Ramsey County
Ron Moorse, City of Afton
Mike Ericson, City of Landfall
Kyle Klatt, City of Lake Elmo
Mark Finken, City of St. Paul
Bill Dermody, City of St. Paul

Leila Tripp, City of St. Paul
Brian Bachmeier, City of Oakdale
Michael Thompson, City of Maplewood
Janelle Schmitz, City of Woodbury
John Bradford, City of Woodbury
Dave Schultz, West Lakeland Township
Kathryn O'Brien, Metro Transit
Steve Elmer, Metropolitan Council
Steve Baisden, Metro Transit
Jeanne Witzig, Kimley-Horn
Jessica Laabs, Kimley-Horn
Lisa Rasmussen, Kimley-Horn
Beth Bartz, SRF
Adele Hall, SRF
Steve Wilson, SRF
Jim Gersema, SRF

1. Review of Coordination Activities—*Beth Bartz, SRF Consulting*

a. CAC Meeting—*Beth Bartz, SRF*

- The CAC met on June 30 in anticipation of the Scoping Decision recommendation to the PAC. The CAC agreed in large part with the TAC recommendation. There were a few members that suggested retaining LRT out of concern for system continuity. They also suggested some minor alignment adjustments.

b. PAC/GCC Meetings—*Beth Bartz, SRF Consulting*

- On July 10 the PAC and the GCC took up the TAC Scoping recommendation and reviewed the CAC's input on Scoping. Both groups passed a resolution (handout) that includes background on Scoping and defines the alternatives to be included in the Draft EIS.
- The PAC and GCC approved the TAC recommendation of BRT primarily in a dedicated guideway, eliminated LRT, and adjusted the language regarding managed lane to reaffirm the findings of the Alternatives Analysis (AA) and the additional work completed on the Managed Lane alternative since then. The resolution states that while the Managed Lane alternative does not meet the purpose and need for the project, the PAC and GCC acknowledge that FHWA has requested additional analysis in the Draft EIS, FTA has concurred with that request, and Managed Lane will therefore be studied in the Draft EIS.

- The PAC and GCC also approved some schedule adjustments so that the Gateway Locally Preferred Alternative (LPA) can be directly included in the 2040 Transportation Policy Plan, which is currently in development by the Metropolitan Council.
- c. **Metropolitan Council Meeting**—*Andy Gitzlaff, Washington County*
 - Metropolitan Council and Washington County staff met to discuss synching the Gateway LPA decision and approval process with the current update to the 2040 Transportation Policy Plan (TPP). More detail will be provided on this item later in the meeting.
- d. **FTA Call**—*Andy Gitzlaff, Washington County*
 - The FTA call was held just before the TAC meeting. Attendees discussed wrapping up Scoping, the FHWA request to analyze the Managed Lane alternative, and the level of analysis. FTA has asked the project team to meet with FHWA locally to understand the level of analysis in the Draft EIS. FHWA is a cooperating agency and the project will need to meet their permitting requirements.

2. Overview of Project Schedule and Process

a. Scoping Decision—*Beth Bartz, SRF Consulting*

- The PAC and GCC made their Scoping recommendation to the Washington County Regional Railroad Authority (WCRRA), which is the Responsible Governmental Unit (RGU) under the Minnesota environmental rules. FTA will review the Scoping Decision for consistency with the National Environmental Policy Act (NEPA).
- BRT will be studied in the Draft EIS. There are four BRT alternatives: A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, and A-B-C-D2-E3. The alignments will be further refined to minimize impact, enhance economic development potential, and reduce capital costs.
- Managed Lane will be studied in the Draft EIS. While PAC and GCC understand that the Managed Lane alternative does not meet the purpose and need for the project, both groups acknowledge that FHWA has requested additional analysis in the Draft EIS, FTA has concurred with that request, and Managed Lane will therefore be studied in the Draft EIS.
- LRT will not be studied in the Draft EIS. It was eliminated because of its high costs and inability to compete for New Starts funds.
- After the WCRRA action on August 5 and release of the Scoping Decision Document, the Scoping process will be complete.

b. Locally Preferred Alternative Decision—*Jeanne Witzig, Kimley-Horn*

- The intention is to identify the LPA in the Draft EIS document. The LPA is the early indicator of local preferences regarding transit mode and alignment. Station locations are not included in the LPA decision; it's a high-level decision. The LPA decision is governed by the Metropolitan Council, as the final action is inclusion of the LPA in the Transportation Policy Plan. The LPA decision is also an important part of preparing the project to pursue federal funding.

- The letter (handout) from Chair Haigh to Commissioner Weik outlines a process for including a “contingent” LPA for the Gateway Corridor project in the Draft 2040 TPP. The blue and green schedule (handout) shows the schedule for both the Scoping and LPA decisions, based on the goal of including the LPA in the TPP that is currently proceeding.
- The PAC will meet on July 24 to take up the recommended LPA for inclusion in the Draft 2040 TPP that is going out for public review and comment in early August. The LPA recommendation will then go to both the Washington and Ramsey County Regional Railroad Authorities, with input from each of the corridor cities in the form of resolutions of support.

3. Review of Supporting Technical Information for the Locally Preferred Alternative Recommendation—*Jeanne Witzig, Kimley-Horn*

- At the last TAC meeting there were some requests for additional information on the alternatives for the LPA decision. The project team has responded to those requests with refined capital costs, travel times, ridership forecasts, feeder bus information, and job information. At the last TAC meeting there was also a request to consider an additional alignment that crosses west of Woodbury Drive, so additional cost estimates have been prepared for that alignment.
- Alternatives’ length and number of stations: the length of each alternative is similar, and the number of stations along each alternative is the same.
- Ridership: the alternatives do not vary significantly. The low end of the ridership range does not include any express buses using the guideway; the high end of the range includes all express buses using the guideway. The ridership will likely fall somewhere in the middle of the range, but will be consistent across alternatives.
- Travel time: based on the level of detail available, travel time differences between the alternatives are minimal.
- Feeder bus network: one of the reasons that the ridership is consistent among alternatives is because of the feeder bus network. Concepts for this network include a pair of circulator feeder routes that would run along the frontage roads north and south of I-94. Additionally, a couple of other bus lines would be feeder routes that go south into Woodbury. These concepts would be refined as project design continues. Additionally, there are express buses that would use the guideway, and some that wouldn’t. Buses originating at the Manning Avenue, Woodbury Theatre, and Guardian Angels park and rides would continue to use the freeway and not the guideway. The Route 294, which serves the Lake Elmo Village area and other points north, would use the guideway, as would the Route 350, which serves Cottage Grove. These routes have competitive travel times in the guideway.
- Traffic impacts: this is one of the areas in which there is a difference among alternatives. Frank Ticknor noted that Washington County has been tracking the impacts to Radio Drive and Woodbury Drive and are concerned about them from a county system perspective. The project’s impact on the intersections to the north of I-94 is not as great.

- Capital costs: capital cost differences between the alternatives depend on the use of new structures or existing structures and whether the alignment is on Hudson Road on in right-of-way near I-94. The cost differential is about \$20 million among the four alternatives. More detail is available on costs, if desired.
- TOD potential: HR&A's map of activity sites and development areas has been updated with the new alternatives, and shows the parts of the corridor where there is proposed development.
- Jobs: The alignment to the south captures a greater number of current jobs; in 2030, the total number of jobs is nearly equal to the north and to the south of I-94. A breakdown of retail and non-retail jobs was shown; the source of the break down is from Metropolitan Council, which in turn is from cities' comprehensive plans which identify how much of a given commercial area is retail. Retail jobs often have off-peak hours and employ many part time workers.
- New Starts ratings: nothing has changed from previous discussions. The focus has been and will continue to be on the project justification criteria that can be affected by how the project is defined and designed. As the project advances, work will continue on the elements that are included in the land use and economic development criteria.

4. Next Steps with TAC Recommendation

ACTION: Which alternative should the TAC recommend to the PAC as the LPA? Which ones best meet the purpose and need, which have local support, which meet the federal criteria?

- Bill Dermody began the discussion by asking about the possibility for greater intensity of jobs on one side of the freeway or another. Kyle Klatt responded that there is definitely the potential for increased job density in Lake Elmo. The existing land use plan is focused on housing in the area because of the City's memorandum of understanding with the Metropolitan Council. The MOU no longer applies, so land use changes in the area could focus more on job creation. The market has not yet supported increased job density in Lake Elmo, but the City would support this.
- Brian Bachmeier noted that there is not a lot of difference between D1 and D2 in terms of job density, because the only available land for additional jobs in Oakdale is at the Oaks Business Park.
- Janelle Schmitz commented that in Woodbury there is flexibility within the "Places to Work" designation on the vacant land along E2. On the western end along D1, the land is developed to its highest and best use of fairly intense retail with some office.
- Dave Schultz noted that West Lakeland has been discussing a commercial mixed use development with three property owners along Manning near I-94. West Lakeland currently has a moratorium on development because there has been interest.
- Ron Moorse added that the Afton side of Manning Avenue the area is zoned industrial. The City has not done any planning for the area beyond that.
- Mike Rogers noted that the differences in the overall job numbers are not very large, and questioned whether a retail job is more likely to generate transit rides, since

Gateway will provide all day service so the job hours are not as important. Steve Wilson responded that the best transit market from an employment perspective tends to be the traditional five-day-a-week commuter. Retail has a lot of part time jobs and hours which don't translate into consistent use. The ridership model is not sensitive to job types.

- Lyssa Leitner noted that community members consistently comment that they want access to jobs—all kinds of jobs. Since Gateway will not be able to directly serve all jobs in the area, regardless of alternative chosen, the circulator system will be really important.
- Dave Schultz commented that the group should not make a decision on BRT that would complicate implementation of LRT in the future. He also questioned whether there will be a grade separation at Highway 120 and at McKnight Road. Jim Gersema confirmed that a grade separation is being considered for Highway 120, but not at McKnight Road.
- Michael Thompson asked each of the east side cities—Oakdale, Lake Elmo, and Woodbury—to weigh in on their LPA opinion.
- Kyle Klatt responded that while the elected officials in Lake Elmo still have a lot of questions and concerns, the City prefers D2. Further east the City is trying to engage property owners, which in turn helps council members be more comfortable with the project. One of the major property owners is a supporter of the project. The City prefers the E2 alignment, though the council is still looking for assurance regarding capital costs and maintenance of the project and road. The City also likes that the E2 alignment promotes not having a freeway interchange at Lake Elmo Avenue. Along E3 there is little land owner support so far. This will make it difficult for the council to agree to it. So, the Lake Elmo TAC recommendation is D2-E2.
- Brian Bachmeier stated that from the City of Oakdale's perspective, there is little difference between D1 and D2, though the City prefers D2. The City has no preference regarding the E segment.
- John Bradford stated that the City of Woodbury has a strong preference for D2 over D1 because of potential impacts to the developed area. The City supports E1, but only if it is east of Gander Mountain before joining Hudson Road. The property owner to the east is supportive of Gateway. Woodbury would also be fine with the alignment that stays completely north of I-94.
- Dave Schultz stated that from West Lakeland's point of view, everything is contingent on stopping at Manning Avenue. If the route is staying north, the Township would need to do more planning. The frontage road ends at Manning Avenue.
- Ron Moorse stated that Afton is not looking for more intense development than they already have. Development that occurs in Woodbury will either be very different than Afton, or there will be pressure to develop in Afton. Therefore, the City of Afton prefers E3.

The TAC took an informal straw poll on the LPA at this point. Most votes (8) were for the A-B-C-D2-E2 alternative, but there were some votes (3) for the A-B-C-D2-E3 alternative. The discussion continued.

- Lyssa Leitner noted that the Gateway Corridor project plans to stop at Manning Avenue. If service continues to Hudson it would be bus service on I-94. Building a guideway through Afton is not likely.
- Beth Bartz reminded the group that it would be fine to have a diverse recommendation if there is no consensus.
- Steve Elmer noted that the LPA would be adopted into the 2040 TPP with a terminus at Manning Avenue without an extension further east.
- Dave Schultz commented that it is short sighted not to go to Hudson.
- Emeka Ezekwemba noted that D1 and E1 did not get any votes. Woodbury Drive and Hudson Road is a high traffic and high congestion intersection and the immediate area is already developed. Running the guideway on Hudson in this area would be bad, and there are other routes that have the same ridership and time, so the trade-off isn't worth it.
- Jeanne Witzig reminded the group that in the LPA process the resolutions of support from the communities that the project runs through are very important. The other issue is the importance of making sure that the design options minimize costs and maximize economic development as much as possible. It is fine for the TAC recommendation to include some caveats about elements that should continue to be studied.
- Beth Bartz added that the communities that would need to provide a resolution for any of the alternatives are St. Paul, Maplewood, Landfall, and Oakdale. The D2-E2 and D2-E1 alternatives would require resolutions from Lake Elmo and Woodbury. The D2-E3 alternative would require a resolution from Lake Elmo. The D1-E1 alternative would require a resolution from Woodbury.
- Kyle Klatt responded that Lake Elmo could probably support both D2-E1 and D2-E2, but that Woodbury Drive and Keats Avenue is a key issue to resolve.
- John Bradford responded that Woodbury supports D2-E2, or D2-E1 if the dashed line routing along I-94 is used, or D2-E3, but Woodbury support is not necessary for that alternative.
- Kyle Klatt noted that after all of the discussion, D2-E2 seems to have the strongest local support, though there are still some issues to resolve that will probably come up at the PAC meeting. D2-E3 would probably not have the support of the Lake Elmo City Council.
- It was noted that Hudson Road adjacent to Landfall may not actually be in Landfall and is actually owned by Oakdale. Even if the project doesn't technically physically touch Landfall, a resolution of support will be requested. Every city is asked to support the whole alignment in their resolution, and cities are welcome to express concerns or issues in the resolution, as well. The PAC resolution will set forth

language that can be used in each of the city resolutions. On other projects cities have used this language and individualized it to suit their city.

- Resolutions would not be required from Afton or West Lakeland for the TPP update, though resolutions of support are welcome from all cities, even if the alignment does not pass through physically. The LPA language will state that the project runs from St. Paul to Manning Avenue.
- Mike Rogers added that if there is a lot of growth in the corridor, the issue of extension will come back for discussion and similarly would follow the desires of cities.
- The next steps are the CAC meeting on July 21, and the PAC meeting on July 24. The PAC action will be an LPA recommendation that will be put out for a public hearing to be held on Thursday, August 7. It will be an evening meeting beginning at 6:00 pm at the Conway Recreation Center in St. Paul. The PAC will discuss the testimony from the hearing at their meeting on August 14, then make their final LPA recommendation.
- Cities resolutions of support would need to be passed in August or September so that the WCRRA and RCRRA can act by October 7. The October 7 date is important to meet the 2040 TPP schedule requirements. If the Gateway LPA is not passed in this timeframe, the project will need to wait until the TPP is approved, then go through an amendment process, which takes about five months.
- Bill Goff stated that MnDOT has prepared a letter to the project team regarding the LPA process and acknowledging the impacts to I-94 within the beltway; he would like to know when it would be most helpful to send it. The letter will discuss use of the mainline between Mounds Boulevard and Johnson Parkway and other issues. Andy Gitzlaff noted that it would be helpful to have the letter as soon as possible; the PAC may want to incorporate it into their resolution.
- Andy Gitzlaff confirmed that the project team will be available to do workshops with any city councils that want to do that in advance of passing their resolution.
- Kevin Roggenbuck stated that the D2 development potential is better long-term, and circulator bus will be important. Ramsey County moves D2-E2 as the LPA. Janelle Schmitz seconded.
- Discussion: Ron Moorse commented that when Lake Elmo does its next comprehensive plan process they may realize that E3 was a better move. Janelle Schmitz noted that the City of Woodbury embraces the corridor and wants some of the benefits; the E2 alignment brings the benefits and will help the eastern end of the community develop.
- There was general agreement that the TAC reached consensus on A-B-C-D2-E2 as the LPA.
- Given that agreement, caveats were welcome and Kyle Klatt offered the following:
 - Lake Elmo Avenue remains a non-interchange

- The City is looking for assurances that the costs to the City are avoided or minimized with the alignment in Lake Elmo through turnbacks or other mechanisms
- The City is looking for acknowledgement that this project affects their plans and it is not considered in their comprehensive plan. The City is seeking help in updating the plan regarding the full implications of the alignment. With these caveats, the City is comfortable with the LPA recommendation.
- The PAC resolution will be similar in format to the scoping resolution but shorter. The whereas clauses will reaffirm the decisions coming out of the scoping process, outline the LPA and its importance in the regional and federal processes, define the project by mode and alignment (not station areas), and state that this action does not change what will be studied in the Draft EIS.
- The comments that were heard related to all of the alternatives that will be considered in the Draft EIS. The TAC recommendation will go to the CAC and the PAC. From this discussion there will be the typical meeting summary, as well as a summary of the discussion points in a document that is in the TAC's voice, similar to the scoping decision document but shorter. The document will highlight key points of the recommendation.
- The project team will also keep the TAC informed about the outcomes of the CAC meeting.
- Lyssa Leitner encouraged TAC members to ask people who support the project to come and testify at the public hearing on August 7. Washington County will have a flyer for distribution and will send an eblast.
- Andy Gitzlaff will reach out to TAC members regarding scheduling city workshops. Maplewood and Oakdale are scheduled, and Woodbury is in the process of rescheduling.

5. Next TAC Meeting – August 20

- This meeting will kick off some of the technical work that will begin shortly: station area planning, and preparation of the Draft EIS.

Community Advisory Committee (CAC)

MEETING SUMMARY
MONDAY, JULY 21, 2014
6:00 – 8:00 PM

MOUNDS PARK METHODIST CHURCH – ST. PAUL

CAC Attendees

- | | |
|---------------------------------------|-------------------------------|
| ▪ Doug Swalboski, St. Paul | ▪ Kathy Tucci, Lake Elmo |
| ▪ Jacob Lambert, St. Paul | ▪ Donald Gonser, Landfall |
| ▪ Paul Sawyer, St. Paul | ▪ George Gorbatenko, At Large |
| ▪ Andrew De Jong, Marine on St. Croix | ▪ Mark Jenkins, Maplewood |
| ▪ Eric Morley, Woodbury | ▪ Linda Stanton, Woodbury |
| ▪ Tom Giannetti, Landfall | ▪ Rebecca Ryan, At Large |

Staff Attendees

- | | |
|------------------------------------|-------------------|
| ▪ Lyssa Leitner, Washington County | ▪ Beth Bartz, SRF |
| ▪ Hally Turner, Washington County | ▪ Adele Hall, SRF |
| ▪ Jeanne Witzig, Kimley-Horn | |

Other Attendees

- Dorothy Patterson, Landfall resident

Introductions/Meeting Overview

Lyssa Leitner and Paul Sawyer explained the structure of the meeting and the small group facilitation.

Update on Scoping Decision

Lyssa Leitner explained that this will likely be the last CAC meeting for a few months. After the locally preferred alternative (LPA) decision is complete the project team will work on technical analyses for the Draft EIS.

The Policy Advisory Committee (PAC) and Gateway Corridor Commission (GCC) met on July 10 and approved a Scoping Decision that was mostly consistent with the CAC's recommendation: BRT will be studied, LRT will not be studied, and managed lane is not locally supported for inclusion in the Draft EIS, but will be studied at the request of the Federal Highway Administration (FHWA). The next step is for the Washington County Regional Railroad Authority to approve the Scoping Decision on August 5. Then the project will begin the Draft EIS technical analysis.

Overview of Locally Preferred Alternative Process

Lyssa Leitner explained that the next phase of project decision-making is the selection of the LPA. The LPA is a general description of the alignment and mode of transit preferred by the local units of government. The description also includes starting and ending points, general route and length, and the mode of transit. The final action of the LPA decision is inclusion in the Metropolitan Council's 2040 Transportation Policy Plan. The TAC made their LPA recommendation last week; the CAC will provide input today, and the PAC will decide on a draft LPA on Thursday, July 24. The PAC will then hold a public hearing on Thursday, August 7, at Conway Recreation Center at 6 p.m. The federal agencies (FTA or FHWA) do not have input on the LPA decision.

Review of Supporting Technical Information for Locally Preferred Alternative

Lyssa Leitner showed before and after photos from the recent trip to tour the Los Angeles Orange Line, as well as a video of a trip through the corridor, to demonstrate what a dedicated guideway looks like. She then reviewed the technical information regarding each of the LPA alternatives.

Length and stations: all of the alternatives are about 12 miles long and have 12 stations each.

Ridership: there were four alternatives recommended as part of the Scoping Decision: A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, and A-B-C-D2-E3. The ridership forecast has not been completed for the recently-suggested A-B-C-D2-E1 alternative, but it would be in the same range as the other alternatives.

Travel times: travel time is approximately 30 minutes from Union Depot to Manning Avenue for all four(?) alternatives.

Feeder routes: on the map blue routes are existing routes, yellow routes will use the guideway, and purple routes mostly serve downtown Minneapolis and would not use the guideway. The red routes are feeders into Gateway stations. The feeder routes are conceptual and are used to estimate operational costs included in the overall Gateway Corridor project costs. These routes will likely change throughout project planning.

Traffic: Radio Drive and Woodbury Drive are congested today and at-grade bus crossings would disrupt traffic further. Avoiding these streets by diverting buses over or under them is expensive. Intersections on the western end of the corridor in St. Paul may also have issues that need to be worked through. The intersections of Inwood Avenue and Keats Avenue are of lesser concern for long term traffic impacts. With many design options for BRT some impacts can be avoided and potential solutions are still to be determined.

Pinch points: the map shows pinch point locations along the corridor—at Mounds Boulevard, between Etna Avenue and White Bear Avenue, and near Tanners Lake—where there is a lack of space for an exclusive guideway. These places were identified by measuring the distance between MnDOT right of way and private property, and noting where there is less than 20 feet between the two. One reason BRT was selected was because of its flexibility in design to avoid some impacts. Adding two lanes of new freeway capacity would result in similar or additional property impacts. Tom Giannetti commented that the BRT project is limited to the north side of the freeway because that is where there are more people and businesses to pick up and drop off people. If there were extra lanes added to the freeway, there is more leeway in design because the facility could shift north or south. Lyssa Leitner responded that the focus of the map is to show impacts to both MnDOT and private property if the BRT has an exclusive

guideway for the length of the corridor. It also shows that MnDOT property is inconsistent along the freeway and that ownership of Hudson Road also changes along the length of the freeway. There is not a lot of extra space to work with in certain locations. Whether an exclusive guideway or managed lanes are constructed, the project would encounter these pinch points. The LPA decision today does not include solutions for avoiding impacts at the pinch points; it is not that detailed.

Capital Costs: capital costs are in mid-year of construction dollars (2020\$). Costs represent construction of a fully dedicated guideway for each alternative. There is not a large variation in costs between the alternatives.

Transit Oriented Development (TOD) potential: is an analysis of each city's comprehensive plan and the jobs available in the corridor today, as well as what we could expect from redevelopment of the undeveloped land. All of the undeveloped land near I-94 is planned for development. There is a possibility for more density and more jobs in the corridor than what exists today. There is possibility for slightly more jobs in the future in Lake Elmo because it could be built at a higher level of density than the current developed land in Woodbury. There are more retail jobs along the D1-E1 alternative. Kathy Tucci noted that non-retail jobs are typically full time and have some benefits. Retail jobs are typically under 30 hours per week and do not include benefits. Tom Giannetti added that commerce is important too, as well as jobs. TOD only considers places where people can make money, but not where they can spend money.

New Starts: in order to compete for federal funds the project needs a medium rating overall. The project hovers between a medium and medium-low on the various criteria; the alternatives are rated about the same for each criteria.

TAC recommendation: A-B-C-D2-E2 was recommended by the TAC as the LPA. There are few technical differences among the alternatives, so the TAC discussion revolved around providing job and economic development opportunities.

Andrew De Jong suggested that the group should be thinking about the current demographics on the western and eastern ends of the corridor. The types of jobs that will likely be created are upper class jobs in offices and Andrew asked if people from the city will commute to these jobs in the suburbs. Mark Jenkins responded that millennials are making these trips today; it's a national trend. Lyssa Leitner added that there are very few jobs on the east side of St. Paul. Bi-directional transit service is very important for people to access all kinds of jobs. Kathy Tucci noted that Bremer Bank has grown from 250 to 400 employees in their Lake Elmo location and is looking to expand their 1,000 square foot facility. Jobs range from customer service and data input to IT; these are the back office operations of a large company. In 20 years the bank estimates that they will have 750 employees at that location. The company chose Lake Elmo because of the available land, but the bank sometimes has trouble attracting employees because it is difficult to get there without mass transit. Beth Bartz noted that Oakdale said they could be supportive of D1 or D2 but preferred D2; Lake Elmo preferred D2 because it supports their growth and further development; Woodbury did not support D1, only D2, and preferred E2 because they see potential to plan for development around the project. The property owner to the south of I-94 in Woodbury along the E2 alignment is in favor of the project.

CAC Input to the Locally Preferred Alternative

In three small groups, CAC members discussed the LPA question: from the perspective of your community, which alternative has the strongest prospect for local support, meeting the Purpose and Need, and competing for funding?

Beth Bartz reminded the group that the A, B, and C segments are consistent, D and E are for discussion. The no-build alternative will stay in the Draft EIS no matter what. CAC members are encouraged to discuss if the LPA is built, what is the best option among the four. Tom Giannetti asked if there are people on the CAC who think the project should not be built, how will their views be represented. Paul Sawyer assured the group that he will represent all of the viewpoints heard at the meeting to the PAC on Thursday.

Group 1: Kathy Tucci reported that their group went back to the question of which option would have more support. If the land owner along E3 isn't interested, but the land owner near E2 is supportive and wants to develop their land after the infrastructure is built. The group questioned the time and money needed to complete the "jog" between the D2 and E2 alignments. The group also recognized that there is a lot of truck traffic and trucking facilities and companies on the south side of I-94 east of Manning. These are downsides but the property owners are willing and excited. The group debated D2-E3, but in the end the group recommends D2-E2.

Group 2: George Gorbatenko reported that D2-E2 makes the most amount of sense but is not that different than the others. It is important to have the developers embrace the concept, if the property owners were all interested the D2-E3 concept would make more sense so you are not adding an unnecessary 'jog' to the south. The circulators and feeders must be integrated.

Group 3: This group did not reach consensus. Mark Jenkins reported that from a Maplewood perspective it's mostly important to be able to get east and west from the 3M station; there is a weak preference for D2-E2. The other two members, Andrew De Jong and Linda Stanton, suggested routes that serve and terminate in existing developments, either an A-B-C route that terminates with a park and ride west of or near I-494/I-694, or an A-B-C-D1 alternative that terminates near Tamarack Village in Woodbury. These members also suggested adding more local and express bus service.

Next Steps and Upcoming Meetings

Lyssa Leitner asked CAC members to spread the word about the PAC meeting on Thursday, July 24, where public comment is always welcome, and especially about the LPA hearing on Thursday, August 7, at 6 pm at Conway Recreation Center (2090 Conway Avenue, St. Paul). If people can't come to the hearing they are welcome to send their comments to Washington County by August 13. The PAC will make an LPA recommendation at their meeting on August 14. After the PAC recommendation, each of the cities and counties that the alignment passes through will take up resolutions of support for the LPA in September and October. The LPA will then be included in the Transportation Policy Plan (TPP); public comment is welcome on the TPP, too. Tom Giannetti asked if the cities will have more specific information before they approve the LPA. Lyssa Leitner responded no, it's the same information that the CAC has seen at this meeting; a general description of the LPA with the understanding that a lot more engineering and another level of consent will occur later regarding access points, property impacts, etc. The cities may also choose to include caveats in their resolutions.

Lyssa Leitner noted that she will have flyers for the LPA public hearing available on Friday for distribution and she will contact the CAC to see where Washington County staff should drop off flyers for members to distribute. They will be 8.5x11 for easier distribution. George recommended Maplewood Rec Center for posting a flyer.

Public Comments

There were no public comments.



GATEWAY CORRIDOR

Background Information

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

The Gateway Corridor is a planned approximately 12-mile transitway located in Ramsey and Washington Counties in Minnesota. The corridor runs generally parallel to I-94, connecting downtown Saint Paul with its East Side neighborhoods and the suburbs of Maplewood, Landfall, Oakdale, Lake Elmo, and Woodbury. The Gateway Corridor will be a **bus rapid transit** line that will connect the east Twin Cities metro to the greater regional transit network via bus and rail lines at the Union Depot multimodal hub in downtown Saint Paul. Please see Figure 1 on page 3 for the corridor map.

Why is the Gateway Corridor Project needed?

Currently there is limited service throughout the day in the Gateway Corridor and a need for more frequent service over a longer time period. Approximately 32,000 people living in the corridor cities do not own a car, and the existing transit service in the Corridor provides few options for people who depend on or choose to travel using transit. The Gateway Corridor will provide all day, bi-directional transit service, improving access to jobs and housing in the corridor and residents' mobility around the region as a whole.

The Twin Cities Metropolitan Area is committed to growing in a way that uses our existing infrastructure effectively, creates economic growth, preserves our natural spaces, and perpetuates the high quality of life that residents enjoy. Implementation of the Gateway Corridor will provide an efficient mode of travel, allow people to access jobs, services, and housing that were previously unreachable without a car, and bring an amenity to the east metro that will attract people and economic growth.

What is Bus Rapid Transit (BRT)?

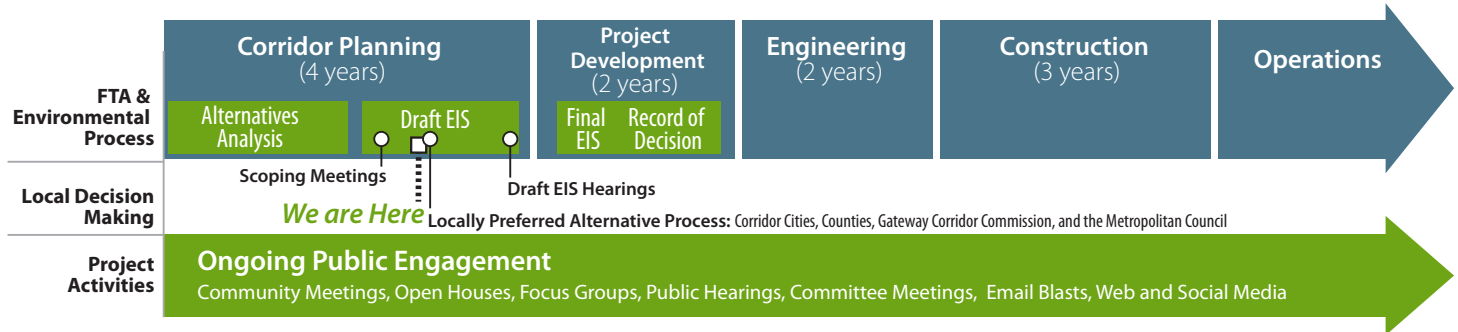


BRT in the Gateway Corridor will operate in a dedicated guideway using a uniquely branded bus. Dedicated BRT incorporates many features of light rail transit including level boarding, off-board fare payment, and permanent stations with full amenities such as covered and enclosed waiting areas, benches, and bike racks, to provide a rail-like experience on a bus. Dedicated BRT in the Gateway Corridor will operate every 10 to 15 minutes in both directions, all day, every day.

What is the project timeline?

Because local residents, cities, counties, the Metropolitan Council, the State of Minnesota, the Federal Transit Administration, and Gateway Corridor Cooperating Agencies have a say in project design, each of the steps in the transitway development process takes time. Though the process is lengthy, its intent is to create a financially feasible project that delivers mobility, accessibility, environmental, economic development, and quality of life benefits while imposing few negative impacts to the people and land around it.

Transitway Development Process



Transitway Development Phases

Corridor Planning includes the **Alternatives Analysis** and **Draft Environmental Impact Statement (EIS)** phases, as well as the **Locally Preferred Alternative (LPA) selection process**.

- The Gateway Corridor **Alternatives Analysis** was completed in 2013 and is a comparison of the benefits, costs, and impacts of a range of light rail, commuter rail, bus rapid transit, and express bus alternatives in the Corridor. The conclusion of the Alternatives Analysis was to retain two alternatives for study in the Draft EIS: LRT along I-94 and Hudson Road, and BRT along I-94 and Hudson Road.
- The **Draft EIS** is the first step in environmental review for the Gateway Corridor Project. The Gateway Corridor Draft EIS will assess the social, economic, and environmental impacts of each Gateway Corridor alternative and potential ways to avoid, minimize, or mitigate these impacts. The Gateway Corridor Draft EIS began with the Scoping Process in spring 2014. As a result of the Scoping Process four BRT alternatives and a managed lane alternative will be studied during the Draft EIS. The four BRT alternatives are A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, and A-B-C-D2-E3. Please see Figure 2 on page 4 for a map of these alternatives.
- The Gateway Corridor **LPA selection process** is underway now and is the focus of the August 7th public hearing. The LPA is the transitway alternative that the corridor's cities, counties, and the Metropolitan Council prefer and expect to be competitive and achieve support at the federal level. The LPA is a general description of the transit mode and route; LPA design specifics and definition of additional elements of the project, including station locations, are decided during subsequent engineering and planning efforts. The proposed LPA for comment at this public hearing is BRT on the A-B-C-D2-E2 alignment through the cities of Saint Paul, Maplewood, Landfall, Oakdale, Lake Elmo, and Woodbury.

Project Development includes the **Final EIS** and **Record of Decision**.

- The **Final EIS** is the second step in environmental review for the Gateway Corridor Project. The Final EIS and subsequent **Record of Decision** will commit the project to a range of actions and physical elements that mitigate its negative impacts. In order to complete the Final EIS and Record of Decision, project engineering will advance, and design decisions and elements of the project will be defined more specifically.

During the **Engineering** phase further advances are made in project design and construction documents are prepared.

During **Construction** the guideway, stations, and all other infrastructure associated with the project are constructed.

Operations is when the project is open and customers can ride the line.

Locally Preferred Alternative Information

What is the Locally Preferred Alternative (LPA) and why is it important?

The LPA is the transitway alternative that the corridor's cities and counties prefer and expect to be competitive and achieve support at the federal level. The LPA is a general description of the type of transit that will be used (mode) and the location (alignment). The LPA definition is general; LPA design specifics and definition of additional elements of the project, including station locations, are decided during subsequent engineering and planning efforts.

Identification of an LPA is a critical step in pursuit of federal funding. The selection of an LPA tells the Federal Transit Administration which alternative local agencies expect to be the most competitive in achieving support at the local, regional, and federal levels. It is expected that the region will pursue federal funding for the Gateway Corridor Project through the FTA New Starts program.

The recommended LPA is dedicated BRT generally on the Hudson Road – Hudson Boulevard (A-B-C-D2-E2) alignment that crosses to the south side of I-94 at approximately Lake Elmo Avenue to Manning Avenue.

Figure 1

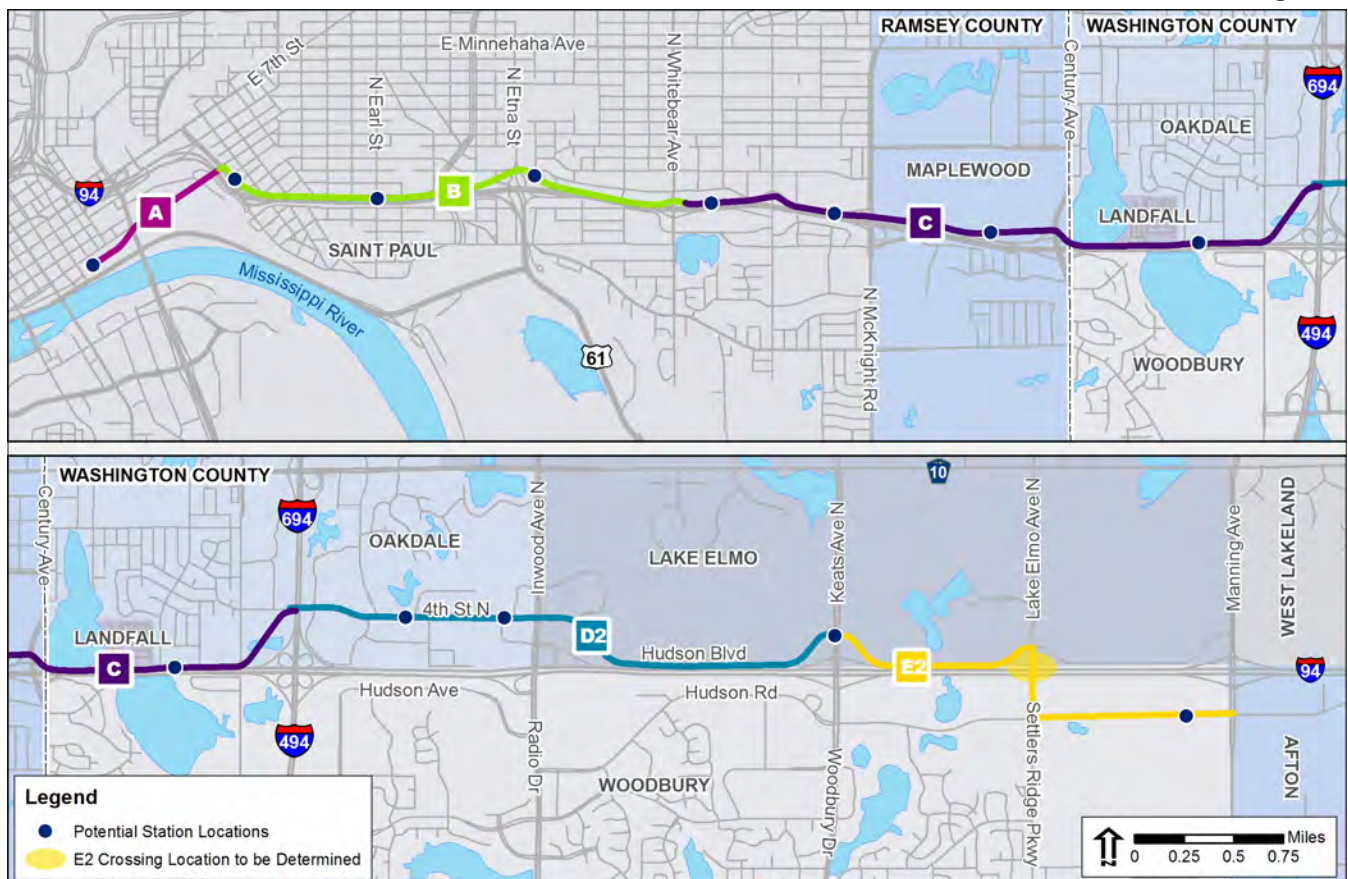


Figure 1 shows the recommended alignment for the Locally Preferred Alternative in the in the Gateway Corridor. The recommended mode is dedicated bus rapid transit.

What is the purpose of this public hearing? Why is it needed?

On July 24, the Policy Advisory Committee (PAC) recommended BRT alternative A-B-C-D2-E2 as the proposed LPA. Today's public hearing is an opportunity for the public to provide input on the LPA – which includes both the transit mode and the route for the Gateway Corridor Project. The PAC is preparing for a September 11 meeting where it will discuss and make a final recommendation on the LPA, which will then be forwarded to the Washington and Ramsey County Regional Railroad Authorities and each of the cities through which the transitway will travel. To ensure full local support for the LPA, each of the cities and counties must pass a resolution in support of the LPA for the project to advance. For more information about these actions, please contact the individual cities and counties. The final step in the process involves the Metropolitan Council's approval of the LPA by including it in the 2040 Transportation Policy Plan and approving that plan, which is currently in draft form.

What alternatives were considered for the Locally Preferred Alternative?

Four bus rapid transit (BRT) alternatives were considered for the LPA: A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, and A-B-C-D2-E3. Please see the map below which shows the route of each alternative, and page 6 which provides comparable technical information about each alternative.

Figure 2

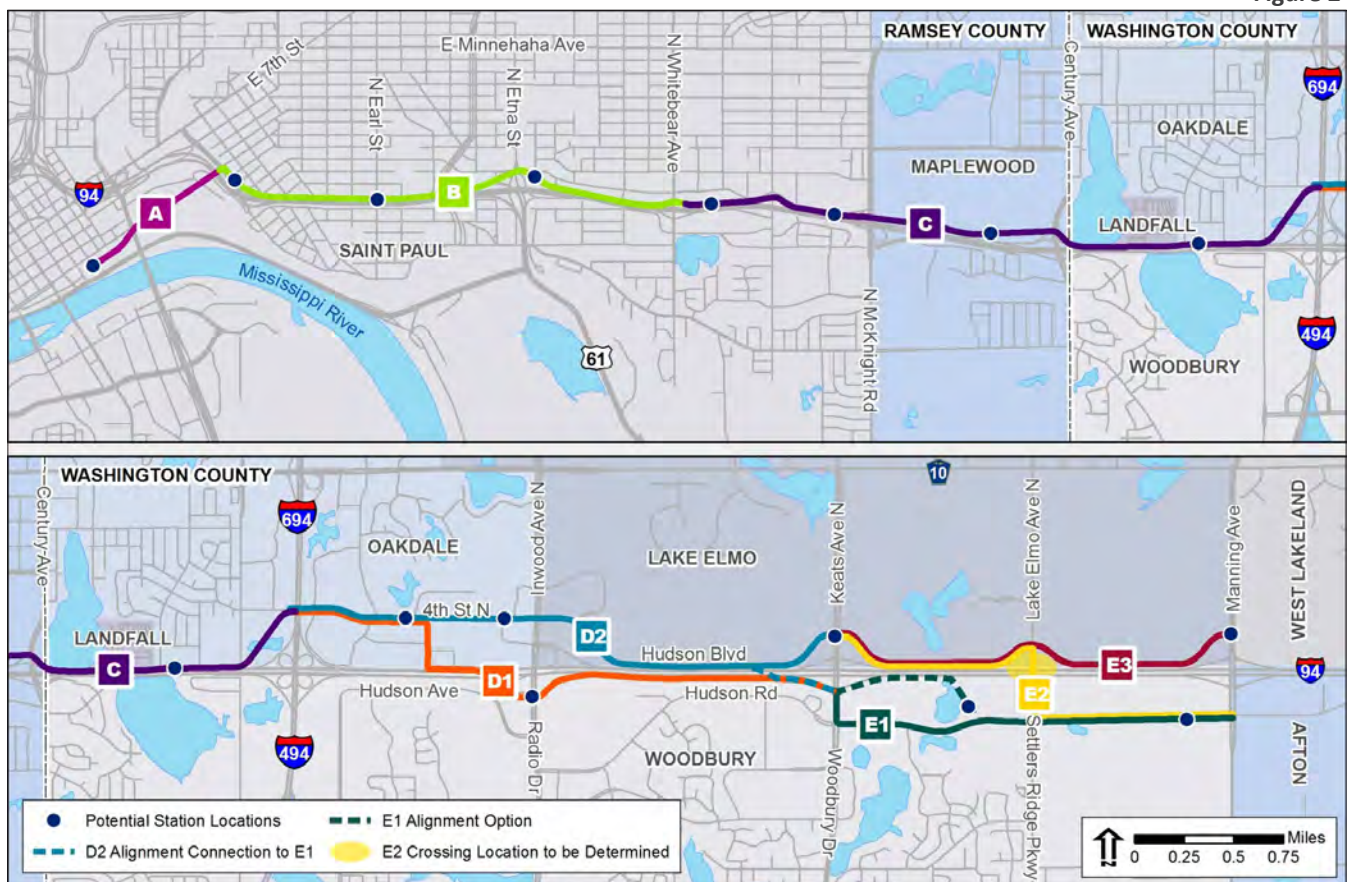


Figure 2 shows the four BRT alternatives recommended for study in the Draft EIS.

How was this list of alternatives established?

The Gateway Corridor Alternatives Analysis completed in 2013 compared the benefits, costs, and impacts of a range of light rail transit (LRT), commuter rail, bus rapid transit (BRT), and express bus alternatives in the Gateway Corridor. The Alternatives Analysis identified two transitway alternatives to be carried forward for study in the Draft Environmental Impact Statement (EIS): BRT on I-94 and Hudson Road, and LRT on I-94 and Hudson Road.

The next step in the project was to begin the Draft Environmental Impact Statement (EIS). The first step in preparing a Draft EIS is the “Scoping Process” which establishes the foundation of the Draft EIS, including why the project is being proposed (its Purpose and Need), the alternatives that will be studied, the topics that will be studied, the methodology used to study the alternatives, and the public involvement process throughout preparation of the Draft EIS. The Gateway Corridor Scoping Process began in February 2014 with publication of the Scoping Booklet. The Scoping Booklet documented the two alternatives from the Alternatives Analysis (BRT and LRT on I-94 and Hudson Road), as well as several other alternatives that had been proposed.

Two Scoping meetings were held in March at Guardian Angels Church in Oakdale, and at Conway Recreation Center in St. Paul, where attendees could view a video about the project, review information on boards and maps, discuss the project with staff, and submit comments in writing or verbally to a court reporter. Project staff also organized “pop-up” information sessions at park and rides and community events, and presented project information to community and business groups, local government boards, and commissions as part



of the Scoping Process. The project received 97 comment letters and testimonies during the Scoping Process from cities, counties, state and federal agencies, and many community members regarding alternatives and topics to be studied in the Draft EIS. The project video, posted at www.thegatewaycorridor.com, has had more than 850 views. At the end of the Scoping process after reviewing all comments received during Scoping, the Technical, Community, and Policy Advisory Committees recommended four BRT alternatives for study in the Draft EIS: A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, and A-B-C-D2-E3.

All of these alternatives, shown in Figure 2 on page 4, will be studied in the Draft EIS, regardless of the LPA selection.

Why is the Locally Preferred Alternative decision occurring now?

The LPA decision is based on technical, community, and policy input. The proposed Gateway Corridor LPA is currently included in the Metropolitan Council’s Draft 2040 Transportation Policy Plan (TPP), which will be out for public review in August 2014. As the Metropolitan Council is currently in the process of updating the TPP, the inclusion of the proposed Gateway LPA in the Draft TPP provides an opportunity to streamline the LPA decision making process, while providing for additional public review opportunities.

Technical Information Used For Scoping And Locally Preferred Alternative Decision-Making

The information presented below was used by the project Technical Advisory Committee (TAC), Community Advisory Committee (CAC), and Policy Advisory Committee (PAC) to provide recommendations on the Scoping Decision (the determination of which alternatives should be studied in the Draft EIS) and the LPA. Specific to the Scoping Decision, the PAC recommendation is that four BRT alternatives be analyzed in the Draft EIS. At the direction of federal partners, a managed lane alternative will also be studied. The PAC decided not to continue studying LRT, as it provides similar service to BRT but has much higher costs, without substantial ridership benefits. This recommendation is under review by the FTA, the federal agency leading development of the Gateway Corridor Project.

This information is the best information about each alternative currently available and is appropriate as the basis for the proposed LPA decision. This information may change as more detailed planning and engineering proceeds on the project.

What are the differences between alternatives?

The alternatives have been compared across several criteria: length and number of stations; ridership; travel time; capital costs; potential Federal Transit Administration New Starts ratings; jobs and job types; potential for transit-oriented development & current development activity; feeder and express bus routes; and traffic impacts.

	BRT Alternatives				Managed Lane Alternative	LRT Alternative
	A-B-C-D1-E1	A-B-C-D2-E1	A-B-C-D2-E2	A-B-C-D2-E3		A-B-C-D1-E1
Length (miles)	12	12	12	12	10	12
Number of stations	12	12	12	12	6 online stations	12
2030 Daily Ridership: Station to Station BRT	8,600	8,800	8,800	8,900	—	—
2030 Daily Ridership: Total Corridor	13,100	13,300	13,300	13,500	8,100*	9,300*
Estimated Travel Time (minutes from Union Depot to Manning Avenue)	30.0 – 30.3	30.2 – 30.5	29.5 – 30.3	29.4	20*	28*
Estimated Capital Cost	\$500 - \$505	\$470 - \$475	\$460 - \$465	\$460	\$540*	\$950*

*Estimates based on 2013 Alternatives Analysis

Length and Number of Stations

The four BRT alternatives are nearly the same length and each have 12 stations. The managed lane alternative is shorter at only 10 miles and includes six stations in the center median of I-94.

Ridership

The BRT alternatives do not vary widely in their ridership. In the table above “Station-to-Station BRT” is the low range of the ridership. If express buses use the guideway, those riders are counted as well; that is the high range of the ridership. Each BRT alternative’s ridership will likely fall at a similar point in this range. The managed lane alternative has slightly lower ridership than the station-to-station BRT alternatives’ ridership.

Travel Time

The four BRT alternatives have very similar travel times, while the managed lane travel time is slightly faster due to its shorter length, fewer stations, and their location in the I-94 median. These travel times include stopping for about 20 seconds at each of the 12 stations along the route, and also incorporate traffic information to the extent it is available. Travel time estimates are measured between Union Depot and Manning Avenue. Ranges of travel times reflect slight variations in alignments under discussion at this time.

Capital Costs

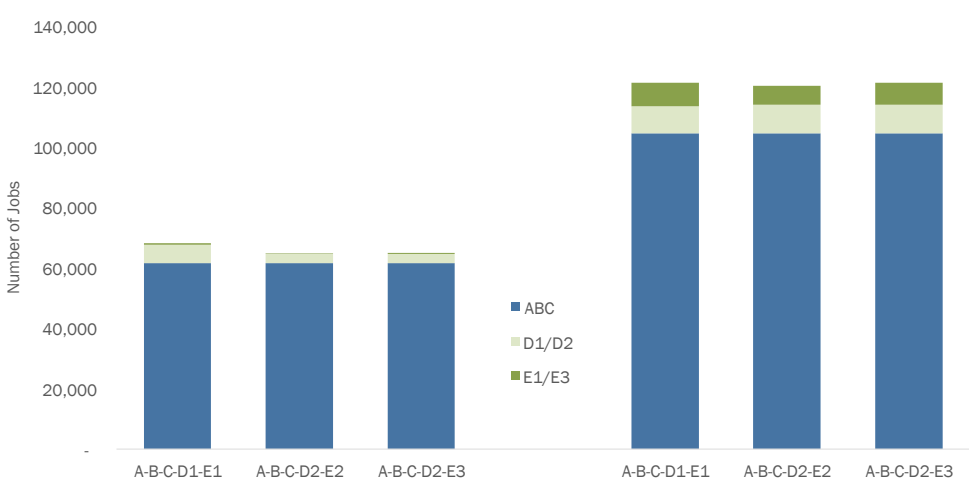
Capital cost estimates for each alternative include: construction of the guideway infrastructure, stations, and an operations and maintenance facility; utility relocation; and acquisition of right-of-way and transit vehicles. Costs are inflated to the mid-year of construction, 2020.

Federal Transit Administration New Starts Ratings

Overall, the Gateway Corridor Project needs a composite “medium” rating on the six New Starts project justification criteria: mobility improvements (ridership), cost effectiveness, environmental benefits, congestion relief, land use, and economic development. All of the Gateway BRT alternatives rate “medium-low” for ridership and hover between “medium” or “medium-low” ratings for cost effectiveness. All Gateway BRT alternatives would likely receive a “medium” rating on the environmental and congestion relief criteria. The land use and economic development criteria will be a focus throughout the project, as those ratings are affected by planning efforts, policy changes, and the physical form of new development. The managed lane alternative is not eligible for New Starts funding.

Jobs & Job Types

The majority of jobs in the corridor are west of I-494/I-694, so there are relatively small differences in the number of jobs proximate to each of the alternatives which differ only east of I-494/I-694. Alternative A-B-C-D1-E1 currently has more jobs than alternatives A-B-C-D2-E2 or A-B-C-D2-E3 because Woodbury is more developed than Lake Elmo. Employment projections account for planned growth in Lake Elmo, however so the number of jobs along each alternative will be nearly the same in 2030. The A-B-C-D1-E1 alternative has a higher number of retail jobs (approximately 7,900)



Source: Metropolitan Council

The number of jobs along the A-B-C-D2-E1 alternative is estimated to be very similar to the other BRT alternatives.

because of the retail base in Woodbury today. The three other BRT alternatives, A-B-C-D2-E1, A-B-C-D2-E2, and A-B-C-D2-E3 have lower numbers of retail jobs (approximately 5,550). In the future, the overall number of jobs and non-retail jobs is relatively similar.

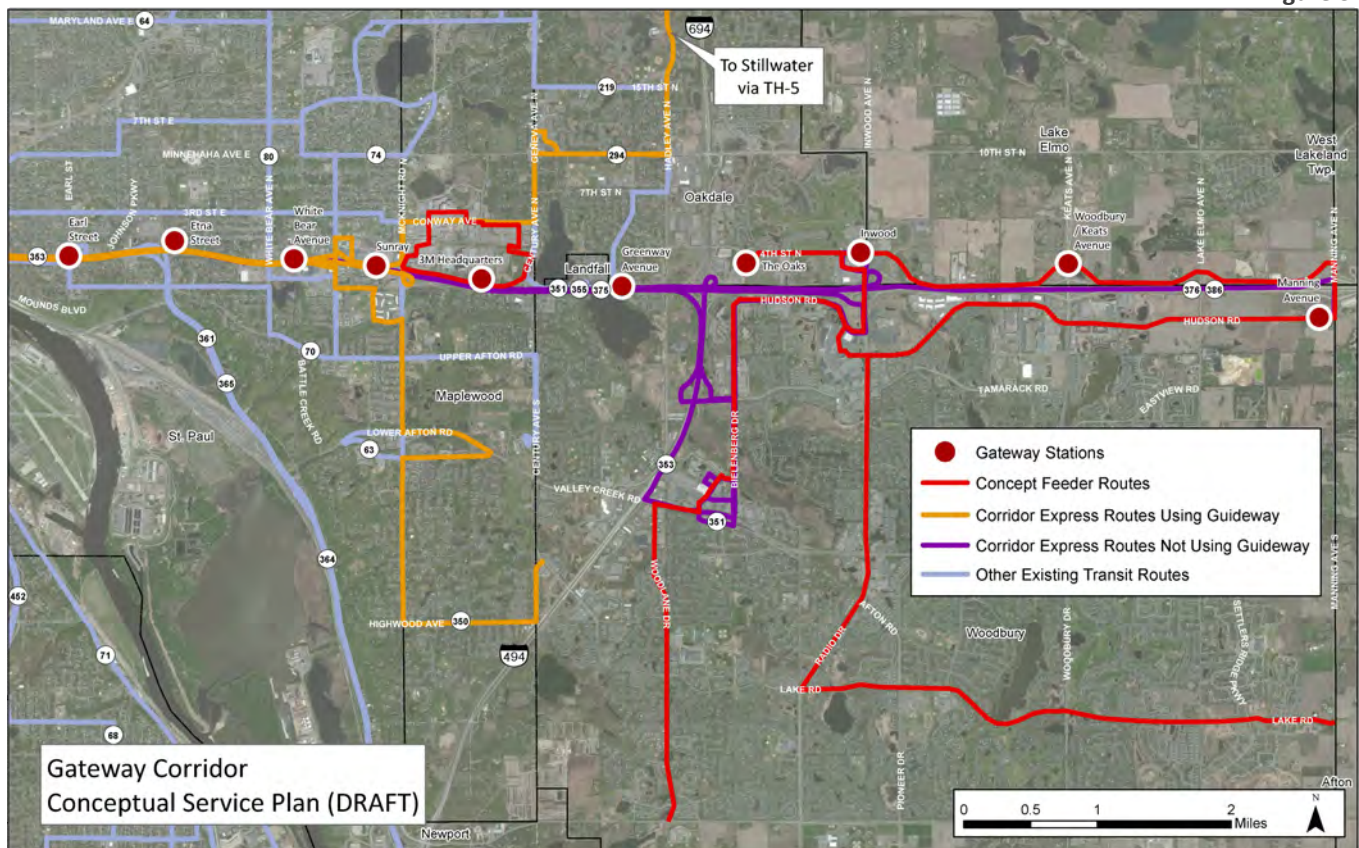
Potential for Transit-Oriented Development & Current Development Activity

East of I-494/I-694 where the four alternatives differ, the A-B-C-D1-E1 alternative passes through auto-oriented commercial areas that were developed fairly recently and are not ready for redevelopment into pedestrian-friendly areas suitable for station locations. The A-B-C-D2-E1 and A-B-C-D2-E3 alternatives provide more opportunity for station area development, however the vacant land in combination with supportive property owners and developers along the A-B-C-D2-E2 alternative provide the strongest opportunities for transit-oriented development.

Feeder and Express Bus Routes

The express bus routes that currently operate in the Gateway Corridor will continue to operate after Gateway opens. Express routes 294 and 350 will use the Gateway guideway for part of their route, as it will provide a faster, more reliable trip than their current routes. New feeder bus routes will be added to the system to provide coordinated service to some Gateway stations.

Figure 3



Traffic Impacts

The alternatives have different traffic impacts. The A-B-C-D1-E1 alternative has traffic impacts at Radio Drive and Woodbury Drive because of the current and forecast high volumes of traffic on those streets. Traffic mitigation at 4th Street and Inwood Avenue may also be needed along the A-B-C-D2-E1, A-B-C-D2-E2, and A-B-C-D2-E3 alternatives, but can likely be accommodated with traffic signal changes. A traffic signal may eventually be needed at Keats Avenue and Hudson Boulevard.

Recommended Locally Preferred Alternative

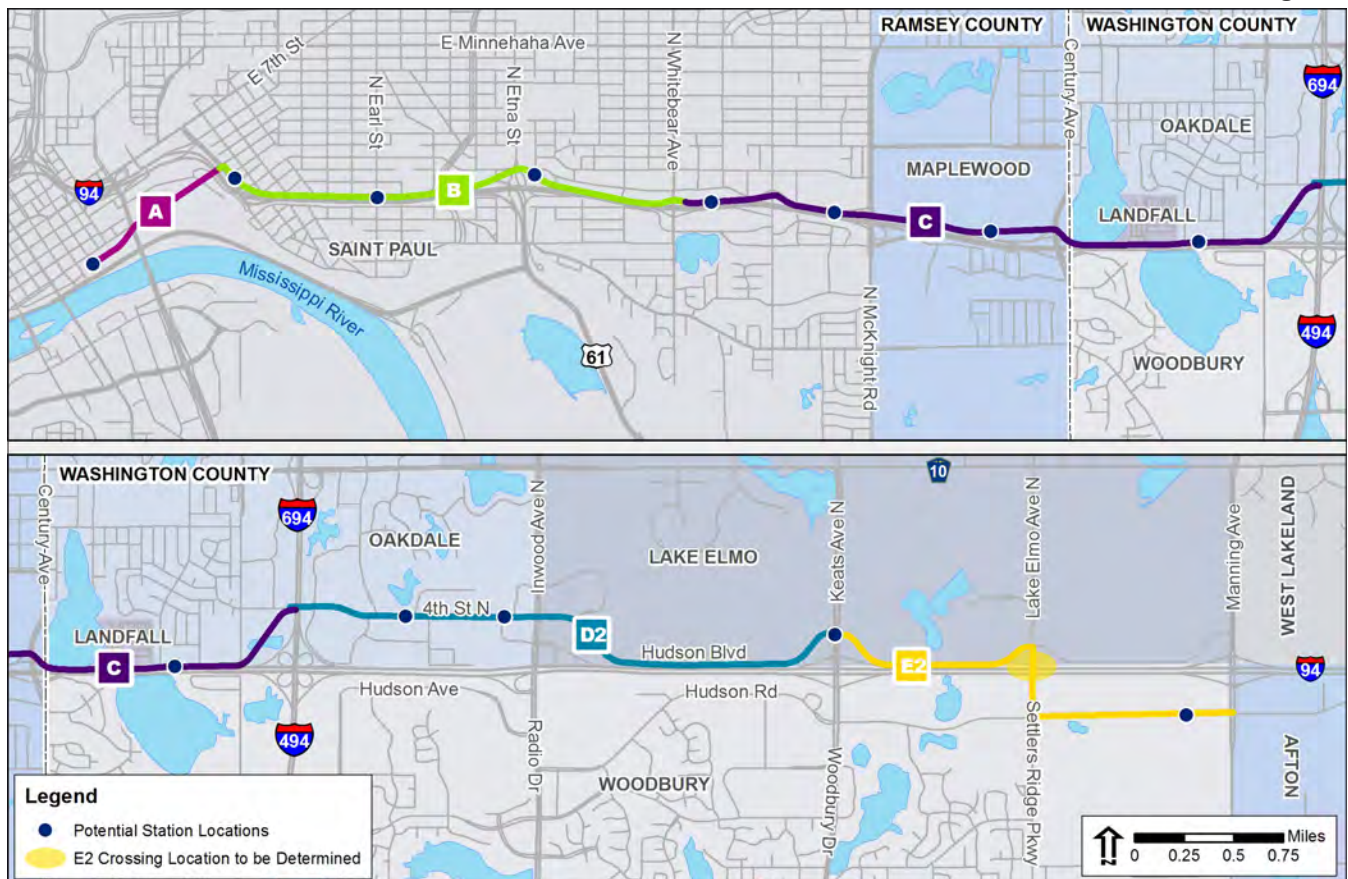
On July 24, the Gateway Policy Advisory Committee (PAC) recommended BRT alternative A-B-C-D2-E2 as the LPA. The LPA is a general description of the transit mode and route; LPA design specifics and definition of additional elements of the project, including station locations and park and ride locations, are decided during subsequent engineering and planning efforts.

The PAC recommended this alternative because its travel time, costs, and ridership are comparable to the other BRT alternatives, and it has several distinct advantages:

- Its route accesses parts of the cities of Oakdale, Lake Elmo, and Woodbury that are currently underdeveloped or undeveloped and present opportunities for new, denser, pedestrian-oriented development that is conducive to riding transit.
- These opportunities for denser development around stations improve the project's competitiveness on the land use and economic development New Starts criteria, increasing the project's likelihood of federal funding.
- Its route and station locations minimize impacts to congested roadways and traffic.

The PAC seeks public input on the LPA recommendation at today's public hearing.

Figure 4



More information about the Gateway Corridor Project

Need more information about the Gateway Corridor Project? Please contact Washington County staff. Staff will answer questions, receive comments, or present to your group or organization about the project.

Andy Gitzlaff

Washington County Public Works Department

11660 Myeron Road North

Stillwater, MN 55082

651-430-4300

gatewaycorridor@co.washington.mn.us

www.thegatewaycorridor.com



GATEWAY CORRIDOR

Información de antecedentes

¿Dónde está el Corredor Gateway y qué es el Proyecto del Corredor Gateway?

El Corredor Gateway es una vía de tránsito planeada de aproximadamente 12 millas ubicada en los Condados de Ramsey y Washington en Minnesota. El corredor se extiende generalmente paralelo a la I-94, conectando el centro de Saint Paul con sus vecindarios del East Side y los suburbios de Maplewood, Landfall, Oakdale, Lake Elmo y Woodbury. El Corredor Gateway será una línea de **autobuses de tránsito rápido** que conectará el este de las Ciudades Gemelas con la red de tránsito regional mediante líneas de autobuses y trenes en el centro multimodal Union Depot en el centro de Saint Paul. Véase la Figura 1 en la página 4 del plano del corredor.

¿Por qué se necesita el Proyecto del Corredor Gateway?

Actualmente existe un servicio limitado durante todo el día en el Corredor Gateway y la necesidad de un servicio más frecuente durante un período de tiempo más largo. Aproximadamente 32,000 personas que viven en las ciudades del corredor no tienen automóvil, y el servicio de transporte público existente en el Corredor ofrece pocas opciones para las personas que dependen del transporte público o eligen utilizarlo para desplazarse. El Corredor Gateway proporcionará servicio de transporte público bidireccional durante todo el día, mejorando el acceso a los trabajos y la vivienda en el corredor y la movilidad de los residentes alrededor de la región en su totalidad.

¿Qué es el Autobús de Tránsito Rápido (BRT)?



El BRT en el Corredor Gateway funcionará en un carril-guía dedicado utilizando un autobús de marca única. El BRT dedicado incorpora muchas características del tren ligero de tránsito (LRT) incluidos el embarque a nivel, el pago de la tarifa fuera del autobús y estaciones permanentes con todas las comodidades, tales como áreas de espera cubiertas y cerradas, bancos y aparcamientos de bicicletas, para proporcionar una experiencia de tren en un autobús. El BRT dedicado en el Corredor Gateway operará cada 10 a 15 minutos en ambos sentidos, todo el día, todos los días.

El área metropolitana de las Ciudades Gemelas está comprometida con el crecimiento de una manera que utiliza nuestra infraestructura existente con eficacia, genera crecimiento económico, conserva nuestros espacios naturales y perpetúa la alta calidad de vida de la que disfrutaban los residentes. La implementación del Corredor Gateway proporcionará un modo eficiente para desplazarse, permitirá a las personas acceder a los trabajos, servicios y vivienda que antes eran inalcanzables sin un automóvil, y llevará un servicio al área metropolitana del este, lo que atraerá a la gente y el crecimiento económico.

¿Cuál es el cronograma del proyecto?

Debido a que los residentes locales, ciudades, condados, el Consejo Metropolitano, el Estado de Minnesota, la Administración Federal de Tránsito y las Agencias Cooperantes del Corredor Gateway tienen voz en el diseño del proyecto, cada uno de los pasos del proceso de desarrollo de la vía de tránsito lleva tiempo. Aunque el proceso es largo, su intención es crear un proyecto financieramente viable que ofrezca beneficios de movilidad, accesibilidad, desarrollo del medio ambiente, desarrollo económico y calidad de vida a la vez que impone pocos impactos negativos en las personas y el terreno que lo rodea.

Transitway Development Process



Fases de desarrollo de la vía de tránsito

La **planificación del Corredor** incluye las fases del **Análisis de las Alternativas y del Borrador de la Declaración de Impacto Ambiental (EIS)**, así como el **proceso de selección de la Alternativa Preferida Localmente (LPA)**.

- El **Análisis de las Alternativas** del Corredor Gateway fue completado en 2013 y es una comparación de los beneficios, costos e impactos de una gama de alternativas de tren ligero, tren de cercanías, autobuses de tránsito rápido y autobuses expresos en el Corredor. La conclusión del Análisis de las Alternativas era retener dos alternativas para su estudio en el Borrador EIS: LRT a lo largo de la I-94 y Hudson Road y BRT a lo largo de la I-94 y Hudson Road.
- El **Borrador EIS** es el primer paso en la revisión ambiental para el Proyecto del Corredor Gateway. El Borrador EIS del Corredor Gateway evaluará los impactos sociales, económicos y ambientales de cada alternativa del Corredor Gateway y las posibles maneras de evitar, minimizar o mitigar estos impactos. El Borrador EIS del Corredor Gateway comenzó con el Proceso de Alcance en la primavera de 2014. Como resultado del proceso de alcance, durante el Borrador EIS se estudiarán cuatro alternativas de BRT y una alternativa de carril administrado. Las cuatro alternativas de BRT son A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2 y A-B-C-D2-E3. Véase la Figura 2 en la página 5 del plano de estas alternativas.
- El **proceso de selección de la LPA** del Corredor Gateway está ahora en marcha y es el foco de la audiencia pública del 7 de agosto. La LPA es la alternativa de la vía de tránsito que prefieren las ciudades y los condados del corredor y el Consejo Metropolitano y esperan que sea competitiva y logre el apoyo a nivel federal. La LPA es una descripción general del modo de tránsito y de la ruta; los detalles específicos del diseño de la LPA y la definición de elementos adicionales del proyecto, incluyendo las ubicaciones de las estaciones, se deciden durante esfuerzos posteriores de ingeniería y planificación. La LPA propuesta para comentario en esta audiencia pública es el BRT en la alineación A-B-C-D2-E2 a través de las ciudades de Saint Paul, Maplewood, Landfall, Oakdale, Lake Elmo y Woodbury.

El Desarrollo del Proyecto incluye el EIS Final y el Registro de la Decisión.

- El **EIS Final** es el segundo paso en la revisión ambiental para el Proyecto del Corredor Gateway. El EIS Final y el **Registro de la Decisión** posterior comprometerán el proyecto a una serie de acciones y elementos físicos que mitiguen sus impactos negativos. Con el fin de completar el EIS Final y el Registro de la Decisión, se hará progresar la ingeniería del proyecto y se definirán más concretamente las decisiones de diseño y los elementos del proyecto.

Durante la fase de **Ingeniería** se hacen nuevos avances en el diseño del proyecto y se preparan los documentos de la construcción.

Durante la **Construcción** se construyen el carril-guía, las estaciones y el resto de la infraestructura relacionada con el proyecto.

Operaciones es cuando el proyecto está abierto y los clientes pueden desplazarse en la línea.

Información de la Alternativa Preferida Localmente

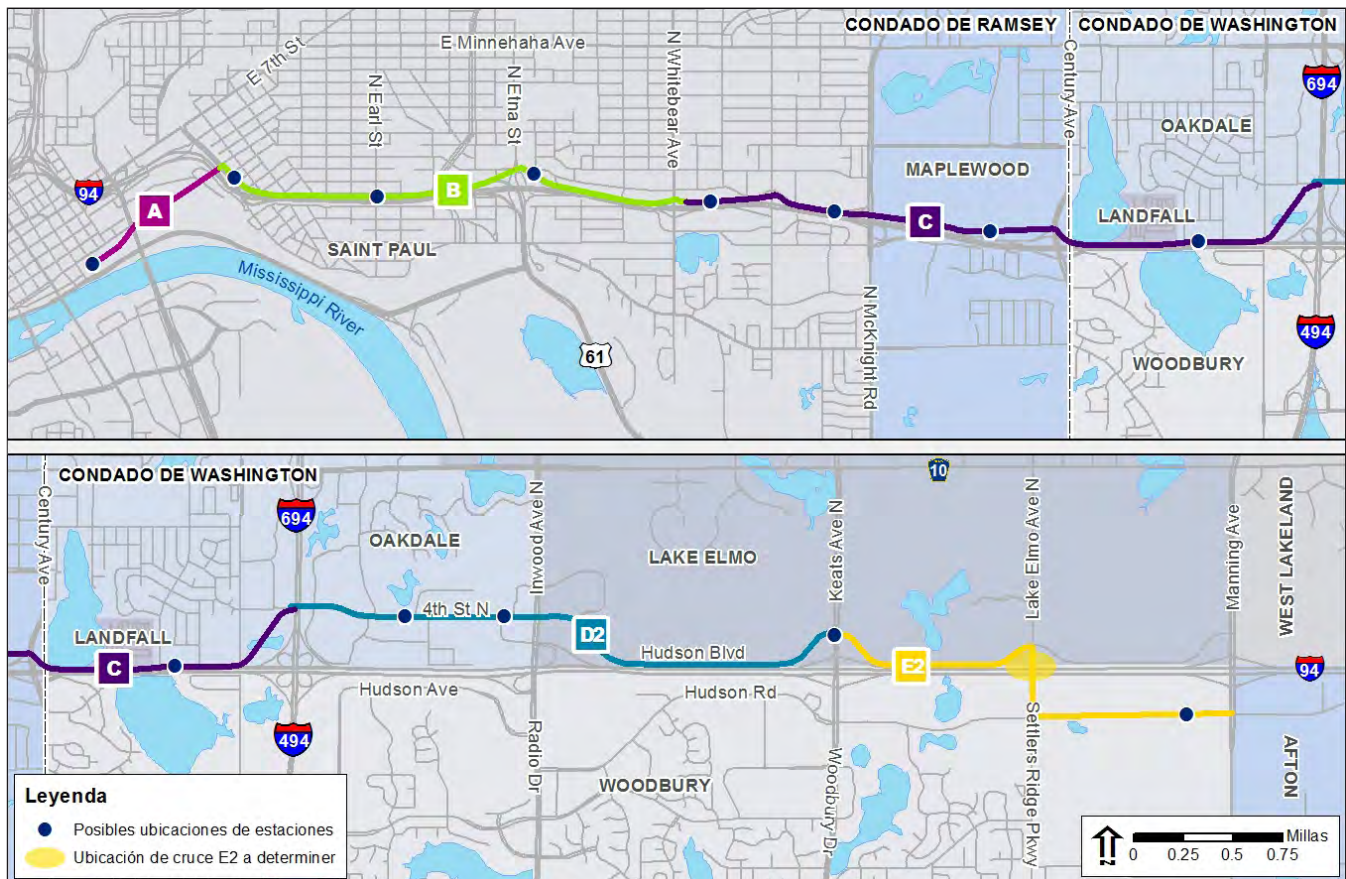
¿Cuál es la Alternativa Preferida Localmente (LPA) y por qué es importante?

La LPA es la alternativa de la vía de tránsito que prefieren las ciudades y condados del corredor y esperan que sea competitiva y logre apoyo a nivel federal. La LPA es una descripción general del tipo de transporte público que se utilizará (modo) y la ubicación (alineación). La definición de la LPA es general; los detalles específicos del diseño de la LPA y la definición de elementos adicionales del proyecto, incluyendo las ubicaciones de las estaciones, se deciden durante esfuerzos posteriores de ingeniería y planificación.

La identificación de una LPA es un paso crítico en la búsqueda de fondos federales. La selección de una LPA dice a la Administración Federal de Tránsito qué alternativa esperan las agencias locales que sea la más competitiva en el logro de apoyo a nivel local, regional y federal. Se espera que la región busque fondos federales para el Proyecto del Corredor Gateway a través del programa FTA New Starts.

La LPA recomendada es el BRT dedicado generalmente en la alineación Hudson Road – Hudson Boulevard (A-B-C-D2-E2) que cruza hacia el lado sur de la I-94 por aproximadamente desde la Lake Elmo Avenue hasta Manning Avenue.

La Figura 1



La Figura 1 muestra la alineación recomendada para la Alternativa Preferida Localmente en el Corredor Gateway. El modo recomendado es el autobús de tránsito rápido dedicado.

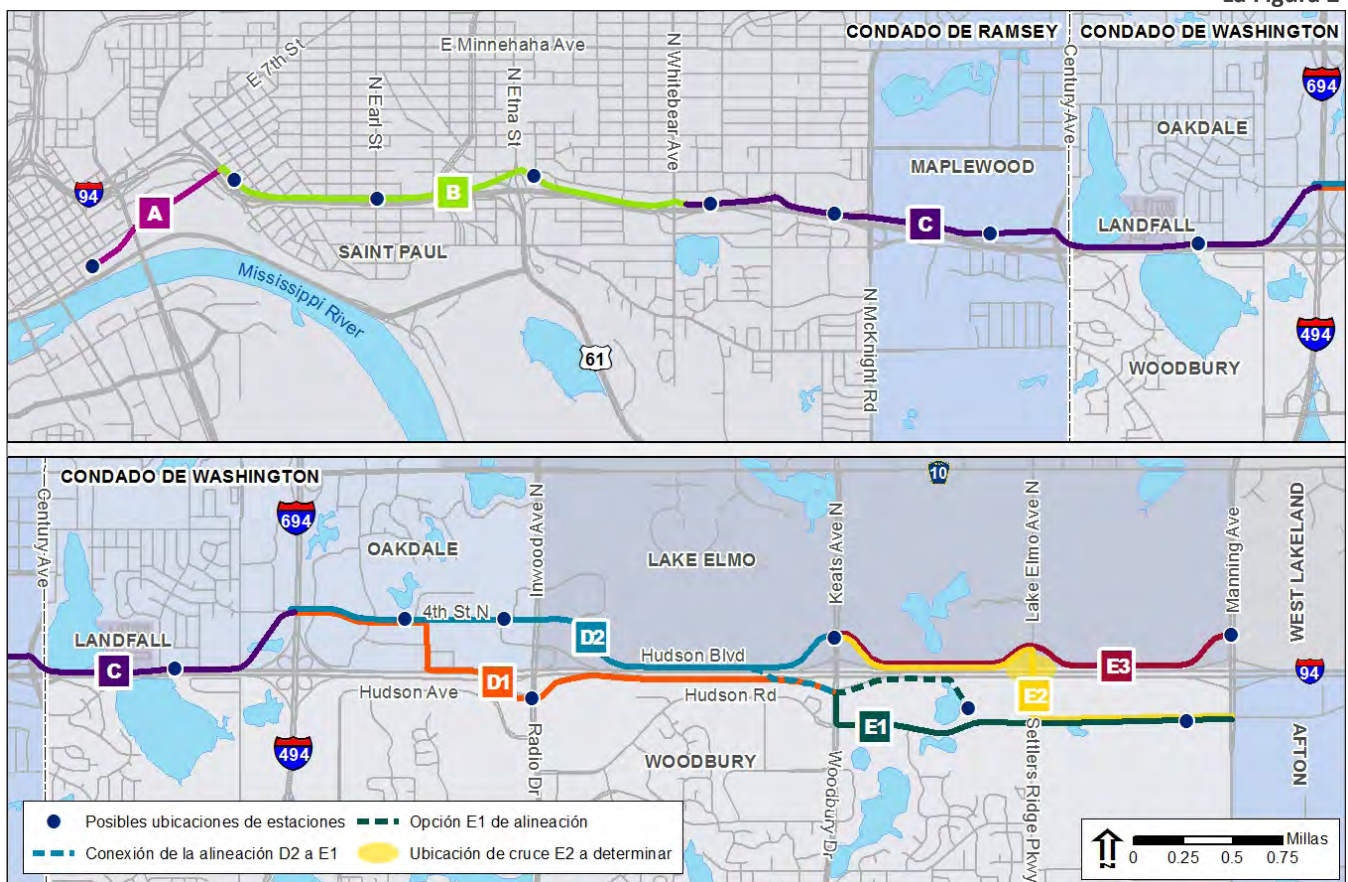
¿Cuál es el propósito de esta audiencia pública? ¿Por qué se necesita?

El 24 de julio, el Comité Asesor de Políticas (PAC) recomendó la alternativa del BRT A-B-C-D2-E2 como la LPA propuesta. La audiencia pública de hoy es una oportunidad para que el público participe en la LPA - que incluye tanto el modo de transporte público como la ruta para el Proyecto del Corredor Gateway. El PAC se está preparando para una reunión del 11 de septiembre, donde se debatirá y se hará una recomendación final sobre la LPA, que se hará llegar a continuación a las Autoridades Regionales del Ferrocarril de los Condados de Washington y Ramsey y a cada una de las ciudades a través de las cuales transcurrirá la vía de tránsito. Para asegurar el apoyo local completo para la LPA, cada una de las ciudades y condados deben aprobar una resolución en apoyo de la LPA para que el proyecto avance. Para obtener más información acerca de estas acciones, por favor póngase en contacto con las ciudades y condados individuales. El último paso del proceso consiste en la aprobación por parte del Consejo Metropolitano de la LPA incluyéndola en el Plan de Política de Transporte 2040 y aprobando ese plan, que se encuentra actualmente en fase de borrador.

¿Qué alternativas se consideraron para la Alternativa Preferida Localmente?

Se consideraron cuatro alternativas de autobús rápido de tránsito (BRT) para la LPA: A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2 y A-B-C-D2-E3. Véase el siguiente plano que muestra la ruta de cada alternativa, y la página 7, que proporciona información técnica comparable sobre cada alternativa.

La Figura 2



La Figura 2 muestra las cuatro alternativas BRT recomendadas para su estudio en el Borrador EIS.

¿Cómo se creó esta lista de alternativas?

El Análisis de las Alternativas del Corredor Gateway completado en el 2013 comparaba los beneficios, costos e impactos de una gama de alternativas de tren ligero de tránsito (LRT), tren de cercanías, autobuses de tránsito rápido (BRT) y autobuses expresos en el Corredor Gateway. El Análisis de Alternativas identificó dos alternativas de vía de tránsito para su estudio en el Borrador de Declaración de Impacto Ambiental (EIS): BRT en la I-94 y Hudson Road, y LRT en la I-94 y Hudson Road.

El siguiente paso en el proyecto fue iniciar el Borrador de Declaración de Impacto Ambiental (EIS). El primer paso en la preparación de un Borrador EIS es el "Proceso de Alcance", que establece las bases de la EIS, incluyendo por qué se propone el proyecto (su Propósito y Necesidad), las alternativas que se estudiarán, los temas que se estudiarán, la metodología utilizada para estudiar las alternativas y el proceso de participación pública durante la preparación del borrador de estudio de impacto ambiental. El Proceso de Alcance del Corredor Gateway comenzó en febrero de 2014, con la publicación del Folleto de Alcance. El Folleto de Alcance documentaba las dos alternativas del Análisis de Alternativas (BRT y LRT en la I-94 y Hudson Road), así como varias otras alternativas que se habían propuesto.

Se celebraron dos reuniones de alcance en marzo en la Iglesia Guardian Angels de Oakdale, y en el Conway Recreation Center en St. Paul, donde los asistentes pudieron ver un vídeo sobre el proyecto, revisar la información en tableros y planos, discutir sobre el proyecto con el personal y enviar comentarios por escrito o verbalmente a un estenógrafo judicial. El personal del proyecto también organizó sesiones de información "emergente" en el parque y paseos y eventos de la comunidad, y presentó la información del proyecto a grupos comunitarios y empresariales, juntas de gobierno locales y comisiones como parte del Proceso de Alcance. El proyecto recibió 97 cartas de comentarios y testimonios durante el Proceso de Alcance de las ciudades, condados, agencias estatales y federales, y muchos miembros de la comunidad con respecto a las alternativas y los temas a ser estudiados en el Borrador EIS. El video del proyecto, colgado en www.thegatewaycorridor.com, tuvo más de 850 visitas. Al final del Proceso de Alcance después de revisar todos los comentarios recibidos durante el Alcance, los Comités Técnico, Comunitario y Asesor de Políticas recomendaron cuatro alternativas de BRT para estudio en el Borrador EIS: A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2 y A-B-C-D2-E3.



¿Por qué está ocurriendo ahora la decisión de la Alternativa Preferida Localmente?

La decisión de la LPA se basa en aportaciones técnicas, comunitarias y de políticas. La LPA propuesta del Corredor Gateway está incluida actualmente en el Borrador 2040 del Plan de Política de Transporte (TPP) del Consejo Metropolitano, que saldrá para la revisión pública en agosto de 2014. Dado que el Consejo Metropolitano se encuentra actualmente en el proceso de actualización del TPP, la inclusión de la LPA propuesta del Gateway en el Borrador TPP ofrece una oportunidad para agilizar el proceso de toma de decisiones de la LPA, al tiempo que proporciona oportunidades adicionales para la revisión pública.

Información técnica utilizada para la determinación del alcance y de la alternativa preferida localmente

La información presentada a continuación fue utilizada por el Comité de Asesoramiento Técnico (TAC) del proyecto, el Comité Asesor Comunitario (CAC) y el Comité Asesor de Políticas (PAC) para proporcionar recomendaciones sobre la Decisión del Alcance (la determinación de qué alternativas deben ser estudiadas en el Borrador EIS) y la LPA. En cuanto a la Decisión de Alcance, específicamente, la recomendación del PAC es que se analicen cuatro alternativas de BRT en el Borrador EIS. Por indicación de los colaboradores federales, también se estudiará una alternativa de carril administrado. El PAC decidió no continuar estudiando el LRT, ya que ofrece un servicio similar al BRT, pero tiene costos mucho más altos, sin beneficios sustanciales para los usuarios del transporte. Esta recomendación está siendo revisada por la FTA, la agencia federal líder en el desarrollo del Proyecto del Corredor Gateway.

Esta información es la mejor información sobre cada alternativa disponible actualmente y es adecuada como base para la decisión propuesta de LPA. Esta información puede cambiar a medida que avance la planificación e ingeniería más detalladas del proyecto.

¿Cuáles son las diferencias entre las alternativas?

Las alternativas han sido comparadas según varios criterios: longitud y número de estaciones; pasajeros; tiempo de viaje; costos de capital; calificaciones potenciales New Starts de la Administración Federal de Tránsito; puestos de trabajo y tipos de trabajo; potencial de desarrollo orientado al tránsito y la actividad de desarrollo actual; rutas distribuidoras y de autobuses expresos; y los impactos del tráfico.

	Alternativas BRT				Alternativa de línea administrada	Alternativa de LRT
	A-B-C-D1-E1	A-B-C-D2-E1	A-B-C-D2-E2	A-B-C-D2-E3		A-B-C-D1-E1
Longitud (millas)	12	12	12	12	10	12
Número de estaciones	12	12	12	12	6 online stations	12
Cantidad de pasajeros diaria en 2030: BRT de estación a estación	8,600	8,800	8,800	8,900	—	—
Cantidad de pasajeros diaria en 2030: Corredor total	13,100	13,300	13,300	13,500	8,100*	9,300*
Tiempo de viaje estimado (minutos desde Union Depot hasta Manning Avenue)	30.0 – 30.3	30.2 – 30.5	29.5 – 30.3	29.4	20*	28*
Costo de capital estimado	\$500 - \$505	\$470 - \$475	\$460 - \$465	\$460	\$540*	\$950*

*Las estimaciones se basan en el análisis de alternativas de 2013

Longitud y número de estaciones

Las cuatro alternativas de BRT tienen casi la misma longitud y cada una tiene 12 estaciones. La alternativa de carril administrado es más corta con sólo 10 millas e incluye seis estaciones en la mediana central de la I-94.

Pasajeros

Las alternativas de BRT no varían mucho en cuanto a cantidad de pasajeros. En la tabla anterior el “BRT de estación a estación” es el rango bajo de la cantidad de pasajeros. Si los autobuses expresos usan el carril-guía, esos pasajeros también se cuentan; ese es el rango alto de la cantidad de pasajeros. La cantidad de pasajeros de cada alternativa BRT probablemente caerá en un punto similar en este rango. La alternativa de carril administrado tiene una cantidad de pasajeros ligeramente inferior a la de las alternativas “BRT de estación a estación”.

Tiempo de viaje

Las cuatro alternativas de BRT tienen tiempos de viaje muy similares, mientras que el tiempo de viaje del carril administrado es un poco más rápido, debido a su longitud más corta, menos estaciones y su ubicación en la la mediana de la I-94. Estos tiempos de viaje incluyen el detenerse durante unos 20 segundos en cada una de las 12 estaciones a lo largo de la ruta, y también incorporan la información de tráfico en la medida en que esté disponible. Las estimaciones de tiempo de viaje se calculan entre Union Depo y Manning Avenue. Los rangos de los tiempos de viaje reflejan ligeras variaciones en las alineaciones en discusión en este momento.

Costos de capital

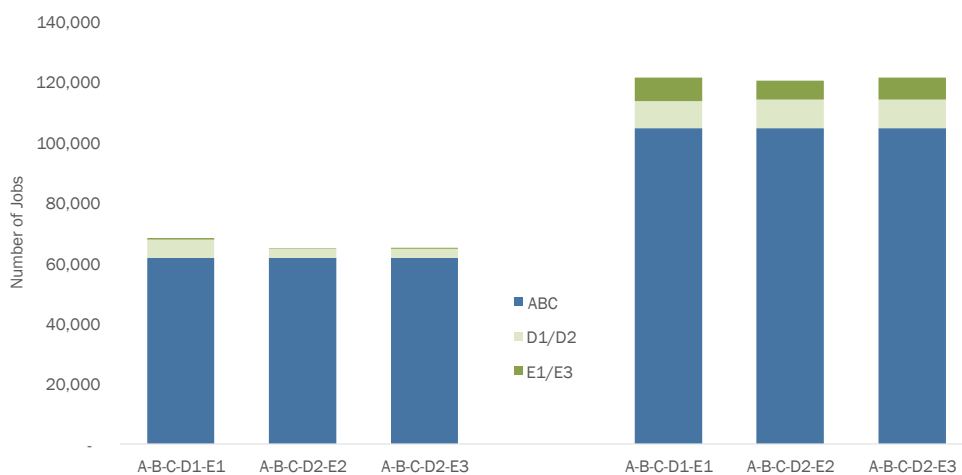
Las estimaciones de los costos de capital para cada alternativa son: construcción de la infraestructura del carril-guía, estaciones, y un centro de operaciones y mantenimiento; reubicación de servicios públicos; y adquisición de derecho de paso y vehículos de transporte. Los costos están inflados a la mitad de año de construcción, 2020.

Calificaciones New Starts de la Administración Federal de Tránsito

En general, el Proyecto del Corredor Gateway necesita una calificación compuesta “media” en los seis criterios New Starts de justificación del proyecto: mejoras de movilidad (cantidad de pasajeros), rentabilidad, beneficios ambientales, alivio de la congestión, uso del suelo y desarrollo económico. Todas las alternativas de BRT del Gateway se clasifican con calificaciones “media-baja” para la cantidad de pasajeros y oscilan entre “media” o “media-baja” para la rentabilidad. Todas las alternativas de BRT para el Gateway probablemente recibirían una calificación “media” en los criterios medioambiental y de alivio de la congestión. Los criterios de uso del suelo y de desarrollo económico serán un foco durante todo el proyecto, ya que dichas calificaciones se ven afectadas por las actividades de planificación, cambios en las políticas y la forma física del nuevo desarrollo. La alternativa de carril administrado no es elegible para financiación New Starts.

Trabajos y tipos de trabajos

La mayoría de los trabajos en el corredor están al oeste de la I-494/I-694, por lo que son relativamente pequeñas diferencias en el número de puestos de trabajo próximos a cada una de las alternativas que difieren sólo al este de la I-494/I-694. La alternativa A-B-C-D1-E1 tiene actualmente más trabajos que las alternativas A-B-C-D2-E2 o A-B-C-D2-E3 porque Woodbury está más desarrollada que Lake Elmo. Sin embargo, las proyecciones de empleo representan el crecimiento planificado en Lake Elmo, por lo que el número de puestos de trabajo a lo largo de cada alternativa será casi el mismo en 2030. La alternativa A-B-C-D1-E1 tiene un mayor número de trabajos de venta al por menor (aproximadamente 7,900) debido a la base de venta al por menor de Woodbury hoy día. Las otras tres alternativas de BRT, A-B-C-D2-E1, A-B-C-D2-E2 y A-B-C-D2-E3 tienen un menor número de trabajos de venta al por menor (aproximadamente 5,550). En el futuro, el número total de puestos de trabajo y puestos de trabajo que no sean de venta al por menor es relativamente similar.



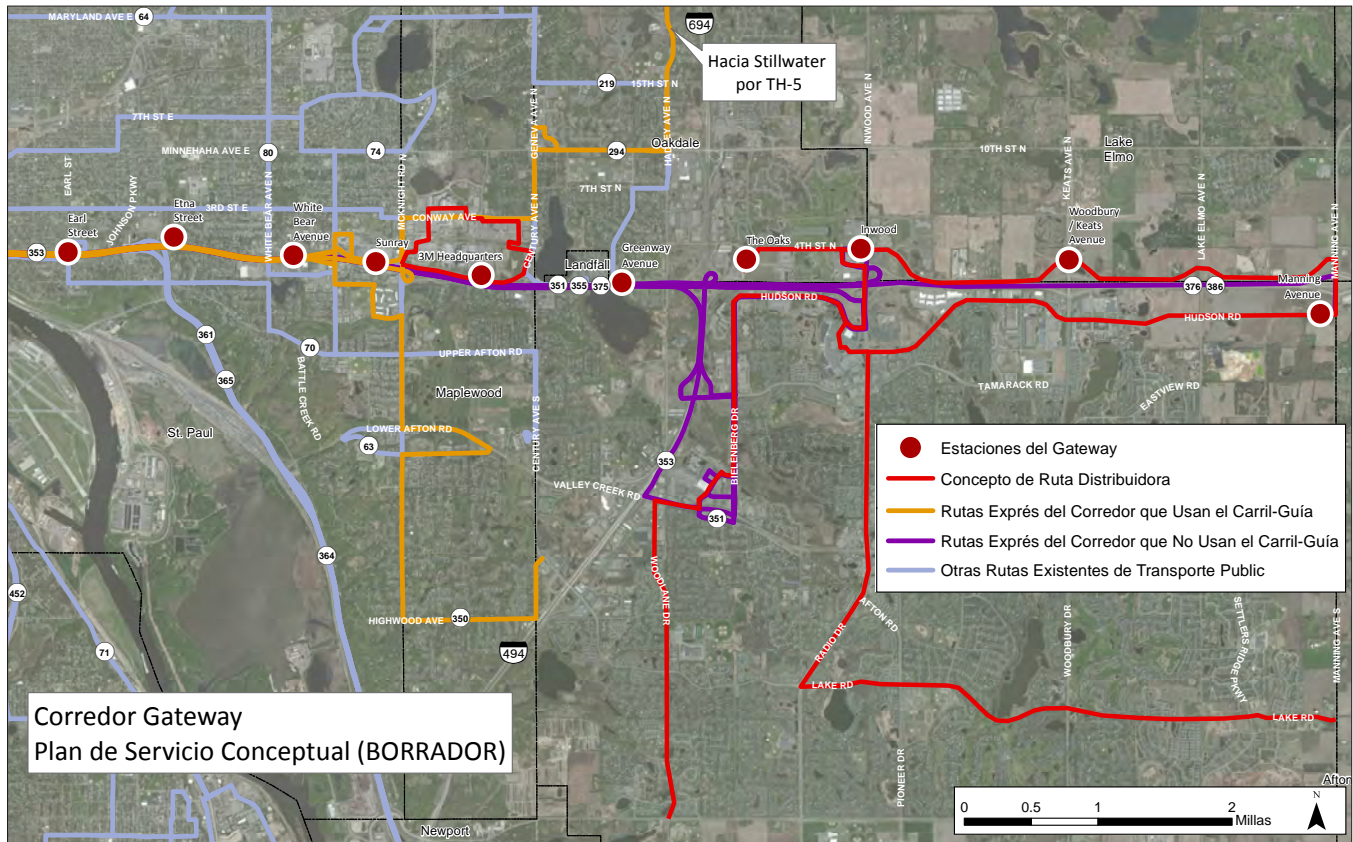
Source: Metropolitan Council

El número de puestos de trabajo a lo largo de la alternativa A-B-C-D2-E1 se estima que es muy similar al de otras alternativas de BRT

Rutas de distribución y autobuses expresos

Las rutas de autobuses expresos que actualmente operan en el Corredor Gateway continuarán operando después de la apertura del Gateway. Las rutas expresas 294 y 350 utilizarán el carril-guía del Gateway para parte de su recorrido, ya que proporcionará un viaje más rápido y más fiable que sus rutas actuales. Se añadirán nuevas rutas distribuidoras de autobuses al sistema para proporcionar un servicio coordinado para algunas estaciones del Gateway.

La Figura 3



Impactos del tráfico

Las alternativas tienen diferentes impactos del tráfico. La alternativa A-B-C-D1-E1 tiene impactos del tráfico en Radio Drive y Woodbury Drive, debido a los altos volúmenes actuales y previstos de tráfico en esas calles. La mitigación de tráfico en la 4th Street e Inwood Avenue también puede ser necesaria a lo largo de las alternativas A-B-C-D2-E1, A-B-C-D2-E2 y A-B-C-D2-E3, pero es probable que se pueda acomodar con cambios en las señales de tráfico. Finalmente, puede ser necesaria una señal de tráfico en la Keats Avenue y Hudson Boulevard.

Alternativa Preferida Localmente recomendada

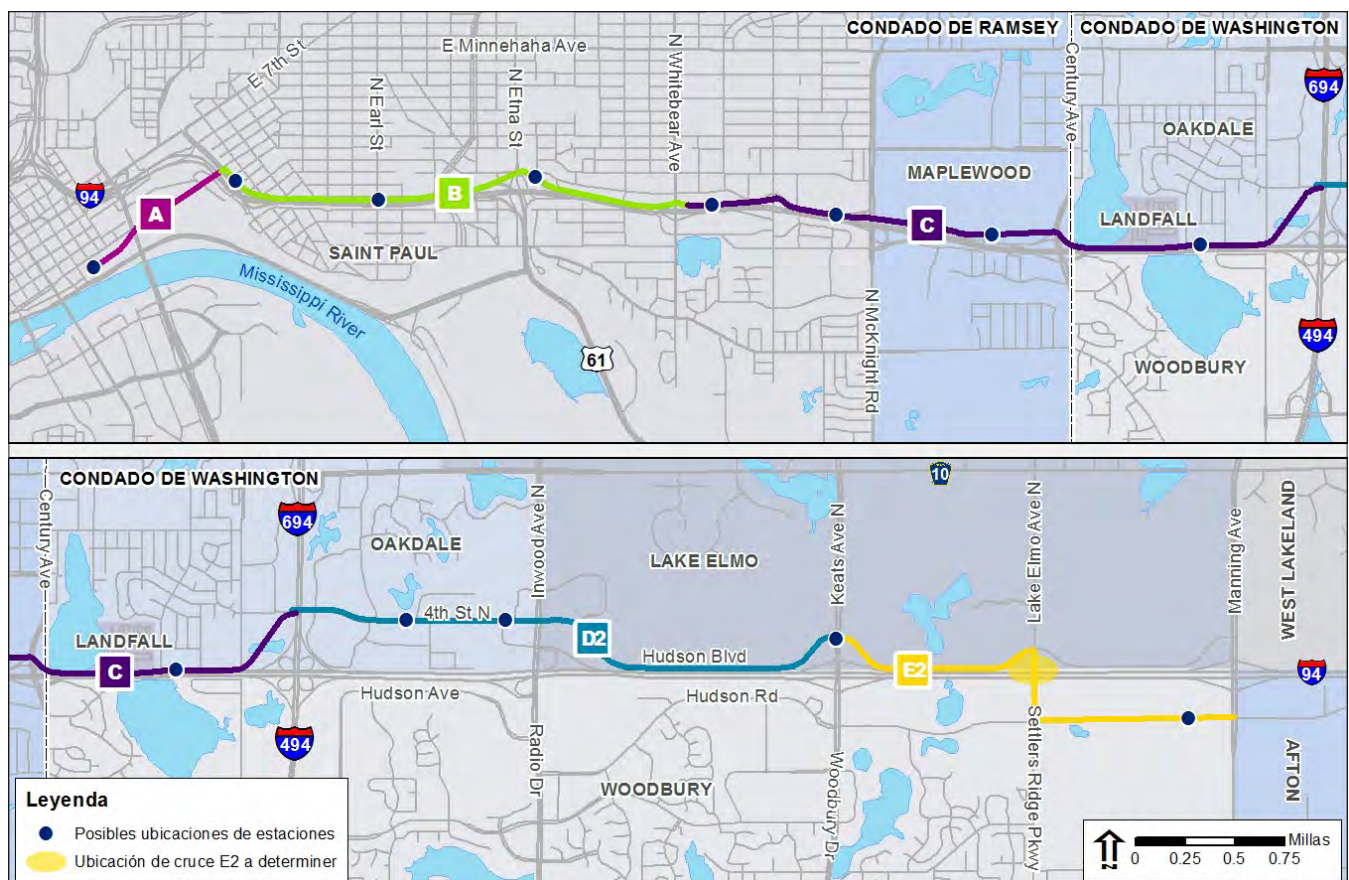
El 24 de julio, el Comité Asesor de Políticas (PAC) recomendó la alternativa del BRT A-B-C-D2-E2 como LPA. La LPA es una descripción general del modo de tránsito y de la ruta; los detalles específicos del diseño de la LPA y la definición de elementos adicionales del proyecto, incluyendo las ubicaciones de las estaciones y las ubicaciones de los estacionamientos “park and ride”, se deciden durante actividades posteriores de ingeniería y planificación.

El PAC recomendó esta alternativa debido a que su tiempo de viaje, costos y cantidad de pasajeros son comparables a los de otras alternativas de BRT, y tiene varias ventajas distintivas:

- Su ruta accede a partes de las ciudades de Oakdale, Lake Elmo y Woodbury que están actualmente bajo desarrollo o no desarrolladas y presentan oportunidades para un desarrollo nuevo y más denso orientado a los peatones que es propicio para el uso del transporte público.
- Estas oportunidades de desarrollo más denso alrededor de las estaciones mejoran la competitividad del proyecto según los criterios de New Starts acerca del uso del terreno y el desarrollo económico, aumentando la probabilidad de financiación del proyecto con fondos federales.
- Su ruta y las ubicaciones de sus estaciones minimizan los impactos en las carreteras congestionadas y el tráfico.

El PAC busca la opinión pública sobre la recomendación de LPA en la audiencia pública de hoy.

La Figura 4



Más información sobre el Proyecto del Corredor Gateway

¿Necesita más información sobre el Proyecto del Corredor Gateway? Por favor, póngase en contacto con el personal del Condado de Washington. El personal responderá preguntas, recibirá comentarios o hará una presentación del proyecto a su grupo u organización.

Andy Gitzlaff

Washington County Public Works Department

11660 Myeron Road North

Stillwater, MN 55082

651-430-4300

gatewaycorridor@co.washington.mn.us

www.thegatewaycorridor.com

Appendix B

LPA Resolutions



Regional Railroad Authority

Fran Miron, District 1

Ted Bearth, District 2

Gary Kriesel, District 3

Autumn Lehrke, Chair, District 4

Lisa Weik, District 5

October 7, 2014

Chair Sue Haigh
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

Dear Chair Haigh,

Thank you for including the Gateway Corridor locally preferred alternative (LPA) in the 2040 Transportation Policy Plan (TPP). This letter summarizes how the Gateway Corridor Project has met the expectations outlined in your letter dated July 2, 2014. In addition, this letter outlines next steps to continue refinement of the Gateway general alignment.

1. Resolutions of Support

Enclosed please find resolutions of support for the LPA from each of the cities and two counties the Gateway Corridor alignment runs through: Saint Paul, Maplewood, Landfall, Oakdale, Lake Elmo and Woodbury, as well as the Ramsey County Regional Rail Authority (RCRRA) and the Washington County Regional Rail Authority (WCRRA). Please note that the city resolutions include a commitment to undertaking and developing station area plans with the support of the Gateway Corridor Commission based on the results of a market analysis, community input, and Metropolitan Council guidelines and expectations for development density, level of activity, and design. In addition, the RCRRA and the WCRRA resolutions of support include commitment to "working collaboratively with each of the Gateway Corridor cities to develop station area plans for the areas around the bus rapid transit guideway stations as part of the Draft Environmental Impact Statement (EIS) process." On behalf of the WCRRA, we applaud and appreciate the collaborative effort and commitment exemplified by each of the cities and Ramsey County in working through each of their resolutions of support for the Gateway Corridor LPA.

2. LPA Selection Summary Report

As discussed with Metropolitan Council and Transit staff on September 25, the LPA Selection Summary Report, which summarizes the complete Alternatives Analysis (AA) process along with the final LPA recommendation, will be submitted to the Metropolitan Council by October 15, 2014. It also details how public input shaped and influenced the LPA recommendation, including the public hearing on the proposed LPA in August, and the advance material that was available to the public on the project website and at the public meeting.

3. Counties Transit Improvement Board Program (CTIB) of Projects

Enclosed please find the CTIB Program of Projects adopted on July 18, 2014, which shows that the Gateway Corridor is included in the CTIB phase 1 program of projects with a 35% CTIB funding share.

4. I-94 Right-of-Way Impacts

The WCRRA is committed to working closely with the Minnesota Department of Transportation (MnDOT) to identify and minimize potential right-of-way impacts, specifically to Interstate 94. As such,

the WCRRA has included in its resolution of support the following statement: "Whereas, through the DRAFT EIS process, the potential impacts to existing highway right-of-way will be addressed and documented," meaning that all potential highway right-of-way issues will be addressed in 2015 and a framework for resolving issues in collaboration with and acceptable to MnDOT and Metropolitan Council will be in place before project development.

In addition to having met the above four expectations, the WCRRA will, in concurrence with the Draft EIS process and completed no later than the start of the Pre-Project Development phase, take the following next steps:

- Work with Metro Transit, Lake Elmo and Woodbury to generally locate Gateway stations in the two cities and identify the alignment crossing over I-94.
- Hold a public hearing, near the eastern segment of the Gateway Corridor, on the refined transitway alignment in Lake Elmo and Woodbury, including the I-94 crossing. This hearing will be similar to the public hearing held at the Conway Recreation Center in Saint Paul as part of the LPA approval process.
- Adopt a resolution of support for the refined transitway alignment in Lake Elmo and Woodbury, including the alignment crossing over I-94, and encourage the Cities of Lake Elmo and Woodbury to do the same. The intent of these supplemental resolutions would be to provide further definition and support for the refined Gateway Corridor BRT alignment that runs through both cities.
- Amend the LPA Selection Summary Report to reflect the general station locations and the refined transitway alignment in Lake Elmo and Woodbury. This will include documentation of the process used to reach agreement on the Gateway Corridor alignment crossing over I-94.

With these commitments, the WCRRA understands that the Metropolitan Council will make the following changes to the TPP:

- Reflect the Gateway LPA Figure F-6: Map of Current Revenue Scenario Transitways and CTIB Phase I Program of Projects. There will be no footnotes or comments on F-6.
- Update the Corridor Planning Status for the Gateway project (Draft 2040 TPP page 242) to reflect the LPA determination at the same level of detail as the other transitway status reports. The WCRRA requests the following paragraph as the Gateway summary on page 242:

Gateway *This project will connect Saint Paul, Maplewood, Landfall, Oakdale, Lake Elmo, and Woodbury. This project's locally preferred alternative was adopted as dedicated bus rapid transit (BRT) generally on the Hudson Road - Hudson Boulevard (A-B-C-D2-E2) alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue. The project has advanced into the environmental review stage. Advanced station-area land use planning is ongoing and the region plans to submit a request for entry into the FTA New Starts project development phase in 2015. The Gateway Corridor has been identified as a funding priority for CTIB in its Phase I Program of Projects.*

- Make other corresponding edits to Draft 2040 TPP text (pages 249, 250, 252, 256, 257 and 258).

On behalf of the WCRRA, I would like to thank you again for working collaboratively with us and the Gateway Corridor Commission to incorporate the Gateway LPA into the TPP. We appreciate the equity focused process of the Metropolitan Council that applies a similar standard to each community in the Gateway Corridor and your ongoing support for the Gateway Project. We look forward to future collaboration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Autumn Lehrke', followed by a stylized flourish.

Autumn Lehrke, Chair
Washington County Regional Railroad Authority

Cc: Mayor Michael Pearson, City of Lake Elmo
Mayor Mary Giuliani Stephens, City of Woodbury
Commissioner Ted Bearth, Member of the WCRRA
Commissioner Gary Kriesel, Member of the WCRRA
Commissioner Fran Miron, Member of the WCRRA
Commissioner Lisa Weik, Member of WCRRA

DATE October 7, 2014

DEPARTMENT Public Works

MOTION

SECONDED BY

BY COMMISSIONER Weik

COMMISSIONER Bearth

**RESOLUTION TRANSMITTING THE WASHINGTON COUNTY REGIONAL RAILROAD
AUTHORITY LOCALLY PREFERRED ALTERNATIVE RECOMMENDATION FOR THE GATEWAY
CORRIDOR TO THE METROPOLITAN COUNCIL**

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities, and;

WHEREAS, the purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that compliments existing and planned express bus service in the corridor, and;

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

WHEREAS, the Gateway Corridor Commission (GCC), in partnership with the Metropolitan Council and other project stakeholders, completed the Gateway Corridor Alternatives Analysis (AA) Study that in addition to the No-Build alternative recommended one bus rapid transit (BRT) and one light rail transit (LRT) alternative be advanced for further study in the federal and state environmental review process, and;

WHEREAS, the Federal Transit Administration (FTA); the Washington County Regional Railroad Authority (WCRRA), serving on behalf of the GCC; and the Metropolitan Council have initiated the environmental review process for the Gateway Corridor project, with FTA designated as the lead federal agency for this project, and;

WHEREAS, the Gateway Corridor project recently received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project, and;

WHEREAS, the Gateway Corridor project recently completed the Scoping phase of the environmental process, which resulted with the Policy Advisory Committee (PAC) and the GCC recommending further study of the No-Build alternative, four BRT alternatives operating within a dedicated guideway (A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, A-B-C-D2-E3) and a managed lane alternative in the Draft Environmental Impact Statement (EIS) at the request of the FTA and Federal Highway Administration (FHWA), and;

WHEREAS, the WCRRA, serving as the Responsible Governmental Unit (RGU) under the state environmental review process, affirmed the Scoping Decision recommendations of the PAC and the GCC on August 12, 2014, and;

WHEREAS, the BRT alignments that advance into the Draft EIS will be further defined and evaluated to minimize impacts to surrounding properties and the I-94 corridor which may include operating in existing lanes with mixed traffic at pinch points where right-of-way is constrained, enhance economic development potential, and reduce capital costs while providing required operating efficiency, with attention to mobility options for environmental justice populations, and;

WHEREAS, through the Draft EIS process, the potential impacts to existing highway right-of-way will be addressed and documented, and;

WHEREAS, through the Scoping process, the PAC and the GCC recommended that the LRT alternative be eliminated from further study due to its higher costs while generating a similar ridership, and;

WHEREAS, the identification of a Locally Preferred Alternative (LPA) is a critical first step in pursuing federal

funding for the Gateway Corridor project, and;

WHEREAS, the adoption of the LPA into the Metropolitan Council's Transportation Policy Plan will conclude the FTA Alternatives Analysis process, and;

WHEREAS, the LPA will be one of the Build alternatives identified and studied in the Draft EIS, and;

WHEREAS, the LPA includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts, and;

WHEREAS, the LPA selection process does not replace or override the requirement to fully examine alternatives and determine the adverse impacts that must be avoided or mitigated under the federal and state environmental review process, and;

WHEREAS, the comments submitted by agencies, the business sector, and the public during the Scoping phase, as well as the additional comments received from adjacent communities and agencies since the Scoping phase, will be addressed accordingly through the Draft EIS process, and;

WHEREAS, the PAC and GCC each passed resolutions on July 24, 2014, recommending BRT Alternative A-B-C-D2-E2 as the proposed LPA for review at the August 7 PAC sponsored LPA public hearing and inclusion in the Metropolitan Council's Draft 2040 Transportation Policy Plan, and;

WHEREAS, the Gateway Corridor PAC/GCC held a public hearing on August 7, 2014, as part of the LPA decision making process. A total of 35 comments were received through the proposed LPA review process, and;

WHEREAS, the WCRRA as a member of the PAC and GCC will work collaboratively with each of the Gateway Corridor cities to develop station area plans for the areas around the BRT guideway stations as a part of the Draft EIS process based on the results of a market analysis, community input, and Metropolitan Council guidelines and expectations for development density, level of activity, and design.

NOW THEREFORE BE IT RESOLVED that the WCRRA has taken into consideration the technical information on each of the alternatives developed to date, along with the TAC, CAC, PAC, GCC, public input provided as part of the Scoping and the proposed LPA public review and hearing processes and the resolutions of support passed by Ramsey County and Cities along the line and hereby supports the September 11, 2014, PAC and GCC action that BRT Alternative A-B-C-D2-E2 starting in St. Paul and traveling through the communities of Maplewood, Landfall, Oakdale, and Lake Elmo and ending in Woodbury generally on the Hudson Road – Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue is the Locally Preferred Alternative for the Gateway Corridor project (*see attached figure*).

BE IT FURTHER RESOLVED that through the Draft EIS process the WCRRA as member of the PAC and GCC will continue to evaluate and focus on transit service connections to the dedicated BRT system (A-B-C-D2-E2), including an efficient feeder bus network, and will further define the specific number and location of stations throughout the Gateway Corridor and the specific location of the I-94 crossing to maximize service, accessibility, and surrounding economic development opportunities, while minimizing impacts.

BE IT FURTHER RESOLVED that this resolution adopted by the WCRRA be forwarded to the Metropolitan Council for their consideration.

ATTEST:

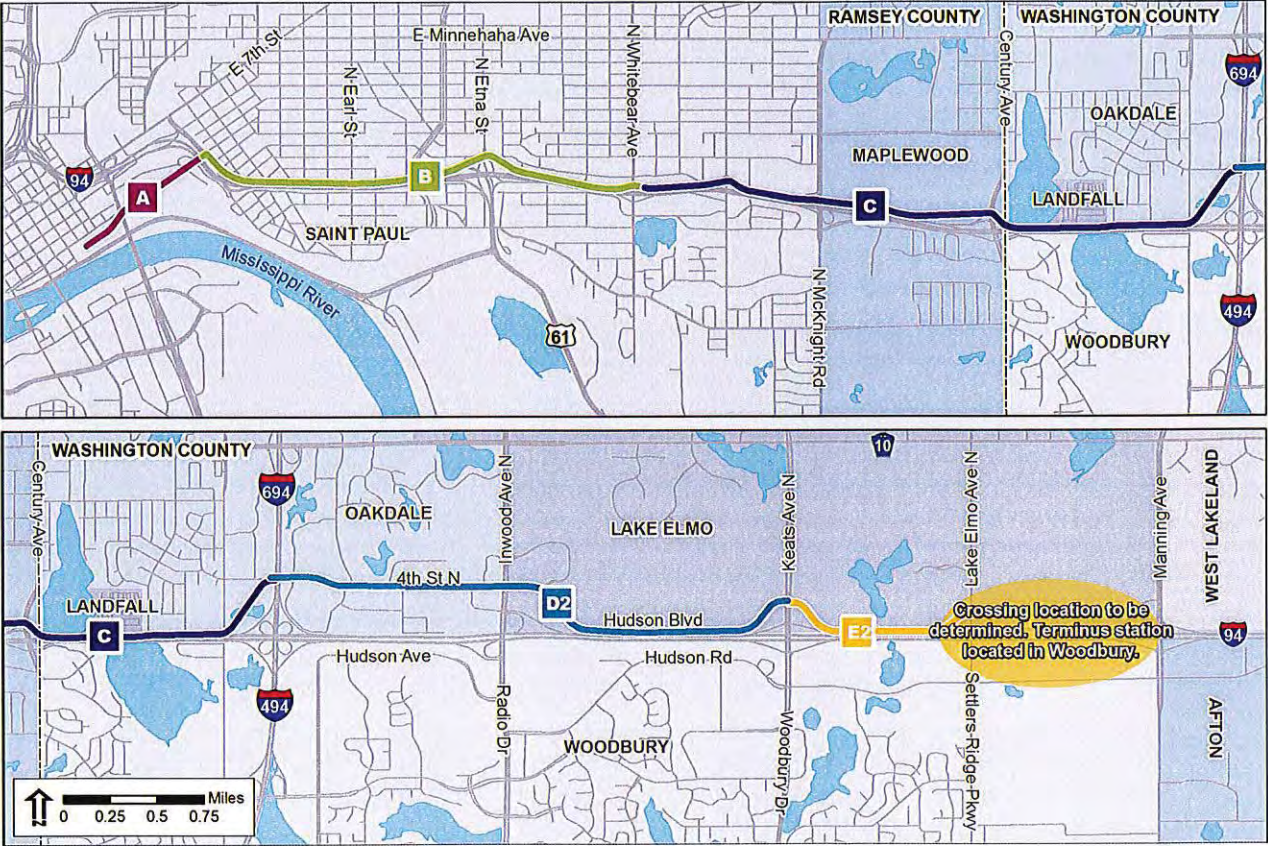
COUNTY ADMINISTRATOR

REGIONAL RAILROAD AUTHORITY CHAIR

BEARTH
KRIESEL
LEHRKE
MIRON
WEIK

YES	NO
<u>X</u>	___
<u>X</u>	___
<u>X</u>	___
<u>X</u>	___
<u>X</u>	___

Final Locally Preferred Alternative – BRT Alternative A-B-C-D2-E2 (Conceptual)



RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: September 23, 2014

No.: R14-28

WHEREAS, The Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities, and;

WHEREAS, The purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that compliments existing and planned express bus service in the corridor, and;

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

WHEREAS, The Gateway Corridor Commission, in partnership with the Metropolitan Council and other project stakeholders, completed the Gateway Corridor Alternatives Analysis Study that in addition to the No-Build alternative recommended one bus rapid transit and one light rail transit alternative be advanced for further study in the federal and state environmental review process, and;

WHEREAS, The Federal Transit Administration; the Washington County Regional Railroad Authority, serving on behalf of the Gateway Corridor Commission; and the Metropolitan Council have initiated the environmental review process for the Gateway Corridor project, with Federal Transit Administration designated as the lead federal agency for this project, and;

WHEREAS, The Gateway Corridor project recently received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project, and;

WHEREAS, The Gateway Corridor project recently completed the Scoping phase of the environmental process, which resulted with the Policy Advisory Committee and the Gateway Corridor Commission recommending further study of the No-Build alternative, four bus rapid transit alternatives operating within a dedicated guideway and a managed lane alternative in the Draft Environmental Impact Statement at the request of the Federal Transit Administration and Federal Highway Administration, and;

WHEREAS, The bus rapid transit alignments that advance into the Draft Environmental Impact Statement will be further defined and evaluated to minimize impacts to surrounding properties and the I-94 corridor which may include operating in existing lanes with mixed traffic at pinch points where right-of-way is constrained, enhance economic development potential, and reduce capital costs while providing

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: September 23, 2014

No.: R14-28

required operating efficiency, with attention to mobility options for environmental justice populations, and;

WHEREAS, Through the Scoping process, the Policy Advisory Committee and the Gateway Corridor Commission recommended that the light rail transit alternative be eliminated from further study due to its higher costs while generating a similar ridership, and;

WHEREAS, The identification of a Locally Preferred Alternative is a critical first step in pursuing federal funding for the Gateway Corridor project, and;

WHEREAS, The adoption of the Locally Preferred Alternative into the Metropolitan Council's Transportation Policy Plan will conclude the Federal Transit Administration Alternatives Analysis process, and;

WHEREAS, The Locally Preferred Alternative will be one of the Build alternatives identified and studied in the Draft Environmental Impact Statement, and;

WHEREAS, The Locally Preferred Alternative includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts, and;

WHEREAS, The Locally Preferred Alternative selection process does not replace or override the requirement to fully examine alternatives and determine the adverse impacts that must be avoided or mitigated under the federal and state environmental review process, and;

WHEREAS, The comments submitted by agencies, the business sector, and the public during the Scoping phase, as well as the additional comments received from adjacent communities since the Scoping phase, will be addressed accordingly through the Draft Environmental Impact Statement process, and;

WHEREAS, The Policy Advisory Committee and Gateway Corridor Commission each passed resolutions on July 24, 2014 recommending bus rapid transit Alternative A-B-C-D2-E2 as the proposed LPA for review at the August 7 PAC sponsored LPA public hearing and inclusion in the Metropolitan Council's Draft 2040 Transportation Policy Plan, and;

WHEREAS, The Gateway Corridor Policy Advisory Committee held a public hearing on August 7, 2014 as part of the Locally Preferred Alternative decision making process. A total of 35 comments were received through the proposed Locally Preferred Alternative review process, and;

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: September 23, 2014

No.: R14-28

WHEREAS, The Cities will be working collaboratively and with support from the Gateway Corridor Committee to complete a market analysis and station area plans for the areas around the bus rapid transit guideway stations as a part of the Draft Environmental Impact Statement process; Now Therefore Be It

RESOLVED, The Ramsey County Regional Railroad Authority supports the findings of the Gateway Corridor Draft Environmental Impact Statement and selection of Bus Rapid Transit in a dedicated guideway as the Locally Preferred Alternative in alignment A-B-C-D2-E2 as chosen by the Gateway Corridor Commission; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes Ramsey County Regional Railroad Authority staff to forward this Resolution to the Washington County Regional Railroad Authority for transmittal to the Metropolitan Council for its consideration.

Ramsey County Regional Railroad Authority

	YEA	NAY	OTHER
Toni Carter	✓		
Blake Huffman			Absent
Mary Jo McGuire	✓		
Jim McDonough	✓		
Victoria Reinhardt	✓		
Janice Rettman	✓		
Rafael Ortega	✓		

Jim McDonough, Chair

By: 

Blake Huffman, Secretary



City of Saint Paul

Signature Copy

Resolution: RES 14-1497

City Hall and Court
House
15 West Kellogg
Boulevard
Phone: 651-266-8560

File Number: RES 14-1497

Transmitting support of the Gateway Corridor Locally Preferred Alternative (LPA).

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities; and

WHEREAS, the purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that compliments existing and planned express bus service in the corridor; and

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

WHEREAS, the Gateway Corridor Commission (GCC), in partnership with the Metropolitan Council and other project stakeholders, completed the Gateway Corridor Alternatives Analysis (AA) Study that in addition to the No-Build alternative recommended on bus rapid transit (BRT) and one light rail transit (LRT) alternative be advanced for further study in the federal and state environmental review process; and

WHEREAS, the Federal Transit Administration (FTA); the Washington County Regional Railroad Authority (WCRRA), serving on behalf of the GCC; and the Metropolitan Council have initiated the environmental review process for the Gateway Corridor project, with FTA designated as the lead federal agency for this project; and

WHEREAS, the Gateway Corridor project recently received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project; and

WHEREAS, the Gateway Corridor project recently completed the Scoping phase of the environmental process, which resulted with the Policy Advisory Committee (PAC) and the GCC recommending further study of the No-Build alternative, four BRT alternatives with a dedicated guideway (A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, A-B-C-D2-E3) and a managed lane alternative in the Draft Environmental Impact Statement (EIS) at the request of the FTA and Federal Highway Administration (FHWA); and

WHEREAS, the BRT alignments that advance into the Draft EIS will be further defined and evaluated to minimize adverse impacts to surrounding properties and the I-94 corridor, enhance economic development potential, and reduce capital costs while providing required operating efficiency, with attention to mobility options for environmental justice populations; and

WHEREAS, through the Scoping process, the PAC and the GCC recommended that the LRT alternative be eliminated from further study due to its higher costs while generating a similar

ridership; and

WHEREAS, the identification of an LPA is a critical first step in pursuing federal funding for the Gateway Corridor project; and

WHEREAS, the adoption of the LPA into the Metropolitan Council's Transportation Policy Plan concludes the FTA Alternatives Analysis process; and

WHEREAS, the LPA will be one of the Build alternatives identified and studied in the Draft EIS; and

WHEREAS, the LPA includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts; and

WHEREAS, the LPA selection process does not replace or override the requirement to fully examine alternatives and determine the adverse impacts that must be avoided or mitigated under the federal and state environmental review process; and

WHEREAS, the comments submitted by agencies, the business sector, and the public during the Scoping phase, as well as the additional comments received from adjacent communities since the Scoping phase, will be addressed accordingly through the Draft EIS process; and

WHEREAS, the PAC and GCC each passed resolutions on July 24, 2014 recommending BRT Alternative A-B-C-D2-E2 (see attached figure) as the proposed LPA for review at the August 7, 2014 PAC-sponsored LPA public hearing and inclusion in the Metropolitan Council's Draft 2040 Transportation Policy Plan; and

WHEREAS, the Gateway Corridor PAC/GCC held a public hearing on August 7, 2014 as part of the LPA decision making process. A total of 35 comments were received through the proposed LPA review process; and

WHEREAS, the Cities will be working collaboratively with the GCC to complete a market analysis and plan for the areas around the BRT Guideway stations as a part of the Draft EIS process; and

WHEREAS, the City of Saint Paul's Comprehensive Plan, in Figure T-C of the Transportation Chapter, identifies the I-94 corridor heading east from Downtown Saint Paul as being a desired transitway within its Preferred Transit Network; and

WHEREAS, the City of Saint Paul's Planning Commission, upon receiving recommendation from its Transportation Committee, recommended support for the LPA on September 5, 2014;

NOW THEREFORE, BE IT RESOLVED, that the City of Saint Paul supports the LPA recommendation of the PAC and GCC and identifies the dedicated BRT alternative generally on the Hudson Road - Hudson Boulevard (A-B-C-D2-E2) alignment that crosses to the south side of I-94 ~~at approximately Lake Elmo Avenue to~~ between approximately Lake Elmo Avenue and Manning Avenue as the Locally Preferred Alternative for the Gateway Corridor project.

BE IT FURTHER RESOLVED, that the City of Saint Paul commits to undertaking and developing station area plans with the support of the GCC for the proposed BRT guideway station areas within its jurisdiction based on the results of a market analysis, community input, and Metropolitan Council guidelines for development density, level of activity, and design.

BE IT FURTHER RESOLVED, that the City of Saint Paul commits to working with the Washington County Regional Railroad Authority, on behalf of the Gateway Corridor Commission, and the Metropolitan Council to address the comments submitted by agencies, adjacent communities, the business sector, and the public during the Scoping phase, as well as additional comments received during the development of the LPA and through the Draft EIS process.

BE IT FURTHER RESOLVED, that this resolution adopted by the City of Saint Paul be forwarded to the Metropolitan Council for its consideration.

At a meeting of the City Council on 9/17/2014, this Resolution was Passed.

Yea: 6 Councilmember Bostrom, Councilmember Brendmoen, City Council President Lantry, Councilmember Stark, Councilmember Thao, and Councilmember Thune

Nay: 0

Absent: 1 Councilmember Tolbert

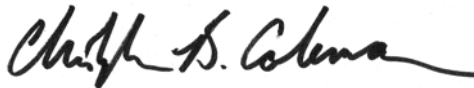
**Vote Attested by
Council Secretary**



Trudy Moloney

Date 9/17/2014

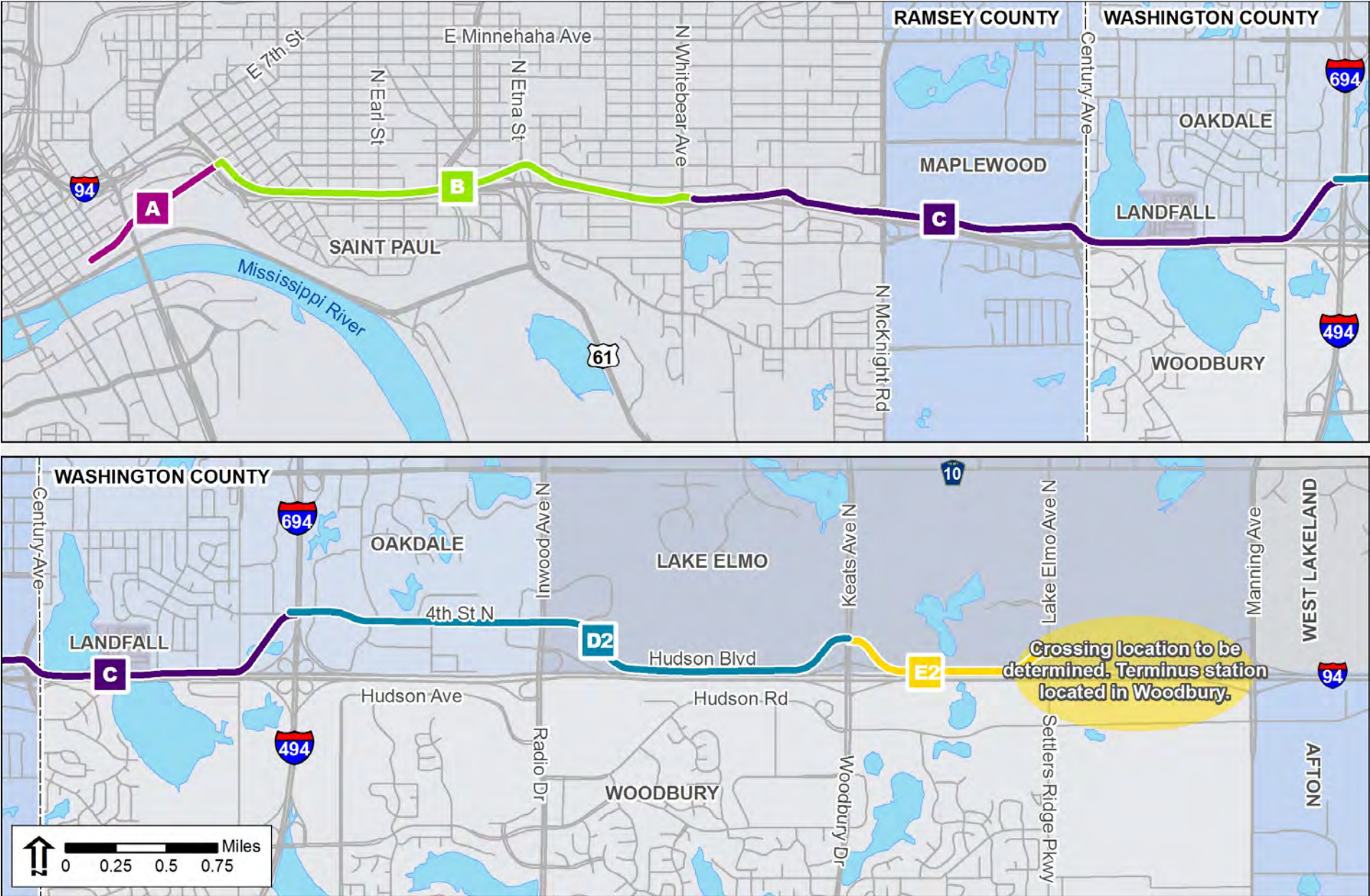
Approved by the Mayor



Chris Coleman

Date 9/22/2014

Figure 1: BRT Alternative A-B-C-D2-E2



Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Maplewood, Minnesota, was duly called and held in the Council Chambers of said City on the **22nd day of September 2014** at 7:03 P.M.

The following members were present:

Nora Slawik, Mayor	Present
Marylee Abrams, Councilmember	Present
Robert Cardinal, Councilmember	Present
Kathleen Juenemann, Councilmember	Present
Marvin Koppen, Councilmember	Present

Approval of Resolution of Support for Locally Preferred Alternative (LPA), Gateway Transitway Corridor, Project 14-05

Councilmember Juenemann moved to approve the Resolution of Support for the Locally Preferred Alternative for the Gateway Transitway Corridor, Project 14-05.

Resolution 14-9-1125

RESOLUTION TRANSMITTING THE CITY OF MAPLEWOOD'S SUPPORT OF THE LOCALLY PREFERRED ALTERNATIVE (LPA) TO THE RCRRA, WCRRA, and METROPOLITAN COUNCIL

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities, and;

WHEREAS, the purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that compliments existing and planned express bus service in the corridor, and;

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

WHEREAS, the Gateway Corridor Commission (GCC), in partnership with the Metropolitan Council and other project stakeholders, completed the Gateway Corridor Alternatives Analysis (AA) Study that in addition to the No-Build alternative recommended one bus rapid transit (BRT) and one light rail transit (LRT) alternative be advanced for further study in the federal and state environmental review process, and;

WHEREAS, the Federal Transit Administration (FTA); the Washington County Regional Railroad Authority (WCRRA), serving on behalf of the GCC; and the Metropolitan Council have initiated the environmental review process for the Gateway Corridor project, with FTA designated as the lead federal agency for this project, and;

WHEREAS, the Gateway Corridor project recently received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project, and;

WHEREAS, the Gateway Corridor project recently completed the Scoping phase of the environmental process, which resulted with the Policy Advisory Committee (PAC) and the GCC recommending further study of the No-Build alternative, four BRT alternatives operating within a dedicated guideway (A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, A-B-C-D2-E3) and a managed lane alternative in the Draft Environmental Impact Statement (EIS) at the request of the FTA and Federal Highway Administration (FHWA), and;

WHEREAS, the BRT alignments that advance into the Draft EIS will be further defined and evaluated to minimize impacts to surrounding properties and the I-94 corridor which may include operating in existing lanes with mixed traffic at pinch points where right-of-way is constrained, enhance economic development potential, and reduce capital costs while providing required operating efficiency, with attention to mobility options for environmental justice populations, and;

WHEREAS, through the Scoping process, the PAC and the GCC recommended that the LRT alternative be eliminated from further study due to its higher costs while generating a similar ridership, and;

WHEREAS, the identification of a Locally Preferred Alternative (LPA) is a critical first step in pursuing federal funding for the Gateway Corridor project, and;

WHEREAS, the adoption of the LPA into the Metropolitan Council's Transportation Policy Plan will conclude the FTA Alternatives Analysis process, and;

WHEREAS, the LPA will be one of the Build alternatives identified and studied in the Draft EIS, and;

WHEREAS, the LPA includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts, and;

WHEREAS, the LPA selection process does not replace or override the requirement to fully examine alternatives and determine the adverse impacts that must be avoided or mitigated under the federal and state environmental review process, and;

WHEREAS, the comments submitted by agencies, the business sector, and the public during the Scoping phase, as well as the additional comments received from adjacent communities since the Scoping phase, will be addressed accordingly through the Draft EIS process, and;

WHEREAS, the PAC and GCC each passed resolutions on July 24, 2014 recommending BRT Alternative A-B-C-D2-E2 (see attached figure) as the proposed LPA for review at the August 7 PAC sponsored LPA public hearing and inclusion in the Metropolitan Council's Draft 2040 Transportation Policy Plan, and;

WHEREAS, the Gateway Corridor PAC/GCC held a public hearing on August 7, 2014 as part of the LPA decision making process. A total of 35 comments were received through the proposed LPA review process, and;

WHEREAS, the Cities will be working collaboratively and with support from the GCC to complete a market analysis and station area plans for the areas around the BRT Guideway stations as a part of the Draft EIS process, and;

WHEREAS, that through the Draft EIS process the PAC and GCC will continue to evaluate and focus on transit service connections to the dedicated BRT system (A-B-C-D2-E2) including an efficient feeder bus network, as well as the number of location of stations throughout the Gateway Corridor to maximize service, accessibility and surrounding economic development opportunities, while minimizing impacts, and;

WHEREAS, the PAC and GCC each passed resolutions on September 11, 2014 affirming their recommendation of BRT Alternative A-B-C-D2-E2 as the Gateway Corridor LPA, with the clarification that the dedicated BRT would be located generally on the Hudson-Road-Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue (see attached figure).

NOW THEREFORE BE IT RESOLVED that the City of Maplewood supports the LPA recommendation of the PAC and GCC and identifies the dedicated BRT alternative generally on the Hudson Road – Hudson Boulevard (A-B-C-D2-E2) alignment that crosses to the south side of I-94 at approximately Lake Elmo Avenue to Manning Avenue as the Locally Preferred Alternative for the Gateway Corridor project.

BE IT FURTHER RESOLVED that the City of Maplewood commits to undertaking and developing station area plans with the support of the GCC for the proposed BRT guideway station areas within its jurisdiction based on the results of a market analysis, community input, and Metropolitan Council guidelines and expectations for development density, level of activity, and design.

BE IT FURTHER RESOLVED that the City of Maplewood commits to working with the Washington County Regional Railroad Authority, on behalf of the Gateway Corridor Commission, and the Metropolitan Council to address the comments submitted by agencies, adjacent communities, the business sector, and the public during the Scoping phase, as well as additional comments received during the development of the LPA, through the Draft EIS process, and the following areas of particular importance to the City of Maplewood:

1. Mitigation of traffic impacts on McKnight Road, Century Avenue, and nearby public and private roadways.
2. Enhanced pedestrian and bike facilities throughout the project area to connect non-motorized modes of travel to proposed station(s); including the need for improved connections under Interstate 94 at both McKnight Road and Century Avenue.
3. City comments as submitted in the April 4, 2014 Scoping Comments Letter.

BE IT FURTHER RESOLVED that this resolution adopted by the City of Maplewood be forwarded to the Metropolitan Council for their consideration.

Seconded by Councilmember Abrams

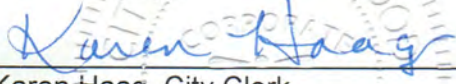
Ayes – All

The motion passed.

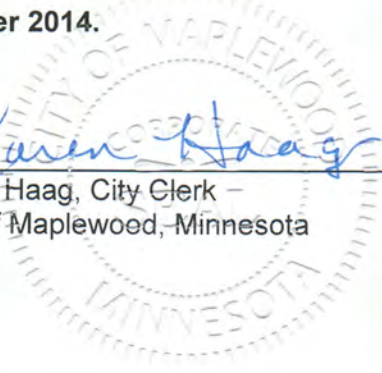
STATE OF MINNESOTA)
COUNTY OF RAMSEY) SS
CITY OF MAPLEWOOD)

I, the undersigned, being the duly qualified and appointed City Clerk of the City of Maplewood, Minnesota, DO HEREBY CERTIFY that I have compared the attached and foregoing extract of minutes of a regular meeting of the City Council of the City of Maplewood, held on the **22nd day of August 2014** with the original on file in my office, and the same is a full, true and complete transcript therefrom insofar as the same relates to the Resolution of Support for Locally Preferred Alternative (LPA), Gateway Transitway Corridor, Project 14-05.

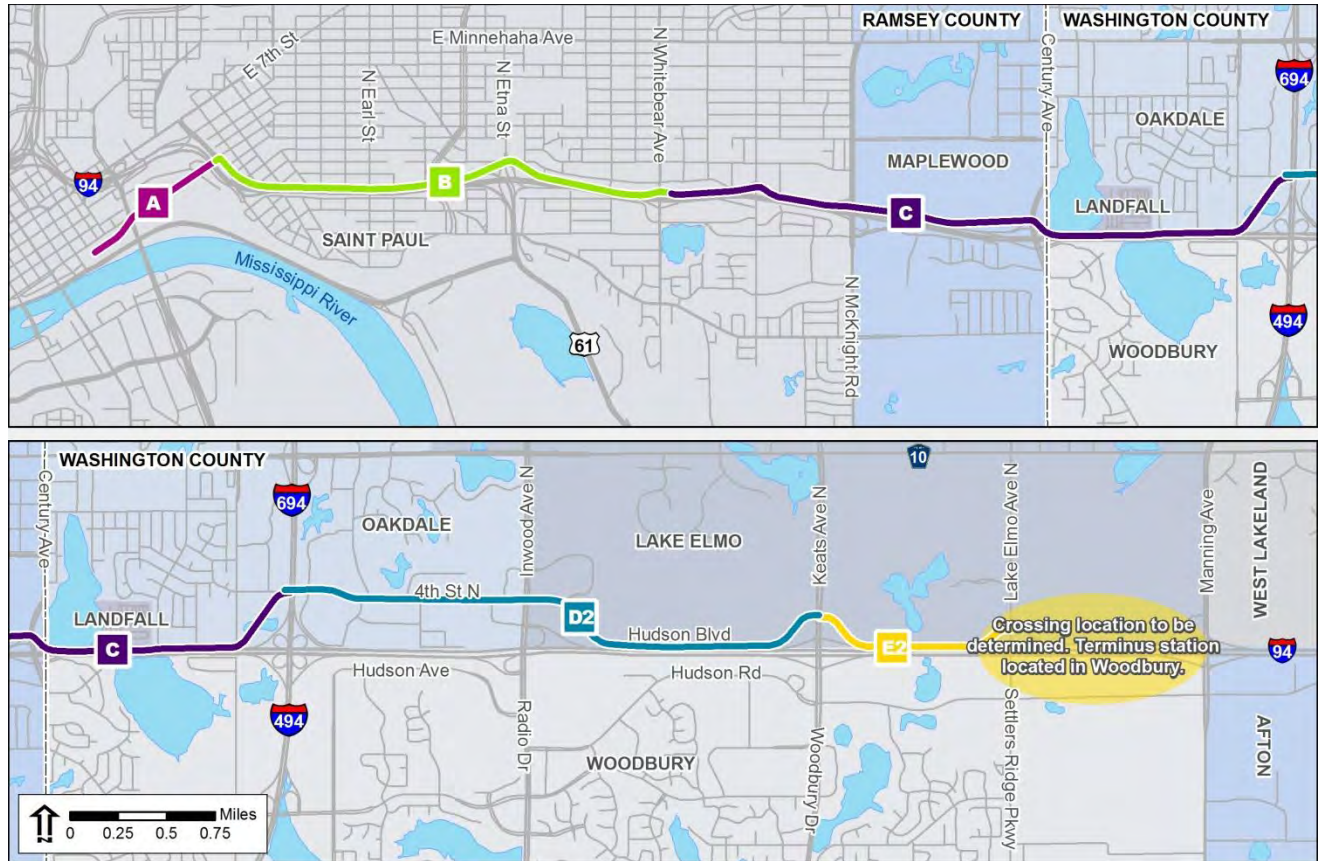
WITNESS my hand and sealed this **25th day of September 2014.**



Karen Haag, City Clerk –
City of Maplewood, Minnesota



Recommended Locally Preferred Alternative – BRT Alternative A-B-C-D2-E2 (Conceptual)



**CITY OF LANDFALL VILLAGE
WASHINGTON COUNTY, MINNESOTA**

RESOLUTION NO. 2014-009

**RESOLUTION TRANSMITTING THE CITY OF LANDFALL VILLAGE'S SUPPORT OF THE LOCALLY PREFERRED
ALTERNATIVE (LPA) TO THE RCRRA, WCRRA, and METROPOLITAN COUNCIL**

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities, and;

WHEREAS, the purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that compliments existing and planned express bus service in the corridor, and;

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

WHEREAS, the Gateway Corridor Commission (GCC), in partnership with the Metropolitan Council and other project stakeholders, completed the Gateway Corridor Alternatives Analysis (AA) Study that in addition to the No-Build alternative recommended one bus rapid transit (BRT) and one light rail transit (LRT) alternative be advanced for further study in the federal and state environmental review process, and;

WHEREAS, the Federal Transit Administration (FTA); the Washington County Regional Railroad Authority (WCRRA), serving on behalf of the GCC; and the Metropolitan Council have initiated the environmental review process for the Gateway Corridor project, with FTA designated as the lead federal agency for this project, and;

WHEREAS, the Gateway Corridor project recently received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project, and;

WHEREAS, the Gateway Corridor project recently completed the Scoping phase of the environmental process, which resulted with the Policy Advisory Committee (PAC) and the GCC recommending further study of the No-Build alternative, four BRT alternatives operating within a dedicated guideway (A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, A-B-C-D2-E3) and a managed lane alternative in the Draft Environmental Impact Statement (EIS) at the request of the FTA and Federal Highway Administration (FHWA), and;

WHEREAS, the BRT alignments that advance into the Draft EIS will be further defined and evaluated to minimize impacts to surrounding properties and the I-94 corridor which may include operating in existing lanes with mixed traffic at pinch points where right-of-way is constrained, enhance economic development potential, and reduce capital costs while providing required operating efficiency, with attention to mobility options for environmental justice populations, and;

WHEREAS, through the Scoping process, the PAC and the GCC recommended that the LRT alternative be eliminated from further study due to its higher costs while generating a similar ridership, and;

WHEREAS, the identification of a Locally Preferred Alternative (LPA) is a critical first step in pursuing federal funding for the Gateway Corridor project, and;

WHEREAS, the adoption of the LPA into the Metropolitan Council's Transportation Policy Plan will conclude the FTA Alternatives Analysis process, and;

WHEREAS, the LPA will be one of the Build alternatives identified and studied in the Draft EIS, and;

WHEREAS, the LPA includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts, and;

WHEREAS, the LPA selection process does not replace or override the requirement to fully examine alternatives and determine the adverse impacts that must be avoided or mitigated under the federal and state environmental review process, and;

WHEREAS, the comments submitted by agencies, the business sector, and the public during the Scoping phase, as well as the additional comments received from adjacent communities since the Scoping phase, will be addressed accordingly through the Draft EIS process, and;

WHEREAS, the PAC and GCC each passed resolutions on July 24, 2014 recommending BRT Alternative A-B-C-D2-E2 as the proposed LPA for review at the August 7 PAC sponsored LPA public hearing and inclusion in the Metropolitan Council's Draft 2040 Transportation Policy Plan, and;

WHEREAS, the Gateway Corridor PAC/GCC held a public hearing on August 7, 2014 as part of the LPA decision making process. A total of 35 comments were received through the proposed LPA review process, and;

WHEREAS, the Cities will be working collaboratively and with support from the GCC to complete a market analysis and station area plans for the areas around the BRT Guideway stations as a part of the Draft EIS process, and;

WHEREAS, that through the Draft EIS process the PAC and GCC will continue to evaluate and focus on transit service connections to the dedicated BRT system (A-B-C-D2-E2) including an efficient feeder bus network, as well as the number of location of stations throughout the Gateway Corridor to maximize service, accessibility and surrounding economic development opportunities, while minimizing impacts.

WHEREAS, the PAC and GCC each passed resolutions on September 11, 2014 affirming their recommendation of BRT Alternative A-B-C-D2-E2 as the Gateway Corridor LPA, with the clarification that the dedicated BRT would be located generally on the Hudson-Road-Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue (see attached figure).

NOW THEREFORE BE IT RESOLVED that the City of Landfall Village supports the LPA recommendation of the PAC and GCC and identifies the dedicated BRT alternative generally on the Hudson Road – Hudson Boulevard (A-B-C-D2-E2) alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue as the Locally Preferred Alternative for the Gateway Corridor project.

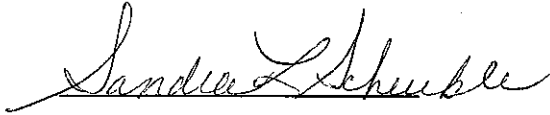
BE IT FURTHER RESOLVED that the City of Landfall Village commits to undertaking and developing station area plans with the support of the GCC for the proposed BRT guideway station areas within its jurisdiction based on the results of a market analysis, community input, and Metropolitan Council guidelines and expectations for development density, level of activity, and design.

BE IT FURTHER RESOLVED that the City of Landfall Village commits to working with the Washington County Regional Railroad Authority, on behalf of the Gateway Corridor Commission, and the Metropolitan Council to address the comments submitted by agencies, adjacent communities, the business sector, and the public during the Scoping phase, as well as additional comments received during the development of the LPA, through the Draft EIS process, and the following areas of critical importance to the City of Landfall Village.

1. Gateway Corridor Commission has identified a pinch point of the Guideway in City of Landfall Village.
2. No encroachment of BRT Guideway on the physical property contained therein with St. Paul Harley Davidson.
3. Support shared use of existing roadway/BRT Guideway in the ¾ mile section within the City of Landfall Village including the southern area of Tanner's Lake abutting Hudson Road.
4. Any change to Hudson Road's West Exit onto Century Avenue shall include opportunities to provide better vehicle access.
5. No funding for the BRT Guideway will be required from the City of Landfall Village, its residents or its businesses.
6. With the exception of the request for modifications of Century and Hudson Road intersection, the City of Landfall Village's support is conditioned upon the other requirements contained herein being

honored. Failure to adhere to the conditions that the support of this Resolution is based on shall trigger rescission of said support and resolution.

BE IT FURTHER RESOLVED that this resolution adopted by the City of Landfall Village this 17th Day of September, 2014 be forwarded to the Metropolitan Council for their consideration.



Sandra Scheuble

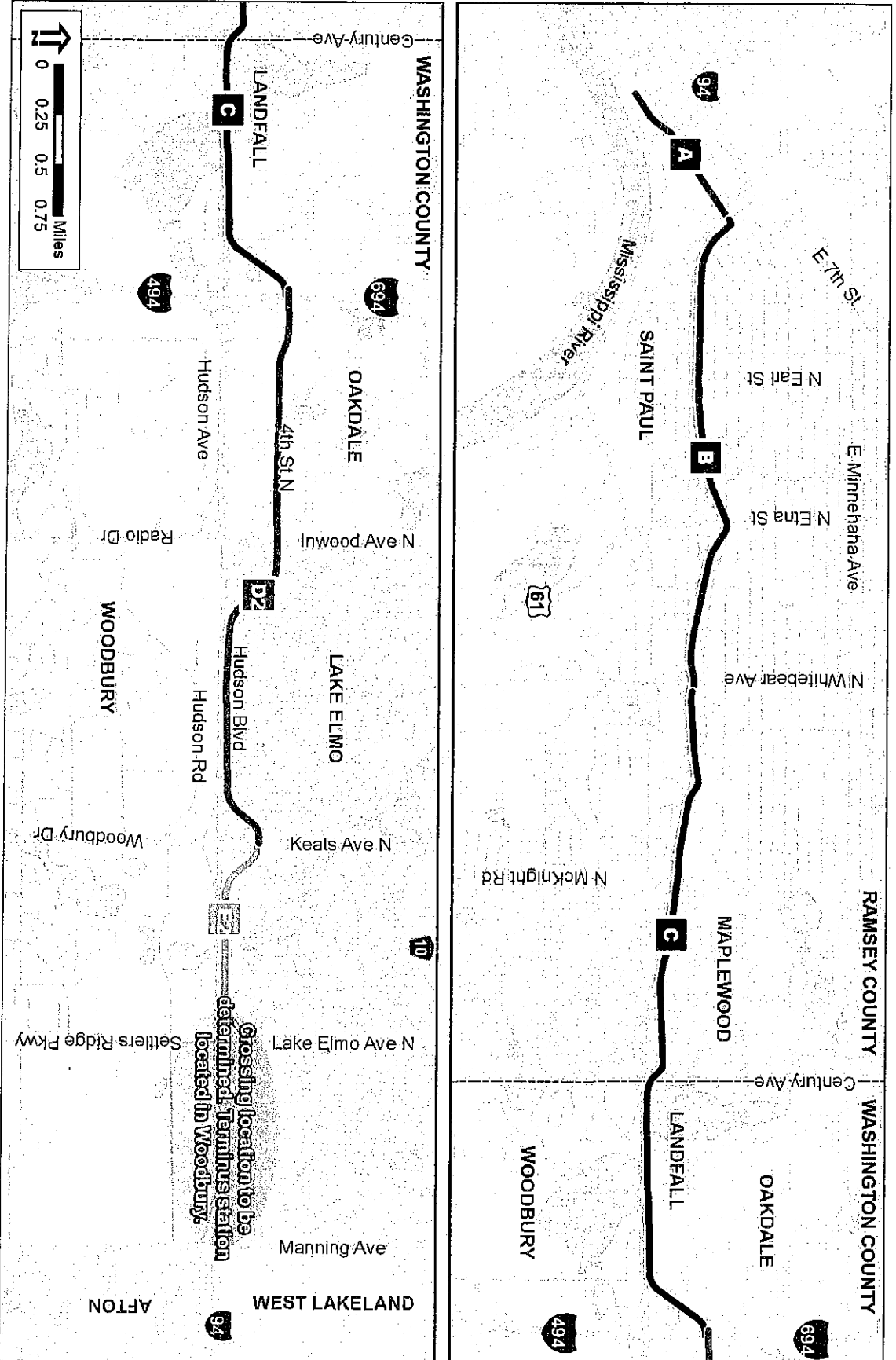
City Clerk



James Dumer

Mayor

Recommended Locally Preferred Alternative -- BRT Alternative A-B-C-D2-E2 (Conceptual)



City of Oakdale
RESOLUTION NO. 2014-90

TRANSMITTING THE CITY OF OAKDALE'S SUPPORT OF THE LOCALLY PREFERRED ALTERNATIVE (LPA) TO THE RCRRA, WCRRA, AND METROPOLITAN COUNCIL.

At a regular meeting of the City Council of the City of Oakdale held on Tuesday, September 23, 2014, at the Oakdale Municipal Building, 1584 Hadley Avenue North, Oakdale, Minnesota, with the following members present: Mayor Carmen Sarrack, Councilmembers Kent Dotas, Stan Karwoski, Lori Pulkrabek, and Paul Reinke; and the following absent: none, the Oakdale City Council resolved:

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities, and;

WHEREAS, the purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that compliments existing and planned express bus service in the corridor, and;

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

WHEREAS, the Gateway Corridor Commission (GCC), in partnership with the Metropolitan Council and other project stakeholders, completed the Gateway Corridor Alternatives Analysis (AA) Study that in addition to the No-Build alternative recommended one bus rapid transit (BRT) and one light rail transit (LRT) alternative be advanced for further study in the federal and state environmental review process, and;

WHEREAS, the Federal Transit Administration (FTA); the Washington County Regional Railroad Authority (WCRRA), serving on behalf of the GCC; and the Metropolitan Council have initiated the environmental review process for the Gateway Corridor project, with FTA designated as the lead federal agency for this project, and;

WHEREAS, the Gateway Corridor project recently received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project, and;

WHEREAS, the Gateway Corridor project recently completed the Scoping phase of the environmental process, which resulted with the Policy Advisory Committee (PAC) and the GCC recommending further study of the No-Build alternative, four BRT alternatives operating within a dedicated guideway (A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, A-B-C-D2-E3) and a managed lane alternative in the Draft Environmental Impact Statement (EIS) at the request of the FTA and Federal Highway Administration (FHWA), and;

WHEREAS, the BRT alignments that advance into the Draft EIS will be further defined and evaluated to minimize impacts to surrounding properties and the I-94 corridor which may include operating in existing lanes with mixed traffic at locations where right-of-way is constrained, enhance economic

development potential, and reduce capital costs while providing required operating efficiency, with attention to mobility options for environmental justice populations, and;

WHEREAS, through the Scoping process, the PAC and the GCC recommended that the LRT alternative be eliminated from further study due to its higher costs while generating a similar ridership, and;

WHEREAS, the identification of a Locally Preferred Alternative (LPA) is a critical first step in pursuing federal funding for the Gateway Corridor project, and;

WHEREAS, the adoption of the LPA into the Metropolitan Council's Transportation Policy Plan concludes the FTA Alternatives Analysis process, and;

WHEREAS, the LPA will be one of the Build alternatives identified and studied in the Draft EIS, and;

WHEREAS, the LPA includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts, and;

WHEREAS, the LPA selection process does not replace or override the requirement to fully examine alternatives and determine the adverse impacts that must be avoided or mitigated under the federal and state environmental review process, and;

WHEREAS, the comments submitted by agencies, the business sector, and the public during the Scoping phase, as well as the additional comments received from adjacent communities since the Scoping phase, will be addressed accordingly through the Draft EIS process, and;

WHEREAS, the PAC and GCC each passed resolutions on July 24, 2014 recommending BRT Alternative A-B-C-D2-E2 (*see attached figure*) as the proposed LPA for review at the August 7 PAC sponsored LPA public hearing and inclusion in the Metropolitan Council's Draft 2040 Transportation Policy Plan, and;

WHEREAS, the Gateway Corridor PAC/GCC held a public hearing on August 7, 2014 as part of the LPA decision making process. A total of 35 comments were received through the proposed LPA review process, and;

WHEREAS, the Cities will be working collaboratively and with support from the GCC to complete a market analysis and station area plans for the areas around the BRT guideway stations as a part of the Draft EIS process, and;

WHEREAS, that through the Draft EIS process the PAC and GCC will continue to evaluate and focus on transit service connections to the dedicated BRT system (A-B-C-D2-E2) including an efficient feeder bus network, as well as the number and location of stations throughout the Gateway Corridor to maximize service, accessibility and surrounding economic development opportunities, while minimizing impacts.

WHEREAS, the PAC and GCC each passed resolutions on September 11, 2014 affirming their recommendation of BRT Alternative A-B-C-D2-E2 as the Gateway Corridor LPA, with the clarification that the dedicated BRT would be located generally on the Hudson-Road-Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue (*see attached figure*).

NOW, THEREFORE, BE IT RESOLVED that the City of Oakdale supports the LPA recommendation of the PAC and GCC and identifies the dedicated BRT alternative generally on the Hudson Road – Hudson Boulevard (A-B-C-D2-E2) alignment that crosses to the south side of I-94 at approximately Lake Elmo Avenue to Manning Avenue as the Locally Preferred Alternative for the Gateway Corridor project.

BE IT FURTHER RESOLVED that the City of Oakdale commits to undertaking and developing station area plans with the support of the GCC for the proposed BRT guideway station areas within its jurisdiction based on the results of a market analysis, community input, and Metropolitan Council guidelines for development density, level of activity, and design.

BE IT FURTHER RESOLVED that the City of Oakdale commits to working with the Washington County Regional Railroad Authority, on behalf of the Gateway Corridor Commission, and the Metropolitan Council to address the comments submitted by agencies, adjacent communities, the business sector, and the public during the Scoping phase, as well as additional comments received during the development of the LPA, through the Draft EIS process, and the following areas of particular importance to the City of Oakdale:

1. Address and mitigate changes in access and capacity at all existing intersections for roadway users and abutting properties.
2. Minimize impacts to the Tanners Lake shoreline and the natural aesthetics of the lake.
3. Minimize noise and vibrations to abutting residential land uses along Hudson Blvd & 4th Street
4. Minimize noise and visual impacts to the Guardian Angels Cemetery
5. Recognize future overpasses at Hadley/Wier and Helmo/Bielenberg as reflected in the Oakdale and Woodbury Comprehensive Plans
6. In the event the Corridor terminates west of Inwood Avenue, the City of Oakdale reserves the opportunity to determine the location of the termination.
7. The Draft Environmental Impact Statement must consider all four BRT alternative alignments and must give the same level of attention to alignment D1 in the City of Oakdale, between Helmo Avenue and Inwood Avenue, as is given to alignment D2.

BE IT FURTHER RESOLVED that this resolution adopted by the City of Oakdale be forwarded to the Metropolitan Council for their consideration.

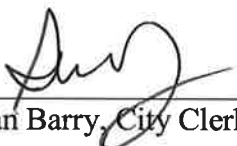
Voting in Favor: Mayor Sarrack, Councilmembers Dotas, Karwoski, Pulkrabek,
and Reinke;

Voting Against: None.

Resolution duly seconded and passed this 27th day of September, 2014.

Attest:


Carmen Sarrack, Mayor


Susan Barry, City Clerk

Recommended Locally Preferred Alternative – BRT Alternative A-B-C-D2-E2 (Conceptual)



**CITY OF LAKE ELMO
WASHINGTON COUNTY
STATE OF MINNESOTA**

RESOLUTION NO. 2014-71

**A RESOLUTION TRANSMITTING THE CITY OF LAKE ELMO'S SUPPORT OF THE LOCALLY
PREFERRED ALTERNATIVE (LPA) TO THE RCRA, WCRRA, and METROPOLITAN COUNCIL**

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities, and;

WHEREAS, the purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that compliments existing and planned express bus service in the corridor, and;

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

WHEREAS, the Gateway Corridor Commission (GCC), in partnership with the Metropolitan Council and other project stakeholders, completed the Gateway Corridor Alternatives Analysis (AA) Study that in addition to the No-Build alternative recommended one bus rapid transit (BRT) and one light rail transit (LRT) alternative be advanced for further study in the federal and state environmental review process, and;

WHEREAS, the Federal Transit Administration (FTA); the Washington County Regional Railroad Authority (WCRRA), serving on behalf of the GCC; and the Metropolitan Council have initiated the environmental review process for the Gateway Corridor project, with FTA designated as the lead federal agency for this project, and;

WHEREAS, the Gateway Corridor project recently received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project, and;

WHEREAS, the Gateway Corridor project recently completed the Scoping phase of the environmental process, which resulted with the Policy Advisory Committee (PAC) and the GCC recommending further study of the No-Build alternative, four BRT alternatives operating within a dedicated Guideway (A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, A-B-C-D2-E3) and a managed lane alternative in the Draft Environmental Impact Statement (EIS) at the request of the FTA and Federal Highway Administration (FHWA), and;

WHEREAS, the BRT alignments that advance into the Draft EIS will be further defined and evaluated to minimize impacts to surrounding properties and the I-94 corridor which may include operating in existing lanes with mixed traffic at pinch points where right-of-way is constrained, enhance economic development potential, and reduce capital costs while providing required operating efficiency, with attention to mobility options for environmental justice populations, and;

WHEREAS, through the Scoping process, the PAC and the GCC recommended that the LRT alternative be eliminated from further study due to its higher costs while generating a similar ridership, and;

WHEREAS, the identification of a Locally Preferred Alternative (LPA) is a critical first step in pursuing federal funding for the Gateway Corridor project, and;

WHEREAS, the adoption of the LPA into the Metropolitan Council's Transportation Policy Plan will conclude the FTA Alternatives Analysis process, and;

WHEREAS, the LPA will be one of the Build alternatives identified and studied in the Draft EIS, and;

WHEREAS, the LPA includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts, and;

WHEREAS, the LPA selection process does not replace or override the requirement to fully examine alternatives and determine the adverse impacts that must be avoided or mitigated under the federal and state environmental review process, and;

WHEREAS, the comments submitted by agencies, the business sector, and the public during the Scoping phase, as well as the additional comments received from adjacent communities since the Scoping phase, will be addressed accordingly through the Draft EIS process, and;

WHEREAS, the PAC and GCC each passed resolutions on July 24, 2014 recommending BRT Alternative A-B-C-D2-E2 (*see attached figure*) as the proposed LPA for review at the August 7 PAC sponsored LPA public hearing and inclusion in the Metropolitan Council's Draft 2040 Transportation Policy Plan, and;

WHEREAS, the Gateway Corridor PAC/GCC held a public hearing on August 7, 2014 as part of the LPA decision making process. A total of 35 comments were received through the proposed LPA review process, and;

WHEREAS, the Cities will be working collaboratively and with support from the GCC to complete a market analysis and station area plans for the areas around the BRT Guideway stations as a part of the Draft EIS process, and;

NOW THEREFORE BE IT RESOLVED that the City of Lake Elmo supports the LPA recommendation of the PAC and GCC and identifies the dedicated BRT alternative generally on the Hudson Road – Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue is the Locally Preferred Alternative for the Gateway Corridor project (see attached figure).

BE IT FURTHER RESOLVED that the City of Lake Elmo commits to undertaking and developing station area plans with the support of the GCC for the proposed BRT guideway station areas within its jurisdiction based on the results of a market analysis, community input, and Metropolitan Council guidelines and expectations for development density, level of activity, and design.

BE IT FURTHER RESOLVED that through the Draft EIS process the PAC and the GCC will continue to evaluate and focus on transit service connections to the dedicated BRT system (A-B-C-D2-E2), including an efficient feeder bus network, as well as the number and location of stations throughout the Gateway Corridor to maximize service, accessibility, and surrounding economic development opportunities, while minimizing impacts.

BE IT FURTHER RESOLVED that the City of Lake Elmo commits to working with the Washington County Regional Railroad Authority, on behalf of the Gateway Corridor Commission, and the Metropolitan Council to address the comments submitted by agencies, adjacent communities, the business sector, and the public during the Scoping phase, as well as additional comments received during the development of the LPA, through the Draft EIS process, and the following areas of particular importance to the City of Lake Elmo.

1. The ownership and maintenance responsibilities of Hudson Boulevard were recently turned back to the City of Lake Elmo from MnDOT. If Hudson Boulevard is expanded to accommodate a BRT guideway or additional travel lanes for the exclusive use of buses it may increase the demands on the City to properly maintain the roadway. **The City of Lake Elmo requests analysis of appropriate jurisdictional control over Hudson Boulevard and robust consideration of a possible turn back to Washington County.**
2. Maintaining access for current land owners along Hudson Boulevard and planning for access for future development needs to be part of a functional ingress – egress policy. **The City of Lake Elmo requests the development of an access management plan for Hudson Blvd. that is supported by property owners, the City of Lake Elmo and Washington County.**
3. The City of Lake Elmo supports an easterly station in the proximity of the NW corner of Manning Avenue and I-94 to support economic development, including job creation, tax value, and traffic efficiency

associated with the creation of a business park as guided by the City's Comprehensive Plan. Incorporating a Gateway station in Lake Elmo will require station area planning resources to ensure that Lake Elmo is maximizing economic development potential and ridership. **The City Lake Elmo requests thorough analysis of economic development potential to assist in guiding the placement of Gateway stations in the corridor segment from Keats Avenue to Manning Avenue as well as planning resources from the Gateway Corridor Commission and Washington County to assist with transit oriented development/station area planning.**

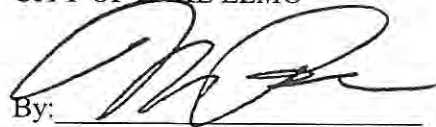
4. Lake Elmo Avenue serves as an important access point to downtown Lake Elmo. Due to the proximity of the road to both the Lake and developed neighborhoods, future expansion is constrained through the downtown area and the roadway cannot functionally handle additional growth in the regional movement of traffic beyond what is currently forecasted. **The City of Lake Elmo recognizes that while the Gateway Corridor project will likely not preclude an interchange in this location, it would like to take this opportunity to state to Washington County, the Minnesota Department of Transportation and the Federal Highways Administration that an interchange is NOT desired in this location.**
5. Safety and security at BRT stations for transit patrons and surrounding businesses and neighborhoods is very important to Lake Elmo. BRT Stations should be designed to be safe and secure environments that incorporate design elements to deter crime such as good lighting, visibility, security monitoring. **The City of Lake Elmo requests a safety and security plan to ensure that adequate resources are provided at a regional and local level to effectively address safety and security concerns at Gateway Corridor facilities.**
6. **The City of Lake Elmo would also support an A-B-C-D2-E3 alignment and continued evaluation as part of the Draft EIS.**

BE IT FURTHER RESOLVED that this resolution adopted by the City of Lake Elmo be forwarded to the Metropolitan Council for their consideration.

Recommended Locally Preferred Alternative – BRT Alternative A-B-C-D2-E2 (Conceptual)

ADOPTED BY THE LAKE ELMO CITY COUNCIL ON THE SIXTEENTH DAY OF SEPTEMBER 2014.

CITY OF LAKE ELMO

By: 

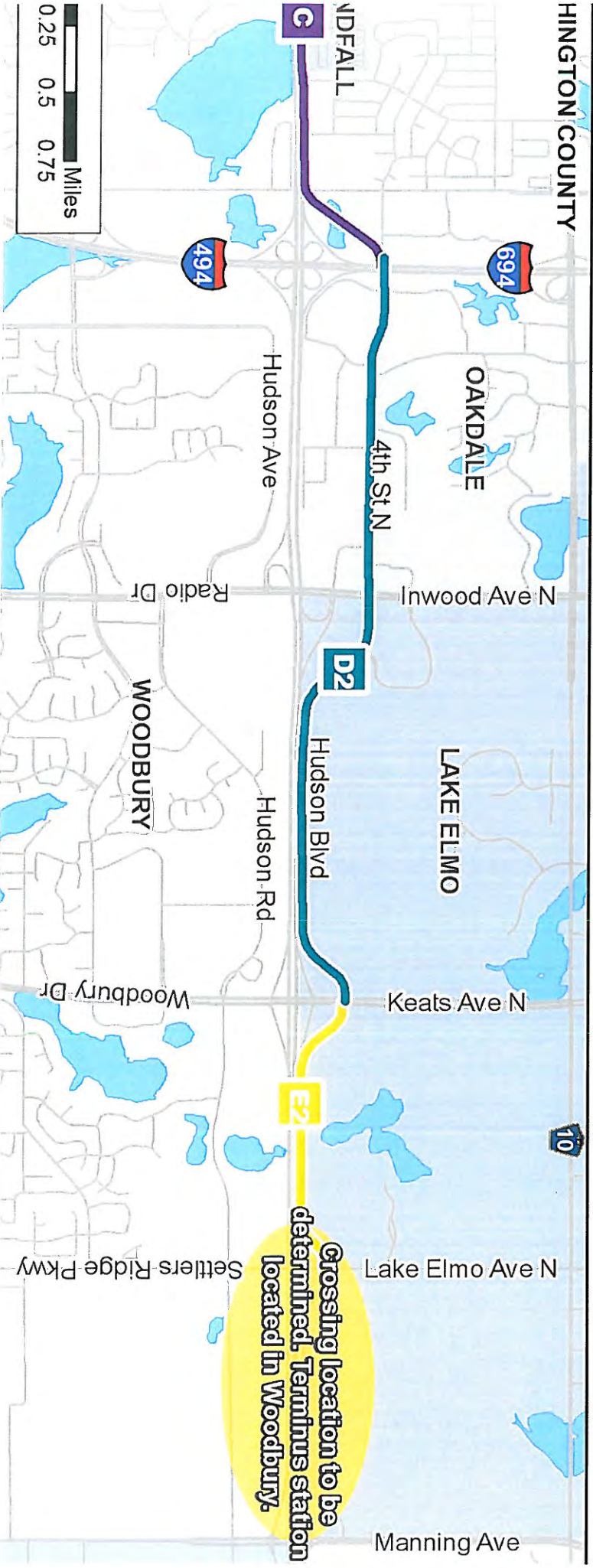
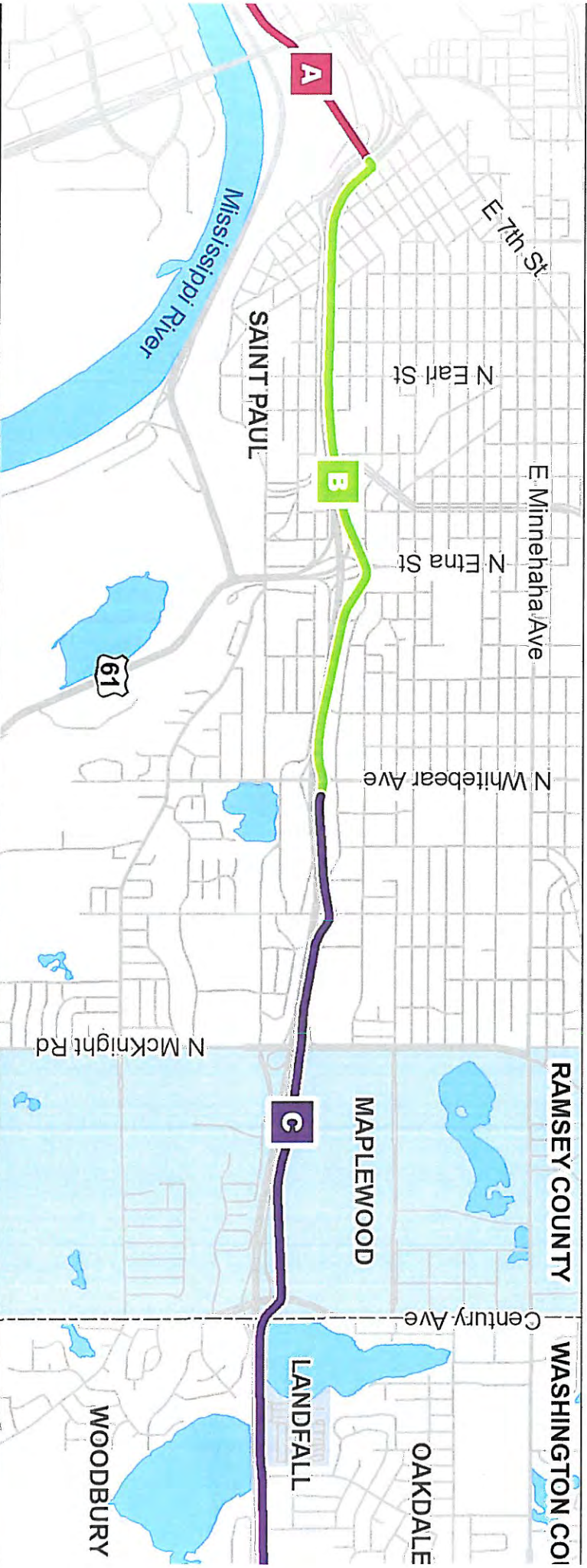
Mike Pearson
Mayor

(Seal)

ATTEST:



Adam Bell
City Clerk



RESOLUTION NO. 14-155

**RESOLUTION OF THE CITY OF WOODBURY,
WASHINGTON COUNTY, MINNESOTA**

**APPROVING THE LOCALLY PREFERRED ALTERNATIVE (LPA) FOR THE
GATEWAY CORRIDOR**

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities; and

WHEREAS, the purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that compliments existing and planned express bus service in the corridor; and

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

WHEREAS, the Gateway Corridor Commission (GCC), in partnership with the Metropolitan Council and other project stakeholders, completed the Gateway Corridor Alternatives Analysis (AA) Study that in addition to the No-Build alternative recommended one bus rapid transit (BRT) and one light rail transit (LRT) alternative be advanced for further study in the federal and state environmental review process; and

WHEREAS, the Federal Transit Administration (FTA); the Washington County Regional Railroad Authority (WCRRA), serving on behalf of the GCC; and the Metropolitan Council have initiated the environmental review process for the Gateway Corridor project, with FTA designated as the lead federal agency for this project; and

WHEREAS, the Gateway Corridor project recently received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project; and

WHEREAS, the Gateway Corridor project recently completed the Scoping phase of the environmental process, which resulted with the Policy Advisory Committee (PAC) and the GCC recommending further study of the No-Build alternative, four BRT alternatives operating within a dedicated guideway (A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, A-B-C-D2-E3) and a managed lane alternative in the Draft Environmental Impact Statement (EIS) at the request of the FTA and Federal Highway Administration (FHWA); and

WHEREAS, the BRT alignments that advance into the Draft EIS will be further defined and evaluated to minimize impacts to surrounding properties and the I-94 corridor which may include operating in existing lanes with mixed traffic at pinch points where right-of-way is constrained, enhance economic development potential, and reduce capital costs while providing required operating efficiency, with attention to mobility options for environmental justice populations, and;

WHEREAS, through the Scoping process, the PAC and the GCC recommended that the LRT alternative be eliminated from further study due to its higher costs while generating a similar ridership; and

WHEREAS, the identification of a Locally Preferred Alternative (LPA) is a critical first step in pursuing federal funding for the Gateway Corridor project; and

WHEREAS, the adoption of the LPA into the Metropolitan Council's Transportation Policy Plan will conclude the FTA Alternatives Analysis process; and

WHEREAS, the LPA will be one of the Build alternatives identified and studied in the Draft EIS; and

WHEREAS, the LPA includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts; and

WHEREAS, the LPA selection process does not replace or override the requirement to fully examine alternatives and determine the adverse impacts that must be avoided or mitigated under the federal and state environmental review process; and

WHEREAS, the comments submitted by agencies, the business sector, and the public during the Scoping phase, as well as the additional comments received from adjacent communities and agencies since the Scoping phase, will be addressed accordingly through the Draft EIS process; and

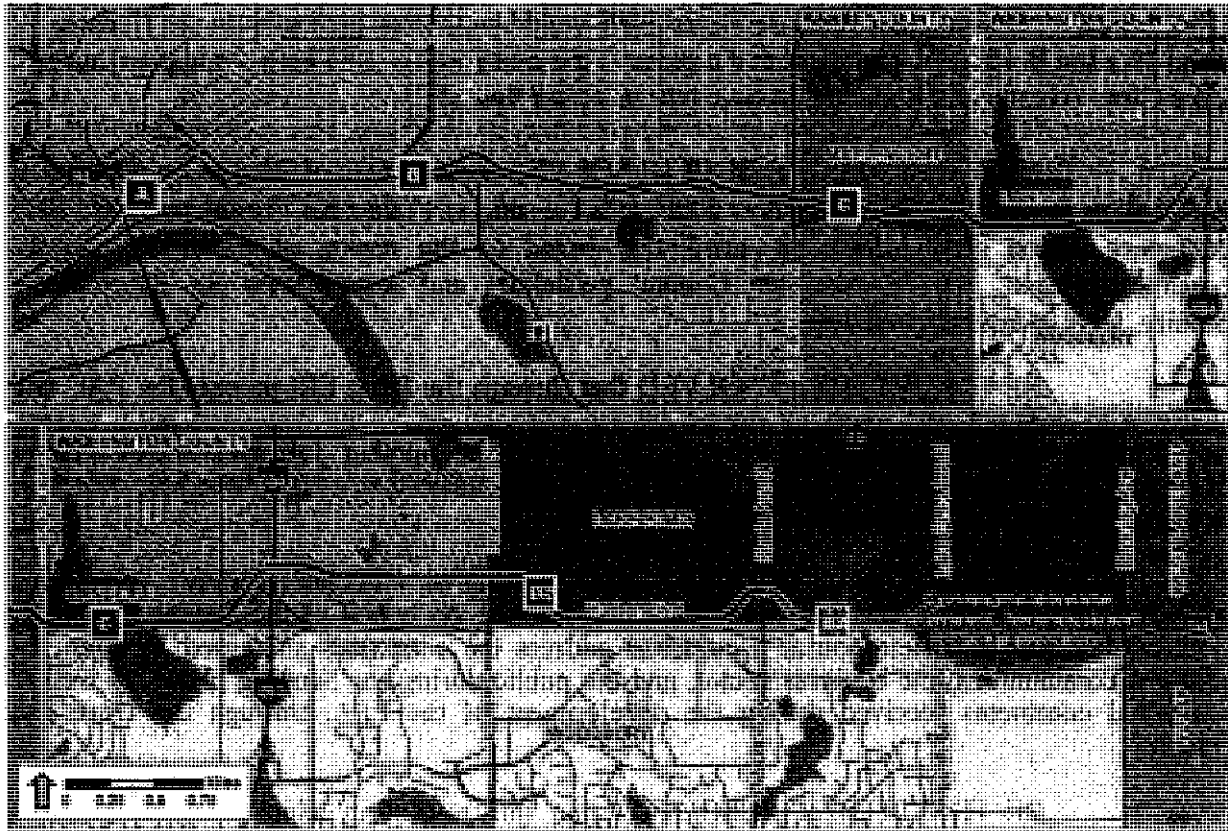
WHEREAS, the PAC and GCC each passed resolutions on July 24, 2014, recommending BRT Alternative A-B-C-D2-E2 as the proposed LPA for review at the August 7 PAC sponsored LPA public hearing and inclusion in the Metropolitan Council's Draft 2040 Transportation Policy Plan; and

WHEREAS, the Gateway Corridor PAC/GCC held a public hearing on August 7, 2014, as part of the LPA decision making process. A total of 35 comments were received through the proposed LPA review process; and

WHEREAS, the PAC will work collaboratively with each of the Gateway Corridor cities to develop station area plans for the areas around the BRT guideway stations as a part of the Draft EIS process based on the results of a market analysis, community input, and Metropolitan Council guidelines and expectations for development density, level of activity, and design; and

WHEREAS, that through the Draft EIS process the PAC and GCC will continue to evaluate and focus on transit service connections to the dedicated BRT system (A-B-C-D2-E2) including an efficient feeder bus network, as well as the number of location of stations throughout the Gateway Corridor to maximize service, accessibility and surrounding economic development opportunities, while minimizing impacts; and

Locally Preferred Alternative – BRT Alternative A-B-C-D2-E2 (Conceptual)



WHEREAS, the PAC and GCC each passed resolutions on September 11, 2014 affirming their recommendation of BRT Alternative A-B-C-D2-E2 as the Gateway Corridor LPA, with the clarification that the dedicated BRT would be located generally on the Hudson-Road-Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue (*see attached figure*).

NOW, THEREFORE BE IT RESOLVED that the City of Woodbury commits to undertaking and developing station area plans with the support of the GCC for the proposed BRT guideway station areas within its jurisdiction based on the results of a market analysis, community input, and Metropolitan Council guidelines and expectations for development density, level of activity, and design.

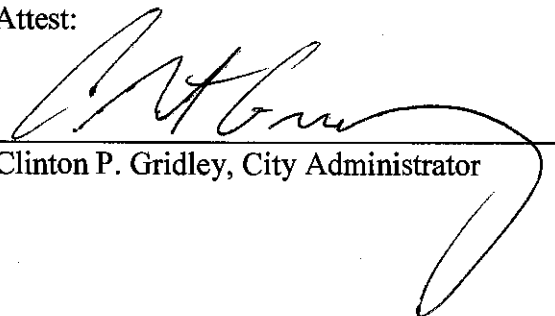
BE IT FURTHER RESOLVED that through the Draft EIS process the PAC will continue to evaluate and focus on transit service connections to the dedicated BRT system, including an efficient feeder bus network, as well as the number and location of stations throughout the Gateway Corridor to maximize service, accessibility, and surrounding economic development opportunities, while minimizing impacts.

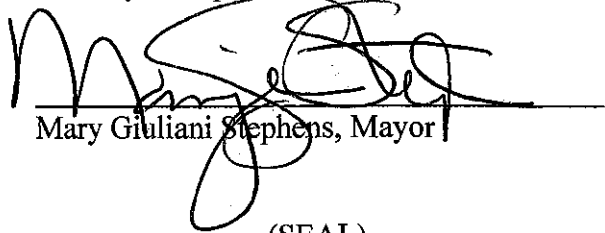
BE IT FURTHER RESOLVED that the City of Woodbury commits to working with the Washington County Regional Railroad Authority, on behalf of the Gateway Corridor Commission, and the Metropolitan Council to address the comments submitted by agencies, adjacent communities, the business sector, and the public during the Scoping phase, as well as additional comments received during the development of the LPA, through the Draft EIS process.

BE IT FURTHER RESOLVED that this resolution adopted by the City of Woodbury be forwarded to the Metropolitan Council for their consideration.

This Resolution was declared duly passed and adopted and was signed by the Mayor and attested to by the City Administrator this 24th day of September, 2014.

Attest:


Clinton P. Gridley, City Administrator


Mary Giuliani Stephens, Mayor
(SEAL)

**A RESOLUTION TRANSMITTING THE GATEWAY CORRIDOR
COMMISSION'S RECOMMENDATION OF THE LOCALLY PREFERRED
ALTERNATIVE TO THE METROPOLITAN COUNCIL**

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities, and;

WHEREAS, the purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that compliments existing and planned express bus service in the corridor, and;

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

WHEREAS, the Gateway Corridor Commission (GCC), in partnership with the Metropolitan Council and other project stakeholders, completed the Gateway Corridor Alternatives Analysis (AA) Study that in addition to the No-Build alternative recommended one bus rapid transit (BRT) and one light rail transit (LRT) alternative be advanced for further study in the federal and state environmental review process, and;

WHEREAS, the Federal Transit Administration (FTA); the Washington County Regional Railroad Authority (WCRRA), serving on behalf of the GCC; and the Metropolitan Council have initiated the environmental review process for the Gateway Corridor project, with FTA designated as the lead federal agency for this project, and;

WHEREAS, the Gateway Corridor project recently received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project, and;

WHEREAS, the Gateway Corridor project recently completed the Scoping phase of the environmental process, which resulted with the Policy Advisory Committee (PAC) and the GCC recommending further study of the No-Build alternative, four BRT alternatives operating within a dedicated guideway (A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, A-B-C-D2-E3) and a managed lane alternative in the Draft Environmental Impact Statement (EIS) at the request of the FTA and Federal Highway Administration (FHWA), and;

WHEREAS, the BRT alignments that advance into the Draft EIS will be further defined and evaluated to minimize impacts to surrounding properties and the I-94 corridor which may include operating in existing lanes with mixed traffic at pinch points where right-of-way is constrained, enhance economic development potential, and reduce capital costs while providing required operating efficiency, with attention to mobility options for environmental justice populations, and;

WHEREAS, through the Scoping process, the PAC and the GCC recommended that the LRT alternative be eliminated from further study due to its higher costs while generating a similar ridership, and;

WHEREAS, the identification of a Locally Preferred Alternative (LPA) is a critical first step in pursuing federal funding for the Gateway Corridor project, and;

WHEREAS, the adoption of the LPA into the Metropolitan Council's Transportation Policy Plan will conclude the FTA Alternatives Analysis process, and;

WHEREAS, the LPA will be one of the Build alternatives identified and studied in the Draft EIS, and;

WHEREAS, the LPA includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts, and;

WHEREAS, the LPA selection process does not replace or override the requirement to fully examine alternatives and determine the adverse impacts that must be avoided or mitigated under the federal and state environmental review process, and;

WHEREAS, the comments submitted by agencies, the business sector, and the public during the Scoping phase, as well as the additional comments received from adjacent communities and agencies since the Scoping phase, will be addressed accordingly through the Draft EIS process, and;

WHEREAS, the PAC and GCC each passed resolutions on July 24, 2014, recommending BRT Alternative A-B-C-D2-E2 as the proposed LPA for review at the August 7 PAC sponsored LPA public hearing and inclusion in the Metropolitan Council's Draft 2040 Transportation Policy Plan, and;

WHEREAS, the Gateway Corridor PAC/GCC held a public hearing on August 7, 2014, as part of the LPA decision making process. A total of 35 comments were received through the proposed LPA review process, and;

WHEREAS, the PAC and GCC will work collaboratively with each of the Gateway Corridor cities to develop station area plans for the areas around the BRT guideway stations as a part of the Draft EIS process based on the results of a market analysis, community input, and Metropolitan Council guidelines and expectations for development density, level of activity, and design.

NOW THEREFORE BE IT RESOLVED that the Gateway Corridor Commission has taken into consideration the technical information on each of the alternatives developed to date, along with the TAC, CAC, PAC, and public input provided as part of the Scoping and the proposed LPA public review and hearing processes and affirms the July 24, 2014, PAC and GCC action that BRT Alternative A-B-C-D2-E2 generally on the Hudson Road – Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue is the Locally Preferred Alternative for the Gateway Corridor project (*see attached figure*).

BE IT FURTHER RESOLVED that through the Draft EIS process the PAC and the GCC will continue to evaluate and focus on transit service connections to the dedicated BRT system (A-B-C-D2-E2), including an efficient feeder bus network, as well as the number and location of stations throughout the Gateway Corridor to maximize service, accessibility, and surrounding economic development opportunities, while minimizing impacts.

BE IT FURTHER RESOLVED that this resolution adopted by the Gateway Corridor Commission be forwarded to the Metropolitan Council for their consideration.

Approved:

Lisa Weik

Chairperson

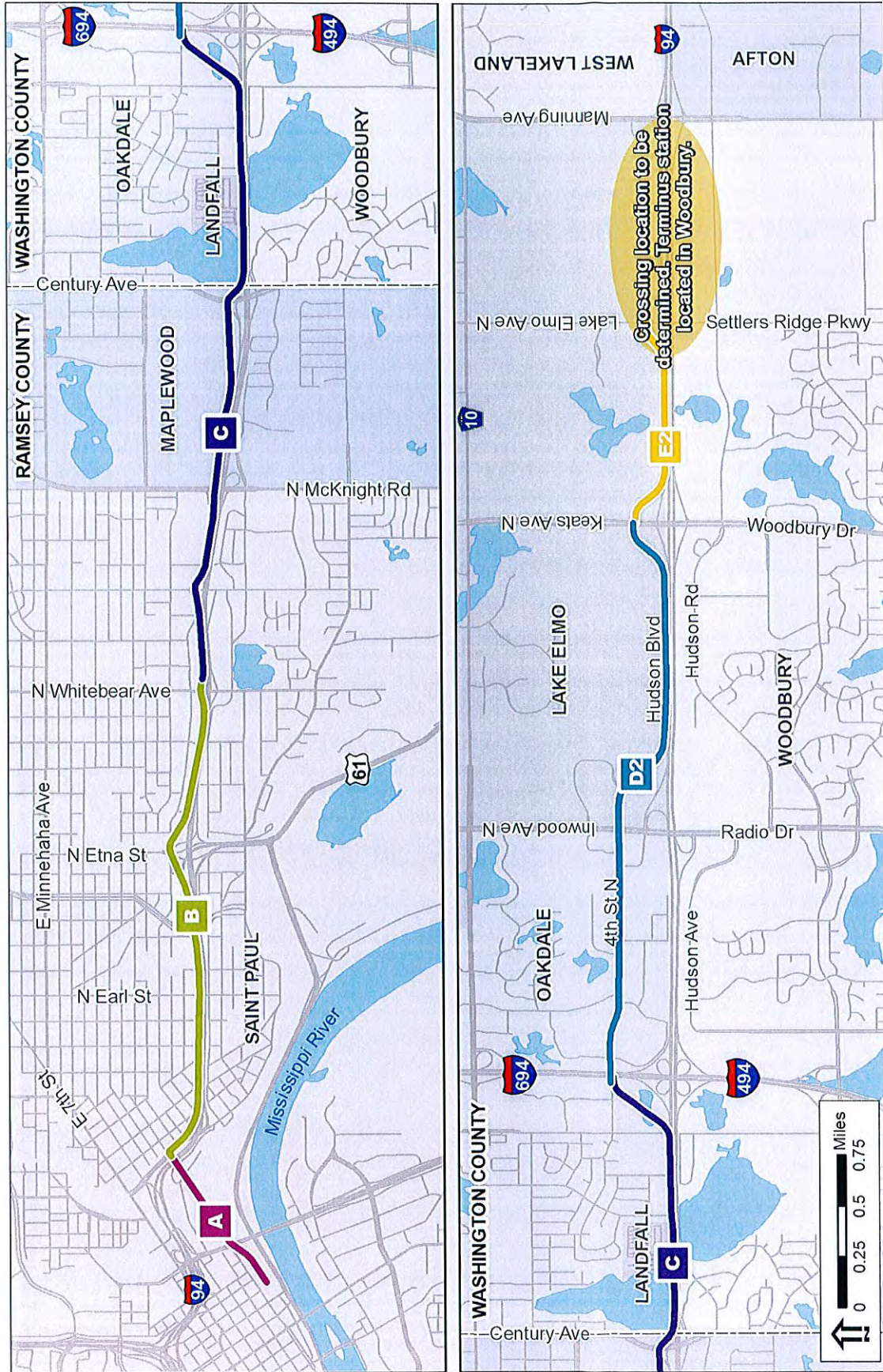
September 11, 2014

Date Approved by Commission

I hereby certify that the foregoing resolution is a true and correct copy of the Resolution presented to and adopted by the Gateway Corridor Commission at a duly authorized meeting thereof held on the 11th day of September, 2014 as shown by the minutes of said meeting in my possession.

	YES	NO	ABSTAIN	ABSENT
ORTEGA <u> </u>	<u>X</u>			
WEIK <u> </u>	<u>X</u>			
LANTRY <u> </u>	<u>X</u>			
SLAWIK <u> </u>	<u>X</u>			
REINKE <u> </u>	<u>X</u>			
GIULIANI STEPHENS <u> </u>	<u>X</u>			
PEARSON (Reeves) <u> </u>	<u>X</u>			
KYLLO (Shultz) <u> </u>	<u>X</u>			
NELSON <u> </u>		<u>X</u>		
WILLIAMS <u> </u>	<u>X</u>			

Final Locally Preferred Alternative – BRT Alternative A-B-C-D2-E2 (Conceptual)





**A RESOLUTION TRANSMITTING THE POLICY ADVISORY COMMITTEE'S RECOMMENDATION OF THE
LOCALLY PREFERRED ALTERNATIVE TO THE GATEWAY CORRIDOR COMMISSION AND THE
METROPOLITAN COUNCIL**

September 11, 2014

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities, and;

WHEREAS, the purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that compliments existing and planned express bus service in the corridor, and;

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

WHEREAS, the Gateway Corridor Commission (GCC), in partnership with the Metropolitan Council and other project stakeholders, completed the Gateway Corridor Alternatives Analysis (AA) Study that in addition to the No-Build alternative recommended one bus rapid transit (BRT) and one light rail transit (LRT) alternative be advanced for further study in the federal and state environmental review process, and;

WHEREAS, the Federal Transit Administration (FTA); the Washington County Regional Railroad Authority (WCRRA), serving on behalf of the GCC; and the Metropolitan Council have initiated the environmental review process for the Gateway Corridor project, with FTA designated as the lead federal agency for this project, and;

WHEREAS, the Gateway Corridor project recently received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project, and;

WHEREAS, the Gateway Corridor project recently completed the Scoping phase of the environmental process, which resulted with the Policy Advisory Committee (PAC) and the GCC recommending further study of the No-Build alternative, four BRT alternatives operating within a dedicated guideway (A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, A-B-C-D2-E3) and a managed lane alternative in the Draft Environmental Impact Statement (EIS) at the request of the FTA and Federal Highway Administration (FHWA), and;

WHEREAS, the BRT alignments that advance into the Draft EIS will be further defined and evaluated to minimize impacts to surrounding properties and the I-94 corridor which may include operating in existing lanes with mixed traffic at pinch points where right-of-way is constrained, enhance economic development potential, and reduce capital costs while providing required operating efficiency, with attention to mobility options for environmental justice populations, and;

WHEREAS, through the Scoping process, the PAC and the GCC recommended that the LRT alternative be eliminated from further study due to its higher costs while generating a similar ridership, and;

WHEREAS, the identification of a Locally Preferred Alternative (LPA) is a critical first step in pursuing federal funding for the Gateway Corridor project, and;

WHEREAS, the adoption of the LPA into the Metropolitan Council's Transportation Policy Plan will conclude the FTA Alternatives Analysis process, and;

WHEREAS, the LPA will be one of the Build alternatives identified and studied in the Draft EIS, and;

WHEREAS, the LPA includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts, and;



WHEREAS, the LPA selection process does not replace or override the requirement to fully examine alternatives and determine the adverse impacts that must be avoided or mitigated under the federal and state environmental review process, and;

WHEREAS, the comments submitted by agencies, the business sector, and the public during the Scoping phase, as well as the additional comments received from adjacent communities and agencies since the Scoping phase, will be addressed accordingly through the Draft EIS process, and;

WHEREAS, the PAC and GCC each passed resolutions on July 24, 2014, recommending BRT Alternative A-B-C-D2-E2 as the proposed LPA for review at the August 7 PAC sponsored LPA public hearing and inclusion in the Metropolitan Council's Draft 2040 Transportation Policy Plan, and;

WHEREAS, the Gateway Corridor PAC/GCC held a public hearing on August 7, 2014, as part of the LPA decision making process. A total of 35 comments were received through the proposed LPA review process, and;

WHEREAS, the PAC will work collaboratively with each of the Gateway Corridor cities to develop station area plans for the areas around the BRT guideway stations as a part of the Draft EIS process based on the results of a market analysis, community input, and Metropolitan Council guidelines and expectations for development density, level of activity, and design.

NOW THEREFORE BE IT RESOLVED that the Gateway Corridor PAC has taken into consideration the technical information on each of the alternatives developed to date, along with the TAC, CAC, and public input provided as part of the Scoping and the proposed LPA public review and hearing processes and affirms the July 24, 2014, PAC action that BRT Alternative A-B-C-D2-E2 generally on the Hudson Road – Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue is the Locally Preferred Alternative for the Gateway Corridor project (see attached figure).

BE IT FURTHER RESOLVED that through the Draft EIS process the PAC will continue to evaluate and focus on transit service connections to the dedicated BRT system (A-B-C-D2-E2), including an efficient feeder bus network, as well as the number and location of stations throughout the Gateway Corridor to maximize service, accessibility, and surrounding economic development opportunities, while minimizing impacts.

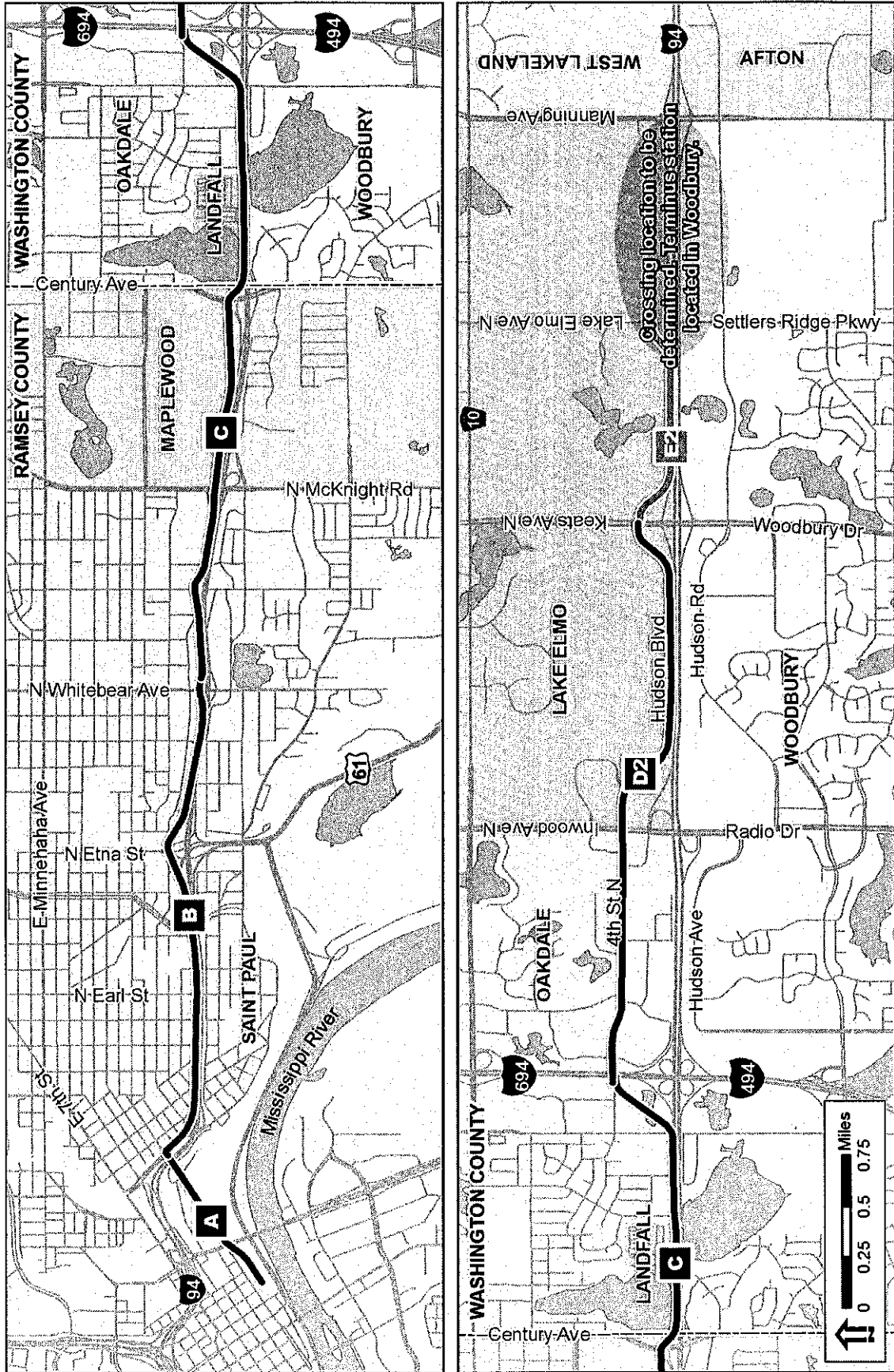
BE IT FURTHER RESOLVED that this resolution adopted by the PAC be forwarded to the Gateway Corridor Commission and the Metropolitan Council for their consideration.

Date: 9-17-14

Attest: Kathy Rantny



Final Locally Preferred Alternative – BRT Alternative A-B-C-D2-E2 (Conceptual)



**A RESOLUTION TRANSMITTING THE GATEWAY CORRIDOR
COMMISSION'S RECOMMENDATION OF THE PROPOSED LOCALLY
PREFERRED ALTERNATIVE TO THE METROPOLITAN COUNCIL FOR
INCLUSION IN THE DRAFT 2040 TRANSPORTATION POLICY PLAN**

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities, and;

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

WHEREAS, the Gateway Corridor Commission (GCC), in partnership with the Metropolitan Council and other project stakeholders, completed the Gateway Corridor Alternatives Analysis (AA) Study that in addition to the No-Build alternative recommended one bus rapid transit (BRT) and one light rail transit (LRT) alternative be advanced for further study in the federal and state environmental review process, and;

WHEREAS, the Federal Transit Administration (FTA); the Washington County Regional Railroad Authority (WCRRA), serving on behalf of the Gateway Corridor Commission (GCC); and the Metropolitan Council have initiated the environmental review process for the Gateway Corridor project, with FTA designated as the lead federal agency for this project, and;

WHEREAS, the Gateway Corridor Project recently received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project, and;

WHEREAS, the Gateway Corridor project recently completed the Scoping phase of the environmental process, which resulted with the PAC recommending further study of the No-Build alternative and four BRT alternatives within a dedicated guideway (A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, A-B-C-D2-E3) in the Draft Environmental Impact Statement (EIS), and;

WHEREAS, the BRT alignments that advance into the Draft EIS will be further defined and evaluated to minimize impacts to surrounding properties and the I-94 corridor, enhance economic development potential, and reduce capital costs while providing required operating efficiency, with attention to mobility options for environmental justice populations, and;

WHEREAS, while the GCC acknowledges the requirement by the Federal Highway Administration (FHWA) and the concurrence by FTA to advance the Managed Lane Alternative for evaluation in the Draft EIS, the GCC continues to support the findings of the Gateway Corridor AA, that this alternative does not meet Purpose and Need, and;

WHEREAS, through the Scoping process, the GCC recommended that the LRT alternative be eliminated from further study due to its significantly higher cost without substantial increases in ridership compared to the BRT alternatives; its low cost-effectiveness rating; and its limited ability to provide for flexible design options to avoid and/or minimize potential impacts to surrounding land uses, and;

WHEREAS, the identification of an LPA is a critical first step in pursuing federal funding for the Gateway Corridor project, and;

WHEREAS, the Metropolitan Council is currently in the process of updating the long range Transportation Policy Plan (*Draft 2040 Transportation Policy Plan*), a draft of which will be circulated for public review in August, 2014, and;

WHEREAS, the adoption of the LPA into the Metropolitan Council's Transportation Policy Plan concludes the FTA Alternatives Analysis process, and;

WHEREAS, the LPA will be one of the Build alternatives identified and studied in the Draft EIS, and;

WHEREAS, the LPA includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts, and;

WHEREAS, the LPA selection process does not replace or override the requirement to fully examine alternatives and determine the adverse impacts that must be avoided or mitigated under the federal and state environmental review process, and;

WHEREAS, the comments submitted by agencies, the business sector, and the public during the Scoping phase, as well as the additional comments received from adjacent communities since the Scoping Phase, will be addressed accordingly through the Draft EIS process, and;

WHEREAS, the four BRT alternatives to be studied in the Draft EIS were further considered with respect to defined project goals, objectives, and evaluating criteria set forth in the AA Study and further refined during the Scoping phase of the federal and state environmental analyses, and;

WHEREAS, the TAC, in a technical advisory role to the PAC, provided the following input:

- Affirm the TAC's June 2014 input to the PAC during the Scoping Decision process advising that LRT be eliminated from further consideration, should not be considered for the LPA, and advising the PAC to select BRT as the locally preferred mode for the Gateway Corridor.
- BRT Alignment A-B-C- D2-E2 within a dedicated, bi-directional guideway (*see conceptual alignment in the attached figure*) is the proposed LPA alignment for the Gateway Corridor

WHEREAS, the CAC, in an advisory role to the PAC, provided the following input:

- The majority of CAC members present recommended that BRT Alignment A-B-C- D2-E2 within a dedicated, bi-directional guideway be the proposed LPA alignment for the Gateway Corridor due to its local support and economic development potential, with a few of these members feeling that Alternative A-B-C-D2-D3 was another viable option.
- A minority of CAC members present recommended that a BRT Alignment (A-B-C) terminating west of the I-94/I-694/I-494 interchange to align with current congestion and developed areas should be considered.
- The CAC acknowledged that the Draft EIS alternatives will continue to be optimized through the environmental process to minimize impacts to adjacent property owners and businesses.

WHEREAS, the Gateway Corridor PAC/GCC will hold a public hearing on August 7, 2014 as part of the LPA decision making process.

NOW THEREFORE BE IT RESOLVED that the GCC has taken into consideration the technical information on each of the alternatives developed to date, along with the PAC, TAC, CAC, and public input provided as part of the Scoping process and identifies BRT Alternative A-B-C-D2-E2 as the proposed Locally Preferred Alternative for the Gateway Corridor project.

BE IT FURTHER RESOLVED that following the August 7, 2014 LPA public hearing, the GCC will review and consider the public input provided on the proposed LPA in determining the LPA to be recommended to the Metropolitan Council at the August 14, 2014 PAC meeting.

BE IT FURTHER RESOLVED that this resolution be forwarded to the Metropolitan Council for inclusion in the Draft 2040 TPP to be circulated for public review.

Approved:

Lisa Weik

Chairperson

July 24, 2014

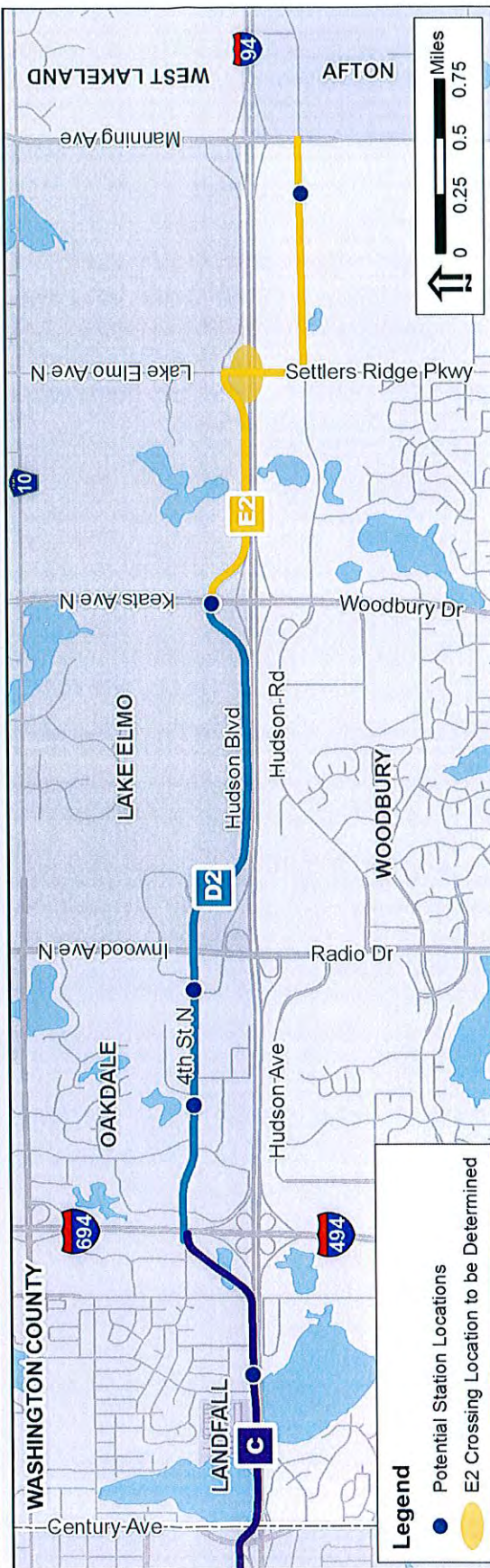
Date Approved by Commission

I hereby certify that the foregoing resolution is a true and correct copy of the Resolution presented to and adopted by the Gateway Corridor Commission at a duly authorized meeting thereof held on the 24th day of July, 2014 as shown by the minutes of said meeting in my possession.

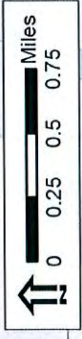
	YES	NO	ABSTAIN	ABSENT
ORTEGA	<u>X</u>			
WEIK	<u>X</u>			
LANTRY				<u>X</u>
SLAWIK	<u>X</u>			
REINKE	<u>X</u>			
GIULIANI STEPHENS	<u>X</u>			
PEARSON			<u>X</u>	

	Yes	No	Abstain	Absent
KYLLO (1.1) —	X			
NELSON (Bend) —		X		
WILLIAMS —	X			

Recommended Locally Preferred Alternative - BRT Alignment A-B-C-D2-E2 (Conceptual)



- Legend**
- Potential Station Locations
 - E2 Crossing Location to be Determined



JULY 24, 2014

A RESOLUTION TRANSMITTING THE POLICY ADVISORY COMMITTEE'S RECOMMENDATION OF THE PROPOSED LOCALLY PREFERRED ALTERNATIVE TO THE GATEWAY CORRIDOR COMMISSION AND THE METROPOLITAN COUNCIL FOR INCLUSION IN THE DRAFT 2040 TRANSPORTATION POLICY PLAN

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities, and;

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

WHEREAS, the Gateway Corridor Commission (GCC), in partnership with the Metropolitan Council and other project stakeholders, completed the Gateway Corridor Alternatives Analysis (AA) Study that in addition to the No-Build alternative recommended one bus rapid transit (BRT) and one light rail transit (LRT) alternative be advanced for further study in the federal and state environmental review process, and;

WHEREAS, the Federal Transit Administration (FTA); the Washington County Regional Railroad Authority (WCRRA), serving on behalf of the Gateway Corridor Commission (GCC); and the Metropolitan Council have initiated the environmental review process for the Gateway Corridor project, with FTA designated as the lead federal agency for this project, and;

WHEREAS, the Gateway Corridor Project recently received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project, and;

WHEREAS, the Gateway Corridor project recently completed the Scoping phase of the environmental process, which resulted with the PAC recommending further study of the No-Build alternative and four BRT alternatives within a dedicated guideway (A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, A-B-C-D2-E3) in the Draft Environmental Impact Statement (EIS), and;

WHEREAS, the BRT alignments that advance into the Draft EIS will be further defined and evaluated to minimize impacts to surrounding properties and the I-94 corridor, enhance economic development potential, and reduce capital costs while providing required operating efficiency, with attention to mobility options for environmental justice populations, and;

WHEREAS, while the PAC acknowledges the requirement by the Federal Highway Administration (FHWA), and the concurrence by FTA to advance the Managed Lane Alternative for evaluation in the Draft EIS; the PAC continues to support the findings of the Gateway Corridor AA; that this alternative does not meet Purpose and Need, and;

WHEREAS, through the Scoping process, the PAC recommended that the LRT alternative be eliminated from further study due to its significantly higher cost without substantial increases in ridership compared to the BRT alternatives; its low cost-effectiveness rating; and its limited ability to provide for flexible design options to avoid and/or minimize potential impacts to surrounding land uses, and;

WHEREAS, the identification of an LPA is a critical first step in pursuing federal funding for the Gateway Corridor project, and;

WHEREAS, the Metropolitan Council is currently in the process of updating the long range Transportation Policy Plan (*Draft 2040 Transportation Policy Plan*), a draft of which will be circulated for public review in August, 2014, and;

WHEREAS, the adoption of the LPA into the Metropolitan Council's Transportation Policy Plan concludes the FTA Alternatives Analysis process, and;

WHEREAS, the LPA will be one of the Build alternatives identified and studied in the Draft EIS, and;

WHEREAS, the LPA includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts, and;

WHEREAS, the LPA selection process does not replace or override the requirement to fully examine alternatives and determine the adverse impacts that must be avoided or mitigated under the federal and state environmental review process, and;

WHEREAS, the comments submitted by agencies, the business sector, and the public during the Scoping phase, as well as the additional comments received from adjacent communities since the Scoping Phase, will be addressed accordingly through the Draft EIS process, and;

WHEREAS, the four BRT alternatives to be studied in the Draft EIS were further considered with respect to defined project goals, objectives, and evaluating criteria set forth in the AA Study and further refined during the Scoping phase of the federal and state environmental analyses, and;

WHEREAS, the TAC, in a technical advisory role to the PAC, provided the following input:

- Affirm the TAC's June 2014 input to the PAC during the Scoping Decision process advising that LRT be eliminated from further consideration, should not be considered for the LPA, and advising the PAC to select BRT as the locally preferred mode for the Gateway Corridor.
- BRT Alignment A-B-C- D2-E2 within a dedicated, bi-directional guideway (*see conceptual alignment in the attached figure*) is the proposed LPA alignment for the Gateway Corridor

WHEREAS, the CAC, in an advisory role to the PAC, provided the following input:

- The majority of CAC members present recommended that BRT Alignment A-B-C- D2-E2 within a dedicated, bi-directional guideway be the proposed LPA alignment for the Gateway Corridor due to its local support and economic development potential, with a few of these members feeling that Alternative A-B-C-D2-D3 was another viable option.
- A minority of CAC members present recommended that a BRT Alignment (A-B-C) terminating west of the I-94/I-694/I-494 interchange to align with current congestion and developed areas should be considered.
- The CAC acknowledged that the Draft EIS alternatives will continue to be optimized through the environmental process to minimize impacts to adjacent property owners and businesses.

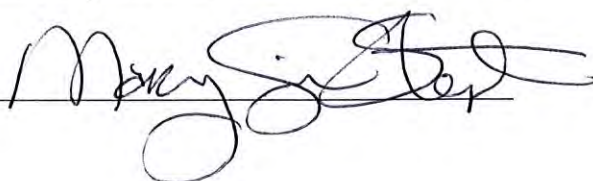
WHEREAS, the Gateway Corridor PAC/GCC will hold a public hearing on August 7, 2014 as part of the LPA decision making process.

NOW THEREFORE BE IT RESOLVED that the Gateway Corridor PAC has taken into consideration the technical information on each of the alternatives developed to date, along with the TAC, CAC, and public input provided as part of the Scoping process and identifies BRT Alternative A-B-C-D2-E2 as the proposed Locally Preferred Alternative for the Gateway Corridor project.

BE IT FURTHER RESOLVED that following the August 7, 2014 LPA public hearing, the PAC will review and consider the public input provided on the proposed LPA in determining the LPA to be recommended to the Metropolitan Council at the August 14, 2014 PAC meeting.

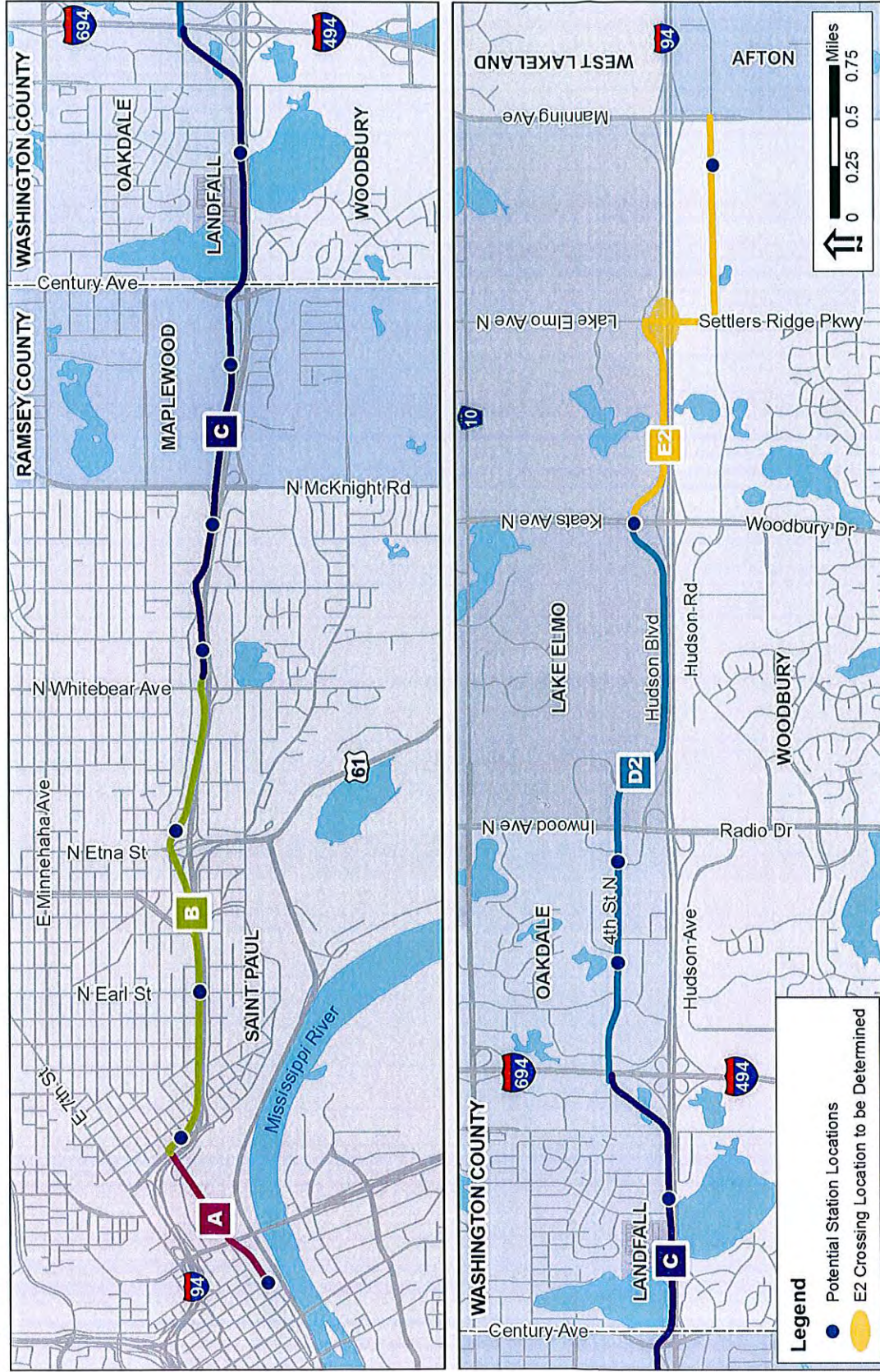
BE IT FURTHER RESOLVED that this resolution be forwarded to the Gateway Corridor Commission and the Metropolitan Council for inclusion in the Draft 2040 TPP to be circulated for public review.

Date: August 7th, 2014

Attest: 



Proposed Locally Preferred Alternative - BRT Alignment A-B-C-D2-E2 (Conceptual)



Appendix C

Comments Received During the LPA Process

Draft Summary of Public Involvement and Comments during the Gateway Corridor Locally Preferred Alternative (LPA) Process

August 20, 2014

1. Overview

This document provides a summary of public comments received on the Gateway Corridor proposed LPA in August 2014. Comments received during the LPA process will be used to inform selection of the final LPA by the Gateway Corridor Policy Advisory Committee and the Gateway Corridor Commission. After the PAC and GCC take action on the final LPA, each city and county along the corridor will be requested to pass a resolution of support for the LPA for it to be included in the final version of the Metropolitan Council's 2040 Transportation Policy Plan.

This Summary of Public Involvement and Comments during the Gateway Corridor proposed LPA process summarizes the comments received. The full original comments are attached to this document.

2. LPA Selection Process

The Gateway Corridor Alternatives Analysis completed in 2013 compared the benefits, costs, and impacts of a range of light rail transit (LRT), commuter rail, bus rapid transit (BRT), and express bus alternatives in the Gateway Corridor. The Alternatives Analysis identified two transitway alternatives to be carried forward for study in the Draft Environmental Impact Statement (EIS): BRT on I-94 and Hudson Road, and LRT on I-94 and Hudson Road.

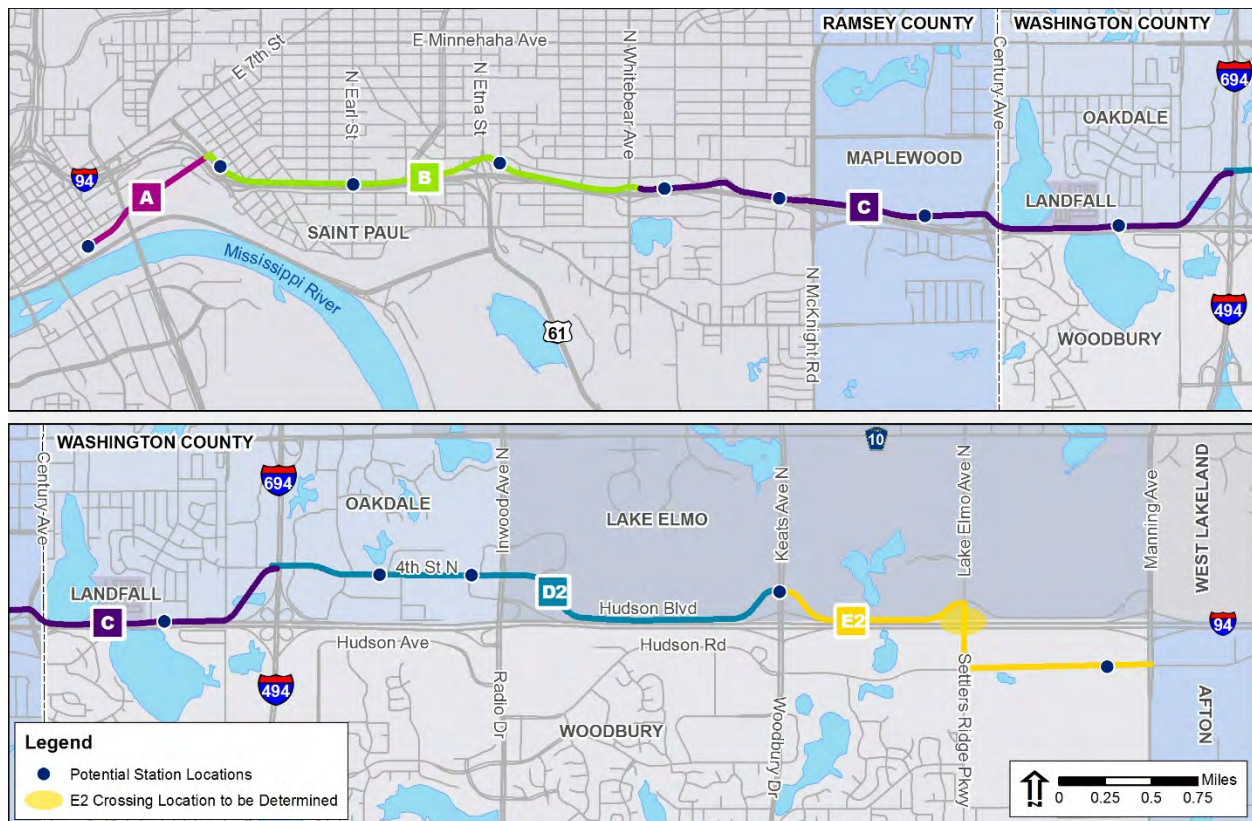
The next step in the project was to begin the Draft EIS. The first step in preparing a Draft EIS is the "Scoping Process" which establishes the foundation of the Draft EIS, including why the project is being proposed (its Purpose and Need), the alternatives that will be studied, the topics that will be studied, the methodology used to study the alternatives, and the public involvement process throughout preparation of the Draft EIS. The Gateway Corridor Scoping Process began in February 2014 with publication of the Scoping Booklet. The Scoping Booklet documented the two alternatives from the Alternatives Analysis (BRT and LRT on I-94 and Hudson Road), as well as several other alternatives that had been proposed.

Two Scoping meetings were held in March at Guardian Angels Church in Oakdale and at Conway Recreation Center in St. Paul, where attendees could view a video about the project, review information on boards and maps, discuss the project with staff, and submit comments in writing or verbally to a court reporter. Project staff also organized "pop-up" information sessions at park and rides and community events, and presented project information to community and business groups and local government boards and commissions as part of the Scoping Process. The project received 97 comment letters and testimonies during the Scoping Process from cities, counties, state and federal agencies, and many community members regarding alternatives and topics to be studied in the Draft EIS. At the end of the Scoping Process, after reviewing all comments received during Scoping, the Technical, Community, and

Policy Advisory Committees recommended to the Washington County Regional Railroad Authority (WCRRA) that four BRT alternatives will be studied in the Draft EIS: A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, and A-B-C-D2-E3. On August 12, 2014, the WCRRA confirmed that all four of these BRT alternatives, as well as a managed lane alternative requested by the U.S. Department of Transportation will be studied in the Draft EIS.

After the TAC, CAC, and PAC recommended the alternatives to be studied in the Draft EIS, committee members requested additional information regarding the types of jobs along the various alternatives, as well as the plans for feeder and express bus service in the corridor. The TAC, CAC, and PAC reviewed this additional information along with capital cost, ridership, travel time, and economic development information for each of the alternatives. CAC members provided input on the LPA. A few expressed preference for the No Build alternative, so their preferences are based on the assumption the project must be built, and the CAC generally agreed with the TAC LPA recommendation. The TAC and PAC recommended BRT alternative A-B-C-D2-E2 through the cities of St. Paul, Maplewood, Landfall, Oakdale, Lake Elmo and Woodbury as the proposed Locally Preferred Alternative (see Figure 1 below).

Figure 1. Proposed Locally Preferred Alternative – BRT Alignment A-B-C-D2-E2 (Conceptual)



The PAC held a hearing on August 7, 2014, at Conway Recreation Center in Saint Paul to receive public comment on the proposed LPA. Comments were also submitted via email and mail until August 13, 2014.

Participation in the LPA Selection Process	
Public Hearing Attendees	57
Speakers at the Public Hearing	17
Comments received: comment forms, emails, voice mail, and mailed comments	18

3. Comments Received during the Locally Preferred Alternative Selection Process

Commenters provided input on the proposed LPA in several formats:

Comment forms: Interested individuals were invited to submit written comments on comment forms provided at the public hearing

Verbal statements: A court reporter recorded verbatim statements at the Policy Advisory Committee public hearing on August 7, 2014. One commenter submitted a voicemail that has been saved in the project record.

Written statements: Written statements could be submitted in letter format or submitted electronically to the project manager, online at the project website, or to the project email address.

A total of 35 comments were received through August 13, 2014. Of these, six written comments/statements and 17 verbal statements were received at the Policy Advisory Committee LPA public hearing. The balance included written statements that were received by mail, voicemail, or email prior to the end of the comment period.

Two agencies commented on the proposed LPA: the District 1 Community Council of Saint Paul and the Minnesota Department of Transportation (MnDOT). The balance of the comments were from individuals or other organizations.

3.1 Topics covered by the comments

The comment form solicited feedback on the proposed Locally Preferred Alternative. Many commenters expressed general support or objections related to the project, but did not comment specifically on the LPA mode or alignment. The District 1 Council comments specifically noted support for the LPA route and mode, but no other commenters noted overall support or objections with the LPA route as a whole. Several noted reluctance that LRT is not recommended for further study, but noted overall support for the project studying BRT.

Some commenters noted concerns with the D2 alignment, stating that routes south of I-94 would provide better access to current destinations and avoid impacts along the D2 route. Several commenters noted preferences for other routes in East Saint Paul neighborhoods. One commenter preferred a managed lane option on I-94. Concerns noted include:

- Impacts associated with routing BRT on local streets, such as loss of parking and travel lanes, and associated impacts to residential neighborhoods (noise, property values)
- Overall project cost, use of taxpayer dollars, and impacts compared to benefits
- East Side community and transit-dependent populations should be part of decision-making bodies
- Negative impacts to specific neighborhoods or locations (4th Street in Oakdale, Tanners Lake, Oak Run Golf Course)

- MnDOT requested ongoing coordination to understand operating and mobility issues related to the LPA as well as a managed lane alternative, and maintenance and operations of the I-94 corridor, noting a list of specific topics (space allocation, congestion management, drainage, etc.).

Other commenters noted improvements or issues they request the project address:

- Include connecting/feeder bus routes
- Locate stations to facilitate walk-up access, or include improvements for pedestrian access
- Improve access for bicyclists
- Transit service availability at all times of day to provide service for shift workers
- Consider affordable housing, including low-income housing and mixed-income housing
- Ensure the project benefits East Side/Dayton's Bluff areas through economic development opportunities and access to jobs
- Environmental Justice communities should have access to training and employment during construction of project.

Comment forms/written statements submitted at the
public hearing

**Gateway Corridor Policy Advisory Committee
Locally Preferred Alternative (LPA) Public Hearing**

Thursday, August 7, 2014 6:00 p.m.

Conway Recreation Center, St. Paul

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

Comment Form

Name: Sherry Johnson

Address: [REDACTED]

Email Address: [REDACTED]

☐ Check here to be added to the Gateway Corridor email list

Comments on the recommended Locally Preferred Alternative for the Gateway Corridor project:

Because the BRT was chosen over the LRT,
CL will be especially vigilant in
holding decision-makers accountable
to keeping station amenities and
TRUE dedicated guideway for the BRT
option.
Please keep the "true BRT" standard
high.
Included in these high standards is
the necessity for bicycle amenities
for "bring your bike" onboard"
capability.
~~While CL don't have the capability as a~~
~~for~~
Please include job training centers for
employment in development planning
in Woodbury.

**Gateway Corridor Policy Advisory Committee
Locally Preferred Alternative (LPA) Public Hearing**

Thursday, August 7, 2014 6:00 p.m.

Conway Recreation Center, St. Paul

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

Comment Form

Name: Debra Hunter

Address: [REDACTED]

Email Address: _____

☐ Check here to be added to the Gateway Corridor email list

Comments on the recommended Locally Preferred Alternative for the Gateway Corridor project:

I don't think that the blue line is
Necessary. But I do think that you should
in ~~the~~ ~~COFA~~ courage bus shuttles for the
neighborhood East side Between Paynet Arcade
for people that can get ^{Phalen blvd thru} Arcade,
around

**Gateway Corridor Policy Advisory Committee
Locally Preferred Alternative (LPA) Public Hearing**

Thursday, August 7, 2014 6:00 p.m.

Conway Recreation Center, St. Paul

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

Comment Form

Name: BETSY LEACH - PERSONAL

Address: [REDACTED]

Email Address:

☐ Check here to be added to the Gateway Corridor email list

Comments on the recommended Locally Preferred Alternative for the Gateway Corridor project:

I live in another neighborhood on the western side of town but I work in the SunRay area. My adult son does the same. We are both ENTHUSIASTIC SUPPORTERS of this project - it would provide us with alternative means to get to & from work.

I also see the importance of this project to the residents here around SunRay who are low-income, people of color, renters who are too often ignored as such projects are planned. They speak to me regularly of the lack of transportation options currently in this area. It affects them economically, socially & emotionally.

YES SUPPORT!

**Gateway Corridor Policy Advisory Committee
Locally Preferred Alternative (LPA) Public Hearing**

Thursday, August 7, 2014 6:00 p.m.

Conway Recreation Center, St. Paul

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

Comment Form

Name: Richard Hutchison

Address: [REDACTED]

Email Address: _____

☐ Check here to be added to the Gateway Corridor email list

Comments on the recommended Locally Preferred Alternative for the Gateway Corridor project:

I would like to know how they expect to pay for not only the construction but also the maintenance given that we cannot pay for the maintenance of the roads we already have

I would also like to know if the "planners" of this boondoggle have been drinking bleach as the roads they intend to reserve for BRT are already being used for business & residential use

**Gateway Corridor Policy Advisory Committee
Locally Preferred Alternative (LPA) Public Hearing**

Thursday, August 7, 2014 6:00 p.m.

Conway Recreation Center, St. Paul

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

Comment Form

Name:

Phyllis Wahome

Address:

[REDACTED]

Email Address:

[REDACTED]

☐

Check here to be added to the Gateway Corridor email list

Comments on the recommended Locally Preferred Alternative for the Gateway Corridor project:

I phyllis is a senior and would like for a shelter bus come and take senior up the hill to cub food store. Because it hard to walk up the hill with a cane. and I so like a shelter bus to take the senior to the Healthpartners clinic, cause it is a long walk down there on phalen Blvd to the clinic.

**Gateway Corridor Policy Advisory Committee
Locally Preferred Alternative (LPA) Public Hearing**

Thursday, August 7, 2014 6:00 p.m.

Conway Recreation Center, St. Paul

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

Comment Form

Name: Andrew Parker

Address: [REDACTED]

Email Address: [REDACTED]

☐ Check here to be added to the Gateway Corridor email list

Comments on the recommended Locally Preferred Alternative for the Gateway Corridor project:

I believe that the Gateway corridor should be extended into the other direction as well because if ~~it~~ it was metro transit may be able to shut down a couple of long bus rides or shorten them.



Comments received by Washington County
(email, mail, or voice mail)

August 13, 2014

Mr. Andy Gitzlaff
Washington County Public Works Department
11660 Myeron Road North
Stillwater, MN 55082

Mr. Gitzlaff:

What follows are my comments relative to the Gateway Corridor Policy Advisory Committee Locally Preferred Alternative (LPA) Public Hearing held on August 7, 2014, at Conway Recreation Center, St. Paul.

Future Funding

Though a significant part of the funding to construct the Bus Rapid Transit (BRT) line will come from federal dollars, I am concerned about the future burden to taxpayers for operational, maintenance, and replacement costs. I do not know what the ongoing costs will be, or how much of those costs will be met by revenue projections, but if the Green Line is any indication, a significant amount will fall to taxpayers. Moreover, additional ongoing costs will emerge to cover the costs of providing "feeder bus routes."

Eminent Domain

Though it is difficult to discern the exact route on a street by street basis when reviewing the route as it appears in the handout distributed at the August 7, 2014, public hearing, it seems as though the route dubbed A-B-C-D2-E2 will coincide with streets that now provide for traffic, parking, and access to residences and businesses. It is difficult to support this project not knowing to what degree, if any, eminent domain proceedings may be needed to facilitate construction of the final design. If it means tearing down some homes or businesses in order to build other homes or businesses, what have we really gained?


I voice the concerns above in the context that ridership projections seem rather low for a project of this magnitude, while potential economic development associated with the BRT line may or may not actually happen. In other words, do the present and future costs, and possible use of eminent domain, outweigh the benefits?

Hopefully, more detailed information will be forthcoming pertaining to the issues of future funding and whether or not eminent domain will be used as part of this project.

Sincerely,

James I. Asher



From: 
To: [GatewayCorridor](#)
Cc: sen.susan.kent@senate.mn
Subject: BRT public comments
Date: Friday, August 01, 2014 10:45:07 AM

Hi, Andy--

I cannot attend the public meeting next week but please accept these as my formal comments.

I sincerely hope the Gateway Corridor group will do everything possible to incorporate a dedicated bike lane/trail into this transit plan. The east metro community has a tremendous number of cyclists (who are also drivers) who would benefit from a safer and more direct route into and out of Saint Paul several months of the year. I'm certain the group knows all of the positive aspects derived from safe bicycle infrastructure, and I understand the engineering process is still at the early stages.

Thank you for considering!

Jessica Webster
Woodbury Resident



Lyssa Leitner

From: [REDACTED]
Sent: Wednesday, August 13, 2014 9:56 AM
To: GatewayCorridor
Subject: Comment Form

Comment Form

Name: Kathryne Maxson

Address: [REDACTED]

Comments on the LPA for the Gateway Corridor:

I have specific concerns regarding the parts of the route that go through Oakdale on 4th Street and the section that passes by Tanners Lake. I happen to live on Tanners Lake and am worried about further disruption to the environment. It has been stated that this will be a dedicated bus route that will be used only for buses. There clearly is not enough room for any more traffic lanes in that area so what happens to the local traffic and business? We have been told of possibilities of filling in the end of the lake or having some kind of a bridge across the lake. Either of those options would be a disaster. Even if the existing road is used the noise from eight to twelve buses per hour, 24 hours a day would make this lake unlivable. If you have spent any time on the water you would know how the sound travels across water. I am concerned about how this is going to impact my property value. People pay higher taxes for waterfront property but the property won't be worth much when the view is of buses constantly passing by.

The 4th Street section is also heavily used by the residents in this area to get to the church and shopping areas in Oakdale and Woodbury. Are they planning to add lanes to this section or make it a dedicated bus route and then what happens to the local traffic?

From: [REDACTED]
To: [Lyssa Leitner](#)
Cc: [Lindsey Wollschlager \(LWollschlager@rranow.com\)](mailto:LWollschlager@rranow.com)
Subject: LPA Recommendation Statement
Date: Thursday, August 07, 2014 3:35:32 PM

To Whom It May Concern:

I believe there are a number of compelling reasons to support the proposed Gateway Corridor. As a thirty-plus year resident of Woodbury, I have witnessed the substantial growth of the East Metro area and the resulting issues and opportunities arising from its growth. We need a multi-modal transportation system which addresses the travel preferences and patterns of current and future generations. As a community we should consider the possibilities for economic development which would be directly and positively enhanced by the construction of a dedicated BRT system. I was part of the local contingent that experienced the Los Angeles Orange Line, and came away impressed with the magnitude of commercial and residential development surrounding its various transit stations. This is a well-conceived and attractive transportation system which in my view could serve as a model for the East Metro area. I look forward to following the progress of the Gateway Corridor Commission.

Tim Swanson

[REDACTED]

Mr. Gitzlaff,

I would like to voice my objection to the proposed route chosen for the Gateway Corridor project. I believe what has been designated as the “preferred route” is not the correct choice, either for those who are located along the route or for the riders of the Gateway Corridor.

The chosen path, which extends north of 94 until it finally crosses over somewhere around Lake Elmo Ave., is not desirable for those located along that path. One concern is the impact the route choice will have on Oak Marsh golf course and the nearby Oak Run Shores neighborhood. Putting an express bus line along the 11th fairway of the golf course cannot be good for the health of the golf course. No one wants to go play the course “with all the buses.” If the course should suffer and close, the Oak Run Shores neighborhood will also surely suffer, as the appeal of the neighborhood lies in the fact that it is built around a beautiful course; further, the city of Oakdale would lose a valuable community asset.

Also negatively affected will be the new, higher priced homes just about to be developed in Lake Elmo along Hudson Blvd., which (unless the route is changed) will be a stone’s throw away from the bus route as it is currently drawn. This route will certainly negatively affect the property value of these new homes soon to be built, and make what would be a beautiful neighborhood much less appealing.

Further, I believe the “preferred route” presents a disservice to those who would use the Gateway Corridor bus line. The vast majority of those who board the bus from the suburbs and take it downtown will be driving their cars to the bus, so having the bus line run along residential areas of Oakdale and Lake Elmo cannot seriously be cited as a reason for the route choice. Further, the route as currently proposed provides little value to the riders taking the bus from St. Paul headed eastward, unless they are only seeking to get to 3M. There is MUCH more retail and office development on the south side of 94 between 694 and Lake Elmo Ave. In addition, another huge development is in the works on the old State Farm site in Woodbury, which is located right along one of the routes that was being considered. If the buses do not run along the south side of 94 as soon as it reaches 694 headed East, the route will be worthless to riders headed East past 3M (we live in Minnesota and have long, cold winters... people will not choose to be dropped off in Oakdale and walk across 94 to where they need to get to in Woodbury) and ridership will surely suffer.

In conclusion, the route as identified to this point does not make sense compared to crossing the route to the south side of 94 shortly after Century Ave. (headed East). The route as currently selected will have a negative impact on those located along the route in Oakdale and Lake Elmo. Further, the route as currently chosen does not best serve the riders, as it is effectively worthless (other than getting to 3M) for those who wish to take the bus eastward from St. Paul. I strongly object to the current route selection, and am recommending that the route crosses over to the south side of 94 at 694 (headed east).

Thank you for your time and consideration.

Mike Merabella

Submitted via voice mail message:

Hi Andy, my name is David Pergundy from St. Croix Beach, and I just got my Lakeland newsletter a while ago, and I see your name for comments. I would like to make a comment to not to do the bus rapid transit, but do normal buses, and to have us all on the same lane. Please return my call at [REDACTED] Thank you. Bye.

The false promises of Exclusive Guide way Bus Rapid Transit

I'm for affordable smart transit.

1. **Let's keep** the Express Route Buses that are very successful already and do the job. Riders are happy with the service.
2. **Let's expand 'regular route buses'** into Woodbury and other communities that can be re-routed easily as the need arises due to road construction, etc. What is going to happen if the guide way is constructed and the traffic has to be re-routed to say fix a bridge, avoid an accident? How will people maneuver around the cement barrier protecting the guide way?
3. The EBRT (or exclusive guide way bus rapid transit) **will not be fast enough** for anyone to want to ride it, in spite of the best efforts of staff to push the guide way into suburbs and onto city streets. What about the traffic slowdowns that will be an everyday occurrence due to **not being able to make a left turn in front of the bus or out of a driveway**? If the Green Line has to be 'sold to potential riders' then it is not a success and the length of time it takes to travel on it only proves it will not fulfill its purpose.
4. In an age where **self-driving cars will be the future in 10 years** why is Washington DC pushing a technology almost as old as Light Rail which began in the 1940's? Let's move forward, not backward.
5. When **research shows people are more upwardly mobile when they drive a car**, why would the City of St. Paul and others municipalities try to sell us a false bill of goods?
6. The EBRT is 'supposedly' going to bring economic development to the east side – I'm here to say that is a **false promise**. A fixed guide way bus along Hudson road will not benefit residents who need to get to jobs in a timely fashion that is not directly along the corridor. It will keep people "transit dependent" who could improve their economic status better by driving a vehicle.

7. Studies have also shown that about **half of the people who do not have cars, don't ride transit, but drive a borrowed car, car pool, walk or bike** to where they need to go.
8. Here is the crux of the matter: **a HUGE opportunity cost** that will be imposed by pouring more 'public dollars' (aka taxpayer revenue) into never ending studies and future maintenance costs. All funds that support this kind of infrastructure are not funds that are available for other programs nor are they available for private development where true growth of the economy happens.
9. **Much of the development, if any** that happens will either be already planned or subsidized by the government. State supported compassion and nice thoughts can only go so far. It doesn't feed the spirit, or generally contribute to true human growth, but it keeps people down and dependent, while everyone else pats themselves on the back.
10. Let's stop this insane waste of hard-working taxpayer dollars and show true respect for **every citizen** of the Twin Cities by killing this project NOW. It is a true waste of tax-payer dollars that could be used much more effectively supporting other types of transit.

Thank you,

Linda Stanton

[REDACTED]

Aug. 7, 2014

Lyssa Leitner

From: Karen [REDACTED] Rickert [REDACTED]
Sent: Wednesday, August 13, 2014 10:04 PM
To: GatewayCorridor
Subject: Gateway Corridor

I am a home owner who lives on Tanners Lake and I attended the Aug 7th Gateway Corridor Meeting. I'm still unclear as to the path that the bus will take but however you build it, I am concerned about the noise level. If you never lived on a lake you might be unaware how noise travels across a lake. Especially if the buses will be going by every 15 minutes 24/7 it would get very disturbing to those of us who live on this lake. I am also concerned for the businesses in the area and for LandFall since this is their only access to their homes.

I also heard at the meetings people expressing concern that where some of the stops are going to be at that it is not the best locations for people to use it because they would have a long ways to walk to get to the buses, especially if students were going to use it. Maybe more planning needs to be considered on where these stops make the most sense. I've only been in this community for 3 years so I was not familiar with all the different locations that were mentioned that night but it did make me wonder if better selections could be made.

I'm sure all of you have been working very hard and I want to encourage you but please don't rush to get this finished when there seems to be so many concerns still out there. -- Karen Rickert

--

Karen Rickert

*All I have seen teaches me
to TRUST the Creator for all
I have not seen*

East Side Transit Equity
c/o Dayton's Bluff District Council
798 East 7th Street
Saint Paul, MN 55106

August 13, 2014

Gateway Corridor Officials:

Attached are compilations of comments that were gathered from community members as we've conducted a series of "Mind Munch" dialogues around improving quality of life through transit investments. The dialogues have been convened by **East Side Transit Equity** (the work of former Fostering East Side Transit Equity Conversations and Engage East Side) a collaborative of the District 1, District 2, Dayton's Bluff (District 4), Payne-Phalen (District 5) Planning Councils and the East Side Area Business Association to engage **Environmental Justice Communities** in transportation planning targeted for the East Side of St. Paul. With the help of a team of organizers of color, this partnership uses organizing strategies to increase the engagement of minority and low income communities to work with public entities in advancing racial equity.

As conveyed in previous public comments, the East Side has a high EJ concentration with many community members dependent upon public transit and in need of multiple equity outcomes to stem the tide of racial and economic disparities. In conducting dialogues on the Gateway Corridor and other East Side transit projects (see attachments), we are stitching together a growing agenda that's informing an East Side wide equity platform.

Generally, the community members we've engaged are in favor of transit developments including the Gateway LPA but not without a set of demands. Throughout our community based discussions, EJ members have conveyed that:

- decision making tables must be representative of the East Side's diverse demographics;
- as a boost to economic growth in a historically disenfranchised community, EJ community members must be trained and employed during the construction of transit projects, corresponding redevelopment initiatives and at key employment centers traversed by new transit ways;
- new business development opportunities must be made available to people of color;
- infrastructure such as streets and housing stock must be improved;
- quality housing must be made available at all life cycles in areas of homeownership as well as rental by providing for example, fix up assistance and keeping property taxes and rents affordable;
- new transit infrastructure like street car, light rail, buss rapid transit must travers not just the outskirts but the inner core of the East Side to make improved transit options easily accessible (see Engage East Side attachment 4/16/2014); and
- bus connections must be improved to aid crosstown and reverse commuting. **With Gateway specifically, feeder buses need to tie into the new station locations given that the alignment does not serve the heart of the community.**

To ensure equity for all, we look forward to seeing these issues addressed and planned for as additional transit initiatives form and the Gateway Corridor advances through the Environmental Impact Statement.

Sincerely,

East Side Transit Equity

AUG 12 2014

Gateway Corridor Policy Advisory Committee
Locally Preferred Alternative (LPA) Public Hearing

PUBLIC WORKS

Thursday, August 7, 2014 6:00 p.m.
Conway Recreation Center, St. Paul

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

Comment Form

Name: Betty Hurley Schmitz D1

Address: [REDACTED] Aug¹³

Email Address: [REDACTED]

☐ Check here to be added to the Gateway Corridor email list

Comments on the recommended Locally Preferred Alternative for the Gateway Corridor project:

This whole idea is insane - Ruining
the 4th St. Area - Please use the D1 Plan -
it would save our area a smooch bit -

a comment in the paper stated that low income
family's would not need cars - ^{they} would ~~they~~ have to walk
miles to get to the bus. (this shows stupidity of Matt Kramer,
~~Mayor of St. Paul~~ ~~St. Paul Chamber of Commerce President~~ ~~to get to school & college~~
St. Paul Chamber of Commerce President) May 28, 2014 Pioneer Press
article

Why is D2 the "Locally Preferred Alternative" - Shown
on page 3 of Brochure - When most of the residents
of that area spoke against the plan. (at the
Aug 7th Meeting) - in fact a good number spoke
against the project altogether.

as one man said, have it go down Minnehaha &
on to 10th Street to Lake Elmo !!

I still feel that the Oak Run Shores 200 residents should have
(homes).

a notice of these meetings - Only two of us were at the meeting!

**Gateway Corridor Policy Advisory Committee
Locally Preferred Alternative (LPA) Public Hearing**

Thursday, August 7, 2014 6:00 p.m.

Conway Recreation Center, St. Paul

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

Comment Form

Name: Martha N. White

Address: [REDACTED]

Email Address: [REDACTED]

☒ Check here to be added to the Gateway Corridor email list

Comments on the recommended Locally Preferred Alternative for the Gateway Corridor project:

I spoke to Jeanne Wityig after the Public Hearing, on 8/07/2014 and she advised me to write to you. I live at the Bradley House Apartments and I depend on the buses to get me to and from work. I also have to walk about 15 minutes from my bus to get to work on Stillwater Blvd. The buses are a means for me and a necessity. Also the BRT in Woodbury is a necessity for many.

It is easier for me to go to Walmart in Woodbury than to the Midway Ave. I have to take the bus then the LTR to get there about 45-1 hr. I feel that going to Woodbury would be a lot less time.

Please consider these thoughts along with your decisions.

Sincerely,

Martha N. White

WASHINGTON COUNTY

AUG 12 2014

PUBLIC WORKS



**Minnesota Department of Transportation
Metropolitan District
1500 West County Road B2
Roseville, MN 55113**

August 14, 2014

Andy Gitzlaff, Senior Transportation Planner
Washington County Public Works Department
11660 Myeron Road North
Stillwater, MN 55082

RE: Gateway Corridor Locally Preferred Alternative (*LPA*)

Dear Mr. Gitzlaff:

The Minnesota Department of Transportation (*MnDOT*) Metropolitan District would like to take this opportunity to commend the Gateway Commission for your efforts in the planning and preparation of the Gateway Corridor Environmental Impact Statement (*EIS*), and for the level of continued involvement you have allowed MnDOT staff throughout this process.

MnDOT Metropolitan District staff has reviewed the proposed Locally Preferred Alternative (*LPA*), and as has been conveyed previously, *LPA* implementation along the I-94 corridor, as proposed, will affect potential flexibility to adapt to future conditions along I-94, particularly inside the beltway, both for facility configuration as well as maintenance and operations.

As evaluation proceeds, we would request that analysis help decision makers (both for the corridor and the region) better understand operating and mobility issues related to potential *LPA* shoulder use, as well as how using the right-of-way for this project affects future operating conditions.

We would specifically request that as the *EIS* process proceeds and the various alternatives are analyzed, that there be continued discussion and documentation of the following issues pertaining to the maintenance and operations of the I-94 corridor:

- Constraining the I-94 corridor, to not preclude the ability for future highway improvements
- Replacement of pavement and bridges
- Interchange reconstruction
- Safety Improvements
- Drainage (*for both I-94 and the BRT fixed guideway*)
- Congestion management

An Equal Opportunity Employer



- Future MnPASS Lane Implementation
- Strategic capacity enhancements
- Snow plowing, snow storage, etc...
- How is the guideway going to affect existing and future operations of the freeway?
- Safety
- Freight Movement

In response to some of the elements and narrative of the draft Locally Preferred Alternative (*LPA*) document, MnDOT staff offers the following comments pertaining to the applicable sections:

4.2 (*Page 8*) Potential BRT Design Option – 4.2.1 Design considerations

Modifying the design of the BRT facility to use the freeway between Johnson Parkway and Mounds Boulevard in both directions is of concern to MnDOT if adding a new access onto I-94 creates operational and safety concerns that need further study and analysis.

5.3.3 (*Page 18*) The Technical Advisory Committee (*TAC*) recommendation that the Managed Lane Alternative be eliminated from further study is inconsistent with our understanding of direction from the Federal Highway Administration (*FHWA*) and the Federal Transit Administration (*FTA*). As has been previously conveyed, MnDOT continues to advocate that any managed lane alternative that is considered must be developed and optimized from a forecast, cost, and scope standpoint. MnDOT will continue to work with Gateway staff to help to optimize/refine that option.

We look forward to our continued partnership with your transit initiative.

Sincerely,



Scott McBride, P.E.
MnDOT Metropolitan District Engineer



Verbal statements received at the public hearing

GATEWAY CORRIDOR
POLICY ADVISORY COMMITTEE
LOCALLY PREFERRED ALTERNATIVE
PUBLIC HEARING

* * * * *

TAKEN ON THURSDAY, AUGUST 7TH, 2014
AT THE CONWAY COMMUNITY RECREATION CENTER
6:00 P.M. - 7:21 P.M.
ST. PAUL, MINNESOTA

* * * * *

Taken before Shannon Caflisch, RPR

www.nwcourtreporters.com
nwcr@nwcourtreporters.com
1-800-628-7551

1 MARY GIULIANI STEPHENS: We're going to go
2 ahead and get started. Thank you all for coming
3 this evening. My name is Mary Giuliani Stephens.
4 I'm the mayor of Woodbury. I'm the Policy Advisory
5 Commission Chair for the Gateway Corridor, and I
6 serve on the Gateway Corridor Commission.

7 I want to welcome you. If you didn't sign in
8 when you came in, we'd ask you to sign up on the
9 sign-in sheet. And if you didn't pick up a packet
10 of materials, please do. There's lots of valuable
11 information in there for you.

12 If you would like to testify this evening,
13 there were comment sheets at the table when you
14 came in. Please fill those out, and Adele -- wave
15 your hand back there -- you can give those to
16 Adele. If you're not sure if you want to testify,
17 you can hang on to them. And if at any time during
18 the public hearing tonight you want to do it, you
19 can just hand it back to her and she'll make sure
20 that we get those.

21 I'm going to begin by asking the members at
22 the table to go around and introduce themselves and
23 identify what role they have on the commissions in
24 this project.

25 LISA WEIK: Thank you. Good evening,

1 everyone. Thank you for being here. My name is
2 Lisa Weik. I'm a Washington County Commissioner.
3 I represent the majority of Woodbury, and I'm the
4 Gateway Corridor Commission Chair.

5 KATHY LANTRY: Hi. I'm Kathy Lantry. I'm the
6 city councilperson for this area in the City of St.
7 Paul, and I sit on both the Policy Advisory
8 Committee and the Gateway Corridor Commission.

9 AMY WILLIAMS: Hi. I'm Amy Williams. I'm the
10 city councilmember from Lakeland. I serve on the
11 Policy Advisory Committee and the Gateway Corridor
12 Commission.

13 PAUL REINKE: Good evening. I'm Paul Reinke,
14 city councilmember from Oakdale, also on the Policy
15 Committee and the Commission.

16 PAUL SAWYER: Hello. My name is Paul Sawyer,
17 and I am the chair of the Gateway Corridor's
18 Community Advisory Committee.

19 TOM COOK: Tom Cook. I'm at Metropolitan
20 State University, and I'm on the Policy Advisory
21 Committee.

22 MARY GIULIANI STEPHENS: Thank you. At this
23 time, we're going to go ahead and have a
24 presentation. And Beth Bartz from the consulting
25 team is going to spend a little time giving us an

1 overview of the project, and then we will move into
2 some announcements on the procedure for our public
3 hearing tonight and for receiving your comments.

4 BETH BARTZ: Thank you, Mayor. I'm going to
5 go through this information rather quickly tonight,
6 because I know we have a lot of folks in the
7 audience. We want to make sure we get to all of
8 your public comments. We do have one member of our
9 panel up here who needs to leave for a family
10 commitment at 7:00 tonight, so we're going to try
11 to get through as much of this as we can while
12 she's still here.

13 What I will tell you is the information that
14 I'm going to share with you in this presentation,
15 much of it is also in this information packet, as
16 well as on the boards that are up here on display.
17 So if you can't see something up here, look in your
18 packet, or feel free at any time to get up and take
19 a closer look at the boards.

20 So maybe just to introduce myself, my name is
21 Beth Bartz. I work with SRF Consulting Group, and
22 I am the deputy project manager. We have a number
23 of folks from the consultant team here tonight. If
24 those folks want to raise their hands. Most of
25 them are sitting over in this direction

1 (indicating).

2 When we get to the public hearing portion of
3 the meeting tonight, we're really going to focus on
4 your comments, not so much on your questions. So
5 if you do have questions about the material, any of
6 these folks are happy to answer your questions at
7 any time. Again, you can just either stand up and
8 walk over and talk with them or go over to a board
9 and -- and indicate that you have a question that
10 you'd like to have answered.

11 Little equipment malfunction here. Okay. So
12 what I wanted to begin with tonight is why are we
13 even thinking about the Gateway Project? What is
14 the purpose of this transit facility, since we
15 already do have some transit service today that
16 goes from Woodbury to St. Paul and then back from
17 St. Paul out to Woodbury during those peak travel
18 times, in the morning and in the afternoon, and we
19 also have local bus service in -- particularly in
20 St. Paul?

21 Well, some of the keys of the Gateway Corridor
22 Transit Service -- and, again, this will be hard
23 for you to read from your directions, but we're
24 talking about all day bi-directional service that
25 runs approximately every 15 minutes or more

1 frequently. So this would be a marked change from
2 what you see today. In the morning, folks would be
3 able to get on a transit vehicle in downtown
4 St. Paul or anywhere along the corridor and move
5 out east, as well as being able to come into
6 downtown. And that service will run all day long.
7 No longer would that be dependent on just a handful
8 of runs in the morning and a handful of runs in the
9 afternoon.

10 We're also looking at a transit system that
11 will improve reliability of travel times between
12 each of the stations. By putting transit vehicles
13 in a dedicated transitway, we're able to make that
14 transit service more reliable. It's not in the
15 mixed traffic with other vehicles, so it can move
16 on a more predictable basis.

17 We're going to set up a transit system that
18 gives you good connections at the Union Depot to
19 other transit services in the metro area, including
20 the Green Line that just opened in downtown.

21 This transit service would also have many of
22 the amenities that you can see on the Green Line.
23 You would have stations with seating and weather
24 protection. But most importantly, you'd be able to
25 pay your fare at the station and be able to board

1 the transit vehicle very quickly. It wouldn't be
2 delayed by people walking up stairs and paying
3 their fares on the bus. You do that -- you pay
4 your fare off-line. And the -- the vehicles would
5 be even boarding, so no stair climbing, this would
6 be very easy access.

7 And then the stations, because there's a
8 higher degree of investment and confidence in where
9 the transit services will be running, they become
10 the focal points for economic development. So
11 it's these really five components that make the
12 Gateway Transit Corridor something different than
13 the transit service you see today.

14 In this slide, again, we're just talking about
15 what that purpose and need for the project is. So
16 there are five factors that we're talking about
17 when you look at the need for this service. Today
18 we have limited existing transit service. We want
19 to expand that. There's also a policy shift in the
20 metro area toward more choices in transportation.
21 We want to be able to offer those multiple
22 opportunities. We do have population and
23 employment growth in the corridor, so we know all
24 of our transit facilities are going to have more
25 demand on them. Transit allows for that demand to

1 be met more efficiently.

2 We also have a fair amount of people in this
3 corridor who depend on transit, either single car
4 households or no car households, and we want to
5 make sure those options are available for them, as
6 well as being able to recoup some of those economic
7 benefits that accrue from a fixed guideway
8 investment.

9 Current status of the project. This project
10 started in about 2009 in terms of its first
11 meetings. Here we are in 2014, and yet we're still
12 very much in this corridor planning phase of the
13 project. Very early on. After we're finished with
14 corridor planning, which would be probably middle
15 of next year, there -- if the project moves
16 forward, there's still two years of project
17 development, further engineering, final engineering
18 after that, construction takes three years, so
19 we're -- we're still talking operations in the
20 early 2020s at this point. So this is not
21 something that would be built next year. These
22 things take some time, and the processes will allow
23 for lots of public input, as well as there's lots
24 of engineering decisions that would still yet to be
25 made on the corridor.

1 There's been lots of public engagement on the
2 project to date. I've seen many of you at some of
3 our other meetings and hope to see you again in the
4 future. But we've got lots of user-friendly
5 materials that are available on YouTube. We had,
6 several months ago, some scoping meetings and got
7 quite a few comments through that. We've also had
8 lots of additional engagement events over these
9 past five years, and we'll continue to have those
10 as the project moves forward.

11 For those of you who have looked at the boards
12 or the information, you know that we have a number
13 of alignment alternatives that we've been looking
14 at. This particular map, the -- begins here with
15 St. Paul in the top map and ends in Woodbury here
16 in the bottom map. So kind of read it left to
17 right, top to bottom.

18 Our alternatives all begin in downtown
19 St. Paul with segments A, B, and C being located on
20 the north side of 94. And all of our alternatives
21 begin with that -- that same set of segments at the
22 west end of the corridor. After we cross 694/494
23 in Oakdale, we have two alignment options in what
24 we're calling the D segment between 694/494 and
25 Keats Avenue. We have the D1 alignment here

1 that -- that hugs the south side of 94, and the D2
2 alignment that would stay north of 94.

3 From Keats to Manning, we have three options
4 in this particular segment. E1 that would, again,
5 stay south of 94; E2 here in the yellow, which is
6 probably the hardest to see from a distance, which
7 stays north of 94 for a little while and then drops
8 to the south side somewhere near Lake Elmo Avenue;
9 and E3, which stays to the north of 94 all the way
10 through the corridor.

11 We also looked at a number of different
12 transit modes in these particular studies. Bus
13 rapid transit is what we're going to be focusing on
14 tonight. Again, these are bus vehicles, but they
15 are different than typical Metro Transit buses that
16 you see today both in terms of how the floor is
17 configured. As I said, getting rid of some of
18 those stairs and being able to do level boarding.
19 But also higher amenity vehicles. We also looked
20 at light rail transit, which is what the Green
21 Corridor -- the Green Line is between Minneapolis
22 and St. Paul, and we also looked at bus rapid
23 transit in a managed lane. That means in mixed
24 traffic with other vehicles on the freeway,
25 typically with stations then in the middle of the

1 freeway.

2 We recently went through a process of scoping.
3 And the scoping decision and the scoping meetings
4 are probably things that you last encountered with
5 the project. The scoping decision identifies what
6 transit improvements will be studied in an
7 Environmental Impact Statement, which
8 alternatives -- how those alternatives will be
9 evaluated, and that's all going to the EIS, which
10 will be completed under federal and state rules.

11 Now, that decision still holds and that study
12 will continue. What we're talking about tonight is
13 what's called the LPA, or the Locally Preferred
14 Alternative. The LPA is an early indication at the
15 local level about which of the alternatives that's
16 currently being studied in the EIS do we expect to
17 compete most effectively for those federal transit
18 dollars and also which one is -- has the largest
19 degree of community acceptance at this particular
20 time.

21 So while it seems like we're sort of
22 prejudging what's happening over here in the EIS,
23 the -- the actual desire is to identify early which
24 of these alternatives appears to be the front
25 runner, and then through the Metropolitan Council

1 processes here in the Twin Cities, adopt that LPA
2 into our long-range planning activities, but also
3 to share that early indication with FTA as we move
4 into the funding application piece. It -- so this
5 process is really governed by the Met Council.
6 It's a key step in pursuing federal funding, and
7 it's a very general description of alignment and
8 mode.

9 So in the maps tonight, you'll see colored
10 lines with dots indicating stations. And that's
11 really the degree of specificity that we're looking
12 at for the LPA. So if you're looking for an answer
13 of will this affect a driveway, how will this
14 affect a certain stand of trees, what about access
15 to this particular business, those are all details
16 that will occur later in the EIS process. It's not
17 the level of detail that we're at tonight. And
18 this is just a very broad indication.

19 Oh, I've been asked to explain EIS.
20 Environmental Impact Statement, which is a study
21 that we complete under both federal and state
22 rules. It looks at impacts to both natural
23 resources, things like wetlands, lakes, threatened
24 endangered species, but also impacts to
25 communities, things like noise, air control,

1 community traffic impacts, et cetera. So that will
2 be happening over the next year. Tim?

3 TIM HERMAN: The EIS also includes impacts to
4 people more than just the air that we breathe.

5 BETH BARTZ: It -- it does include impacts to
6 communities, as well as populations, particularly
7 of low income and minorities. Is that what you
8 wanted me to emphasize? Great.

9 So through the scoping decision, we have four
10 BRT alternatives that are going to be studied in
11 the EIS. All of them begin with A-B-C, and then we
12 have four combinations in that D segment and the E
13 segment, D1-E1, and then D2-E1, D2-E2, and D2-E3.
14 They're kind of a mouthful, but if you look at the
15 maps, you'll kind of see how they play out.

16 We've also been asked by the federal agencies
17 to take a look at a managed lane alternative that
18 has the BRT mixed into the freeway traffic,
19 primarily as a means of understanding the potential
20 traffic impacts between these various alternatives.

21 LRT was not recommended to be moved forward,
22 because the cost of an LRT system would be double
23 that of a BRT system, and it really doesn't provide
24 any additional transportation benefits, nor did it
25 attract any additional riders through our early

1 analysis.

2 Quickly, we do have a number of different
3 advisory committees that folks at the front table
4 here represent. We have a Technical Advisory
5 Committee that consists primarily of staff from the
6 various agencies who provide their technical
7 impact. We do have a Community Advisory Committee.
8 Again, Paul is the chair of that group with
9 representatives from the communities, residents
10 along those corridors and business owners. We have
11 a Policy Advisory Committee and a Gateway Corridor
12 Commission. These two have very similar
13 membership. Most of the folks you see at the
14 tables in front of you are members of those two
15 communities -- or committees, excuse me. And
16 these -- these two are the groups who are
17 conducting this public hearing tonight.

18 After we get the input from you all tonight,
19 this will go back to these committees for some
20 thoughts about recommendations for the LPA, which
21 will then go to the Washington County and Ramsey
22 County Regional Rail Authority Boards, as well as
23 the Metropolitan Council.

24 So quickly, just some technical information
25 about the -- the LPA. We have looked to date at

1 the -- the ridership -- the potential ridership
2 that would be attracted by each of these
3 alternatives, the estimated travel time, and a very
4 broad estimate of capital costs. And these -- this
5 information is in your packet so that you can read
6 it.

7 In terms of the ridership, we will just focus
8 on what's actually -- the ridership of the
9 station-to-station BRT within those vehicles.
10 You'll see the range is 8600 to 8900. If we count
11 in the total ridership that's happening in an
12 express bus and other feeder bus systems to that,
13 we get a range that extends from about 13,100 to
14 13,500.

15 What I will tell you, in terms of the level of
16 accuracy of our modeling at this particular point,
17 those numbers are roughly equal across the
18 alternatives. That's -- that's a fairly equal
19 number.

20 Similarly, when we look at estimated capital
21 cost, D1-E1 of the BRT alternatives is the most
22 expensive at about \$500 million. The reason for
23 that is that in addition to building the guideway,
24 we're also looking at building bridges over both
25 Radio Drive and Woodbury Drive to avoid some

1 traffic impacts in those areas in Woodbury. Again,
2 that's the alternative that's on the south side of
3 94.

4 The remaining three alternatives are more in
5 the 460, 470 range. And, again, those numbers
6 should roughly be considered equivalent at this
7 level of accuracy. Not to say that I couldn't find
8 something very interesting to do with \$15 million
9 that would represent the difference, but the way
10 we're measuring these things at this point in the
11 game, our levels of accuracy are not that precise.
12 So what that tells us is as we look at ridership
13 and we look at cost and we look at travel time,
14 there isn't a very distinct difference between
15 these alternatives.

16 This map appears in some of the other
17 information. Just to represent, we do anticipate a
18 fairly vigorous bus network that would help bring
19 people to the stations and would add in the overall
20 transportation system that would be operating in
21 this particular area.

22 The PAC, the Policy Advisory Committee, again
23 with the advice of the Technical Advisory Committee
24 and the Community Advisory Committee, has
25 recommended as the LPA the A-B-C-D2-E2 alignment as

1 the Locally Preferred Alternative, the LPA. So you
2 would be on the north side of 94 all I way through
3 the 694/494 interchange, staying on the north side
4 of 94 through Oakdale and Lake Elmo up to Keats
5 Avenue. And then at some point between Keats and
6 Lake Elmo Avenue, staying to the north but crossing
7 over. This alternative may use the existing
8 freeway bridge across I-94 at Lake Elmo Avenue, or
9 it may go on a newly constructed bridge of its own.
10 And that's an engineering decision that would yet
11 to be evaluated. But then it would go in the south
12 side of 94 over to Manning Avenue at this location.

13 The Policy Advisory Committee, as I said, when
14 they looked at ridership and cost, there wasn't a
15 lot that discriminated between these alternatives.
16 So then they also started looking at both access to
17 jobs and what we call TOD, or Transit Oriented
18 Development, potential.

19 Around these transit lines, the best practices
20 in the nation have been to encourage higher density
21 land uses, both residential and commercial, that
22 are more walkable, that are easily reached at the
23 station locations so that people using transit can
24 easily get to their destinations. And vice versa,
25 those land uses also support the investment in the

1 transit system.

2 As you can see here, particularly in this end
3 of the corridor where you see lots of fields today,
4 those communities are actually planning for a fair
5 amount of development to be occurring in those
6 particular areas -- excuse me -- east of Woodbury
7 Drive over to Manning Avenue.

8 What the Policy Advisory Committee heard from
9 the various communities is they do have active
10 developers who are willing to support and would
11 welcome transit, particularly on the south side of
12 94 over here near Manning and on the north side of
13 94 over here in this area of Lake Elmo.

14 So that was really what drove a lot of the
15 preference by the Policy Advisory Committee to look
16 at the D2-E2 combination, to take advantage of that
17 community and developer support.

18 So the LPA process. Tonight -- we're taking
19 your comments tonight at this public hearing. The
20 PAC will then take that input into consideration at
21 their meeting on September 11th and make a
22 recommendation to the Washington County Regional
23 Rail Authority. We'll be looking for each of the
24 communities along this corridor to provide
25 resolutions of support for that LPA, as well. And

1 then all of that information, as well as actions by
2 the Ramsey and Washington County Regional Rail
3 Authorities will be going to the Metropolitan
4 Council the middle of October. The Met Council
5 then takes over the process and have their own set
6 of meetings and public hearings, which will likely
7 wrap up sometime in December of this year.

8 As always, if you want information -- more
9 information than you see here tonight, the best way
10 to get to that is on the website at
11 www.thegatewaycorridor.com. We also have a
12 Facebook page that you can see activities that are
13 happening on a fairly ongoing basis. Probably not
14 a daily update, but at least week by week you can
15 see what's happening in the corridor.

16 So that's what I have for a presentation
17 tonight, and at this point I'm going to turn it
18 back over to the mayor.

19 MARY GIULIANI STEPHENS: Thank you, Beth. I'm
20 just going to take a minute and describe our
21 procedures for the public hearing this evening.

22 Speakers will be called in the order we
23 received your sheet. And I'll continue to remind
24 you if you haven't filled one out and you would
25 like to, please go ahead and fill one out and give

1 it to Adele in the back of the room and she'll see
2 we get it.

3 We'll announce who is speaking and announce
4 the next two speakers, so they'll know when their
5 turn is. To ensure that everybody gets an
6 opportunity to be heard this evening, we ask you to
7 limit your comments to three minutes. You will be
8 able to see the time remaining. I guess we
9 actually have an iPad here that's going to have the
10 time up in the front of the room. So we ask you to
11 honor the time limits. You will be asked, when you
12 approach the microphone, to please state your name
13 and your address, and this will become part of the
14 public record. A comment recorder is with us this
15 evening and she will be transcribing your verbal
16 comments, which will become part of the public
17 record.

18 If you would prefer not to speak this evening,
19 you still may submit comments in writing using the
20 form provided at the front of the table. You can
21 also go on to the project website -- and we maybe
22 should have that website up there -- and provide
23 comments, or you can email comments, or you can
24 send them in snail mail, U.S. mail, or you can just
25 drop them off here before you leave tonight.

1 So just to reiterate what Beth said, the
2 format of our public hearing tonight is listen to
3 the comments that you have, to make sure that
4 they're transcribed and they become part of the
5 public record. We will not respond to questions
6 during the public hearing. However, staff will
7 remain afterwards, so please look for them.
8 They're standing around the room and they've
9 identified themselves earlier this evening, and
10 they will be happy to spend some time with you and
11 answer questions.

12 I would also like to remind people that
13 comments submitted after tonight's hearing via
14 email or mail are accepted through August 13th,
15 2014. So, again, if you want to do something after
16 you listen tonight and have an opportunity to
17 review the materials, the deadline is August 13th,
18 2014.

19 So with that, we'll go ahead and open our
20 public hearing and we'll start introducing the
21 speakers.

22 LYSSA LEITNER: So first up is Steve Trimble.
23 And I apologize if I may mispronounce your name.
24 Steve Trimble, second is Betsy Leach, and third is
25 Bob Tatreau. I'll announce three of them every

1 time. So Steve.

2 BETH BARTZ: And as you come up to the front
3 here, we'd ask that you stand at the speaker (sic)
4 so everyone can hear you clearly. Just be careful
5 of the cords in this area, we don't want anybody to
6 trip.

7 STEVE TRIMBLE: Hi. I'm Steve Trimble,
8 [REDACTED] And I can
9 keep this to three minutes. I'm a little hesitant,
10 actually, to talk, 'cause I think most of the
11 decisions are already made, but I still have hope
12 that people might actually consider the things.

13 I can see why people out in not yet fully
14 developed areas would love this, but Daytons Bluff
15 is more or less a fully developed neighborhood.
16 We're not going to have a lot of new apartment
17 buildings, new complexes built on our Section A of
18 the line. Specifically, we -- and this is other
19 people I've talked to in my neighborhood, when the
20 line hits Etna and pulls up along I-94 to the
21 north, you're in an area in which south there's no
22 people to draw on to use the bus. I mean, I could
23 get there myself, it would mean walking about a
24 mile to get it on an area -- Mounds Boulevard where
25 there are no sidewalks, I might add, for a whole

1 lot -- whole lot of the area. It makes a lot more
2 sense to roll it up Etna, maybe to Minnehaha or
3 Third Street, and then bringing it down a much more
4 dense population of people who live on both sides
5 versus, you know, the freeway's two blocks of just
6 cars rolling through our neighborhood, which is
7 basically what this is doing. It's another example
8 of our neighborhood gets rolled through for the
9 positive things it will do to people somewhere
10 else.

11 Also, the exclusive bus lane, if that rolled
12 down Hudson Road, that's going to take out
13 virtually all of the parking for the few businesses
14 that do exist. You know, Leo's Chow Mein, Mounds
15 Theatre. I talked to Ruth Ann, and she said she'll
16 just shut down because there will be no parking.

17 So I would rather go along with that managed
18 lane if it's going to have to be down Hudson Road,
19 'cause it won't be that far and there's no
20 stoplights after you get to Etna. And you could
21 easily, you know, not have to have a dedicated lane
22 on your way to downtown.

23 The most questionable stop is the one at
24 Conway and Mounds Boulevard. It's at the extreme
25 edge of the neighborhood where, I mean, you're not

1 going to have people really very close to get
2 there. And even those people who live down there
3 would be stupid not to walk four blocks and get on
4 to the 50-cent current bus line that they could go
5 down to the -- to the Depot rather than spending --
6 I guess we don't know how much it's going to cost,
7 but however much, it's going to be more than 50
8 cents I predict.

9 Maybe even if you would take the Hudson Road
10 and the stop at Conway and take it all the way up
11 to Seventh Street, you could -- you could hit Metro
12 State, which the students might be able to use, but
13 they're not going to walk the -- the mile from the
14 Conway bus stop to get up to the university.

15 TIM HERMAN: Did you mean Mounds Boulevard and
16 not Conway?

17 STEVE TRIMBLE: It's at Mounds Boulevard and
18 Conway.

19 MARY GIULIANI STEPHENS: Steve, you see your
20 time is up. You have some good comments, too. I
21 would encourage you, if you have more, to write it
22 out and submit it, if you have additional than what
23 you put in the record tonight.

24 STEVE TRIMBLE: Perhaps.

25 LYSSA LEITNER: Betsy Leach is up next, then

1 Bob Tatreau and then Linda Stanton.

2 BETSY LEACH: My name is Betsy Leach. I'm
3 speaking tonight on behalf of the District 1
4 Community Council. The address is 2105-and-a-half
5 Old Hudson Road, St. Paul, 55119.

6 The District 1 Community Council stands in
7 strong support of the Gateway Corridor Project and
8 the Locally Preferred Alternative that's been
9 selected. We feel that the choice of BRT as the
10 mode is appropriate given the current political
11 climate and the budgetary constraints that arise
12 from it. We feel that the D2-E2 alignment at the
13 eastern terminus provides the greatest opportunity
14 for transit-oriented development in this area.
15 Such development is important to our residents to
16 assure the jobs and shopping opportunities are
17 easily accessible.

18 Within St. Paul's city limits and directly in
19 our area, we see the SunRay Shopping Center, near
20 White Bear, and at Etna/Highway 61 as vital points
21 for our neighborhood. The station at SunRay needs
22 to be positioned to kickstart redevelopment in this
23 commercial area, to intensify and diversify use, to
24 bring in new jobs and housing options. Location of
25 this station is critical and cannot be chosen

1 simply for convenience of engineering, it must
2 provide access for the many low-income and
3 transit-dependent renters here, and provide
4 redevelopment potential. The station near White
5 Bear also needs to be placed for walk-up potential
6 and to vitalize this commercial node. The station
7 at Etna/Highway 61 has the potential to
8 dramatically improve workability in an area that is
9 currently isolated and dangerous for pedestrians.
10 It also provides an opportunity to reconnect
11 neighborhoods on either side of I-94.

12 The area of District 1 that is along the
13 corridor is home to many renters living in large
14 apartment complexes. Many of these neighbors are
15 transit-dependent or have high transportation costs
16 relative to their overall income. Many of the
17 residents along the line in this area are looking
18 to get to jobs in the eastern suburbs or in one of
19 the two downtowns. The connection to Union Depot
20 is critical to access beyond downtown St. Paul.
21 The Gateway Corridor opens up opportunities for
22 them to make their lives better. Level of service
23 in this regard is critical.

24 The area of District 1 that is along the
25 corridor is also our area with major concentration

1 of commercial properties. However, those
2 businesses tend to be auto-oriented and resulting
3 in less than optimum use of the properties. We see
4 Gateway Corridor as a way to maximize
5 transit-oriented development and the design of the
6 line must support that.

7 The last point that we'd like to make is with
8 level of service along the corridor. It is
9 absolutely critical that there will be two-way
10 all-day service along the line. There must also be
11 a robust circular system feeding into the line from
12 the communities. The health of families and of
13 communities on St. Paul's east side depends on
14 this. Thank you.

15 LYSSA LEITNER: We have Bob Tatreau, Linda
16 Stanton, and then Lisa Palermo.

17 BOB TATREAU: I know you're a nice Italian
18 lady, but you say it Tatreau, okay? Do you want me
19 to call you Giuliani or something? I mean, really,
20 seriously, it's Bob Tatreau. You've known me a
21 long time.

22 LYSSA LEITNER: Bob, I was the one who said
23 it, not the mayor.

24 BOB TATREAU: Well, then -- oh, you're talking
25 to me now. You started talking to me again.

1 Well, okay. I don't take -- I know I only
2 have three minutes. I'm here just to say that this
3 Locally Preferred Alternative as the Locally
4 Preferred Alternative is a concoction -- a
5 concoction of the Gateway apparatus. I've talked
6 to people all up and down this thing, and the
7 majority don't want it. The Woodbury Foundation
8 did a survey one time and found that only one to
9 two percent in Woodbury would ride it.

10 And it's a neat little mechanism. I've been
11 at meetings down in the east side and they say, oh,
12 they want it in Woodbury; and up here they say, oh,
13 they want it down there. I'm not sure they want it
14 at all. They -- they -- we've asked them to take a
15 survey and they won't.

16 Now, I would like you all to -- if you get the
17 chance, we're going -- there's a gentleman called
18 Randal O'Toole, who's a transportation expert,
19 world known. We had him up at the Dayton Bluff Rec
20 Center just a couple days ago. And we advertised
21 and we asked everybody here to come, we sent them
22 all nice invitations, and none of them showed up.
23 And I just think they should just come and hear.
24 This gentleman says all the greatest things and
25 they're all true and he has the facts to support

1 them.

2 This technology, whether it is, you know,
3 light rail, it's obsolete. It's very, very --
4 well, smart cars are the way to go. I mean,
5 think -- you know, 30, 40 years from now they're
6 saying you're going to need this. No, they're
7 going to be ripping up the tracks. I predict
8 they'll be ripping up the tracks between
9 Minneapolis and St. Paul in 15 years, because
10 there's not going to be anything like this.

11 Remember, these dollars is federal tax
12 dollars. They're all from citizens here and
13 it's -- you know, they're not free. The idea is
14 that we got to get our hands on all this tax money.
15 It just doesn't work.

16 So that's basically all I have to say. I
17 appreciate the opportunity to talk. I don't want
18 to sound like a naysayer, but, you know, we -- we
19 can do better than this. And one thing I want to
20 say, I've been working with people up on the east
21 side. What I want to do is get reverse commute.
22 Because, honestly, there's people up there who need
23 jobs. It's one of the most job, you know, worthy
24 places, they just need it. And reverse commute and
25 a grid bus system up there. And I've talked to

1 some folks who are here tonight and they're very
2 interested in pursuing this. And I also have the
3 name of the Met Council person who schedules, and
4 I'm going to be talking to him.

5 I'm not just here because I don't want people
6 to have transportation, but I want them to have the
7 right kind. You know, if you bought every
8 so-called poor, underprivileged person a car, that
9 would be the best thing and it would be cheaper
10 than all this light rail.

11 And just one more thing to say. This is not
12 about transit, ladies and gentlemen, citizens, this
13 is about changing your lifestyle. This is about
14 getting on a train to get to work and then, you
15 know -- and you'll have to work where they want you
16 to work, and it's about -- you know, you can't --
17 they don't want you to have a car. One of the
18 people over in Minneapolis said, well, you know, if
19 we could only get a hundred thousand more people
20 here without cars, you know. I mean, they hate
21 cars. So this is a really deep political agenda.

22 And the next time Randal O'Toole comes, we're
23 going to advertise, we're going to send invitations
24 to everybody, we're going to put it in as many
25 papers as we can, you all come over and listen to

1 him and just say -- make up your own mind, but
2 don't be, you know, forced into thinking a certain
3 way. So thank you very much.

4 LYSSA LEITNER: We have Linda Stanton, Lisa
5 Palermo, and Eric Bestrom.

6 LINDA STANTON: Hi. My name is Linda Stanton
7 [REDACTED] I'm for affordable smart
8 transit. Let's keep the express route buses that
9 are very successful already and do the job. Riders
10 are very happy with the service. Let's expand
11 regular route buses into Woodbury and other
12 communities that can be rerouted easily as the need
13 arises due to road construction, et cetera.

14 What is going to happen if the guideway is
15 constructed and the traffic has to be rerouted to,
16 say, fix a bridge or avoid an accident? How will
17 people maneuver around the cement barrier
18 protecting the guideway?

19 The EBRT, or exclusive guideway bus rapid
20 transit, will not be fast enough for anybody to
21 want to ride it, despite the best efforts of staff
22 to push the guideway into suburbs and on to city
23 streets.

24 What about the traffic slowdowns that will be
25 an everyday occurrence due to not being able to

1 make a left turn in front of the bus or out of a
2 driveway? If the Green Line has to be sold to
3 potential riders, then it is not a success. And
4 the length of time it takes to travel it, only
5 proves it will not fulfill its purpose.

6 In an age where self-driving cars will be the
7 future in 10 years, why is Washington, D.C. pushing
8 a technology almost as old as light rail which
9 began in the 1940s? Let's move forward, not
10 backward. When research shows that people are more
11 upwardly mobile when they drive a car, why would
12 the City of St. Paul and other municipalities try
13 to sell us a false bill of goods?

14 The EBRT is supposedly going to bring economic
15 development to the east side. I'm here to say that
16 is a false promise. A fixed guideway bus along
17 Hudson Road would not benefit residents who need to
18 get to jobs in a timely fashion that is not
19 directly along the corridor. It will keep people
20 transit-dependent. It can improve their economic
21 status better by driving a vehicle.

22 Studies have shown that about half the people
23 that don't have a car don't ride transit. They
24 either borrow a car, carpool, walk, or bike to
25 where they need to go.

1 So here's the crux of the matter. It's a huge
2 opportunity cost that will be imposed by pouring
3 public dollars, also known as taxpayer revenue,
4 into never-ending studies and future maintenance
5 costs. All funds that support this kind of
6 infrastructure are not funds that are available for
7 other programs, nor are they available for private
8 development where true growth of the economy
9 happens. Much of the development, if any, that
10 happens will either be already planned or
11 subsidized by the government. State-supported
12 compassion and nice thoughts can only go so far.
13 It doesn't feed the spirit or generally contribute
14 to human growth, but it keeps people down and
15 dependent while everyone else pats themselves on
16 the back.

17 Let's stop this insane waste of hard-working
18 taxpayer dollars and show true respect for every
19 citizen in the Twin Cities by killing this project
20 now. It is a true waste of taxpayer dollars that
21 could be used much more effectively supporting
22 other types of transit. Thank you.

23 LYSSA LEITNER: We have Lisa Palermo, Eric
24 Bestrom, and Lucy Young.

25 LISA PALERMO: My name is Lisa Palermo, and

1 I'm here on behalf of Globe University located at
2 8089 Globe Drive in Woodbury.

3 Globe University as a campus serving students
4 and educational business located near the
5 intersection of Radio Drive and Hudson Road is in
6 support of the Gateway Corridor, but has concerns
7 about the preferred proposed Gateway route.

8 The route north of I-94 would leave our
9 students at Fourth Street North and Inwood. The
10 students would have a 25-minute walk through a busy
11 intersection twice a day. In addition to the
12 safety issues, most of the businesses and retail
13 activity is currently south of I-94. The northern
14 route does not appear to give riders access to
15 these business for work or shopping. Thank you.

16 LYSSA LEITNER: Eric, we have Lucy Young, and
17 then Timothy Turner.

18 ERIC BESTROM: Hi. I'm Eric Bestrom. [REDACTED]

19 [REDACTED]
20 I help people move off of dependence on welfare
21 into work. A lot of the people are newcomers to
22 the United States and many of the people aren't
23 newcomers to the United States.

24 Transit or transportation to often industrial
25 jobs is the -- the biggest problem people run into,

1 even more than lack of English or lack of
2 experience, lack of high school diplomas. We hope
3 that you'll -- you'll be mindful in whatever plan
4 that you follow of how it relates to nonretail
5 jobs. I saw one mention of that. I'd like to keep
6 your mind on more ideas, particularly about
7 industrial entry-level jobs. And maybe if it's not
8 directly on whatever line you plan, the feeder
9 lines feed into that. And it goes not just all
10 day, but I'm wondering if all day is inclusive of
11 all night, too. I have so many of these clients
12 who get these jobs, they get hired for them, but
13 it's really hard for them to show up to first shift
14 because they have to get up at 2:00 in the morning,
15 what have you. There have been some people that
16 wait for four hours with the different transit
17 connections and then wait around until they can do
18 an industrial job that starts early in the morning.
19 So please keep those concerns in mind.

20 Also in my personal experience, I lived in
21 Prague for four years, my grandmother's country,
22 the Czech Republic. I did without a car for four
23 years and it was beautiful. I know not everybody
24 can do that, but there's also some people that
25 can't. They shouldn't be forced to learn how to

1 drive a car and do that. It's -- it's hard for
2 some people. It's not for everyone. And it saves
3 a lot of money if you don't have a car if there are
4 alternatives. There were alternatives for me in
5 Europe and for the Europeans who live out there and
6 in other places that have robust transit. I hope
7 we can work out something here.

8 MARY GIULIANI STEPHENS: Thank you.

9 LYSSA LEITNER: Lucy Young, then we have
10 Timothy Turner, Hilary Reeves, then John Slade.

11 LUCY YOUNG: Good evening. My name is Lucy M.
12 Young. I live at [REDACTED]

13 [REDACTED]

14 The lack of transit operations, any
15 well-maintained system, creates barriers for those
16 who do not own cars. Manufacturing jobs are mostly
17 in suburban areas surrounded by parking lots miles
18 away from any bus stop or transit line. Even if
19 someone was hired, the current transit system all
20 caters to the traditional 9 to 5 -- 9 to 5
21 workforce and leaves out people who work second or
22 third shifts. Service is reduced to a bare minimum
23 during the weekend, but people still have jobs to
24 go to and places to be.

25 The east side has been disinvested for

1 decades. Our streets are not filled with asphalt
2 but with potholes, and our land is filled with
3 vacant houses and not houses filled with families.
4 We have an opportunity to uplift the east side to
5 what it should be: A community where people can
6 work, live with livable wages, and live in a
7 quality of affordable homes and get to where they
8 need to go to.

9 [REDACTED] we had a meeting, and
10 one of the things was that we would need something
11 like a shelter bus sometime even to get us to the
12 areas that we need to get to. Affordable housing
13 where I live is not -- it goes by regular rent and
14 it's not subsidized or any of that. Affordable
15 houses with some thought maybe to the seniors that
16 is in that apartment complex to have some type of
17 way to be put on a list for Section 8. So a lot of
18 concerns we have at that building, and we hope that
19 we can be helped. Thank you.

20 LYSSA LEITNER: We have Timothy, then Hilary
21 Reeves, and John Slade.

22 TIMOTHY TURNER: Hello. My name is Timothy
23 Turner. [REDACTED]

24 [REDACTED]
25 With the major investment from transit

1 development, we're hoping that you make sure that
2 there are -- that there is money invested in the
3 vacant buildings, lots, and so forth on the east
4 side portion of the corridor. These new
5 developments need to be affordable for people who
6 live on the east side. We're hoping that. We
7 don't want to gentrify or displace anybody. We
8 also need to ensure that job centers and employers
9 in the suburbs are prepared to hire from the east
10 side, so that the Gateway Corridor doesn't become a
11 one-way transit line.

12 Also, my last point is we're hoping that -- it
13 supports another person's comments -- that you'll
14 address the second and third shift needs of
15 individuals in these -- in these jobs and in these
16 areas. So thank you very much.

17 LYSSA LEITNER: Hilary, John Slade, and
18 Richard Hutchinson.

19 HILARY REEVES: Hello. My name is Hilary
20 Reeves. I'm here on behalf of Transit for Livable
21 Communities. We're at 2356 University Avenue West,
22 Suite 403, St. Paul, 55114.

23 We are here to support the next step in the
24 process of the Gateway Corridor. We are very much
25 in support of expanded transit and other options in

1 the east metro which has been too underserved for
2 transit for too long. So we see this as a big step
3 forward.

4 We also see it as part of the system that
5 connects the metro, and that includes the
6 connecting bus service and the walkability that has
7 been mentioned here before. The ability to walk or
8 bike to stations, the ability to take buses to get
9 to those stations, and then from those stations to
10 connect to jobs across the metro.

11 Currently in the metro, only about 15 percent
12 of jobs are accessible by transit. So you -- when
13 we build the system, we can have the ability to get
14 to jobs affordably, and we can address some other
15 things that are issues for our community.

16 We believe that transit provides affordable
17 access to jobs for people who drive and those who
18 don't. A study from the Itasca Group found that if
19 we built out the regional system of transitway, it
20 would result in a travel time savings for everyone.
21 Even people driving cars would see the benefit of
22 shifting trips to transit and to biking and
23 walking. So these investments are for those who
24 take transit and for those who don't.

25 We also would like to make a point about the

1 fact that transit and other options do help reduce
2 congestion and they help our air quality. The
3 region is on the brink of being out of attainment
4 for air quality. So everything that we can do to
5 shift those trips and lower the pollution that
6 comes from transportation, which accounts for about
7 a third of greenhouse gas emissions, that makes a
8 difference. So we're strongly in support of that.

9 We also support very good connecting bus
10 service so that people can get to it. And
11 definitely second the points tonight about the need
12 for swing shift workers to get to work.

13 We also -- I just want to make one last
14 note -- are part of a campaign called Move
15 Minnesota that is trying to address the funding
16 needs for projects like this. There's currently
17 not enough funding to build what we have plans for.
18 So if you're interested in Move Minnesota, check in
19 with me. Thank you.

20 LYSSA LEITNER: John Slade, Richard
21 Hutchinson, and then Mark Jenkins.

22 JOHN SLADE: Hello. My name is John Slade. I

23

24

25

1 I have worked on and off with the Metropolitan
2 Interfaith Council on Housing for a number of
3 years. What I'm saying is just my opinion, not
4 MICH's. But I worked for quite a while on the
5 Central Corridor light rail.

6 The thing that I see about this light rail and
7 all light rail, it's about investment, it's about
8 public investment. And I think that public dollars
9 need to be spent where they're needed. If you look
10 at the economy right now, there's one part of the
11 economy that's doing quite well, the one percent.
12 And so we need to spend public dollars in areas
13 where people are hurting. I see that this is an
14 excellent way to support people who are low income,
15 who are in the inner city. And, frankly, 1005 kind
16 of puts me in Daytons Bluff, pretty inner city.

17 The route, I think, should be south of the
18 highway. When I look at the possible development,
19 I see that's definite profit for the people who do
20 the development, but it is not connection to jobs
21 and it is not where the people are right now.

22 Frankly, I think that this should be light
23 rail instead of bus rapid. I heard somebody
24 talking about the political will and how dollars
25 are going to be spent nowadays. Well, we're kind

1 of ending, I think, a 30-year binge of forced
2 austerity, and I think it's time that we actually
3 invest in people and we invest in people where they
4 need it. And what I've seen on the Central
5 Corridor was with good support for local
6 businesses, and there needs to be business
7 mitigation support for this. It can actually
8 potentially benefit neighborhoods.

9 I'd also like to say that I think there is an
10 underlying current of race that's discussed here.
11 Daytons Bluff 20 years was 80 percent white, now
12 it's 40 percent white. The folks who are served,
13 the folks that are transit-dependent, are more
14 likely to be people of color than white people.
15 And so if there are folks on the very eastern end
16 of this route who are saying, you know, how does
17 this benefit me? Well, take a look at the city
18 that you left when you all moved out and take a
19 look at the fact that this is the core of this
20 city, and take a look at the fact that the future
21 is not going to look like Daytons Bluff did 20
22 years ago. It's not going to look like Winona
23 Senior High did when I graduated in 1983, which was
24 almost totally white. It's going to look like an
25 integrated neighborhood. There's going to be Hmong

1 folks, there's going to be Latino folks, there's
2 going to be Somali folks, and that's who is going
3 to use it and that's who needs to be supported
4 through this. Thank you very much.

5 LYSSA LEITNER: We have Richard, then Mark
6 Jenkins, and then Sherry Johnson.

7 RICHARD HUTCHINSON: Hi. My name is Richard
8 Hutchinson. [REDACTED]

9 And I would like to state that my personal
10 Locally Preferred Alternative is to keep this route
11 off of Old Hudson Road, because it would just wreck
12 the whole neighborhood here. Keep it in the
13 freeway as much as possible. And as others have
14 said, a lot of this really won't help the people in
15 this neighborhood that really need better public
16 transit. That's all.

17 LYSSA LEITNER: Mark Jenkins, Sherry Johnson,
18 Edward Johnson.

19 MARK JENKINS: Hi. My name is Mark Jenkins.

20 [REDACTED]

21 [REDACTED]

22 Mayor, commissioners, city councilmembers, and
23 business leaders, thank you for hearing the
24 community today. I want to thank you for your
25 time. First and foremost, I support better transit

1 in the east metro. I want to start with that. But
2 with that, I have some cautions. First, I want to
3 make sure the system that we implement as a
4 community entails the whole east metro. Buses to
5 help people get to the transit system and all of
6 that. So let's not, as community members and as
7 commissioners, get lost in a narrow focus down --
8 down a corridor. We need to look at the whole east
9 metro.

10 There have been people who, during this whole
11 course since 2009, have talked about we don't need
12 new transit, we need more cars and more concrete.
13 And I'll tell you I am a high-tech person, and I
14 think that equates to the 1980s saying we don't
15 need cell phones, we need more pay phones. If we
16 had pay phones on every wall, we wouldn't need cell
17 phones. But I use that analogy knowing something,
18 cell phones were expensive and they weren't
19 available to everyone when they first came out.

20 This system is not going to answer everyone's
21 problems the first day we open it. It needs to be
22 part of a bigger system. One line does not make a
23 solution for our community. So please keep that in
24 mind.

25 When you go through the process, be honest

1 about those issues, be honest about the cost. No
2 public transit system is completely financially
3 self-sufficient. We do subsidize our communities
4 and we subsidize jobs and we subsidize our economy,
5 and part of that is subsidized public transit.

6 Also, not everyone is going to benefit from
7 this system. There are going to be more people who
8 benefit than those who suffer; but, yes, some hard
9 decisions are going to have to be made where some
10 people will not get the same benefits as the
11 majority when this system is complete.

12 And lastly, keep in mind that the system is
13 going to be built in the next decade to serve
14 people in the next and the subsequent decades. And
15 those people, those millennials, are dropping out
16 of the cars and concrete economy and they're
17 looking for walkable space for living, for working,
18 and for playing. And if we don't have our economy
19 ready for them, they will find communities that are
20 ready for them.

21 So be honest about the system we're proposing,
22 but keep moving forward and keep looking at the
23 total solution. I fully support taking this to the
24 next step. Thank you.

25 LYSSA LEITNER: Sherry Johnson and then Edward

1 Johnson, and that's the last that I have. So if
2 somebody did want to still speak, if you could hand
3 it to Adele there in the back, she can bring it up
4 here. That would be great.

5 SHERRY JOHNSON: I'm Sherry Johnson. [REDACTED]

6 [REDACTED]
7 It's possible I would lose property over this, and
8 I'm a future thinker. I know that this is the way
9 we're moving. The self-driven car is what even
10 Goggle would tell you far out and possibly
11 impossible. It is not something that we should
12 bank on. This is technology we can bank on. It's
13 also environmentally friendly and would help
14 support anti-global warming efforts.

15 With that in mind and with the future in mind,
16 I'm a little troubled about the current zoning
17 along the LPA. When I look at the maps, I'm not
18 seeing enough mixed housing possibilities. That is
19 my biggest concern, both through the east side and
20 through what I'm seeing up on those maps in the
21 suburbs. I think in order for commuting to happen
22 both ways, that housing piece really needs to come
23 back into the equation, it needs to start being
24 discussed right in your communities. I don't
25 live -- [REDACTED] but I would like

1 to see all of these communities along the Gateway
2 talk more about affordable housing and mixed
3 housing. Not just, you know, Section 8 housing,
4 I'm talking about let's mix housing. Because we
5 all know that that's the most successful way of
6 bringing in transit-oriented development.

7 I think that's about all I had to say. But,
8 please, again, look at that affordable housing
9 piece and -- yeah, thanks.

10 LYSSA LEITNER: Edward Johnson, James
11 Lockwood.

12 EDWARD JOHNSON: My name is Edward Johnson. I

13

14

15 I'm -- I'm a little bit unprepared here,
16 because I just found out about the meeting here a
17 short time ago. But I just wanted to say that
18 I'm -- I'm somewhat disappointed that -- that they
19 didn't look at electric street cars as an
20 alternative to the light rail or the BRT, because
21 the electric street car proposal would be more cost
22 effective. And if you look at the -- the situation
23 in the Middle East right now, we are possibly on
24 the verge of a conservation move that will end
25 our -- our -- once and for all our dependence on --

1 on oil, whether we like it or not.

2 I don't know if anyone has read any of Richard
3 Heinberg's books or James Howard Kunstler's books
4 or any of those types of thinkers that have long
5 proposed for traditional neighborhood development
6 and transit-oriented development as our only hope
7 for the future.

8 If we don't get going with the electric rail
9 transit and build as much as we possibly can, we
10 will have no alternative to the internal combustion
11 engine. And this electric car business is pretty
12 much a fantasy so far because of the battery
13 problems. And if we don't get with it on these
14 possible future scenarios here, which are looking
15 more and more likely every day, we're going to be
16 in big, big, big trouble.

17 I -- I don't think we should be pouring more
18 concrete or asphalt anywhere at this point.
19 We're -- we're at a situation now where we really
20 need to focus on developing rail -- passage rail in
21 this country both on the inner city level and on
22 the local level. It's going to be the only ticket
23 to a reasonable future, 'cause we're going to have
24 a very hard landing otherwise if we don't get away
25 from this business of pouring concrete for any

1 project for that matter. And that's, I guess,
2 about all I had to say at this point. Bye-bye.

3 LYSSA LEITNER: James Lockwood, Tong Thao, and
4 Nalani Desjardins.

5 JAMES LOCKWOOD: Hi. Thank you for taking the
6 comments today. I really appreciate it. I want to
7 borrow an unoriginal thought here. I'm probably
8 going to bastardize his comments a little bit, but
9 it was an argument that was used when they sold Cub
10 Foods on the new grocery store up on Maryland
11 Avenue. If you draw a line from 35E over to White
12 Bear Avenue, from 94 north up to Larpenter, you
13 have 65,000 people living on the east side. Now at
14 the time that they used that argument before it was
15 seen, if I could show you a city of 65,000 that
16 only had one major grocery chain serving it, would
17 you be interested in building a new store? Cub
18 said yes. Today that Cub Foods, the first lead
19 gold Cub Foods in the United States, is actually
20 quite successful.

21 Point being is that you have a \$200 million
22 investment right now going on with an interstate
23 realignment from downtown St. Paul all the way up
24 to Little Canada. You're proposing up to a \$500
25 million investment for BRT to run from downtown

1 St. Paul to Woodbury. You are, with those two
2 transportation projects, not serving 65,000 people
3 within that rectangle.

4 When you look at some of the biggest job
5 growth opportunities on the east side right now,
6 you actually have Phalen Boulevard. In fact, right
7 now going before the city council, there's a
8 proposed four-story neuroscience center on the
9 corner of I think it's Olive Street and Phalen
10 Boulevard, but it's right next to the interstate,
11 where there currently is actually no bus service on
12 Phalen Boulevard. Your proposed route right now
13 with Hudson Road -- I apologize, I forgot to say
14 where I live. [REDACTED]

15 [REDACTED]

16 Your proposed route right now on Hudson Road
17 currently is not served by either of the two major
18 bus lines that serve the east side, the 61 or the
19 64. And what you've drawn here on the back, it
20 doesn't even show a proposed feeder route to run
21 from Hudson Road up to Phalen Boulevard where those
22 new jobs are. There's three major healthcare
23 buildings up on Phalen Boulevard. And that's an
24 issue for those of us who live on the east side who
25 see \$700 million of transportation investment that

1 supposedly is going in on the east side but not
2 servicing the east side.

3 Even when you start to get out to Woodbury and
4 you start talking about going from the east side
5 for job growth, the current D2 route does not serve
6 the biggest growth opportunity in the near future,
7 which is the State Farm property, the D1 route
8 which you actually do have highlighted, but it's
9 not the preferred route.

10 The point being is that we need to find a way
11 to have BRT, if this is the option that the State
12 will go with, to serve eastsiders. Maybe even move
13 it further north. Find a way to connect to Phalen
14 Boulevard and give eastsiders an opportunity for
15 jobs and an opportunity for transit.

16 (Applause.)

17 LYSSA LEITNER: Tong Thao.

18 TONG THAO: My name is Tong Thao. [REDACTED]

19 [REDACTED] And so transit development can bring
20 some major investments and changes to the east
21 side. But there are those who are sheltered from
22 reality in their comfortable suburban homes who
23 aren't close to any transit development. They say
24 they're concerned about the possible damage to
25 their national environment, they say they're

1 concerned about the steep hills entering the east
2 side and that that will be a challenge for rail or
3 any transit developments. And they say that just
4 improving the bus system will be sufficient. They
5 use a tired argument that we're spending too much
6 tax money on transit development, but the truth is
7 the money is out there. If we don't use it to
8 improve our neighborhoods, it will simply go
9 elsewhere.

10 Piggybacking on some points somebody said
11 earlier, the millennia -- if the transit service
12 doesn't serve the new population, they will just
13 move somewhere else. Also, the people who are
14 making decisions for transit routes are often
15 people who have barely stepped on to the city bus.
16 They make decisions based on numbers and maps.
17 And, of course, that's crucial to use facts, but
18 it's missing the end-of-point factor, and that's
19 the human factor. And we are demanding here for
20 opportunities for actual transit providers to sit
21 on those decision-making boards. You can do as
22 much engagement as possible, but until the people
23 who really use it and understand it are on the
24 decision-making boards, then you can start to make
25 real changes to where people really actually want

1 to go and where they need to go. Thank you. That
2 is all.

3 (Applause.)

4 NALANI DESJARDINS: My name is Nalani
5 Desjardins. [REDACTED]

6 [REDACTED] And I actually do take the express bus
7 to St. Paul every day, and I do find it very
8 convenient. It does, you know, have a limited
9 amount of trips that it takes, and it is that 9 to
10 5 kind of schedule. I have noticed that on the
11 early bus, which I take, you know, a lot of people
12 are, you know, probably going to more blue-collar
13 type of work, whereas the later buses, you know,
14 are going to offices.

15 So I definitely think that, you know, having
16 worked in restaurants and retail, we need to make
17 sure that those -- whatever option we choose, those
18 transportation options are running pretty much
19 24/7. You know, people need to work on the
20 weekend, they need to work late at night, and they
21 need -- you know, more than transportation, they
22 need safe transportation.

23 So, you know, I have been impressed with the
24 Green Line. I have taken it quite a few times,
25 because it's just so much easier than trying to

1 find parking in Minneapolis or St. Paul. So I was
2 disappointed to hear that it's not on the table
3 anymore, and so I hope that you'll keep it and, you
4 know -- but definitely I -- you know, I've heard a
5 lot of great perspectives tonight. And I think in
6 addition to, you know, talking to the community,
7 you need to make sure that you're addressing the
8 needs of the people who live in these
9 neighborhoods.

10 I know that when the Green Line was first
11 introduced, it didn't have a lot of the stops in
12 the smaller lower income communities. And those
13 communities had to come together and fight to get
14 those stops added. So I hope that, you know,
15 you'll take a proactive approach to looking into
16 these communities, especially as you approach
17 St. Paul where it is a lot more congested and you
18 affect a lot more people, and that you talk to the
19 communities and figure out what -- what is best for
20 them. Thank you.

21 MARY GIULIANI STEPHENS: That concludes the
22 public comments we received this -- this evening.
23 I just want to remind you, 'cause I know some of
24 you came in late, that there is still opportunity
25 to provide comments. So if you felt you weren't

1 prepared tonight or you spoke and you want to add
2 to it, remember that you can make comments up
3 through August 13th of 2014. You can leave your
4 comments here this evening, you can go on the
5 website and provide comments through the website,
6 you can send a letter of comments through the U.S.
7 mail, or you can email one of the staff.

8 Also, a reminder that staff will stay
9 afterwards. So if you have particular questions,
10 they would be happy to meet with you. But at this
11 time, we'll formally conclude the public process.
12 Thank you again for coming out this evening.

13 (The hearing came to a close at 7:21 p.m.)

1 STATE OF MINNESOTA)

2 COUNTY OF DAKOTA)

3

4 Be it known that I recorded the Gateway Corridor, Policy
5 Advisory Committe, Locally Preferred Alternative Public
6 Hearing on the 7th day of August, 2014 at St. Paul,
7 Minnesota;

8 that I was then and there a Notary Public in and for the
9 County of Dakota, State of Minnesota;

10 that the testimony of said staff members and citizens
11 was recorded in stenotype by myself and reduced to print by
12 means of Computer-Aided Transcription under my direction, and
13 is a true record of the testimony given by the staff members
14 and citizens to the best of my ability;

15 that I am not related to any parties hereto nor
16 intereted in the outcome of the action.

17 Dated this 13th day of August, 2014.

18

19

20

Shannon Caflisch, RPR

21

Notary Public,

22

Dakota County, Minnesota

23

My Commission expires 1-31-2015

24

25

Appendix D

Scoping Decision Supporting Documents

DATE August 12, 2014

DEPARTMENT Public Works

MOTION
BY COMMISSIONER Weik

SECONDED BY
COMMISSIONER Bearth

**RESOLUTION APPROVING THE GATEWAY CORRIDOR ALTERNATIVES TO BE
CARRIED FORWARD FOR FURTHER STUDY IN THE DRAFT ENVIRONMENTAL IMPACT
STATEMENT**

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit improvements in the eastern portion of the Twin Cities; and,

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

WHEREAS, the Federal Transit Administration (FTA); the Washington County Regional Railroad Authority (WCRRA), serving on behalf of the Gateway Corridor Commission (GCC); and the Metropolitan Council have initiated the environmental review process for the Gateway Corridor project; and,

WHEREAS, federal funding will be pursued for this project from the FTA, which has consequently been designated as the lead federal agency for this project, required to undertake environmental review in compliance with the National Environmental Policy Act (NEPA); and,

WHEREAS, the Gateway Corridor project must also comply with the requirements of the Minnesota Environmental Policy Act (MEPA); and,

WHEREAS, WCRRA, serving on behalf of the GCC, is the project sponsor and designated Responsible Governmental Unit (RGU) for the Draft EIS under the state environmental review requirements; and,

WHEREAS, the Notice of Intent (NOI) for preparation of the Gateway Corridor Draft Environmental Impact Statement (Draft EIS) was published in the Federal Register on February 12, 2014; and,

WHEREAS, WCRRA, serving on behalf of the GCC and in cooperation with the Metropolitan Council, distributed the Scoping Booklet to the Minnesota EQB distribution list and other project stakeholders in March 2014, held an interagency Scoping meeting on March 20, 2014 and Scoping open houses on March 24 and 25, 2014, and received comments at a Policy Advisory Committee (PAC) meeting on April 10, 2014; and,

WHEREAS, two proposed transit modes were identified for consideration in the Gateway Corridor Scoping Booklet: Bus Rapid Transit (BRT) within a dedicated guideway and Light Rail Transit (LRT); and,

WHEREAS, the Scoping comment period for the Gateway Corridor began on March 3, 2014 and ended April 16, 2014; and,

WHEREAS, approximately 103 people attended the two Scoping open houses and PAC meeting held during the Scoping process; and,

WHEREAS, a total of 97 comments were received during the Scoping period, both in written format and through oral testimony recorded by a reporter at the open houses and PAC meeting; and,

WHEREAS, the Scoping process is used to confirm the purpose and need for the project, identify appropriate alternatives that could address project needs, focus on potentially significant issues that should be studied in the Draft EIS, and eliminate issues that are not significant and/or have been addressed by prior studies; and,

WHEREAS, WCRRA, serving on behalf of the GCC, in consultation with the FTA, Metropolitan Council, Ramsey County Regional Railroad Authority (RCRRA), Technical Advisory Committee (TAC), Policy Advisory Committee (PAC) and Community Advisory Committee (CAC) has reviewed and considered the technical analysis conducted during the Scoping process as well as the comments received on the project during Scoping; and,

WHEREAS, the Scoping Decision Document will define why transit improvements should be studied and what the proposed improvements should accomplish, define the alternatives that will be further studied in the Draft EIS, define the issue areas that will be addressed in the evaluation, and establish the methods that will be used to analyze potential impacts and benefits; and,

WHEREAS, the alternatives evaluation process has appropriately used the project purpose and need statement, defined project goals and objectives, and identified suitable evaluating criteria, which will provide the foundation for decision making; and,

WHEREAS, the Gateway Corridor Project recently received the important presidential designation as a Federal Dashboard Permitting Project; and,

WHEREAS, the PAC and the GCC passed resolutions on July 10, 2014 transmitting their recommendation to the WCRRA regarding the Scoping Decision.

NOW THEREFORE BE IT RESOLVED that the LRT Alternative, as defined in the Scoping Booklet is screened from further evaluation in the Draft EIS, based on the following:

- Through the Gateway Corridor AA process, the Gateway Corridor Commission approved the advancement of LRT (defined as Optimized Alternative 5) for comparative purposes to BRT.
- Through the comparative evaluation conducted during Scoping, the LRT alternative was found to have significantly higher costs without substantial increase in ridership as compared to BRT (Project Goals 1 and 2).
- The low cost effectiveness rating (preliminary based on capital cost of \$950 million) for LRT would significantly limit this mode of transit in the Gateway Corridor to be competitive for FTA New Starts funding.
- The LRT alternative would have limited ability to provide for flexible design options to avoid and/or minimize potential impacts to surrounding land uses (Project Goal 5).

BE IT FURTHER RESOLVED that while the WCRRA will comply with the requirement by FHWA, and the concurrence by FTA to advance and optimize the Managed Lane Alternative in I-94 from Mounds Boulevard to Manning Avenue in the Draft EIS; the WCRRA continues to support the findings of the Gateway Corridor Alternatives Analysis (AA) that this alternative does not meet Purpose and Need, based on the following:

- Limited accessibility, particularly at the west end of the corridor, where transit dependent populations are the greatest (Project Goal 1).
- The preliminary capital cost estimates put the Managed Lane Alternative at a higher cost than BRT, with the lower ridership estimates (Project Goal 2).
- The Managed Lane Alternative would not qualify for FTA New Starts funding under MAP-21. While the managed lane system is critical to regional transportation policy, implementation of a managed lane in the segment of I-94 east of downtown Saint Paul has been identified as a low priority as compared with other segments in the regional system. As such, construction of a managed lane on this segment of I-94 is not included in MnDOT's 20-year plan, nor is it included in any fiscally constrained plans (Project Goal 2).
- The median stations proposed under the Managed Lane alternative would offer less economic development and transit oriented development (TOD) opportunity (Project Goals 3 and 6).

BE IT FURTHER RESOLVED that the WCRRA supports further coordination efforts with FTA, FHWA, MnDOT, and Metropolitan Council to minimize potential right of way impacts along I-94, and evaluate future options for strategic capacity enhancements.

BE IT FURTHER RESOLVED that the WCRRA affirms the decision that Alignment B2 (Mounds Boulevard/East 7th Street/White Bear Avenue) not be advanced for further consideration based on its substantial physical and operational impacts compared to Alignment B1 (Mounds Boulevard/Hudson Road/I-94); and that the East 7th alignment of B2, between Metro State University and Arcade Street should continue to be studied by others as part of a separate corridor to ensure a more comprehensive transit system is developed for the East Side.

BE IT FURTHER RESOLVED that the alternatives to be carried forward into the Draft EIS for the Gateway Corridor include the No-Build alternative and the following BRT Alignment Alternatives (see attached Figure):

- **BRT A-B-C-D1-E1** – Union Depot to Manning Avenue; BRT alignment D1 on 4th Street N. crossing to south side of I-94 east of Radio Drive. Under this BRT alternative, two E alignment options will be initially evaluated, one located immediately south of I-94 from Woodbury Drive to just east of Gander Mountain, and an option that locates the alignment on Hudson Road starting at Woodbury Drive.
- **BRT A-B-C-D2-E1** – Union Depot to Manning Avenue; BRT alignment D2 on 4th Street North, and Hudson Boulevard (north side of I-94) to a to be determined crossing point west of Woodbury Drive/Keats Avenue N. in Lake Elmo. Alignment would then follow alignment E1 to Manning Avenue.
- **BRT A-B-C-D2-E2** - Union Depot to Manning Avenue; BRT alignment D2 on 4th Street N. crossing to south side of I-94 (alignment E2) at Lake Elmo Avenue N. or via a new bridge crossing of I-94 at a location between Woodbury Drive and Lake Elmo Avenue N.
- **BRT A-B-C-D2-E3** – Union Depot to Manning Avenue; BRT alignment D2 on 4th Street N. and continuing along the north side of I-94 generally following Hudson Boulevard to Manning Avenue.

Under each of the BRT alternatives, alignment sections A through C would be the same: Alignment A would extend from Union Depot in downtown Saint Paul along Kellogg Boulevard to the intersection of Kellogg Boulevard and Mounds Boulevard. Alignment B would generally follow Mounds Boulevard, Hudson Road and I-94 to the White Bear interchange. Alignment C would generally follow Hudson Road/Old Hudson Road to the I-694 interchange.

BE IT FURTHER RESOLVED that BRT alignments that advance into the Draft EIS will be further defined and evaluated to minimize impacts to surrounding properties and the I-94 corridor, enhance economic development potential, and reduce capital costs while providing required operating efficiency.

BE IT FURTHER RESOLVED that the BRT alternatives will include the evaluation of station locations, connecting bus network, and operations and maintenance facility.

BE IT FURTHER RESOLVED that the issues to be addressed in the Draft EIS will be in compliance with the requirements set forth in both the Federal (NEPA) and state (MEPA) environmental review requirements.

BE IT FURTHER RESOLVED that if, through more detailed study in the Draft EIS, it is revealed that a Build alternative described herein is determined to no longer meet the defined project purpose and need, the project partners (FTA, WCRRA (serving on behalf of the GCC), and the Metropolitan Council), in consultation with the PAC, will make a determination regarding whether alternatives should be further screened and follow the appropriate disclosure processes under both the federal and state environmental review processes.

BE IT FURTHER RESOLVED that the Scoping Decision Document will reflect the decision of the WCRRA, and will include project information in compliance with Minnesota Environmental Rule 4410.2100, Subp. 6.

ATTEST:

COUNTY ADMINISTRATOR

REGIONAL RAILROAD AUTHORITY CHAIR

BEARTH
KRIESEL
LEHRKE
MIRON
WEIK

YES

NO

X

X

X

X

X

**RESOLUTION SUPPORTING THE GATEWAY CORRIDOR
COMMISSION'S RECOMMENDATION TO THE WASHINGTON COUNTY
REGIONAL RAILROAD AUTHORITY REGARDING THE
ALTERNATIVES TO BE CARRIED FORWARD FOR FURTHER STUDY
IN THE DRAFT ENVIRONMENTAL IMPACT STATEMENT**

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit improvements in the eastern portion of the Twin Cities, and;

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

WHEREAS, the Federal Transit Administration (FTA); the Washington County Regional Railroad Authority (WCRRA), serving on behalf of the Gateway Corridor Commission (GCC); and the Metropolitan Council have initiated the environmental review process for the Gateway Corridor project, and;

WHEREAS, federal funding will be pursued for this project from the FTA, which has consequently been designated as the lead federal agency for this project, required to undertake environmental review in compliance with the National Environmental Policy Act (NEPA), and;

WHEREAS, the Gateway Corridor project must also comply with the requirements of the Minnesota Environmental Policy Act (MEPA), and;

WHEREAS, WCRRA, serving on behalf of the GCC, is the project sponsor and designated Responsible Governmental Unit (RGU) for the Draft Environmental Impact Statement (EIS) under the state environmental review requirements, and;

WHEREAS, the Notice of Intent (NOI) for preparation of the Gateway Corridor Draft EIS was published in the Federal Register on February 12, 2014, and;

WHEREAS, WCRRA, serving on behalf of the GCC and in cooperation with the Metropolitan Council, distributed the Scoping Booklet to the Minnesota EQB distribution list and other project stakeholders in March 2014, held an interagency Scoping meeting on March 20, 2014 and Scoping open houses on March 24 and 25, 2014, and received comments at a Policy Advisory Committee (PAC) meeting on April 10, 2014, and;

WHEREAS, two proposed transit modes were identified for consideration in the Gateway Corridor Scoping Booklet: Bus Rapid Transit (BRT) within a dedicated guideway and Light Rail Transit (LRT), and;

WHEREAS, the Scoping comment period for the Gateway Corridor began on March 3, 2014 and ended April 16, 2014, and;

WHEREAS, approximately 103 people attended the two Scoping open houses and PAC meeting held during the Scoping process, and;

WHEREAS, a total of 97 comments were received during the Scoping period, both in written format and through oral testimony recorded by a reporter at the open houses and PAC meeting, and;

WHEREAS, the Scoping process is used to confirm the purpose and need for the project, identify appropriate alternatives that could address project needs, focus on potentially significant issues that should be studied in the Draft EIS, and eliminate issues that are not significant and/or have been addressed by prior studies, and;

WHEREAS, WCRRA, serving on behalf of the GCC, in consultation with the FTA, Metropolitan Council, Ramsey County Regional Railroad Authority (RCRRA), Technical Advisory Committee (TAC), and Community Advisory Committee (CAC) has reviewed and considered the technical analysis conducted during the Scoping process as well as the comments received on the project during Scoping, and;

WHEREAS, the Scoping Decision Document will define why transit improvements should be studied and what the proposed improvements should accomplish, define the alternatives that will be further studied in the Draft EIS, define the issue areas that will be addressed in the evaluation, and establish the methods that will be used to analyze potential impacts and benefits, and;

WHEREAS, the alternatives evaluation process has appropriately used the project purpose and need statement, defined project goals and objectives, and identified suitable evaluating criteria, which will provide the foundation for decision making, and;

WHEREAS, the Gateway Corridor Project recently received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project; and

WHEREAS, the TAC and CAC have provided both technical and community input into the Scoping Decision, and;

WHEREAS, the resolution from the Gateway Corridor PAC will serve as the advisory document to WCRRA, serving on behalf of the GCC, the designated project proposer and RGU under the state environmental review process, regarding the Scoping Decision;

NOW THEREFORE BE IT RESOLVED that the LRT Alternative, as defined in the Scoping Booklet is screened from further evaluation in the Draft EIS, based on the following:

- Through the Gateway Corridor AA process, the Gateway Corridor Commission approved the advancement of LRT (defined as Optimized Alternative 5) for comparative purposes to BRT.
- Through the comparative evaluation conducted during Scoping, the LRT alternative was found to have significantly higher costs without substantial increase in ridership as compared to BRT (Project Goals 1 and 2).

- The low cost effectiveness rating (preliminary based on capital cost of \$950 million) for LRT would significantly limit this mode of transit in the Gateway Corridor to be competitive for FTA New Starts funding.
- The LRT alternative would have limited ability to provide for flexible design options to avoid and/or minimize potential impacts to surrounding land uses (Project Goal 5).

BE IT FURTHER RESOLVED that while the PAC and the Gateway Corridor Commission acknowledges the requirement by FHWA, and the concurrence by FTA to advance the Managed Lane Alternative (managed lane in the median of I-94 from Mounds Boulevard to Manning Avenue, with six on-line stations), for evaluation in the Draft EIS; the PAC continues to support the findings of the Gateway Corridor AA; that this alternative does not meet Purpose and Need, based on the following:

- Limited accessibility, particularly at the west end of the corridor, where transit dependent populations are the greatest (Project Goal 1).
- The preliminary capital cost estimates put the Managed Lane Alternative at a higher cost than BRT, with the lower ridership estimates (Project Goal 2).
- The Managed Lane Alternative would not qualify for FTA New Starts funding under MAP-21. While the managed lane system is critical to regional transportation policy, implementation of a managed lane in the segment of I-94 east of downtown Saint Paul has been identified as a low priority as compared with other segments in the regional system. As such, construction of a managed lane on this segment of I-94 is not included in MnDOT's 20-year plan, nor is it included in any fiscally constrained plans (Project Goal 2).
- The median stations proposed under the Managed Lane alternative would offer less economic development and transit oriented development (TOD) opportunity (Project Goals 3 and 6).

BE IT FURTHER RESOLVED that the PAC and the Gateway Corridor Commission supports further coordination efforts with FTA, FHWA, MnDOT, and Metropolitan Council to minimize potential right of way impacts along I-94, and evaluate future options for strategic capacity enhancements.

BE IT FURTHER RESOLVED that the PAC and the Gateway Corridor Commission affirms the decision that Alignment B2 (Mounds Boulevard/East 7th Street/White Bear Avenue) not be advanced for further consideration based on its substantial physical and operational impacts compared to Alignment B1 (Mounds Boulevard/Hudson Road/I-94); and that the East 7th alignment of B2, between Metro State University and Arcade Street should continue to be studied by others as part of a separate corridor to ensure a more comprehensive transit system is developed for the East Side.

BE IT FURTHER RESOLVED that the alternatives to be carried forward into the Draft EIS for the Gateway Corridor include the No-Build alternative and the following BRT Alignment Alternatives (see attached Figure):

- BRT A-B-C-D1-E1 – Union Depot to Manning Avenue; BRT alignment D1 on 4th Street N. crossing to south side of I-94 east of Radio Drive. Under this BRT alternative, two E alignment options will be initially evaluated, one located immediately south of I-94 from Woodbury Drive to just east of Gander Mountain, and an option that locates the alignment on Hudson Road starting at Woodbury Drive.
- BRT A-B-C-D2-E1 – Union Depot to Manning Avenue; BRT alignment D2 on 4th Street North, and Hudson Boulevard (north side of I-94) to a to be determined crossing point west of Woodbury Drive/Keats Avenue N. in Lake Elmo. Alignment would then follow alignment E1 to Manning Avenue.
- BRT A-B-C-D2-E2 - Union Depot to Manning Avenue; BRT alignment D2 on 4th Street N. crossing to south side of I-94 (alignment E2) at Lake Elmo Avenue N. or via a new bridge crossing of I-94 at a location between Woodbury Drive and Lake Elmo Avenue N.
- BRT A-B-C-D2-E3 – Union Depot to Manning Avenue; BRT alignment D2 on 4th Street N. and continuing along the north side of I-94 generally following Hudson Boulevard to Manning Avenue.

Under each of the BRT alternatives, alignment sections A through C would be the same. Alignment A would extend from Union Depot in downtown Saint Paul along Kellogg Boulevard to the intersection of Kellogg Boulevard and Mounds Boulevard. Alignment B would generally follow Mounds Boulevard, Hudson Road and I-94 to the White Bear interchange. Alignment C would generally follow Hudson Road/Old Hudson Road to the I-694 interchange.

BE IT FURTHER RESOLVED that BRT alignments that advance into the Draft EIS will be further defined and evaluated to minimize impacts to surrounding properties, enhance economic development potential, and reduce capital costs while providing required operating efficiency.

BE IT FURTHER RESOLVED that the BRT alternatives will include the evaluation of station locations, connecting bus network, and operations and maintenance facility, and;

BE IT FURTHER RESOLVED that the issues to be addressed in the Draft EIS will be in compliance with the requirements set forth in both the Federal (NEPA) and state (MEPA) environmental review requirements, and;

BE IT FURTHER RESOLVED that if, through more detailed study in the Draft EIS, it is revealed that a Build alternative described herein is determined to no longer meet the defined project purpose and need, the project partners (FTA, WCRRA (serving on behalf of the GCC), and the Metropolitan Council), in consultation with the PAC, will make a determination regarding whether alternatives should be further screened and follow the appropriate disclosure processes under both the federal and state environmental review processes, and;

BE IT FURTHER RESOLVED that the Gateway Corridor Commission hereby officially transmits this advisory resolution to the Gateway Corridor Commission and the Washington County Regional Railroad Authority (WCRRA) for action under MEPA rules and requests inclusion of this resolution in the Gateway Corridor Scoping Decision Document.

Approved:

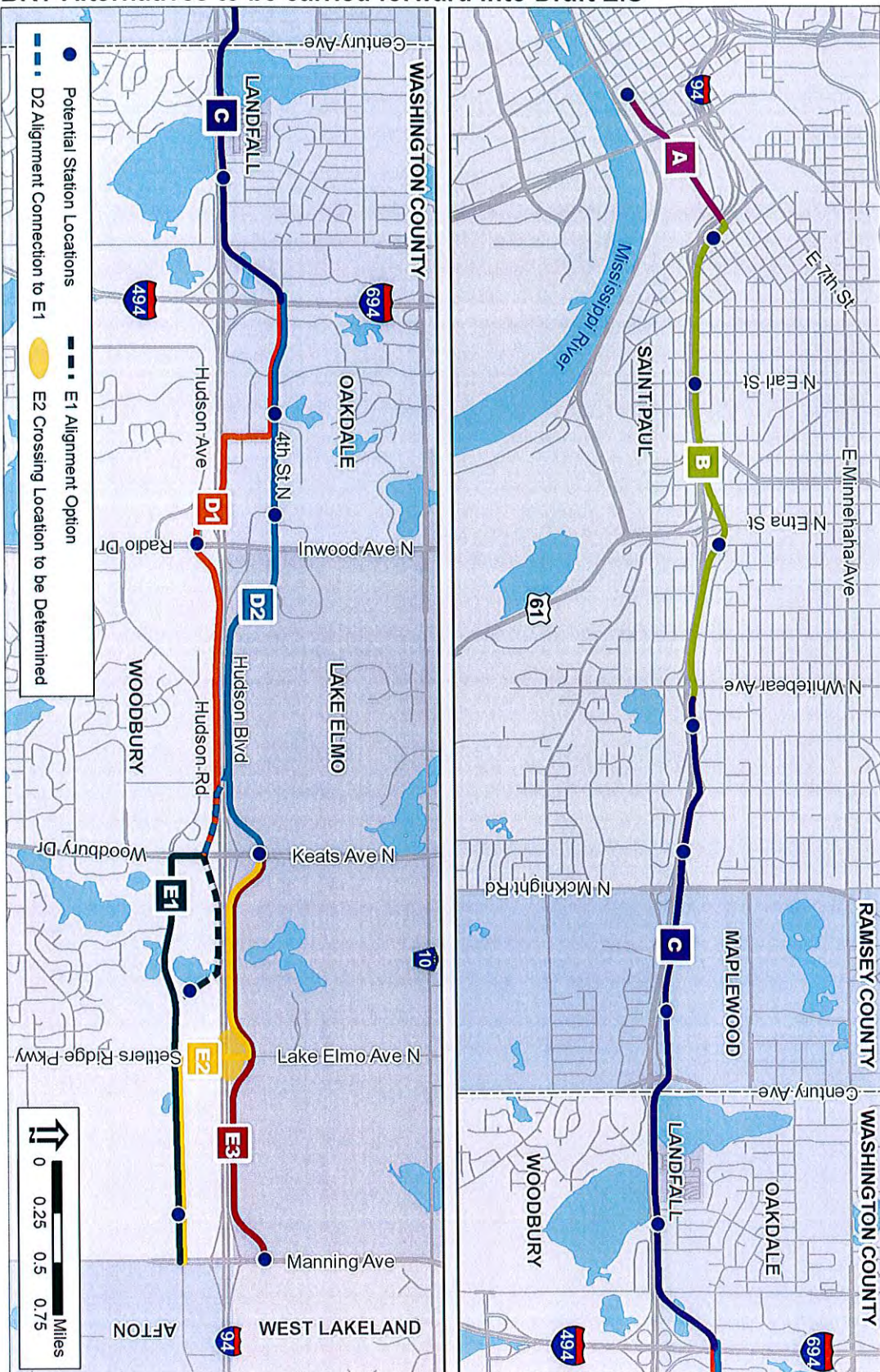
Lisa Weik
Chairperson

July 10 2014
Date Approved by Commission

I hereby certify that the foregoing resolution is a true and correct copy of the Resolution presented to and adopted by the Gateway Corridor Commission at a duly authorized meeting thereof held on the 10th day of July, 2014 as shown by the minutes of said meeting in my possession.

	YES	NO	ABSTAIN	ABSENT
ORTEGA	<u>X</u>			
WEIK	<u>X</u>			
LANTRY	<u>X</u>			
SLAWIK	<u>X</u>			
REINKE		<u>X</u>		
GIULIANI STEPHENS	<u>X</u>			
PEARSON (Reeves)	<u>X</u>			
KYLLO	<u>X</u>			
NELSON	<u>X</u>			
WILLIAMS	<u>X</u>			

BRT Alternatives to be carried forward into Draft EIS



JULY 10, 2014

RESOLUTION TRANSMITTING THE POLICY ADVISORY COMMITTEE'S RECOMMENDATION TO THE GATEWAY CORRIDOR COMMISSION AND THE WASHINGTON COUNTY REGIONAL RAILROAD AUTHORITY REGARDING THE ALTERNATIVES TO BE CARRIED FORWARD FOR FURTHER STUDY IN THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS)

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit improvements in the eastern portion of the Twin Cities, and;

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

WHEREAS, the Federal Transit Administration (FTA); the Washington County Regional Railroad Authority (WCRRA), serving on behalf of the Gateway Corridor Commission (GCC); and the Metropolitan Council have initiated the environmental review process for the Gateway Corridor project, and;

WHEREAS, federal funding will be pursued for this project from the FTA, which has consequently been designated as the lead federal agency for this project, required to undertake environmental review in compliance with the National Environmental Policy Act (NEPA), and;

WHEREAS, the Gateway Corridor project must also comply with the requirements of the Minnesota Environmental Policy Act (MEPA), and;

WHEREAS, WCRRA, serving on behalf of the GCC, is the project sponsor and designated Responsible Governmental Unit (RGU) for the Draft EIS under the state environmental review requirements, and;

WHEREAS, the Notice of Intent (NOI) for preparation of the Gateway Corridor EIS was published in the Federal Register on February 12, 2014, and;

WHEREAS, WCRRA, serving on behalf of the GCC and in cooperation with the Metropolitan Council, distributed the Scoping Booklet to the Minnesota EQB distribution list and other project stakeholders in March 2014, held an interagency Scoping meeting on March 20, 2014 and Scoping open houses on March 24 and 25, 2014, and received comments at a Policy Advisory Committee (PAC) meeting on April 10, 2014, and;

WHEREAS, two proposed transit modes were identified for consideration in the Gateway Corridor Scoping Booklet: Bus Rapid Transit (BRT) within a dedicated guideway and Light Rail Transit (LRT), and;

WHEREAS, the Scoping comment period for the Gateway Corridor began on March 3, 2014 and ended April 16, 2014, and;

WHEREAS, approximately 103 people attended the two Scoping open houses and PAC meeting held during the Scoping process, and;

WHEREAS, a total of 97 comments were received during the Scoping period, both in written format and through oral testimony recorded by a reporter at the open houses and PAC meeting, and;

WHEREAS, the Scoping process is used to confirm the purpose and need for the project, identify appropriate alternatives that could address project needs, focus on potentially significant issues that should be studied in the Draft EIS, and eliminate issues that are not significant and/or have been addressed by prior studies, and;

WHEREAS, WCRRA, serving on behalf of the GCC, in consultation with the FTA, Metropolitan Council, Ramsey County Regional Railroad Authority (RCRRA), Technical Advisory Committee (TAC), and Community Advisory Committee (CAC) has reviewed and considered the technical analysis conducted during the Scoping process as well as the comments received on the project during Scoping, and;

WHEREAS, the Scoping Decision Document will define why transit improvements should be studied and what the proposed improvements should accomplish, define the alternatives that will be further studied in the Draft EIS, define the issue areas that will be addressed in the evaluation, and establish the methods that will be used to analyze potential impacts and benefits, and;

WHEREAS, the alternatives evaluation process has appropriately used the project purpose and need statement, defined project goals and objectives, and identified suitable evaluating criteria, which will provide the foundation for decision making, and;

WHEREAS, the Gateway Corridor Project recently received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project; and

WHEREAS, the TAC and CAC have provided both technical and community input into the Scoping Decision, and;

WHEREAS, the resolution from the Gateway Corridor PAC will serve as the advisory document to WCRRA, serving on behalf of the GCC, the designated project proposer and RGU under the state environmental review process, regarding the Scoping Decision;

NOW THEREFORE BE IT RESOLVED that the LRT Alternative, as defined in the Scoping Booklet is screened from further evaluation in the Draft EIS, based on the following:

- Through the Gateway Corridor AA process, the Gateway Corridor Commission approved the advancement of LRT (defined as Optimized Alternative 5) for comparative purposes to BRT.
- Through the comparative evaluation conducted during Scoping, the LRT alternative was found to have significantly higher costs without substantial increase in ridership as compared to BRT (Project Goals 1 and 2).
- The low cost effectiveness rating (preliminary based on capital cost of \$950 million) for LRT would significantly limit this mode of transit in the Gateway Corridor to be competitive for FTA New Starts funding.
- The LRT alternative would have limited ability to provide for flexible design options to avoid and/or minimize potential impacts to surrounding land uses (Project Goal 5).

BE IT FURTHER RESOLVED that while the PAC acknowledges the requirement by FHWA, and the concurrence by FTA to advance the Managed Lane Alternative (managed lane in the median of I-94 from Mounds Boulevard to Manning Avenue, with six on-line stations), for evaluation in the Draft EIS; the PAC continues to support the findings of the Gateway Corridor AA; that this alternative does not meet Purpose and Need, based on the following:

- Limited accessibility, particularly at the west end of the corridor, where transit dependent populations are the greatest (Project Goal 1).
- The preliminary capital cost estimates put the Managed Lane Alternative at a higher cost than BRT, with the lower ridership estimates (Project Goal 2).
- The Managed Lane Alternative would not qualify for FTA New Starts funding under MAP-21. While the managed lane system is critical to regional transportation policy, implementation of a managed lane in the segment of I-94 east of downtown Saint Paul has been identified as a low priority as compared with other segments in the regional system. As such, construction of a managed lane on this segment of I-94 is not included in MnDOT's 20-year plan, nor is it included in any fiscally constrained plans (Project Goal 2).
- The median stations proposed under the Managed Lane alternative would offer less economic development and transit oriented development (TOD) opportunity (Project Goals 3 and 6).

BE IT FURTHER RESOLVED that the PAC supports further coordination efforts with FTA, FHWA, MnDOT, and Metropolitan Council to minimize potential right of way impacts along I-94, and evaluate future options for strategic capacity enhancements.

BE IT FURTHER RESOLVED that the PAC affirms the decision that Alignment B2 (Mounds Boulevard/East 7th Street/White Bear Avenue) not be advanced for further consideration based on its substantial physical and operational impacts compared to Alignment B1 (Mounds Boulevard/Hudson Road/I-94); and that the East 7th alignment of B2, between Metro State University and Arcade Street should continue to be studied by others as part of a separate corridor to ensure a more comprehensive transit system is developed for the East Side.

BE IT FURTHER RESOLVED that the alternatives to be carried forward into the Draft EIS for the Gateway Corridor include the No-Build alternative and the following BRT Alignment Alternatives (see attached Figure):

- BRT A-B-C-D1-E1 – Union Depot to Manning Avenue; BRT alignment D1 on 4th Street N. crossing to south side of I-94 east of Radio Drive. Under this BRT alternative, two E alignment options will be initially evaluated, one located immediately south of I-94 from Woodbury Drive to just east of Gander Mountain, and an option that locates the alignment on Hudson Road starting at Woodbury Drive.
- BRT A-B-C-D2-E1 – Union Depot to Manning Avenue; BRT alignment D2 on 4th Street North, and Hudson Boulevard (north side of I-94) to a to be determined crossing point west of Woodbury Drive/Keats Avenue N. in Lake Elmo. Alignment would then follow alignment E1 to Manning Avenue.
- BRT A-B-C-D2-E2 - Union Depot to Manning Avenue; BRT alignment D2 on 4th Street N. crossing to south side of I-94 (alignment E2) at Lake Elmo Avenue N. or via a new bridge crossing of I-94 at a location between Woodbury Drive and Lake Elmo Avenue N.
- BRT A-B-C-D2-E3 – Union Depot to Manning Avenue; BRT alignment D2 on 4th Street N. and continuing along the north side of I-94 generally following Hudson Boulevard to Manning Avenue.

Under each of the BRT alternatives, alignment sections A through C would be the same. Alignment A would extend from Union Depot in downtown Saint Paul along Kellogg Boulevard to the intersection of Kellogg Boulevard and Mounds Boulevard. Alignment B would generally follow Mounds Boulevard, Hudson Road and I-94 to the White Bear interchange. Alignment C would generally follow Hudson Road/Old Hudson Road to the I-694 interchange.

BE IT FURTHER RESOLVED that BRT alignments that advance into the Draft EIS will be further defined and evaluated to minimize impacts to surrounding properties, enhance economic development potential, and reduce capital costs while providing required operating efficiency.

BE IT FURTHER RESOLVED that the BRT alternatives will include the evaluation of station locations, connecting bus network, and operations and maintenance facility, and;

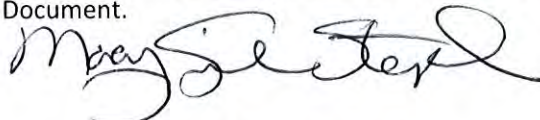
BE IT FURTHER RESOLVED that the issues to be addressed in the Draft EIS will be in compliance with the requirements set forth in both the Federal (NEPA) and state (MEPA) environmental review requirements, and;

BE IT FURTHER RESOLVED that if, through more detailed study in the Draft EIS, it is revealed that a Build alternative described herein is determined to no longer meet the defined project purpose and need, the project partners (FTA, WCRRA (serving on behalf of the GCC), and the Metropolitan Council), in consultation with the PAC, will make a determination regarding whether alternatives should be further screened and follow the appropriate disclosure processes under both the federal and state environmental review processes, and;

BE IT FURTHER RESOLVED that the PAC hereby officially transmits this advisory resolution to the Gateway Corridor Commission and the Washington County Regional Railroad Authority (WCRRA) for action under MEPA rules and requests inclusion of this resolution in the Gateway Corridor Scoping Decision Document.

Attest:

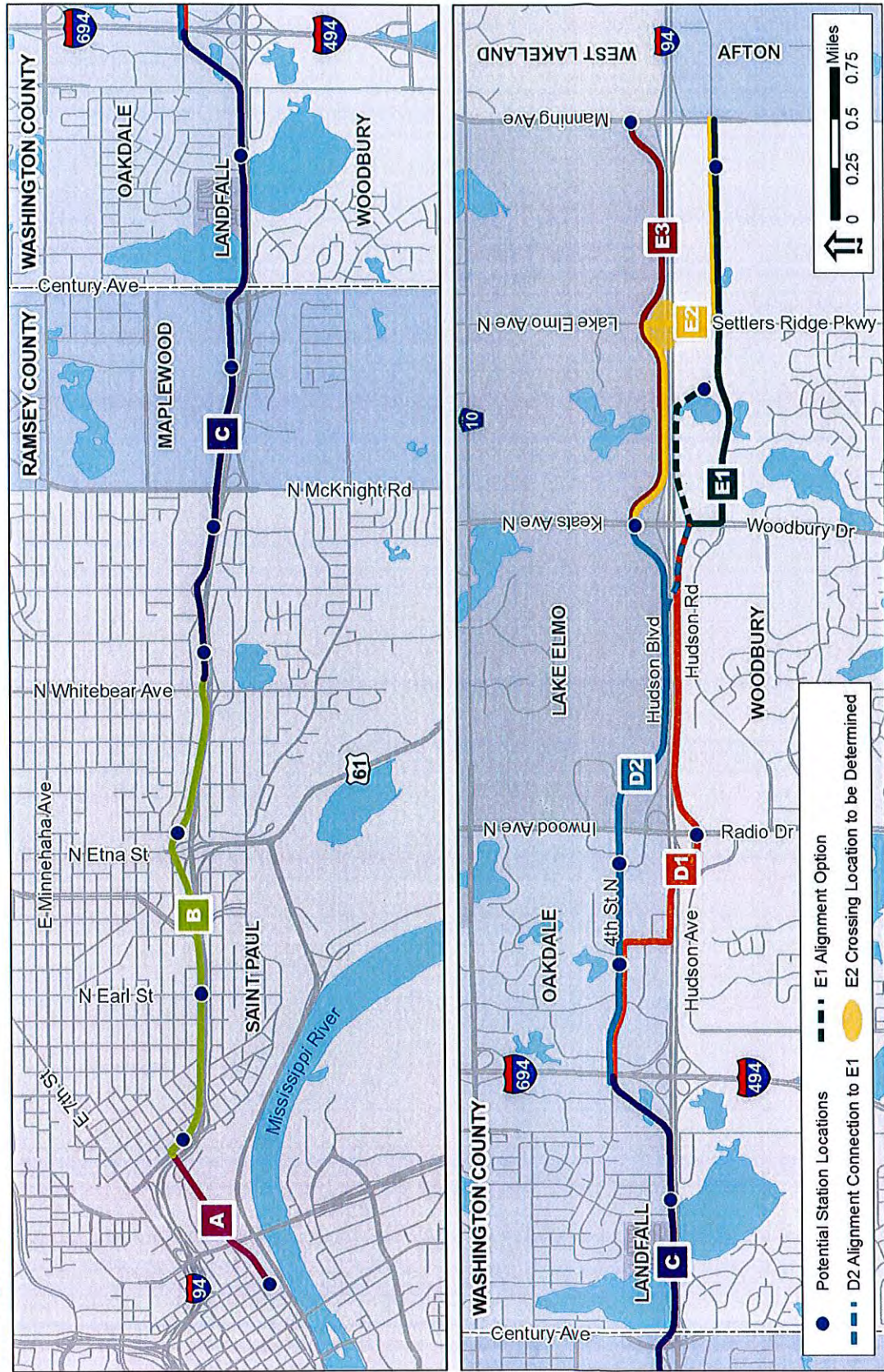
Date:



August 7th, 2014



BRT Alignments



Technical Advisory Committee Recommendation to the Policy Advisory Committee on the Scoping Decision

June 27, 2014

Purpose of Scoping Decision

The Scoping Decision details what information will be included in the Draft Environmental Impact Statement (EIS), including mode(s), alignments, and issues. The Scoping Decision guides the environmental analysis to be conducted over the following year and documented in the Draft EIS, which will address existing environmental conditions, potential impacts resulting from the alternatives studied, and potential mitigation measures to reduce those impacts. This analysis provides the foundation for determination of the environmentally preferred alternative, which may be identified in the Draft EIS and is confirmed in the Final EIS. The environmentally preferred alternative is based on the ability to meet the project's purpose and need, alternative feasibility (including cost), and potential environmental impacts. The environmentally preferred alternative is typically determined after the Locally Preferred Alternative and is typically much more specific in terms of engineering, operations, and environmental mitigation. When agreed to by the Federal Transit Administration (FTA), the environmentally preferred alternative becomes the basis for final engineering of the project.

1.0 Introduction

This paper provides input from the Gateway Corridor Technical Advisory Committee (TAC) to the project's Policy Advisory Committee (PAC) regarding the selection of alternatives to be carried forward for further evaluation in the Draft Environmental Impact Statement (Draft EIS) – referred to as the "Scoping Decision."

The TAC includes technical advisors including engineers and planners from agencies and local jurisdictions, while the PAC consists of policy advisors which includes elected officials, key policy leaders for participating agencies, business leaders, and institutional leaders

The input provided by the TAC on the Scoping Decision is based on the technical analysis prepared as part of the Scoping Booklet and comments received and considered during the official Scoping review and comment period, as well as further technical analyses completed on bus rapid transit (BRT) alignment options, mode options (BRT or light rail transit (LRT)), and a BRT managed lane alternative. Technical analysis findings are summarized in this document along with graphics illustrating the options considered.

2.0 Context

Several sets of evaluation criteria are relevant to the Gateway Corridor project:

- Project purpose and need, goals, and objectives (local criteria)
- Metropolitan Council transitway capital investment criteria (regional criteria)
- Counties Transit Improvement Board (CTIB) (regional criteria)
- Federal Transit Administration (FTA) New Starts/Small Starts project justification criteria (national criteria)

Broadly considered, the criteria emphasize transit ridership, cost effectiveness, land use and economic development, and service to people who depend on transit, among other factors.

The project purpose and need and associated goals and objectives are intended to be the overarching set of criteria that captures local needs and values as well as competitiveness for regional and federal funding. Project consistency with the regional and national criteria will help assure that the Locally Preferred Alternative (LPA) decision process is conducted in the context of being competitive with other projects seeking limited funding, both regionally and nationally.

2.1 Purpose and Need

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.

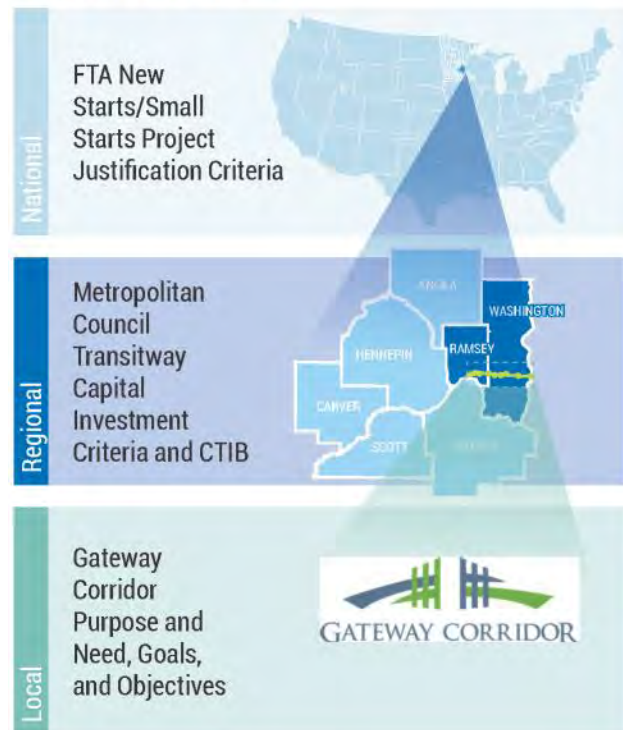
Five primary factors contribute to the need for the Gateway Corridor project:

- 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

The Gateway Corridor Commission, as a local project sponsor, has placed particular emphasis on consideration of maximizing benefits and minimizing impacts to environmental justice populations¹ along this corridor. Potential benefits include not only transportation benefits into downtown Saint Paul but also transportation to existing and future jobs at the eastern end of the corridor. Other potential benefits include development at station areas which could enhance job opportunities as well as goods and services available in environmental justice communities.

The Gateway Corridor project goals and objectives are shown in **Table 1**. They were developed to serve as a framework to first develop and then evaluate the alternatives under consideration. Goals 1 and 2 reflect the core purpose and need of the project; Goals 3, 4, and 5 reflect broader community and environmental goals. For an alternative to be advanced, the core purpose and need of the Gateway Corridor project (Goals 1 and 2) must be met. Goals 3, 4, and 5 are considered in the evaluation of alternatives that meet the core purpose and need.

EVALUATION CRITERIA



¹ Environmental justice populations under Executive Order 12898 include both low income and minority populations.

Table 1. Gateway Corridor Project Goals and Objectives

Goals		Objectives
Tier 1 Goals		
Goal 1: Improve Mobility	1	Maximize number of people served (future)
	2	Maximize transit ridership
	3	Maximize travel time savings
	4	Minimize traffic mobility impacts
Goal 2: Provide a Cost-Effective, Economically Viable Transit Option	5	Minimize costs and maximize cost-effectiveness
Tier 2 Goals		
Goal 3: Support Economic Development	6	Maximize number of people served (existing)
	7	Maximize future development opportunities
Goal 4: Protect the Natural Environmental Features of the Corridor	8	Minimize potential environmental impacts
Goal 5: Preserve and Protect Individual and Community Quality of Life	9	Maximize potential benefits to and minimize potential impacts on the community
	10	Minimize adverse parking, circulation, and safety impacts

3.0 Summary of Alternatives Considered

3.1 Alternatives Presented in the Scoping Booklet

Based on the findings from the AA Study, a No-Build alternative, a BRT alternative and an LRT alternative were presented in the Scoping process. **Figures 1 and 2** depict the Build alternatives proposed for study in the Scoping Booklet.

3.1.1. NO-BUILD ALTERNATIVE

The No-Build alternative serves as the NEPA baseline, which means the environmental effects of the Build alternatives will be measured against this alternative. “No-Build” is defined as the 2030 transportation network with only those improvements already planned and programmed. The No-Build alternative does not include the Gateway Corridor Project.

3.1.2. BRT AND LRT ALTERNATIVES

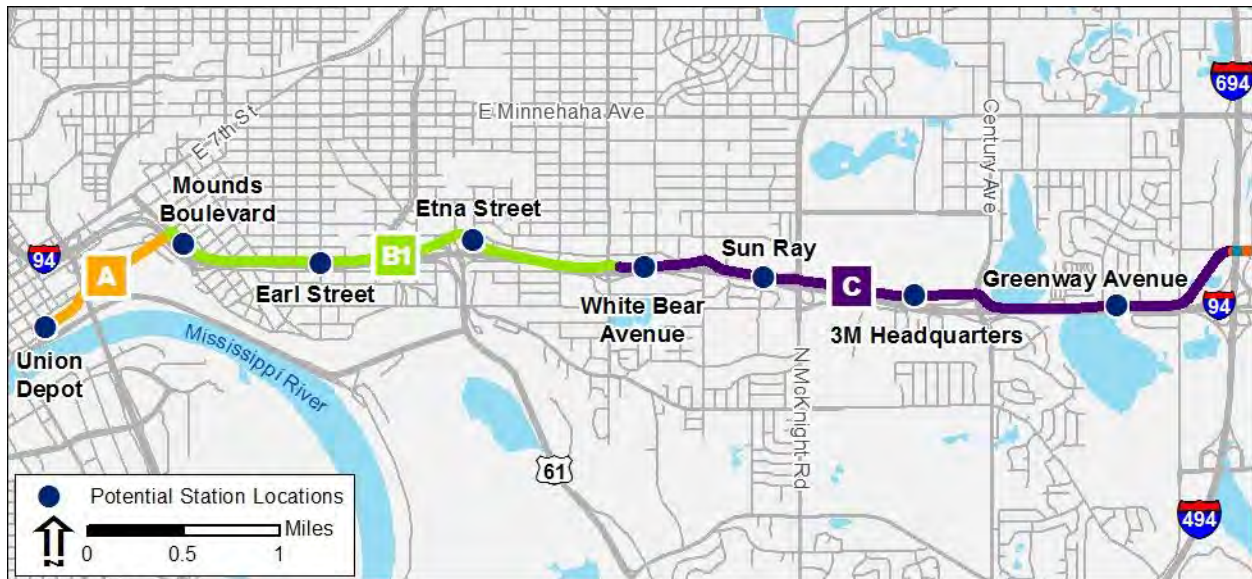
Both the BRT and LRT alternatives defined in the Scoping Booklet would include up to 12 stations between Union Depot in downtown Saint Paul and Manning Avenue in Woodbury, for a length of approximately 12 miles. Both would generally travel parallel to I-94 to the west of I-694 and adjacent to Hudson Road to the east. LRT would generally travel in a double-track, exclusive right-of-way (guideway) and would include tracks, stations, and support facilities, as well as transit service for LRT and connecting bus routes.

BRT would generally include an exclusive, two-way busway in dedicated guideway for the majority of the corridor. It would include all facilities associated with the construction and operation of BRT, including right-of-way, travel lanes, stations, and support facilities, as well as transit service for BRT and connecting bus routes.

Alignment Alternatives

The following alignments, for both BRT and LRT, were included in the Scoping Booklet as potential mode and alignment alternatives to consider for evaluation in the Draft EIS. In the western half of the corridor, Alignments A, B, and C are between Union Depot in downtown Saint Paul and the I-694 interchange with I-94.

Figure 1. BRT and LRT Alignments Proposed for Study in the Western Portion of the Corridor

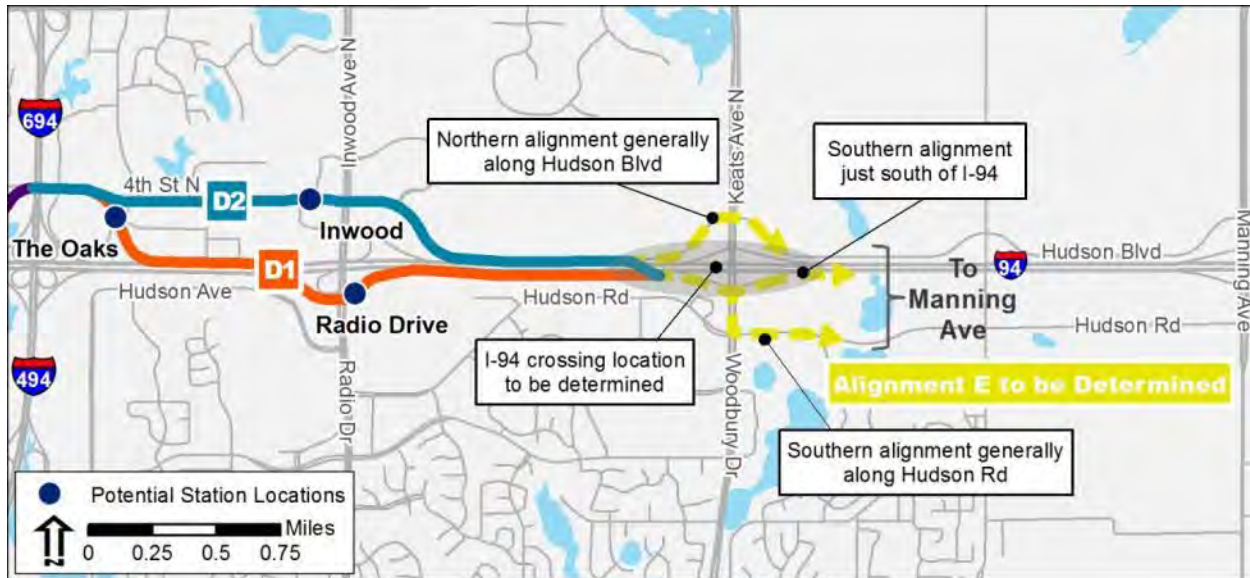


Note: The different alignment colors reflect sections of the Gateway Corridor identified for study purposes only.

In the eastern part of the corridor, Alignments D1 (south of I-94) and D2 (north of I-94) combine with a variety of potential E alignments between I-694 and a point east of Woodbury Drive/Keats Avenue. Depending on the E alignment, transit service may also need to cross I-94 from north to south. The alignment could extend to Manning Avenue, or stop at a point further west.

Early in the Scoping process, a decision was made on alignment options between Mounds Boulevard and White Bear Avenue (Alignments B1 and B2). The decision followed technical study comparing the relative costs and benefits of the two options. The project's Technical, Community, and Policy Advisory Committees and the Gateway Corridor Commission all recommended that the findings from the AA Study remain and that Alignment B1 (Mounds Boulevard/Hudson Road/I-94) be advanced for study in the Draft EIS. These groups recommended that Alignment B2 (Mounds Boulevard/East 7th Street/White Bear Avenue) not be advanced for further consideration based on its substantial physical and operational impacts compared to Alignment B1. They also recommended that the East 7th Street alignment of B2, between Metro State University and Arcade Street, should continue to be studied by others as part of a separate corridor to ensure a more comprehensive transit system is developed for the East Side. Local organizations also provided letters of support affirming this decision.

Figure 2. BRT and LRT Alignments Proposed for Study in the Eastern Portion of the Corridor



Note: The different alignment colors reflect sections of the Gateway Corridor identified for study purposes only.

3.2 Alternatives Under Consideration Following the Scoping Review and Comment Period

Based on the findings from the AA Study, comments received during the Scoping process, and additional scoping level evaluation completed, the following Alternatives are under consideration for advancement into the Draft EIS:

- **No-Build Alternative**

As stated in the Scoping Booklet, and noted above, advancement of the No-Build Alternative is a requirement of both the federal and state environmental review process, as it serves as the defined baseline for comparison of the proposed Build Alternatives.

- **LRT Alternative – Alignment A-B-C-D1-E1**

Through the Gateway Corridor Alternatives Analysis process, the Gateway Corridor Commission approved the advancement of LRT (defined as Optimized Alternative 5) for comparative purposes to BRT. Accordingly, the Scoping Booklet included LRT as a transit mode under consideration for the project. As discussed in more detail in Sections 4 and 5 of this document, the capital cost estimate for LRT in the Gateway Corridor is estimated at \$950 million, close to twice the projected capital cost compared to a similar BRT alignment. The definition of the LRT alternative was limited to that from the Alternative Analysis, generally defined as A-B-C-D1-E1, as one LRT alignment alternative was determined to be a reasonable point of comparison to demonstrate that BRT can provide comparable service at significantly less cost.

- **BRT Alternatives**

Two primary considerations emerged with regard to the BRT alignment: whether the eastern portion of the alignment should remain north of I-94 or cross to the south and if

the eastern project terminus should be shifted to the west to effectively reduce project capital costs. This resulted in four BRT alternatives:

- BRT A-B-C-D1-E1 – Union Depot to Manning Avenue; BRT alignment on south side of I-94 east of Radio Drive (**Figure 3**)
 - BRT A-B-C-D2-E2 – Union Depot to Manning Avenue; BRT alignment south side of I-94 at Lake Elmo Avenue (**Figure 4**)
 - BRT A-B-C-D2-E3 – Union Depot to Manning Avenue; north side of I-94 (**Figure 5**)
 - BRT A-B-C-D2 – Union Depot to Keats Avenue; north side of I-94 (**Figure 6**)
- **BRT Managed Lane Alternative**
- An alternative in which BRT vehicles would run in a managed lane in the median of I-94 was dismissed following the AA Study for the following reasons:
- Fewer stations and location in middle of freeway offers less economic development opportunity compared to other alternatives
 - Does not qualify for FTA New Starts under MAP-21

During the Scoping process, the Federal Highway Administration (FHWA) requested further consideration of this alternative in the Draft EIS. The conceptual managed lane alternative is illustrated in **Figure 7** at the end of this document. The proposed managed lane alternative would include six on-line stations, and would run from Mounds Boulevard in St. Paul to Manning Avenue in Woodbury.

The key factors considered and compared for each of these mode and alignment options are summarized in subsequent sections of this document.

4.0 Background Considerations

4.1 FTA New Starts Evaluation and Rating

The Gateway Corridor intends to apply for federal New Starts funding. If the Corridor is accepted into the program, the FTA would fund up to 50 percent, the Counties Transit Improvement Board would fund 30 percent, the State of Minnesota would fund 10 percent, and the Washington and Ramsey County Regional Railroad Authorities would together fund 10 percent of the capital cost of the project.

The discussion below of key factors includes consideration of estimated ratings of FTA New Starts project justification criteria. This section provides background and context for those estimated ratings.

Proposed New Starts projects are evaluated and rated according to local financial commitment and project justification criteria set forth in MAP-21 and shown in **Figure 8**. As of August 2013, FTA's interim policy is to assign 50 percent weight to the summary project justification rating and 50 percent weight to the summary local financial commitment rating to arrive at an overall rating for the project.

In the past, Twin Cities New Starts projects have received medium ratings for local financial commitment; it is assumed that since the same financial structure is proposed for the Gateway Corridor project, it too will receive a medium local financial commitment rating. It is also assumed that this rating will be the same regardless of the alternative chosen. It should also be noted that the region is contemplating funding a greater share, therefore reducing the federal

share. This could effectively increase the rating from medium to medium-high. Thus, for the purposes of informing selection of alternatives for study in the Draft EIS, this analysis focuses on the six Project Justification criteria shown in [Figure 8](#).

Of the six criteria, Mobility Improvements (ridership) and Cost Effectiveness (cost) ratings are especially sensitive to the design of the project and the location of stations and thus offer project sponsors the greatest ability to influence and affect the overall rating of the project. These ratings are also affected by the transit dependent population served by the alternatives, giving greater weight to those riders in the New Starts scoring. These criteria are discussed and compared by alternative in Section 5 below.

Figure 8. New Starts Project Evaluation & Rating Under MAP-21

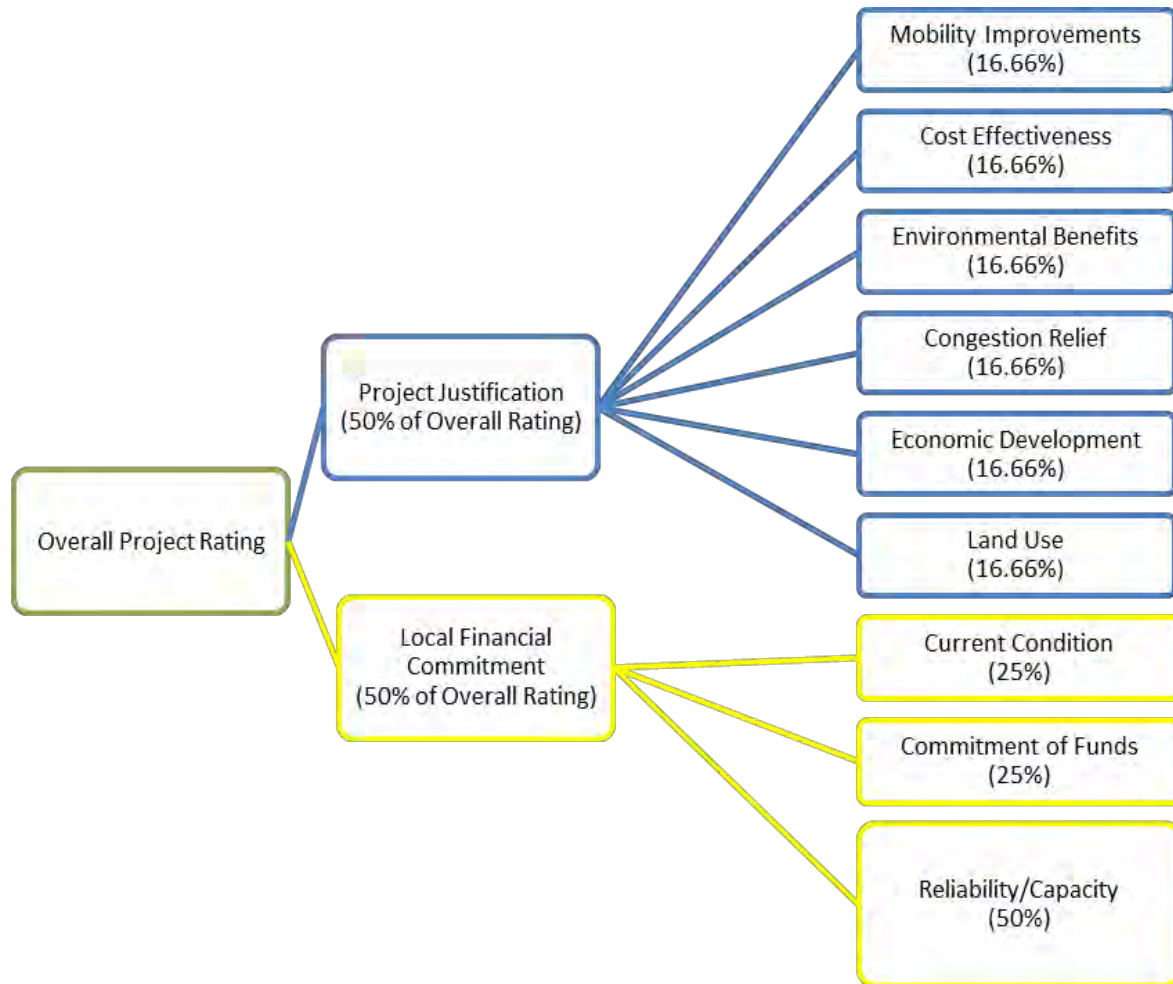


Table 2. Measurement Description of New Starts Project Justification Criteria

Project Justification Criteria	Measurement
Mobility Improvements	Linked project trips with transit dependent trips counted twice; average of current and 2030 ridership forecasts
Cost Effectiveness	Annualized capital plus operating cost per project trip
Environmental Benefits	Value of VMT reduction as a percentage of project cost
Congestion Relief	Measurement to be determined
Economic Development	Qualitative assessment of transit supportive plans and policies
Land Use	Corridor and station area population and employment densities; central business district parking supply and pricing; affordable housing in the corridor

4.2 Potential BRT Design Options

4.2.1. DESIGN CONSIDERATIONS

During the Scoping process, consideration was given to modifications to the BRT alternatives that could reduce physical impact and cost. These design options are summarized below. **Table 3** represents the capital cost of each alternative if a fully dedicated guideway were constructed for the length of the corridor.

Summary of potential design options to avoid impacts and costs associated with constructing the guideway through the most physically constrained parts of the corridor include:

- Between Mounds Boulevard and TH 61 the modified design proposed to include a one-way dedicated guideway in the westbound direction; a new ramp to access Johnson Parkway and on-street travel between Johnson Parkway and Etna Street in the eastbound direction; and use of the freeway between Johnson Parkway and Mounds Boulevard in both directions. The Earl Street and Etna Street station locations do not change, though the stations are configured differently in the modified design (\$24 million cost savings).
- Adjacent to Tanners Lake the modified design proposes to include BRT running in mixed traffic to avoid environmental impacts to the lake and an expanded frontage road east of Tanners Lake with side-running dedicated lanes (\$25 million cost savings).
- East of I-694 for Alignment D1 the modified design proposes to include side-running dedicated lanes through The Oaks Business Park; dedicated guideway to cross over I-94 and until Woodbury Drive; mixed traffic on Woodbury Drive; and side-running dedicated lanes on Hudson Road to the Manning Avenue park-and-ride (\$42 million cost savings)
- East of I-694 for Alignment D2 the modified design proposes to include side-running dedicated lanes on 4th Street and the Hudson Frontage Road (\$42 million cost savings).

The BRT alignments that advance into the Draft EIS will be further defined and evaluated to minimize impacts to surrounding properties, enhance economic development potential including access to jobs, and reduce capital costs while providing required operating

efficiency. Based on the preliminary assessment completed during Scoping, the proposed design modifications would not have a substantive impact on ridership projections. Additionally, while important to minimize impacts, and design a cost effective system, the proposed design modifications would not be at a level that would elevate the potential cost competitiveness rating.

4.2.2. CAPITAL COST CONSIDERATIONS

Elimination of Sun Ray Park-and-Ride

Another sensitivity test considered for reducing the cost of the project is to eliminate the Sun Ray Park-and-Ride, which could be done under the Full Design or Modified Design option. The Scoping level of analysis completed for this option concluded that while the elimination of the Sun Ray Park-and-Ride would reduce project costs by \$31 million, it would reduce daily ridership by approximately 600, demonstrating a high demand for park-and-ride users in addition to walk-up and bus transfers at the station.

Hence, it is included as a point of reference but not recommended by project staff for further consideration.

Gateway Corridor Eastern Terminating Point at Keats Avenue

A sensitivity analysis was conducted regarding the potential shifting of the eastern terminating station from Manning Avenue to Keats Avenue. The potential cost savings associated with BRT Alternative A-B-C-D2 would not be at a level to effectively change the overall cost effectiveness rating from medium-low to medium under the New Starts process and would reduce potential economic and jobs benefits to be gained from the corridor.

Additionally, it is important to fully disclose and evaluate the proposed Gateway Corridor from the Union Depot to Manning Avenue, the BRT alternative that would run from the Union Depot to Keats Avenue is not recommended for further advancement by project staff.

5.0 Alignment and Mode Comparison Summaries

This section describes and compares key factors for each of the mode and alignment options considered for the Draft EIS. Selected summary characteristics of the alternatives are provided in **Table 3**. Graphical summaries of the alternatives' performance with respect to ridership and cost-competitiveness are shown in **Figures 9 and 10**. The range for each alternative in **Figures 9 and 10** reflects the potential range of ridership that might be associated with the guideway. The low end of ridership includes station to station service only. The upper boundary considers all potential ridership that might be considered project riders under FTA criteria: station to station riders, Minneapolis and Saint Paul express services, a service extension through downtown Saint Paul, and non-guideway feeder boardings for routes considered as part of the project.

Additional operational refinements are being considered for the BRT alternatives. These refinements would have relatively the same impact on each of the BRT alternatives and are not considered differentiators. Refinements include full or partial extension of BRT service through downtown Saint Paul, use of BRT guideway by some or all express bus services in the corridor (including potential stops along guideway), and refinement of feeder bus routes serving the guideway.

These operational refinements being considered will continue to be evaluated in coordination with Metro Transit to ensure that any changes made do not degrade the performance of the current bus service in the corridor.

Table 3. Gateway Corridor Alternative Summary Characteristics

Alternative		BRT Alternatives			Managed Lane Alternative ¹	LRT Alternative A-B-C-D1-E1
		A-B-C-D1-E1	A-B-C-D2-E2	A-B-C-D2-E3		
Alternative Description		Union Depot to Manning Avenue; south side of I-94 east of Radio Drive	Union Depot to Manning Ave; south side of I-94 at Lake Elmo Avenue	Union Depot to Manning Ave; north side of I-94 only	Mounds Boulevard to Manning Avenue, primarily within I-94 right-of-way	Union Depot to Manning Avenue; south side of I-94 east of Radio Drive
Number of Stations		12	12	12	6 (online stations)	12
Length (miles)		11.7	11.8	11.5	10.3	11.7
Full Design (fully dedicated right-of-way)						
Capital Cost² (millions)		\$487 ³	\$450	\$448	\$539 ⁴	\$950 ⁴
Cost Effectiveness⁶	Without express riders	Medium-Low	Medium-Low	Medium-Low	N/A	Low
	With express riders	Medium	Medium	Medium		
2030 Daily Ridership^{5,6}	Without express riders	8,600	8,800	9,100	8,100 ⁴	9,300 ⁴
	With express riders	13,100	13,300	13,600		
Mobility Improvements⁶	Without express riders	Medium-Low	Medium-Low	Medium-Low	N/A	Medium-Low
	With express riders	Medium-Low	Medium-Low	Medium-Low		

¹ The Managed Lane alternative would not be eligible for FTA New Starts funding.

² Assumed 2020 as midpoint year of construction for cost estimates

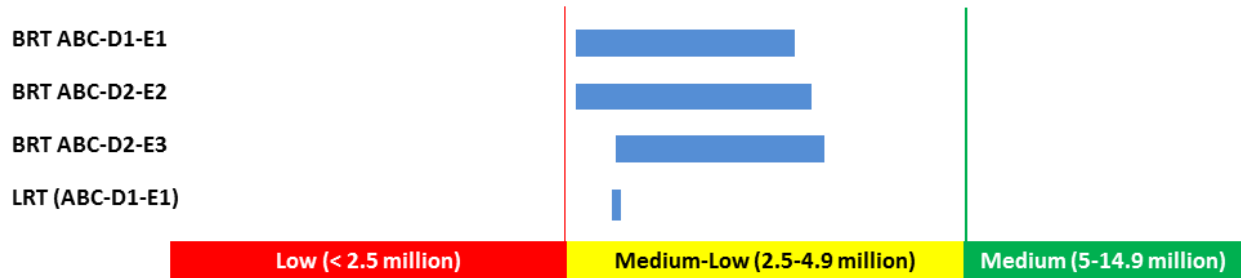
³ Does not include grade separation at Woodbury Drive. This grade separation would raise the total cost by approximately \$10 million. Additional traffic studies will be conducted to determine the need.

⁴ Source: 2013 Gateway Corridor Alternatives Analysis. Assumed midpoint year of construction is 2019; amounts shown have been inflated to 2020 dollars for comparison with BRT alternatives. LRT ridership assumes optimized alternative (Alt 5) from the Alternatives Analysis.

⁵ Includes all corridor express riders and potential service extension through downtown Saint Paul. These and other BRT operational refinements are still under consideration but affect all BRT alternatives similarly. FTA Mobility Improvements (ridership) ratings assume an average of 2030 and “current year” ridership estimates for Mobility and Cost-Effectiveness measures.

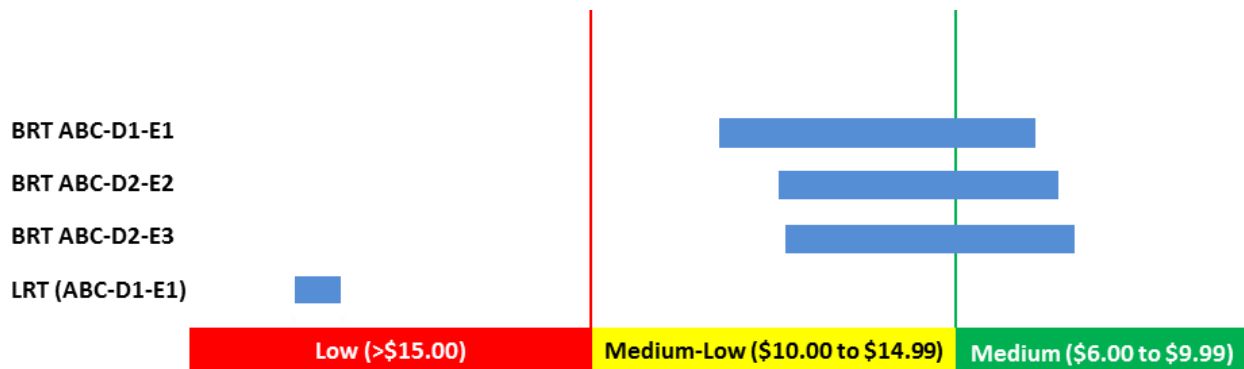
⁶ “Without express riders” represents zero express riders, and “with express riders” represents the max number of express riders estimated. End result will likely be somewhere between the two.

Figure 9. Mobility Improvements: Weighted Annual Riders



Daily riders (double-counted transit dependents) times annualization factor, averaged between current and 2030 time horizons

Figure 10. Cost Effectiveness: Capital & Operating Cost per Project Trip



Note: Monetary amounts are a federal benchmark used to evaluate effectiveness, and do not represent cost per rider or trip cost.

5.1 BRT Alignment Alternatives

Scoping Question: Which BRT Alignment Alternatives Should Advance for Further Study?

5.1.1. KEY DIFFERENTIATORS

- **Ridership (Goal 1/Objectives 1-3):** Forecast ridership among the alternatives varies by about 500 riders. This is a difference of about four percent for the ridership scenario that includes express riders and about six percent for the scenario that does not include express riders. *(Note: The proportion of transit dependent riders was evaluated at a high level for each of the alternatives. At this level of analysis, transit dependent riders comprise approximately 30 percent of all BRT riders and do not vary significantly among BRT alignment alternatives; therefore, it was not considered to be a differentiator.)*

 - **Mobility Improvements:** All BRT alignment alternatives have the same estimated preliminary mobility improvement ratings (Medium-Low)
- **Cost (Goal 2/Objective 5):** Alternatives A-B-C-D1-E1 (\$487 million), A-B-C-D2-E2 (\$449 million), and A-B-C-D2-E3 (\$448 million) all have 12 stations and are similar in length. The difference in cost between the most expensive alternative (A-B-C-D1-E1) and the other two is about eight percent. Much of the greater cost of Alternative A-B-C-D1-E1

comes from the new bridge across I-94 that would be required for this alternative. Anticipated cost of Alternative A-B-C-D2-E1 would fall within the ranges identified.

- **Cost Effectiveness:** All BRT alignment alternatives have the same estimated preliminary cost effectiveness rating range (Medium to Medium-Low)
- **Transit Oriented Development (Goal 3/Objective 7):** The BRT alignment alternatives were considered for their potential impact on transit oriented development in the corridor based on current conditions and zoning policies currently in place. Results are summarized in **Table 4**. Alternative A-B-C-D2-E3 (alternative that stays north of I-94 to Manning Avenue) was seen as having the greatest potential for transit oriented development due to having both supportive zoning and potential for lower costs and new development (as opposed to redevelopment).
- **Economic Development/Access to Jobs (Goal 3/Objective 6 and Goal 5/Objective 9)** The BRT alignment alternative A-B-C-D1-E1 would provide access to approximately five percent more jobs under development (year 2014). In 2030, given the development potential to the north of I-94 and east of Radio Drive, BRT alignment alternatives would have relatively equal access to jobs (range from 120,300 to 121,300).
- **Traffic Impacts (Goal 1/Objective 4):** The preliminary traffic analysis indicates that the Radio Drive/I-94 Eastbound Ramp and Woodbury Drive/Hudson Road intersections will fail under Build conditions (Alignments D1 and E1). At the Radio Drive/I-94 Eastbound Ramp intersection, forecast traffic volumes indicate heavy eastbound right-turns, which will conflict with the major southbound through movement, even under No-Build conditions. The Woodbury Drive/Hudson Road intersection is also expected to be near capacity under No-Build conditions, with many heavy movements around the intersection. Additional evaluation of appropriate mitigation measures for these intersections will be evaluated if Alignments D1 and E1 advance for further evaluation in the Draft EIS. The current cost estimates assume a grade separated crossing at Radio Drive. The City of Woodbury has requested grade separated crossing at Woodbury Drive be evaluated as well under alignment D1-E1, which would increase the overall capital cost of that BRT alternative.
- **Access Closures (Goal 5/Objective 10):** Along 4th Street there would likely be three access closures for Alignment D1 and seven access closures for Alignment D2. These closures would likely result in additional traffic on side streets as new business access would need to be created to mitigate those that would be fully closed. The location of each proposed access closure is shown in **Figure 11**. *Note: there is potential to modify the design in this section to limit access closures along 4th Street.*

Figure 11. Alignment D1 and D2 Access Closures



5.1.2. OTHER DIFFERENCES AND DISCUSSION POINTS

- **Community Scoping Comments:** Six of the corridor communities submitted comments during the Scoping process. Four expressed preferences for alignments as summarized below.
 - The City of Afton prefers that the alignment and easternmost transit station be on the north side of I-94
 - The City of Landfall recommends that both Alignments D1 and D2 be advanced for further study
 - The City of Saint Paul supports studying alternatives that continue to Manning Avenue
 - The City of Woodbury prefers alternatives on the north side of I-94 to a location generally east of Gander Mountain
 - The City of Woodbury has indicated in their Scoping letter that under alignment D1, they believe a grade-separated crossing at Radio Drive would be needed. Additionally, they also believe under the E1 alignment, a grade separated crossing at Woodbury Drive would be needed.
 - The City of Woodbury also opposes an E1 alignment along Hudson Road between Wal-Mart and City Walk, and prefers if an alignment is located south of I-94, it be located between I-94 and existing buildings until east of Gander Mountain.
- **Citizen Scoping Comments:** Twenty-nine individual citizen comments pertaining to alignments were received during the Scoping process, and were primarily focused on the D alignments.

- About half of the citizen comments indicated support for Alignment D1/alignment south of I-94 due to its proximity to existing population, employment, and shopping.
- Comments indicating a preference for Alignment D2/alignment north of I-94 mentioned easier connections to points east (Hudson and Stillwater).
- Several citizens stated a preference for extending service to Wisconsin.

5.1.3. TAC INPUT ON ALIGNMENT ALTERNATIVES

TAC discussion focused on the D and E alignments, where the greatest variability exists in routing options.

Direction from the TAC is to study all of the D and E alignments under consideration, including a BRT A-B-C-D2-E1 alternative. Therefore, alignment alternatives recommended by the TAC for evaluation in the Draft EIS include:

- *BRT A-B-C-D1-E1*
- *BRT A-B-C-D2-E1*
- *BRT A-B-C-D2-E2*
- *BRT A-B-C-D2-E3*

General preference of TAC members representing the communities of Oakdale, Lake Elmo, and Woodbury was to study Alignment D2, which could incorporate any of the E alignments, because this alignment would offer greater potential for facilitating transit-oriented development. However, others noted that additional data may be needed to compare the access to and types of jobs between alignments D1 and D2. Consensus of the TAC was that both D1 and D2 should be evaluated in the Draft EIS, as well as all associated E alignments and sub-alignments (E1). A grade separated crossing of Woodbury Drive should also be considered for any of the E1 options. It was also noted by the City of Woodbury TAC representative that any E alignment would be acceptable, providing it does not drop down to Hudson Road until east of the Gander Mountain site. The City of Lake Elmo representative also raised concerns about the termination point for Alternative A-B-C-D2-E3, due to historic unwillingness of the property owner, but concurred that it should still be studied.

The TAC also recommends that options for crossing I-94 on Alignment E2 (new structure over I-94 or use of Lake Elmo Avenue) be further defined in the Draft EIS process.

Figure 12. Summary of D and E Alignments

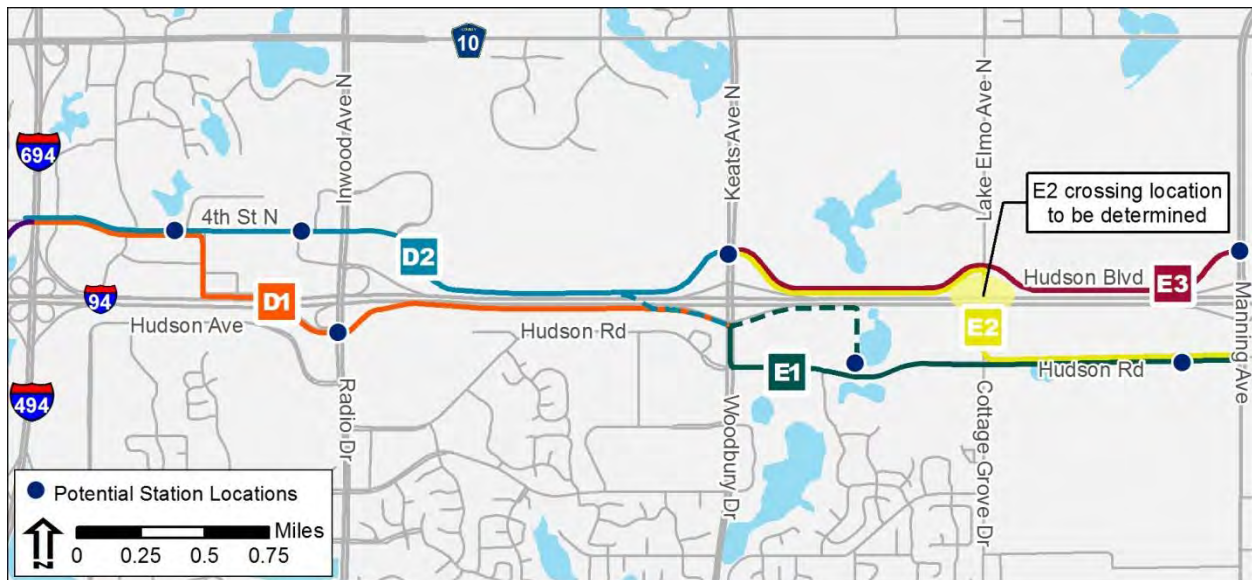


Table 4. Economic Development Assessment Summary Results

Alternative	BRT Alternatives			Managed Lane Alternative	LRT Alternative
	A-B-C-D1-E1	A-B-C-D2-E2	A-B-C-D2-E3		
Alternative Description	Union Depot to Manning Avenue; south side of I-94 east of Radio Drive	Union Depot to Manning Ave; south side of I-94 at Lake Elmo Avenue	Union Depot to Manning Ave; north side of I-94 only	Mounds Boulevard to Manning Avenue within I-94 right-of-way	Union Depot to Manning Avenue; south side of I-94 east of Radio Drive
Economic Development (Access to Jobs)¹	<ul style="list-style-type: none"> This option is currently home to 68,200 jobs, which is slightly more than the other options In 2030, this option is forecasted to be home to 120,800 jobs, which is 1% less than D2/E3 	<ul style="list-style-type: none"> This option is currently home to 64,800 jobs, which is 5% less than the D1/E1 option In 2030, this option is forecasted to be home to 120,300 jobs, which is 1% less than D2/E3 	<ul style="list-style-type: none"> This option is currently home to 64,900 jobs, which is 5% less than the D1/E1 option In 2030, this option is forecasted to be home to 121,300 jobs, which is slightly more than the other options 	Employment opportunities from a highway median station would be a further distance compared to the BRT alternatives	This option provides the same job access as the A-B-C-D1-E1 BRT alternative
Transit Oriented Development (TOD)	<ul style="list-style-type: none"> D1 is less susceptible to change and TOD than D2 The majority of E1 is planned for business park uses, which may not develop in the near-term (1-5 years) given market conditions, rather than moderate density residential, which would have better near-term potential 	<ul style="list-style-type: none"> D2 and the northern portion of E2 feature some soft sites that can be shaped into TOD. Some sites feature zoning for moderate density residential and mixed uses, which has near-term potential. The southern portion of E2 is planned for business park uses rather than moderate density residential. Business park uses may not develop in the near-term given market conditions 	<ul style="list-style-type: none"> D2 and E3 feature some soft sites that can be shaped into TOD. Some sites feature zoning for moderate density residential and mixed uses, which has near-term potential. 	<ul style="list-style-type: none"> Highway median stations do not typically foster TOD given the lack of development sites immediately adjacent to the station 	<ul style="list-style-type: none"> This alternative provides the same TOD potential as the A-B-C-D1-E1 BRT alternative

¹ The “current” and “forecast” job estimates refer to 2010 and 2030 job estimates according to the Metropolitan Council. The study area consists of transportation analysis zones located within a roughly one-mile buffer of the I-94 corridor and approximate the alignments under consideration as of May 2014.

5.2 BRT Mode vs. LRT Mode

Scoping Question: What Transit Mode(s) Should Advance for Further Study?

- BRT
- LRT

5.2.1. KEY DIFFERENTIATORS

- **Ridership and Mobility Improvements (Goal 1/Objectives 1-3):** For the ridership scenario that includes express riders, the BRT alternatives have the potential for substantially greater ridership than the LRT alternative (13,100-13,600 for BRT compared to 9,300 for LRT). For the ridership scenario that does not include express riders, the LRT alternative has somewhat greater ridership than the BRT alternatives (9,300 for LRT compared to 8,600 – 9,100 for BRT). The BRT and LRT alternatives have the same preliminary mobility improvement ratings (Medium-Low).
- **Cost and Cost Effectiveness (Goal 2/Objective 5):** The BRT alternatives (\$448 to \$487 million) typically cost half as much or less than the LRT alternative (\$950 million). The BRT alternatives are more cost-competitive than the LRT alternative (Medium or Medium-Low for BRT compared to Low for LRT).
- **The Low cost effectiveness rating for LRT would significantly limit its ability to be competitive for FTA New Starts funding.**

5.2.2. OTHER DISCUSSION POINTS

- **Flexibility in Design (Goal 5/Objective 9):** The BRT alternative provides additional flexibility in design options to avoid and/or minimize potential impacts to surrounding land uses (e.g. Interstate right of way, sensitive natural features, residences and businesses) and reducing capital costs. This design flexibility is particularly noteworthy in segments B, C through the Tanners Lake/Landfall area, D1, and E1.
- **Community Scoping Comments:** Six of the corridor communities submitted comments during the Scoping process. Two expressed preferences for modes, as summarized below.
 - The City of Landfall prefers BRT over LRT due to the capital cost difference
 - The City of Saint Paul supports studying both LRT and BRT
- **Citizen Scoping Comments:** Thirty-three citizen comments addressed modes.
 - About a third of commenters stated preference for LRT. Reasons stated include better development potential, more permanent service, and a more attractive ride experience.
 - A similar number of commenters supported BRT, citing greater flexibility, less cost, and less intrusion.
 - Other commenters had no preference between modes, or did not think a transit investment necessary in this corridor.

5.2.3. TAC INPUT ON BRT VS. LRT MODE

The TAC recommends that evaluation of LRT be stopped due to its comparatively high costs and low cost-competitiveness compared to BRT and that only BRT be evaluated in the Draft EIS. It should be noted that although the City of Saint Paul supported the study of both LRT and BRT in its Scoping comments, TAC representatives from the city indicated they did not have all the information at that time, and feel comfortable removing LRT from consideration at this point in the process.

5.3 BRT Managed Lane Alternative

Scoping Question: Input on Managed Lane Alternative Advanced for Further Study

An alternative in which BRT vehicles would run in a managed lane in the median of I-94 was evaluated and dismissed during the AA Study for the following reasons:

- Fewer stations and location in middle of freeway offers less economic development opportunity compared to other alternatives
- Does not qualify for FTA New Starts under MAP-21

During the Draft EIS Scoping process, FHWA requested reconsideration of the BRT managed lane alternative considered in the AA Study.

The key discussion points from the conclusions of the AA Study and refinements during the Scoping process are provided below.

5.3.1. KEY DIFFERENTIATORS

- **Funding and regional managed lane priorities (Goal 2/Objective 5):** The potential for both transit and highway funds was considered during the AA Study. The BRT managed lane alternative would not qualify for FTA New Starts funding under MAP-21. While the managed lane system is critical to regional transportation policy, implementation of a managed lane in the segment of I-94 east of downtown Saint Paul has been identified as a low priority as compared with other segments in the regional system. As such, construction of a managed lane on this segment of I-94 is not included in the Minnesota Department of Transportation's 20-year plan, nor is it included in any fiscally constrained plans. Given an AA estimated cost approximately 25 percent greater than the BRT Alternatives and limited eligibility for FTA New Starts funding, the TAC, PAC, and Gateway Corridor Commission concluded that funding of the BRT managed lane alternative would be extremely difficult.
- **Cost (Goal 2/Objective 5):** The preliminary capital cost estimates for the potential BRT alternatives put the Managed Lane Alternative approximately \$50 to \$90 million higher in cost, with the lowest ridership estimate.
- **Ridership by Transit Dependent Populations (Goal 1/Objective 2):** Due to the loss of two stations at the west end of the corridor due to physical constraints where environmental justice populations are the greatest, ridership by transit dependent populations would be reduced from approximately 30 percent to approximately 25 percent. The reduction in the number of stations, and their accessibility is a concern of the TAC.

- **Economic Development/Access to Jobs (Goal 3/Objective 6 and Goal 5/Objective 9):** As stated in **Table 4**, employment opportunities from a highway median station (also referred to as on-line stations) would be a further distance compared to the BRT alternatives and would offer less economic development opportunity.
- **Transit Oriented Development (Goal 3/Objective 7):** Highway median stations do not typically foster TOD given the lack of development sites immediately adjacent to the station.

5.3.2. OTHER DISCUSSION POINTS

- Following the completion of the AA Study, the Metropolitan Council and Minnesota Department of Transportation requested the Gateway Corridor project assess the possibility of implementing managed lanes between downtown Saint Paul and the I-494/I-694 interchange in the future, after construction of a separate transit guideway, should the need for both be identified in the future. The analysis concluded that construction of both managed lanes and a separate transit guideway in the corridor would have significantly greater right-of-way impacts than just constructing managed lanes alone or a fixed guideway transitway alone, likely requiring reconstruction of I-94 between downtown Saint Paul and I-494. Constructing managed lanes absent a dedicated transit guideway would require similar right-of-way and result in similar impacts to I-94 as a just a dedicated guideway.

5.3.3. TAC INPUT ON MANAGED LANE ALTERNATIVE

The TAC supports the findings of the AA and recommends that the Managed Lane Alternative be eliminated from further study. The differentiator of higher cost and lower ridership compared to other alternatives was also a factor in the TAC's recommendation.

In addition to the points discussed above, TAC members also noted that I-94 from Downtown St. Paul to I-694 was previously evaluated by MnDOT as part of a Phase II MnPASS study, and was eliminated from consideration early in that process.

Figure 3. Alternative A-B-C-D1-E1

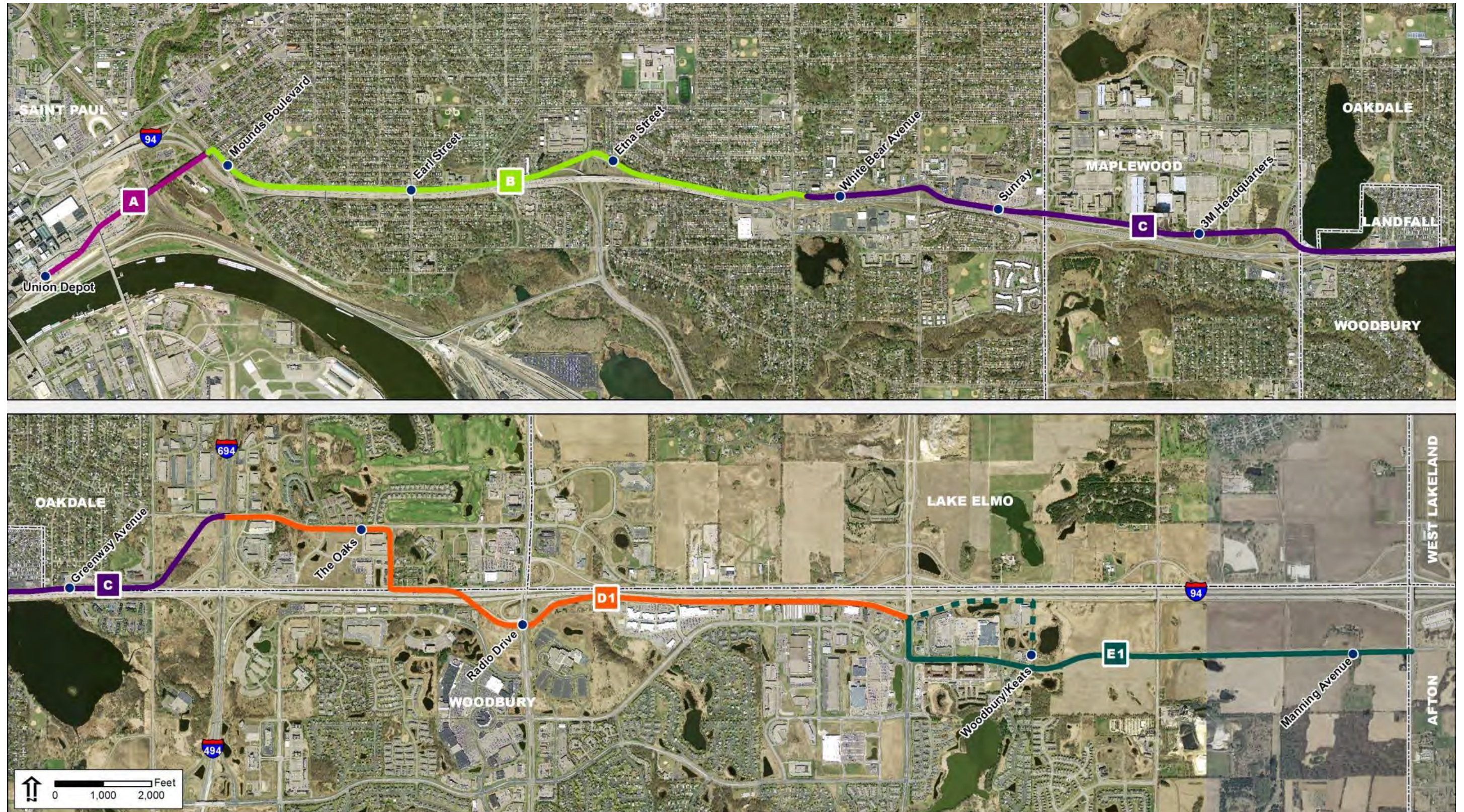


Figure 4. Alternative A-B-C-D2-E2

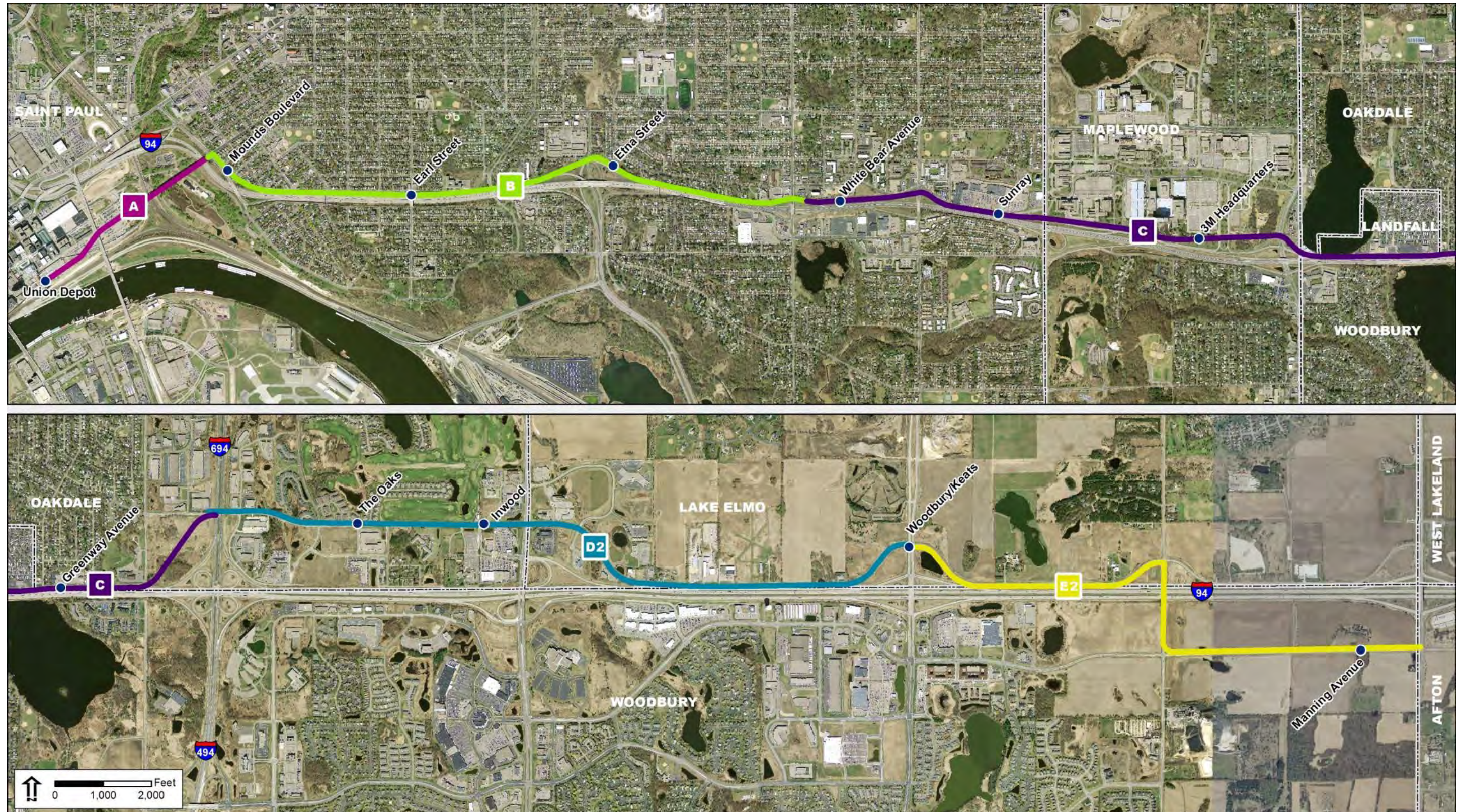


Figure 5. Alternative A-B-C-D2-E3

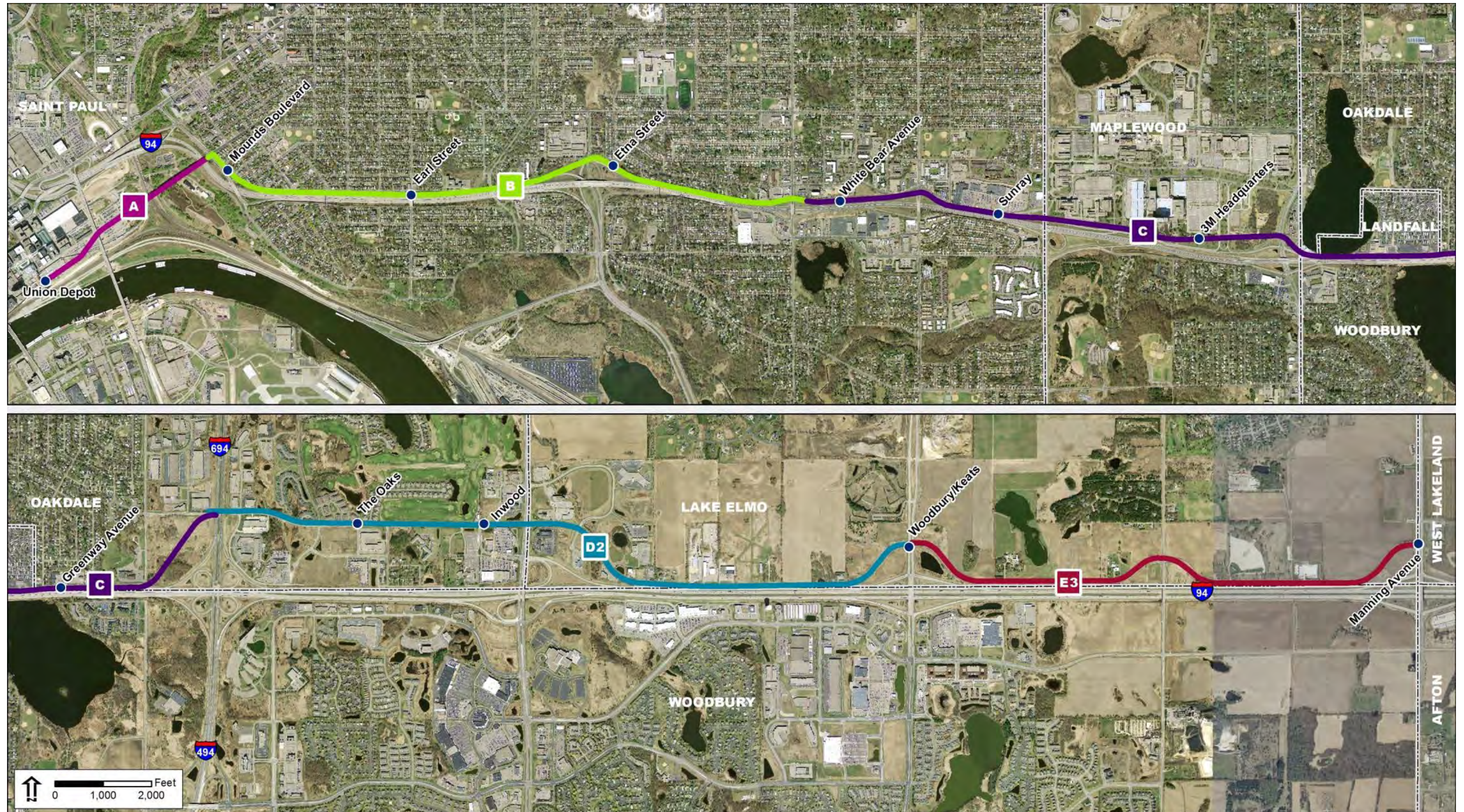


Figure 6. Alternative A-B-C-D2

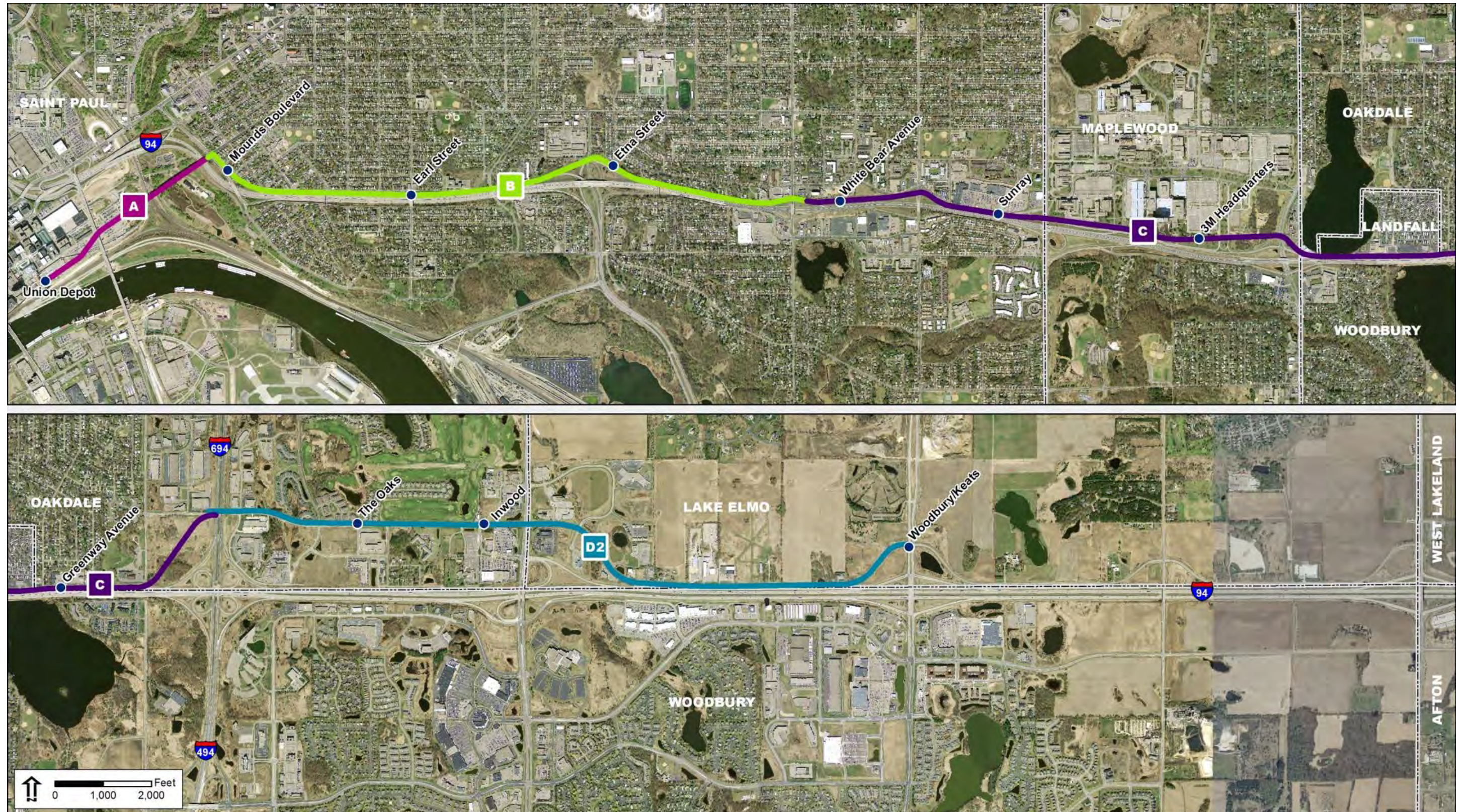
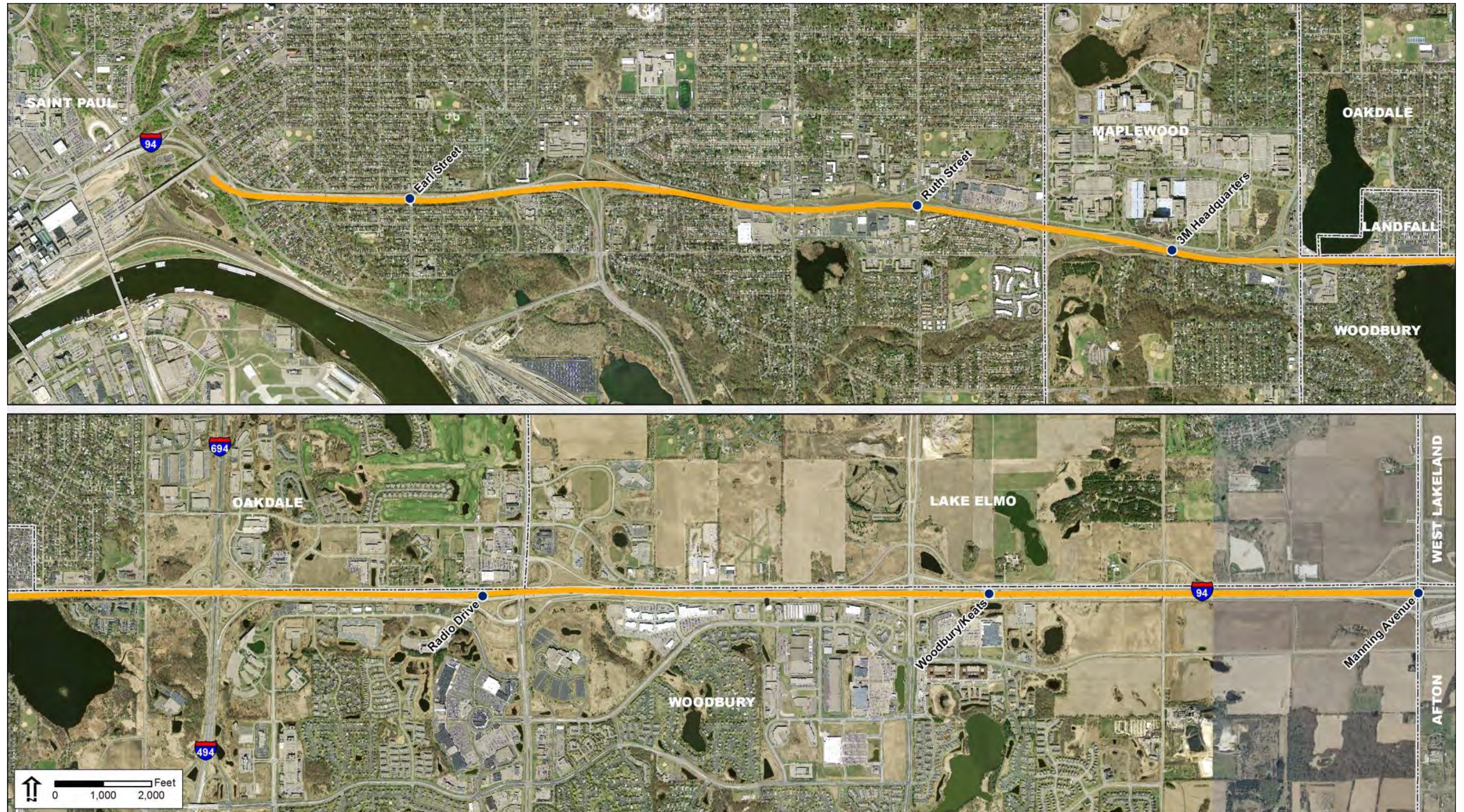


Figure 7. Managed Lane Alternative



Community Advisory Committee (CAC)

MEETING SUMMARY

MONDAY, JUNE 30, 2014

6:00 – 8:00 PM

MOUNDS PARK METHODIST CHURCH – ST. PAUL

CAC Attendees

- | | |
|---------------------------------------|--------------------------------------|
| ▪ Tabitha DeRango, St. Paul | ▪ Christopher Melendez, St. Paul |
| ▪ Doug Swalboski, St. Paul | ▪ George Gorbatenko, At Large |
| ▪ Jacob Lambert, St. Paul | ▪ Mark Jenkins, Maplewood |
| ▪ Paul Sawyer, St. Paul | ▪ Linda Stanton, Woodbury |
| ▪ Andrew De Jong, Marine on St. Croix | ▪ Robert Crawford, Washington County |
| ▪ Grant Stevenson, Woodbury | |
| ▪ Donald Gonser, Landfall | |

Staff Attendees

- | | |
|------------------------------------|-------------------|
| ▪ Lyssa Leitner, Washington County | ▪ Beth Bartz, SRF |
| ▪ Brian Finley, Washington County | ▪ Adele Hall, SRF |
| ▪ Jeanne Witzig, Kimley-Horn | |

Other Attendees

- | | |
|-----------------------------------|----------------------------------|
| ▪ Kevin Roggenbuck, Ramsey County | ▪ Brian Marum, Woodbury resident |
|-----------------------------------|----------------------------------|

Introductions/Meeting Overview

Paul Sawyer explained the structure of the meeting and the small group set up, and reminded CAC members that the focus of the meeting is to arrive on a Scoping Decision recommendation to the PAC.

Clarification of the roles of Scoping Decision, LPA, and Environmentally Preferred Alternative

Lyssa Leitner stated that now that we have more information, the project is at a place where it is appropriate to narrow the study so that money is not spent studying alternatives that are not necessary.

Beth Bartz noted that tonight the focus is on the Scoping Decision: a no-build alternative is automatically included, but input to the Policy Advisory Committee (PAC) regarding the modes—LRT, BRT, managed lane (a different type of bus facility) must be finalized. Multiple build alternatives can be studied in the Draft EIS; in fact, multiple alternatives are encouraged for comparison purposes. State environmental rules (MEPA – Minnesota Environmental Policy Act) and federal environment requirements under NEPA (National Environmental Policy Act) govern the Draft EIS process. The Scoping Decision is part of the state process so the final approval rests with the Washington County Regional Railroad Authority (WCRRRA) as the

regulatory governmental unit under Minnesota law. FTA will review the Scoping Decision to ensure that it meets NEPA requirements as well.

After the Draft EIS is complete, the environmental Preferred Alternative is identified. This is based on the analysis in the Draft EIS and the public comment period that follows. The environmentally Preferred Alternative is determined by considering which alternative best addresses the project purpose and need and while also minimizing environmental impacts. Under the state rules the Preferred Alternative is identified by WCRRA as the responsible governmental unit; under the federal rules (NEPA), FTA makes the decision. The environmentally preferred alternative is the alternative that becomes the basis for the Final EIS and detailed engineering. The environmentally Preferred Alternative is fairly detailed; drawings will show exact locations of stations, transitway alignment, and construction limits.

In contrast, the locally preferred alternative (LPA) is a local process separate from MEPA or NEPA. It is an early indication of what the local jurisdictions, based on the information available at that time, would like to see as the outcome of the project. The LPA is not detailed; it generally describes a starting point, ending point and a general route with little engineering detail. The LPA is final when the Metropolitan Council amends the Transportation Policy Plan to include it. The LPA is the project description that is submitted to FTA to initiate funding requests as the alternative that is expected to have support at the regional, local, and federal level.

Beth referred to the blue and green LPA/Scoping Decision handout, noting that at tonight's meeting the group is working on the green side. At the next meeting, the CAC will be discussing the blue side.

Review/Questions/Clarifications about the TAC document

Jeanne Witzig reviewed the TAC's Scoping Decision recommendation to the PAC. The document provides significant background information for context; but the focus is the TAC recommendation on what to eliminate and include in the Draft EIS. The TAC voted to eliminate LRT because of its high costs and ridership similar to BRT. At the end of the Alternatives Analysis LRT was only included as comparison to BRT to see if it could be altered to decrease the cost. This has not been possible. The TAC also voted not to include managed lane because of its limited accessibility and lack of community/economic development potential.

Jeanne reviewed the alignments recommended by the TAC, focusing on the options east of I-694 and noting that the TAC added a new combination where the D2 alignment crosses over I-94 on a new structure near Woodbury Drive. The TAC retained multiple alignment options as they wanted to make sure they were advancing alternatives for comparison, but there is some favor for D2 among Oakdale, Lake Elmo, and Woodbury. There was a consensus recommendation regarding the range of alternatives that were worthy of study, but they all have different advantages and the TAC didn't single out particular alternatives.

The recommendation document also summarized some of the economic development analysis initiated during the Scoping process knowing that there is some potential for new development on the east end. In summary, this initial work found that it would be difficult to convert the existing development in Woodbury to transit-oriented development, but it's possible to build transit oriented development in Lake Elmo and eastern Woodbury. Most of the TAC discussion was about the types of jobs, retail versus industrial, accessed by each alignment and the potential for reaching jobs via shuttles. Mark Jenkins asked about the Metro Transit park and ride plans at Manning Avenue. Jeanne noted that there is an independent need for the park and ride, even without the Gateway project, but Metro Transit is currently on hold while the Gateway decision proceeds. The park and ride is not a variable in the Scoping Decision, though

the CAC is free to include it as an issue to be studied in the Draft EIS. The CAC discussed development prospects in Lake Elmo given policy changes from low density land uses to now accommodating higher density mixed use development in the area near I-94. Land use and property impacts will be studied in the Draft EIS. CAC members suggested that a park and ride near 3M and circulator routes should be discussed.

Small Group Discussion

The CAC discussed the modes, alignments, and issues to be included in the Draft EIS in small groups. The conclusions of the small group discussions were then shared with the group as a whole and used to determine the input to be shared with the PAC.

CAC Input to the Scoping Decision

The CAC provide input regarding the modes, alignments and issues to be studied in the Draft EIS.

In regards to modes, all members of the CAC agreed that that managed lane alternative, which would include a freeway facility shared by transit, high occupancy vehicles and tolled single occupancy vehicles, should be eliminated as this would not support economic development goals of the cities and no funding source has been identified. Most CAC members present stated the LRT mode should be dropped due to cost; however, a few CAC members supported moving LRT forward due to concerns about how inconsistency of modes in the regional transit system (BRT on Gateway with LRT on the Green and Blue lines) would impact ridership and create confusion. All CAC members agreed that the BRT mode should be studied in the Draft EIS.

Regarding alignments, the CAC supported that alignments recommended by the TAC allowing for some minor modifications. A few CAC members suggested that an alignment within the freeway in the D/E segments supported by circulator bus system may have merit and avoid the “north versus south” alignment concern.

The CAC suggested including the following issues for study in the Draft EIS: modal transfers/ease of use; circulator/feeder system; benefits/impacts to western Wisconsin; project financing.

Paul Sawyer, as the CAC Chair, will attend the PAC meeting on July 10 to convey the CAC to the PAC to consider in their Scoping Decision recommendation.

LPA Process Overview

Lyssa Leitner stated that at the next CAC meeting the topic will be the LPA decision where the group will be focused on providing input to the PAC on the alternative that should be forwarded to Met Council for inclusion in the Transportation Policy Plan. Similarly to the Scoping Decision, the TAC and CAC will both provide input to the PAC. The LPA process happens now because then the project can officially get in line for federal funding. The PAC will hold a hearing on the LPA, likely the week of August 7 in the evening at a transit-accessible location in St. Paul. CAC members are encouraged to attend and encourage their network to attend. Following the PAC recommendation, all cities through which the LPA passes would need to pass resolutions of support to forward to the Met Council.

Orange Line Trip

Paul and Tabitha provided their impressions of the Orange Line in the Los Angeles. Tabitha noted that it exceeded her expectations. The Orange Line was safe, there are bike lanes and greenery on each side, and there are a lot of amenities. It was also a comfortable ride. The line has already reached its 2030 ridership. It opened in 2005 and they are building a second extension. She spoke of how she was inspired by the possibility of making Gateway a regional “icon” through the use of art. Tabitha noted that she also rode on a Silver Line, a highway BRT facility and it was very, very noisy and impossible to carry on a conversation.

Paul commented that there has been a lot of redevelopment of existing parcels along the line; on the eastern end it used to be scrap yards. There has been a lot of mixed use and commercial development along the line as developers viewed the Orange Line as a permanent investment. Metro has been approached by developers regarding the parcels they own in the corridor. Many of the communities in the San Fernando Valley are similar to Gateway communities; there is a lot of low density single-family residential. There are a lot of lessons they learned that we can bring back here. It’s a viable option. Most of the park and rides are underutilized and other ones were redeveloped because they weren’t being used.

Some pictures from the trip have been posted on the Gateway Facebook page. Staff will put together a summary of lessons learned from the trip including “before and after” shots requested by Linda.

Public Comments

Brian Marum, a Woodbury resident, commented that transit does not deliver goods and the Gateway study is misguided and counterproductive to leave out commerce, which needs roads to function.

Next Steps & Upcoming Meetings

PAC will consider Scoping Decision on July 10.

Next CAC meeting to provide input on the LPA decision. Lyssa will circulate potential dates for consideration.

PAC public hearing on the LPA is tentatively scheduled for the first week in August.

Appendix E

Metropolitan Council Meeting Minutes

Council Chair Susan Haigh

Council Members

Katie Rodriguez	Jennifer Munt	Gary Cunningham	Edward Reynoso	Sandy Rummel	Richard Kramer	Steven Chávez
Lona Schreiber	Steve Elkins	Adam Duininck	Marie McCarthy	Harry Melander	Jon Commers	Wendy Wulff
Gary Van Eyll	James Brimeyer					

Meeting Minutes

Wednesday, January 14, 2015 4:00PM Room LLA

IN ATTENDANCE

Rodriguez, Schreiber, Munt, Van Eyll, Elkins, Brimeyer, Cunningham, Duininck, Reynoso, McCarthy, Rummel, Kramer, Commers, Chávez, Wulff, Haigh

CALL TO ORDER

A quorum being present, Chair Haigh called the meeting to order at 4:00PM.

APPROVAL OF AGENDA AND MINUTES

It was moved by Cunningham, seconded by Munt.

It was moved by Cunningham, seconded by Rodriguez.

CONSENT AGENDA

Approval of the Consent Agenda (Items 1-9)

Consent Agenda Adopted

1. 2014-295 Authorize the Regional Administrator to execute a professional services contract with Short Elliott Hendrickson (SEH) Inc. for design and construction support services for a median transit station and skyway at a contract amount of \$885,553.16.
2. 2014-298 Approve Resolution 2014-36 changing certain designated position titles in the Minnesota State Retirement System unclassified plan.
3. 2014-306 Approve Resolution 2014-35 adopting the Livable Communities Act Local Housing Incentives Account (LCA LHIA) Affordable and Lifecycle Housing goals adopted by the City of Chanhassen to participate in the Livable Communities Act beginning calendar year 2015.
4. 2014-310 Authorize the implementation of the Industrial Pretreatment Incentive Program (IPIP), which incentivizes industrial users to design, build, and operate pretreatment facilities on their sites consistent with the key business terms listed in Attachment A, and to prepare to finance up to \$50 million for the program in 2015.
5. 2014-311 Authorize a grant of up to \$1,421,250 from the Parks and Trails Legacy Fund Acquisition Account to Minneapolis Park and Recreation Board to finance up to 75 percent of the costs to acquire a parcel at 1828 Marshall Street NE for Above the Falls Regional Park. The grant will be financed as follows: \$852,750 from the Fiscal Year 2015 Parks and Trails Legacy Fund appropriation, and \$568,500 from Metropolitan Council bonds. Minneapolis Park and Recreation Board will provide up to \$473,750 to finance the required local match, or up to 25 percent of the total acquisition costs. Authorize the Community Development Director to sign the grant agreement and accompanying documents including the restrictive covenant.

6. 2014-312 Authorize a grant of up to \$470,039 from the Parks and Trails Legacy Fund Acquisition Account to Washington County to finance up to 75 percent of the costs to acquire a parcel at 17980 Margo Avenue for Big Marine Park Reserve. The grant will be financed as follows: \$271,781 from the Fiscal Year 2015 Parks and Trails Legacy Fund appropriation, and \$198,258 from Metropolitan Council bonds. Washington County will provide up to \$156,679 to finance the required local match, or up to 25 percent of the total acquisition costs. Authorize the Community Development Director to sign the grant agreement and accompanying documents including the restrictive covenant.
7. 2014-321 Approve an Administrative Plan revision adopting a residency preference for the administration of the Section 8 Housing Choice Voucher (HCV) program.
8. 2014-322 Authorize the Regional Administrator to exercise contract options on contract #14P053 with MCI to purchase five coach buses in an amount not to exceed \$2,898,000 on behalf of the Minnesota Valley Transit Authority (MVTA).
9. 2014-324 Concur with the Transportation Advisory Board (TAB) action to amend the 2015-2018 Transportation Improvement Program (TIP) to include project design and engineering for future C Line (Penn Avenue) arterial bus rapid transit (ABRT) corridor in Minneapolis and Brooklyn Center.

BUSINESS

Community Development

2014-314 Award 8 Development Livable Communities Demonstration Account (LCDA) grants, as follows:

Development Projects	Applicant	Points	Recommendation
Broadway Flats	Minneapolis	92.1	\$500,000
MoZaic East	Minneapolis	88.3	\$1,250,000
72 Cesar Chavez	St. Paul	86.1	\$550,000
Village Pointe Plaza	Apple Valley	84.5	\$1,148,639
New Phalen Village	St. Paul	84.4	\$700,000
Great River Landing	Hastings	80.4	\$980,000
Twin Lakes Redevelopment	Roseville	78.3	\$1,181,361
Carver Crossing	Carver	76.5	\$1,190,000
Total LCDA Recommendations			\$7,500,000
Total Funding Available			\$7,500,000

It was moved by Cunningham, seconded by Kramer.

Motion carried.

2014-315 Award three Livable Communities Demonstration Account Transit-Oriented Development Pre-Development grants as follows:

Recommended Projects	City	Recommended Amount
Payne and Bush	St. Paul	\$20,000
River Balcony	St. Paul	\$100,000
Glendale Redevelopment	Minneapolis	\$100,000
TOTAL		\$220,000

It was moved by Cunningham, seconded by Munt.

Motion carried.

2014-316 Approve the Metropolitan Regional Parks System Prioritized Project List for Parks and Trails Legacy Fund—Fiscal Years 2016-17 and submit this list to the chairs and ranking minority members of the Minnesota Senate and House of Representatives committees and divisions with jurisdiction over the environment and natural resources fund and the parks and trails legacy fund.

It was moved by Cunningham, seconded by Rummel.

Motion carried.

Environment

2015-14 SW Release the Draft 2040 *Water Resources Policy Plan* (WRPP) for public review and comment; and authorize a public comment period from January 15, 2015 to March 20, 2015, including a public hearing on March 10, 2015 at 5:00PM.

It was moved by Rummel, seconded by Van Eyll.

Motion carried.

Management

2015-4 SW Approve the amendment to the Environmental Sustainability Policy resulting in an expansion of options for utilization of Council resources beyond its own operations and creating the opportunity to share financial benefits with local governmental entities which choose to participate.

It was moved by Brimeyer, seconded by Chávez.

Motion carried.

Transportation

2014-323 Accept the Public Comment Report on the Draft 2040 *Transportation Policy Plan* and adopt the revised final version of the 2040 *Transportation Policy Plan*.

It was moved by Duininck, seconded by Elkins.

Motion carried.

2014-325 Authorize the Regional Administrator to negotiate and execute a contract with Midwest Paratransit Services Inc. to provide Transit Link dial-a-ride service in Dakota County from June 1, 2015 through May 31, 2020 in an amount not to exceed \$4,259,396; and a contract with MV Transportation to provide Transit Link service in Washington County and SE Ramsey County from no earlier than March 2, 2015 for a 5-year term in an amount not to exceed \$8,223,214.

It was moved by Duininck, seconded by Rummel.

Motion carried.

2015-6 SW Authorize the Regional Administrator to negotiate and execute SFA No. 2 to the MFA with the City of St. Louis Park for the Southwest Light Rail Transit Project in an amount funded by the City not to exceed \$1,156,000.

It was moved by Duininck, seconded by Brimeyer.

Motion carried.

OTHER BUSINESS

2015-7 Adopt Resolution 2015-1 changing the meeting time of the Community Development Committee's regular meetings from 4:30PM to 4:00PM.

It was moved by Cunningham, seconded by Commers.

Motion carried.

REPORTS

Chair: Attended many transportation meetings including the BLRT CMC and the SWLRT ECCB (Executive Change Control Board).

Participated in the MN Chamber's annual Session Priorities event.

Spoke to the New Century Club about transit and transportation.

Participated in the PRO final meeting.

Participated in four Itasca meetings regarding transportation.

Attended the Governor's inaugural events and the farewell event for Lt. Gov. Prettner Solon.

Council Members:

Rummel—Attended the first public meetings for the RUSH line.

Munt—Thanked staff for their hard work on the City of Mound work session regarding the I&I issues.

Met with the City of Excelsior to discuss LCDA grants.

Cunningham—Attended the groundbreaking for Clare Terrace in Robbinsdale, which will provide housing for people living with AIDS.

Rodriguez—Cole Hiniker provided a great presentation to Council members in Plymouth regarding the Highway 55 BRT study.

Duininck—Attended a number of inaugural ceremonies.

Attended a workshop on Race & Equity, along with the cities of Minneapolis and St. Paul, and the Minneapolis Park and Recreation Board.

Encouraged other CMs to contact their TAB representatives to encourage them to reapply.

Regional Administrator: Pat thanked Guy Peterson for his years of service at the Council. Guy's last day is Friday, January 16, 2015.

General Counsel: No report

The meeting was adjourned at 4:46PM.

Certification

I hereby certify that the foregoing narrative and exhibits constitute a true and accurate record of the Metropolitan Council Meeting of January 14, 2015.

Approved this 28th day of January, 2015.

Emily Getty
Recording Secretary