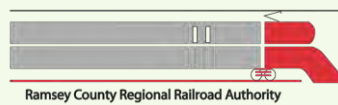




Scoping Decision Document

October 2014



Kimley»Horn



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List of Acronyms

AA	Alternatives Analysis
ADA	Americans with Disabilities Act
APE	Area of Potential Effect
BRT	bus rapid transit
BTU	British Thermal Unit
CAC	Community Advisory Committee
CFR	Code of Federal Regulations
CRU	Minnesota Department of Transportation Cultural Resources Unit
CTIB	Counties Transit Improvement Board
DNR	Minnesota Department of Natural Resources
EIS	Environmental Impact Statement
EJ	environmental justice
EQB	Environmental Quality Board
EPA	US Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GCC	Gateway Corridor Commission
HCM	Highway Capacity Manual
LAWCON	Land and Water Conservation Fund
LOS	level of service
LPA	Locally Preferred Alternative
LRT	light rail transit
MAC	Metropolitan Airports Commission
MDH	Minnesota Department of Health
MEPA	Minnesota Environmental Policy Act
MnDOT	Minnesota Department of Transportation
MPCA	Minnesota Pollution Control Agency
NEPA	National Environmental Policy Act
NOI	Notice of Intent
NOA	Notice of Availability
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
O&M	operating and maintenance

PAC	Policy Advisory Committee
RCRRA	Ramsey County Regional Railroad Authority
RGU	Responsible Governmental Unit
ROD	Record of Decision
RPZ	Runway Protection Zone
SCC	standard cost categories
SDD	Scoping Decision Document
STIP	State Transportation Improvement Plan
TAC	Technical Advisory Committee
TPP	Transportation Policy Plan, in reference to Metropolitan Council's 2030 TPP or Draft 2040 TPP
US DOT	US Department of Transportation
USC	United States Code
USDA	US Department of Agriculture
VMT	vehicle miles traveled
WCRRA	Washington County Regional Railroad Authority
WMO	Water Management Organization

1.0 Summary

1.1 What is Scoping?

Scoping refers to the process of defining the content of environmental review documents. The Scoping process is used to define the range of alternatives that will be analyzed in the Environmental Impact Statement (EIS), to identify the issues and impacts relating to the project, and to explain the project to interested members of the public, as well as representatives of affected Native American tribes, and local, state, and federal agencies. The Scoping process is required under both federal and state environmental review and is the first step in preparing a Draft EIS.

1.2 What is the Purpose of the Scoping Decision Document (SDD)?

The purpose of this report is to document the efforts and results of the formal Scoping process conducted by 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 for the Gateway Corridor project.

1.3 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, 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.

2.0 Introduction

2.1 Overview of the Review Process

FTA, WCRRA (serving on behalf of the GCC), and the Metropolitan Council have initiated the environmental review process for the Gateway Corridor project. Federal funding for this project may be pursued through FTA's New Starts Program. As a result, FTA, designated as the lead federal agency for this project, is undertaking environmental review in compliance with the National Environmental Policy Act (NEPA). WCRRA is the joint local lead agency along with the Metropolitan Council, and as the local public agencies sponsoring the project, they must also comply with the requirements of the Minnesota Environmental Policy Act (MEPA). WCRRA will serve as the Responsible Governmental Unit (RGU) under Minnesota Rules Chapter 4410.0500 for the Draft EIS. As part of the state process, WCRRA approved a resolution regarding which alternatives would be carried forward into the Draft EIS (see [Appendix A](#)).

FTA, WCRRA, and the Metropolitan Council have determined that the Gateway Corridor project may have significant impacts. To satisfy both federal and state requirements, an EIS is being prepared for the Gateway Corridor project.

2.2 Overview of the Environmental Impact Statement Process

The EIS process occurs in three stages (Scoping, Draft EIS, and Final EIS), and culminates in a federal Record of Decision (ROD) under NEPA and a state Adequacy Determination under MEPA. Each of the three stages includes publication of a document for public comment and narrows the number of alternatives, with the Final EIS identifying a single preferred alternative for the project.

The EIS process requires a detailed assessment of a broad range of significant social, economic, and environmental impacts. The EIS process starts with Scoping and concludes with the identification of a preferred alternative.

WCRRA and the Metropolitan Council, on behalf of the GCC and in consultation with the Ramsey County Regional Railroad Authority (RCRRA), have worked closely with the project committees regarding the refinement of the alternatives to be evaluated in the Draft EIS. As a result of this process, a proposed Locally Preferred Alternative (LPA) has been identified and is currently in the Metropolitan Council's Draft 2040 Transportation Policy Plan. 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 determined during subsequent engineering and planning efforts. The Gateway Corridor LPA will be identified and evaluated alongside other alternatives in the Draft EIS. The acceptance of an LPA is not a commitment by FTA to issue a ROD for that alternative or to fund that alternative. At the time of this writing, the intent of the local project sponsors and FTA is to also identify an environmentally preferred alternative in the Draft EIS.

2.2.1. NEW STARTS PROGRAM

The New Starts Program is the federal capital funding program for major transit projects like the Gateway Corridor. The region intends to apply for funding through FTA's New Starts Program to build the Gateway Corridor. The New Starts Program has several evaluation criteria, and the Gateway Corridor needs to score well in all of them to be considered for New Starts Program funding. The Gateway Corridor is competing with similar projects around the country for this limited federal funding. The region's application to the New Starts Program would need to be consistent with the provisions of the federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21), which went into effect October 1, 2012 and was codified in Title 23 and Title 49 of the United States Code (23 USC and 49 USC). If the law changes during the Draft EIS process, future decisions from that point forward will be based on the current federal law.

2.3 What is the Project Schedule?

The following table outlines the schedule for completion of the project activities including completed and anticipated actions.

Table 1. Project Milestone Schedule

Action	Timeframe
Notice of Intent Published in the Federal Register	February 12, 2014
Distribution of Scoping Booklet	March 2014
EQB Monitor Publication	March 3, 2014
Scoping Comment Period	March 3 – April 16, 2014
Interagency Scoping Meeting	March 20, 2014
Public Scoping Meetings	March 24, 2014 March 25, 2014 April 10, 2014
Scoping Decision Document	October 2014
Draft EIS Preparation	October 2014 – August/September 2015

Action	Timeframe
Draft EIS Comment Period and Public Hearings	September – November 2015
Confirmation of Preferred Alternative	Fall 2015
Final EIS Preparation	2015-2017
FTA's Record of Decision	2017
Metropolitan Council's Adequacy Determination	2017

3.0 Purpose and Need

3.1 What is the Purpose of the Project?

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.

3.2 What are the Major Needs in the Gateway Corridor?

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

3.2.1. 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.

3.2.2. POLICY SHIFT TOWARD TRAVEL CHOICES AND MULTIMODAL INVESTMENTS

Interstate -94 and local roads in the project area are congested today during peak periods, and traffic volumes and periods of 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 that complement the unique social, natural, and economic features of Minnesota.

3.2.3. 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.

3.2.4. 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 of “zero vehicle” population 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.

3.2.5. 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.

3.3 What are the Project Goals?

Goals directly addressing the primary project needs include:

- Goal 1: Improve Mobility
- Goal 2: Provide a Cost-Effective, Economically Viable Transit Option

Goals that reflect broader community goals include:

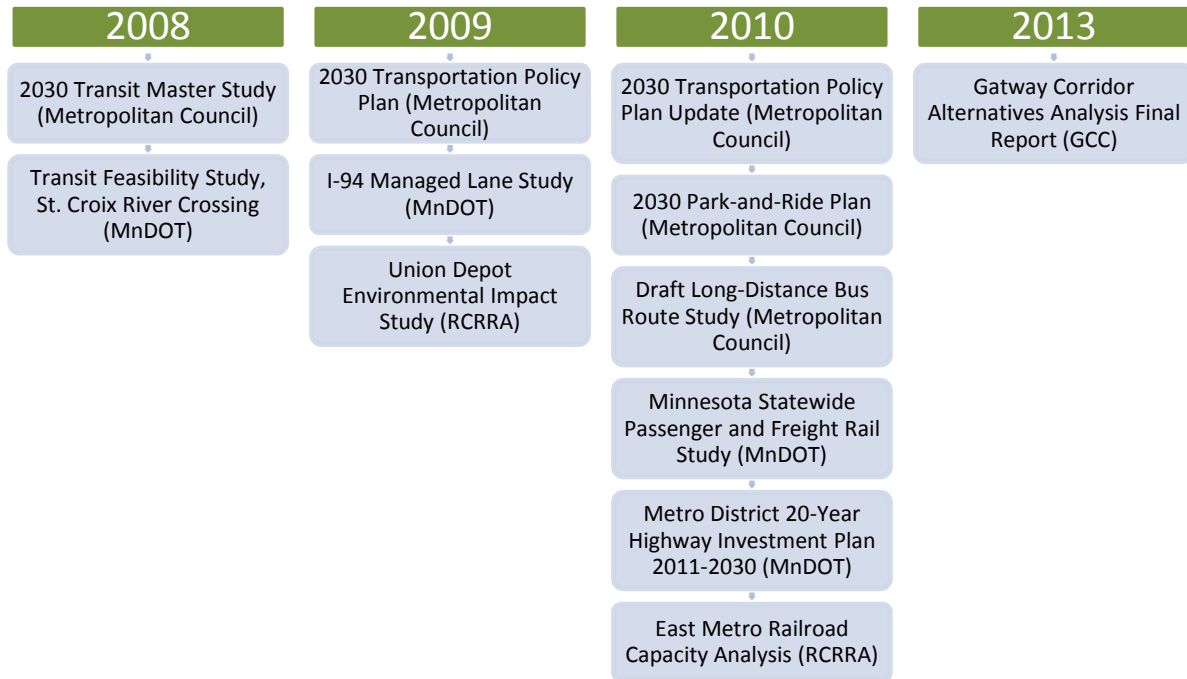
- Goal 3: Support Economic Development
- Goal 4: Protect the Natural Environmental Features of the Corridor
- Goal 5: Preserve and Protect Individual and Community Quality of Life

4.0 Which Alternatives will be Considered in the Draft EIS?

4.1 Project Background

Previous studies addressing transit in the Gateway Corridor include feasibility studies, park-and-ride plans, managed lane studies, and long range transportation plans, among others. See [Figure 1](#) for a summary of past studies through 2013.

Figure 1. Previous Relevant Studies in the Gateway Corridor









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.


At the time this report was prepared, 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* will be finalized in late 2014.

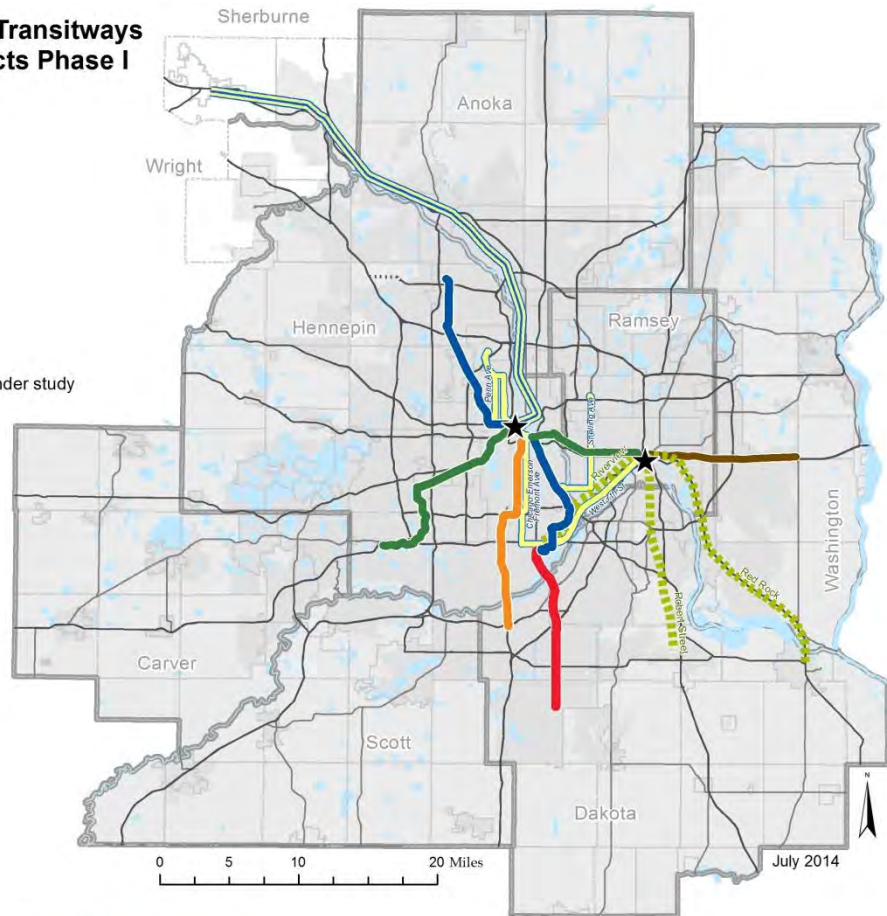
Figure 2. Regional Transitways System Vision

Current Revenue Scenario Transitways and CTIB Program of Projects Phase I

-  Northstar Line
-  Blue Line
-  Green Line
-  Red Line
-  Orange Line
-  Gateway Dedicated BRT *
-  Arterial BRT
-  CTIB Phase I Program of Projects under study
-  Regional Multimodal Hub

*Contingent upon resolutions of support and commitments to local land use from local governments along the locally preferred alternative and commitment to addressing use of highway right-of-way in the DEIS process.

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



DRAFT

Source: 2040 Draft Transportation Policy Plan (Metropolitan Council, July 2014) Note: The Draft 2040 TPP is currently out for public review and includes a proposed LPA for the Gateway Corridor, reflecting dedicated 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.

4.1.1. GATEWAY CORRIDOR ALTERNATIVES ANALYSIS, FEBRUARY 2013

The most recent study was the *Gateway Corridor Alternatives Analysis Study* (AA Study), completed by the GCC in February 2013. The AA Study evaluated a No-Build alternative and a range of Build alternatives. These included a transportation system management alternative (enhancements to facilities and bus service without major infrastructure additions), a commuter rail alternative, and numerous LRT and BRT alternatives on various alignments (see [Figure 3](#)). To narrow this initial universe of alternatives, the project team developed screening criteria 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 Gateway Corridor Policy Advisory Committee (PAC) recommended that a managed lane 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.

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

Figure 3. Alternatives Considered in the AA Study



4.1.2. ADDITIONAL ANALYSIS SINCE THE AA STUDY

Based on input from corridor communities and community groups, alignment options for certain segments of the corridor have been considered in the early stages of Scoping.

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 (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 4](#)). 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 the 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 project's Technical, Community, and Policy Advisory Committees 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 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 comprehensive transit system is developed for the East Side of Saint Paul. A local community-based organization also provided a letter of support affirming this decision (see [Appendix F](#)).

Figure 4. 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). Based on input from communities in the eastern portion of the corridor, there was a desire to consider an alternate alignment which would serve areas north of I-94 and utilize 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 and a point east of Woodbury Drive/Keats Avenue (see [Figure 5](#)). 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.

An open house meeting was held on February 6, 2014, to discuss possible station locations and routes for the corridor in Oakdale, Lake Elmo, and Woodbury, including the D1/D2 alignments. Meeting participants shared input about alignment and station location preferences. This feedback, along with comments received during Scoping, helped shape which alignments and station locations were evaluated in Scoping and considered for the Draft EIS.

Figure 5. Alignment Options between I-694/494 and Woodbury Drive/Keats Avenue N



4.2 Which Alternatives were Presented During Scoping?

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 6 and 7** depict the Build alternatives proposed for study. A description of the alternatives, as presented in the Scoping Booklet, is included in Sections 4.2.1 and 4.2.2. The alignments are described in Section 4.2.3.

4.2.1. NO-BUILD ALTERNATIVE

The No-Build alternative serves as the 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.

4.2.2. BRT VS. LRT ALTERNATIVES

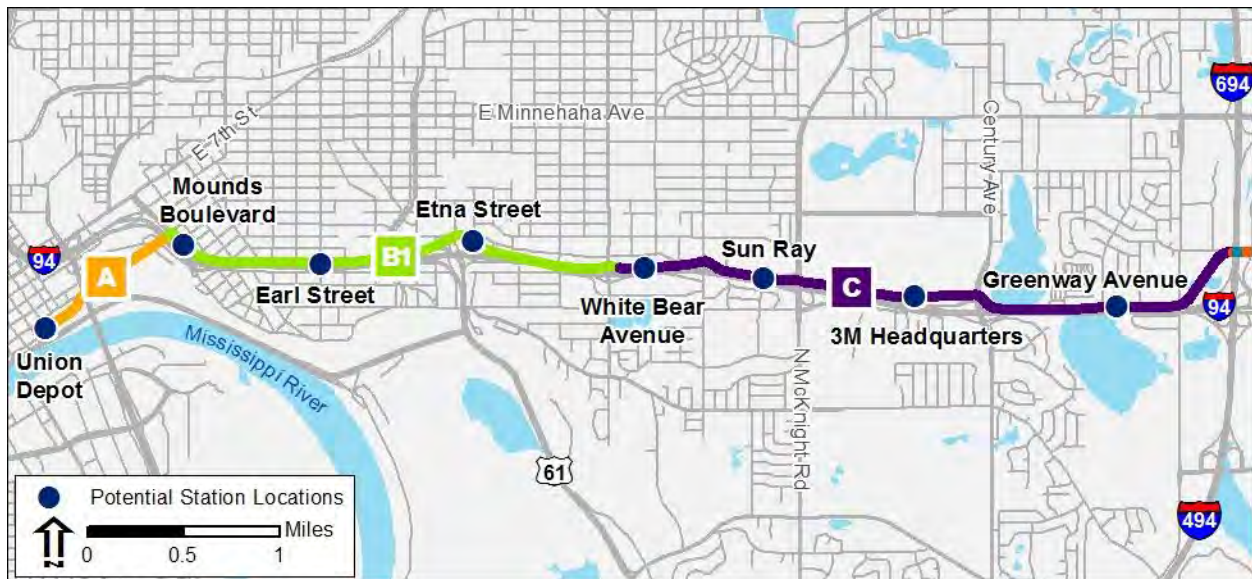
Both the BRT and LRT alternatives would include up to 12 stations between Union Depot in downtown Saint Paul and Manning Avenue in Woodbury, for a length of approximately 12 miles. Both would generally travel parallel to I-94 to the west of I-694 and adjacent to Hudson Road to the east. LRT would generally travel in a double-track, exclusive right-of-way (guideway) and would include tracks, stations, and support facilities, as well as LRT transit service 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 BRT transit service and connecting bus routes.

4.2.3. ALIGNMENT ALTERNATIVES

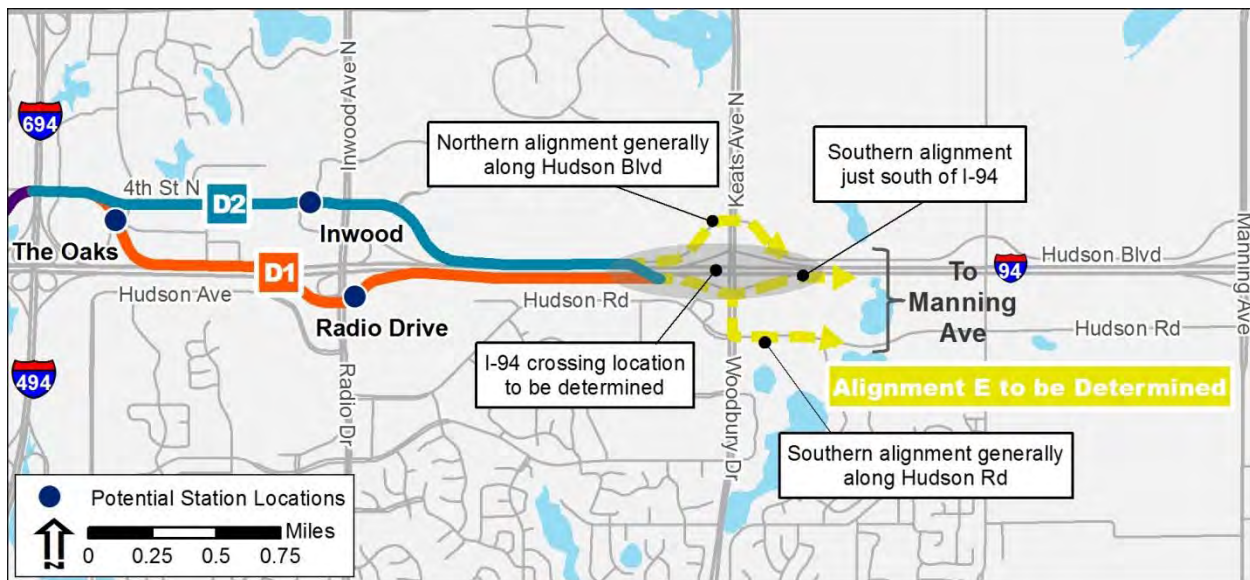
The following alignments, for both BRT and LRT, were included in the Scoping Booklet as potential mode and alignment alternatives to consider for evaluation in the Draft EIS. In the western half of the corridor, Alignments A, B, and C are between Union Depot in downtown Saint Paul and the I-694/494 interchange with I-94.

Figure 6. BRT and LRT Alignments Proposed for Study in the Western Portion of the Corridor Included in the Scoping Booklet



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, the dedicated BRT guideway could also cross I-94 from north to south. In the Scoping Booklet, the eastern end point was defined at Manning Avenue.

Figure 7. BRT and LRT Alignments Proposed for Study in the Eastern Portion of the Corridor Included in the Scoping Booklet



4.3 Which Alternatives will be Addressed in the Draft EIS?

4.3.1. NO-BUILD ALTERNATIVE

The No-Build alternative, as described in Section 4.2.1, will be evaluated in the Draft EIS as the baseline for comparison with the proposed Build Alternatives.

4.3.2. DEDICATED BRT ALTERNATIVES ¹

Based on comments received during the Scoping process and input from the Technical, Policy, and Community Advisory Committees, additional scoping level analysis was completed to refine the alternatives under consideration for study in the Draft EIS.

Alignment D1 was refined to better accommodate existing and planned development in The Oaks Business Park. Alignment D2 was modified to extend all the way to Woodbury Drive/Keats Avenue, with alignment options to either continue on the north side of I-94 or cross to the south side to connect to the various E alignments as described below.

Three E alignments were developed (E1, E2, and E3) to provide efficient connections to the defined D alignments, as shown in Figure 8. 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.

¹ 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).

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.

On further review of these D and E alignment options through the committee structure, it was recommended that all four BRT alternatives in a dedicated guideway be studied in the Draft EIS:

- 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

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 interchange. Alignment C would generally follow Hudson Road/Old Hudson Road to the I-694 interchange.

The alignments vary in the D and E segments, as summarized below.

- **Dedicated 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 west 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.
- **Dedicated 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.
- **Dedicated 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.
- **Dedicated 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.

Each of the Dedicated BRT alternatives includes general station locations, as illustrated in **Figure 8**. As the project progresses through the analysis and initial station area planning, specific station locations will be determined, and additional station(s) may be considered, specifically in the eastern part of the corridor.

4.3.3. MANAGED LANE BRT ALTERNATIVE³

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

³ 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).

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

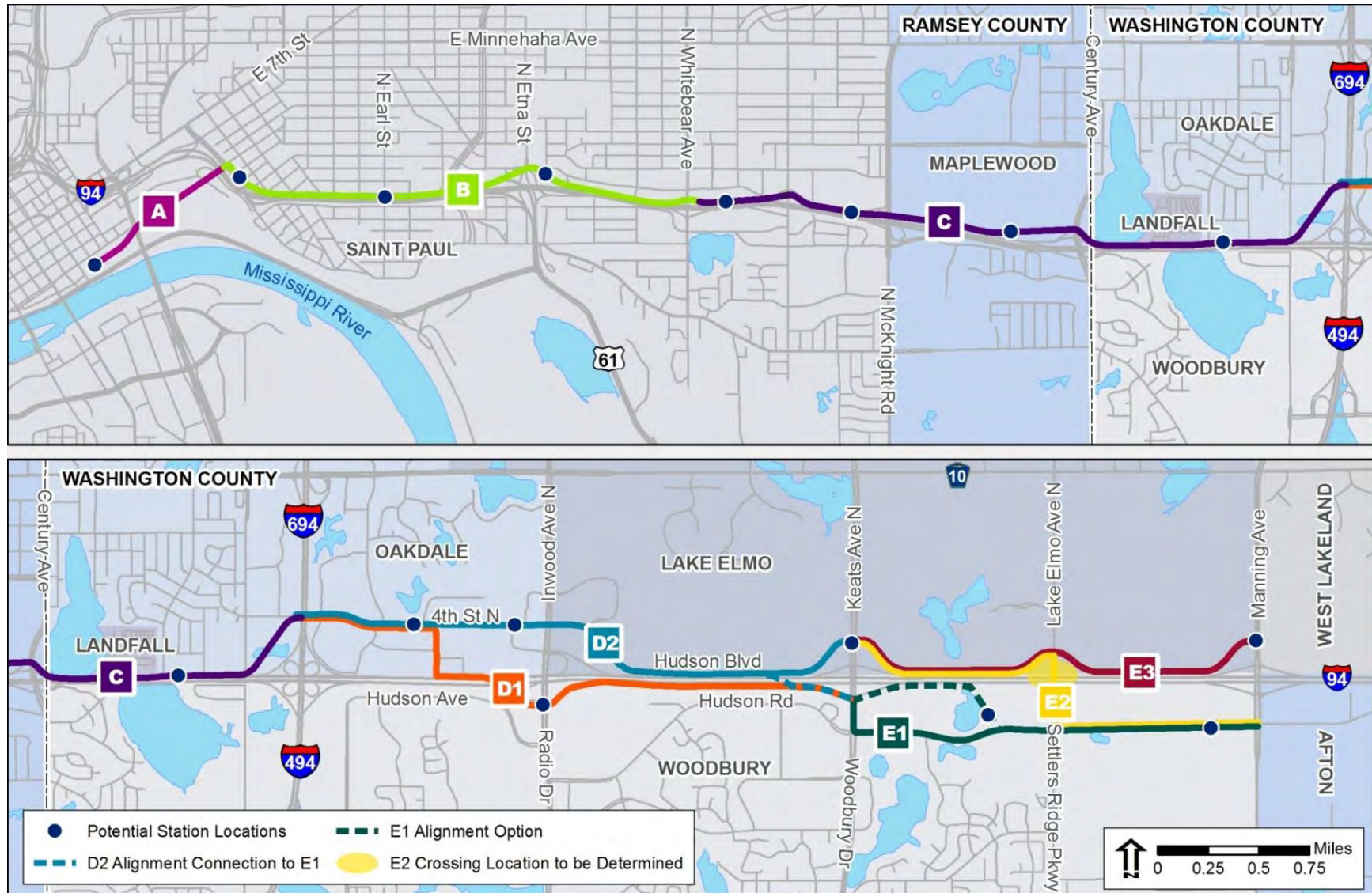
During the Scoping process, the Federal Highway Administration (FHWA) requested further study of a managed lane alternative in the Draft EIS for the following reasons:

- 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.

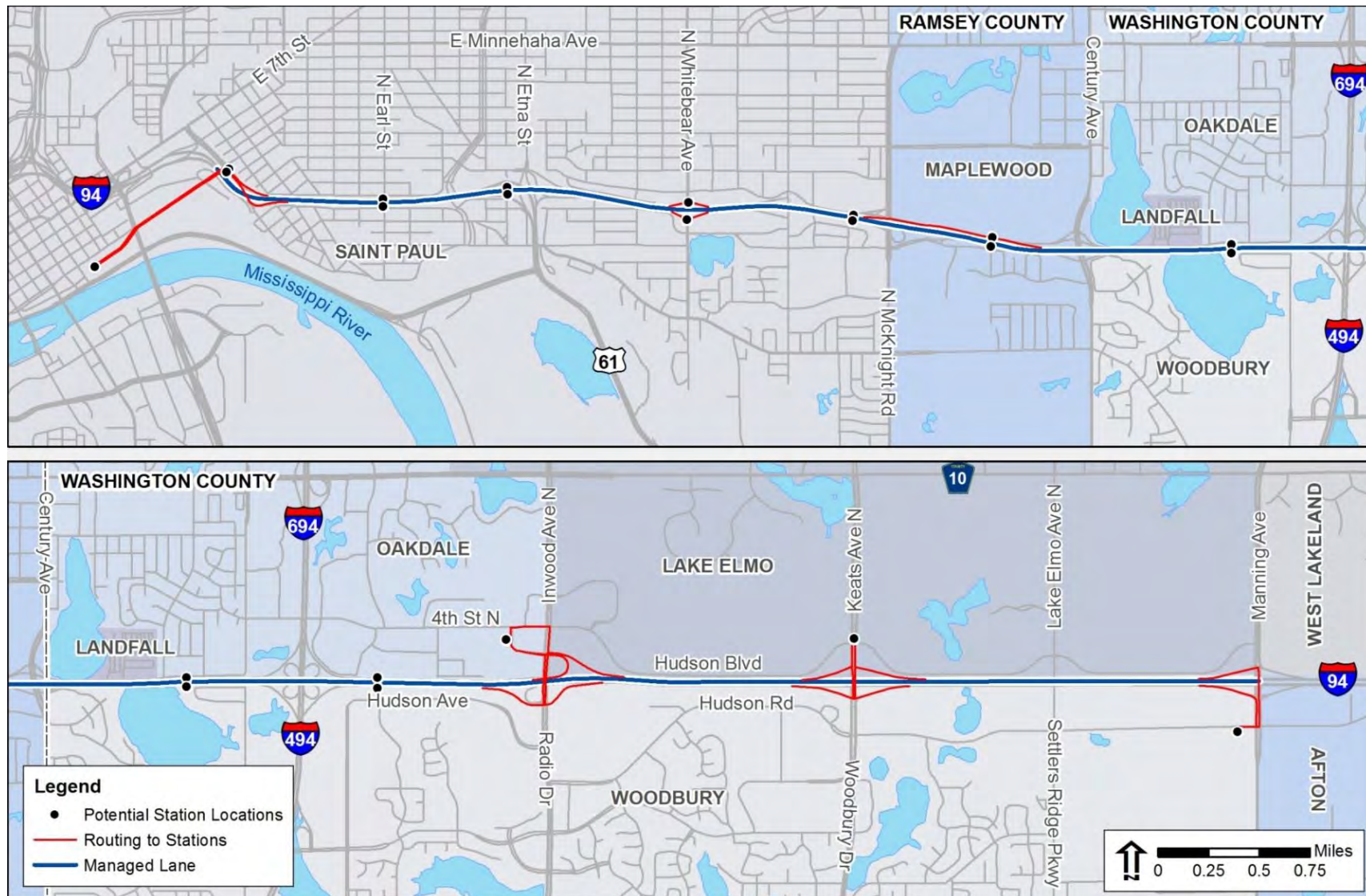
Further coordination with FHWA, MnDOT, and FTA was conducted to discuss the definition of the Managed Lane BRT alternative that would be evaluated in the Draft EIS. Based on meetings held on August 5, 2014 and September 5, 2014 and optimized Managed Lane BRT alternative has been defined that specifically 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 additional stations. In this optimized alternative, BRT would travel within a center managed lane where feasible, but with 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 9**.

Figure 8. Dedicated BRT Alternatives Generally along Hudson Boulevard and Hudson Road to be Studied in the Draft EIS¹



¹ The dedicated BRT alignments included in Figure 8 reflect the alignments defined in the August 12, 2014 WCRR resolution.

Figure 9. Managed Lane BRT Alternative¹



¹ 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.

4.4 Alternatives Not Advancing for Further Study in the Draft EIS

4.4.1. LRT ALTERNATIVE

The LRT alternative, as described in Sections 4.2.2 and 4.2.3, was screened from further evaluation in the Draft EIS. LRT was advanced through the AA Study process for comparative purposes to BRT, and, through the Scoping process evaluation, LRT was found to have significantly higher costs without a substantial increase in ridership as compared to BRT. In addition, 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.

5.0 Which Issues will be Addressed in the Draft EIS?

5.1 Transportation Issues

5.1.1. TRANSIT

The Gateway Corridor is currently served by a mix of local and express bus service provided by Metro Transit. Service in the western portion of the project area consists of urban local routes serving densely populated areas and the Sun Ray activity center in Saint Paul and the 3M campus in Maplewood. The eastern portion of the project area is served by peak period commuter express service, primarily through park-and-ride facilities.

The Gateway Corridor Draft EIS will include an analysis of the impacts and benefits to transit service in the corridor overall. This includes both construction and long-term operating impacts or benefits to existing local and express bus service, as well as potential demand for feeder or circulator service.

Additionally, detailed transit ridership forecasts will be completed as part of the Draft EIS. The forecasts will estimate travel times and number of riders on each of the proposed Gateway Corridor alternatives.

This analysis of impacts and benefits to the transit system will be documented in a Transit Operations Technical Report with a summary of the findings included in the Draft EIS.

5.1.2. FREIGHT RAIL

Alignment A, which is located on the existing grade-separated Kellogg Bridge from Union Depot to Mounds Boulevard, crosses over freight rail tracks owned by Burlington Northern Santa Fe Railway Company, Canadian Pacific, and Union Pacific. It is not anticipated that these railways will be affected by the Gateway Corridor project, but the Draft EIS will address any concerns in relation to these railways for both construction and operational phases of the project.

5.1.3. VEHICULAR TRAFFIC

Vehicular traffic patterns throughout the corridor vary due to natural topographic features, land use and development patterns, and characteristics of the existing roadway network.

Traffic operations will be assessed to determine the potential effects on the roadway network and intersections in the project area. These assessments will be based on Highway Capacity Manual (HCM) measures of effectiveness, specifically level of service (LOS). Intersections forecast to operate poorly, defined as LOS E or LOS F, will be further evaluated for potential mitigation measures. Synchro and VISSIM will be the primary tools used for modeling operations at intersections along the transitway and adjacent roadways.

Development of the study area for vehicular traffic will adhere to HCM and industry standards. Generally the extent of analysis will include all signalized intersections and proposed signalized intersections along or adjacent to the transitway alignments. The effects of traffic modifications or mitigation measures on other nearby intersections will also be considered. Interstate 94 mainline weaving and queuing will be considered in areas where modifications are proposed to freeway interchanges.

This analysis will be documented in a Traffic Technical Report with a summary of the findings included in the Draft EIS.

5.1.4. PEDESTRIANS AND BICYCLES

Pedestrian and non-motorized transportation facilities are prevalent throughout the project area, including sidewalks, single and multi-use trails, on-road bicycle facilities, and pedestrian bridges. These facilities vary significantly in terms of design, context, and condition.

Existing and planned pedestrian and bicycle facilities that may be affected by the project will be identified. Bicycle crossings will be tallied using parks and trails maps and plans produced by the cities and counties along the corridor. The alignment drawings will be used to determine the number of impacts to planned and existing bicycle trails. Connections to trails, on- and off-road bicycle lanes, and sidewalks will be identified. Pedestrian crossings will be tallied using the same parks and trails maps used in the bicycle analysis, as well as aerial photography. All legal pedestrian crossings, whether marked or implied, will be analyzed.

Potential physical encroachments onto planned or existing sidewalk or trail facilities will be identified, and measures to avoid or minimize these impacts will be explored. If impacts cannot be avoided, trail reconstruction options will be discussed with the agency(ies) that have jurisdiction over the facility. If trail facilities also have restrictive covenants due to funds used for construction, these requirements will be addressed. Potential indirect impacts to trail facilities, including safety concerns and visual impacts, will also be identified.

Impacts to pedestrian and/or bicycle routes due to transitway crossing restrictions will be identified and alternate routes examined. Pedestrian and bicycle safety at transitway crossings and measures to improve safety will also be addressed and used to inform station area planning or other corridor activities for non-motorized facility improvements.

Pedestrian and bicycle access at station areas will be evaluated in terms of pedestrian and bicycle connections between the existing and planned sidewalk and trails system, and the location and convenience of access for transferring riders between transit system connector route service and the transitway. As an example, bus stop locations will be reviewed and may be adjusted to optimize connections. Impacts to publicly-owned recreational facilities, including parks and regional trails, will be further analyzed in the Section 4(f) evaluation.

The study area will include a ½ mile area around alignments, with most analysis expected directly at crossings and stations where bicycle and pedestrian activity is highest. A ½ mile radius is commonly used by transit planners to represent the distance transit users are willing to walk to access a BRT station.

This analysis of impacts, benefits, and connections to the non-motorized transportation network will be documented in the Draft EIS.

5.1.5. PARKING

The Draft EIS will address the impacts of displaced parking for each of the proposed alternatives both during the construction and operational phases of the project. Parking impacts may include removal of existing on-street parking or parking within public right-of-way due to the proposed roadway/guideway improvements and stations.

The Draft EIS will also identify and evaluate the potential impacts associated with proposed park-and-ride facilities at designated stations under each of the alternatives. For stations where park-and-ride facilities are not proposed, the Draft EIS will acknowledge the importance of further coordination with each city to identify municipal policies to address the potential for parking in surrounding neighborhoods.

The study area for parking consists of the potential area of disturbance, which is the estimated area where construction would occur for the proposed project at this stage of design.

5.1.6. AVIATION

The Draft EIS will address the potential impacts to the Saint Paul Airport (Holman Field), operated by the Metropolitan Airports Commission (MAC), which is located near the alignment as it enters into downtown Saint Paul. The project does not fall within a designated Runway Protection Zone (RPZ) at Holman Field but is on the border between areas designated as Safety Zone A and Safety Zone B for one of the runways.

5.2 Community and Social Issues

5.2.1. LAND USE PLAN COMPATIBILITY

Land use in the 12-mile project area consists of a variety of uses including residential, commercial, industrial, and some agricultural and undeveloped areas. The Draft EIS will document land use changes due to direct impacts of the Gateway Corridor project, the compatibility of the alternatives under evaluation with both existing and planned land uses, and the compatibility of land use changes resulting from the project with local and regional land use planning policies and sustainability goals for individual communities along the corridor.

Direct impacts (land use conversions resulting from the project) will be calculated based on the potential area of disturbance and presented by land use type. Compatibility with existing and planned land uses within ½ mile of the proposed alternatives will be based on land use inventories, cities' adopted comprehensive plans, and current planning activities identified in consultation with city staff. In addition, comprehensive plans will be reviewed in detail for policies supportive of transit-oriented development. General recommendations for city plan updates will be provided, if appropriate.

Operating phase impacts to land use will be studied within ½ mile of the proposed alternatives. A ½ mile radius is commonly used by transit planners to represent the distance transit users are willing to walk to access a BRT station. Construction impacts will be evaluated based on the potential area of disturbance.

Portions of the project within the City of Saint Paul are within the boundaries of the Mississippi National River and Recreation Area (MNRRA, governed by the National Park Service) and state-designated Critical Area (governed by the Minnesota Department of Natural Resources (DNR)). The City of Saint Paul, as the local land use authority, also has governance in this area. Project activities within the MNRRA/Critical Area will be reviewed in the context of the MNRRA *Final Comprehensive Management Plan* (CMP) and local river corridor overlay districts.

The land use compatibility analysis, including MNRRA, will be documented in a land use working paper with a summary of the findings included in the Draft EIS.

5.2.2. COMMUNITY FACILITIES/COMMUNITY CHARACTER AND COHESION

The Draft EIS will include an inventory of community facilities within ½ mile of the proposed alternatives and identify short-term impacts as a result of construction and long-term impacts during operations such as impacts on emergency vehicle routes, walking distance from facilities to stations, etc.

The proposed Gateway Corridor crosses through six cities as well as a number of different neighborhoods within each city. The Draft EIS will identify neighborhoods along the Gateway Corridor alternatives based on city plans and in consultation with local planning staff. Qualitative descriptions regarding the affected neighborhood character will be gathered, including physical characteristics, demographics, landmarks, and notable social/cultural qualities.

The Draft EIS will analyze compatibility of the proposed alternatives with the affected area's city planning policies and initiatives and the overall neighborhood character. Other factors, including access changes to affected properties and roadways, evaluating the transitway as a barrier to community cohesion, and short-term construction impacts will also be analyzed.

A number of studies from across the country have identified a range of property value impacts as a result of transitway implementation and have found that site specific conditions and market forces strongly influence the benefits and impacts a transit project can have on property values. The Draft EIS will summarize findings from national case studies and provide a qualitative assessment for the alternatives evaluated in the Draft EIS based on existing conditions and the national case study findings. Researchers have found that transportation projects can have both beneficial and adverse impacts to property values; attempts to quantify potential affects to property values resulting from transportation projects have been inconclusive, as impacts resulting from transportation projects are difficult to separate from the numerous factors that affect property values. As a result, no accepted methodology for assessing impacts to property values exists, and impacts to property values will not be quantified in the Draft EIS.

The total population served by the alternatives under evaluation, as well as the transit-dependent population (defined as zero car households), in the project area will be calculated using available data from the most recent US Census and American Community Survey. Potential for economic benefit due to redevelopment at station areas will also be assessed, per Section 5.2.6.

5.2.3. RIGHT-OF-WAY ACQUISITION/DISPLACEMENT OF RESIDENTS AND BUSINESSES

It is anticipated that the Gateway Corridor project will require the acquisition of land and easements during both the construction and operation phases of the project. The study area is defined as land and property within the project's potential area of disturbance, or land adjacent to the potential area of disturbance, that may be impaired or compromised in some way by the proposed action. This includes impacts to land within the right-of-way of I-94.

The Draft EIS will further refine the right-of-way impacts noted in Scoping and will calculate the estimated cost to acquire properties and relocate affected residential or business structures. Concept modifications and mitigation measures necessary to offset potentially adverse impacts will be identified.

The relocation potential for displaced residents and businesses will be evaluated. The proposed project will comply with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended. The FTA Grant Management Guidelines (FTA Circular 5010.1D dated August 27, 2012, as amended) will also apply to any real estate acquisitions.

5.2.4. CULTURAL RESOURCES

Because the Gateway Corridor project is pursuing federal New Starts funding from the FTA, it must comply with Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106). In addition, since the project is also using funds from WCRRA and Ramsey County Regional Railroad Authority (RCRRA) and may use State of Minnesota funds in the future, it must also comply with applicable state mandates governing cultural resources, such as the

Minnesota Historic Sites Act, Minnesota Field Archaeology Act, and Minnesota Private Cemeteries Act. A Section 106 evaluation will be conducted to further analyze the impacts to known historic and archaeological resources, as well as identify other potential resources that may be impacted. Alternatives and design modifications to accommodate historical or cultural resources will be addressed in the Draft EIS.

The study area for cultural resources is defined as an Area of Potential Effect (APE) and is being developed in coordination with the MnDOT Cultural Resources Unit (CRU). The APE for archaeology will include all areas of proposed construction activities or other potential ground disturbing activities associated with construction. The APE for architectural history is being defined through coordination with CRU, and will capture areas around proposed alignments, stations, new structures, and modifications to existing structures.

5.2.5. VISUAL/AESTHETICS

The Draft EIS will assess the existing visual character including physical development, vegetation and other natural features, visually sensitive landmarks, and views. The Draft EIS will then evaluate the potential impacts that each of the alternatives may have on the visual and aesthetic character of the adjacent areas. The potential project impacts on visual quality include land conversion, tree removal, traffic and parking changes, new infrastructure (poles, stations, signage, etc., including aesthetic compatibility), and transit operations. Design modifications and mitigation measures necessary to offset potential adverse impacts will be identified.

The study area for visual/aesthetic impacts will be based on field review and views from the vantage point of a person at ground level. The study area will generally be limited to the immediate area of properties adjacent to, and in visual proximity of, the various project components, including guideway alignments, stations, park-and-rides, new bridges, and any other infrastructure elements. Views of higher quality visual features such as historic neighborhoods or scenic vistas will also be included in the study area.

5.2.6. BUSINESS AND ECONOMIC IMPACTS

The Draft EIS will analyze a range of potential economic benefits and impacts, including those related to improved transportation access to major activity centers, reverse commute service, right-of-way acquisition, displacement, traffic, parking losses, and access changes. Economic impacts related to construction will be identified. Qualitative information related to the potential for development and redevelopment at station areas also will be included.

The study area for economic development/redevelopment is defined as ½ mile around station areas currently proposed to be evaluated in the Draft EIS.

This analysis will be documented in an economics working paper with a summary of the findings included in the Draft EIS.

5.2.7. SAFETY AND SECURITY

Each of the proposed alternatives will be evaluated relative to safety and security of patrons using the system and people or businesses at or near stations. Applicable safety and security codes and requirements will be noted. Future plans for proposed design elements such as lighting, security personnel, video monitoring, and other measures to increase personal safety and security at the proposed stations will be described.

The study area will include facilities within the potential area of disturbance (along the transitway and at and near stations) and will also be closely coordinated with the community facilities analysis (described in Section 5.2.2).

5.3 Physical and Environmental Issues

5.3.1. UTILITIES

The project may require the relocation of utilities throughout the corridor in the cities of Saint Paul, Maplewood, Landfall, Oakdale, Woodbury, and Lake Elmo. There will likely be both private (i.e., gas, electric, telephone, and cable systems) and public utilities (i.e., sewer and water) existing under the future transitway. There may also be above ground utilities affected by the transitway including roadway lighting and power/transmission lines. One notable utility that generally runs along the Gateway Corridor is the MNConnect Fiber line. The Draft EIS will identify utilities that are anticipated to be impacted as a result of the transitway.

The MnDOT Utility Manual process will be followed to identify utilities that require relocation due to conflicts with the project. The project will identify potential agreements or permits from the appropriate municipalities, as necessary, for the relocation of public utilities. In the Draft EIS, utilities that are adjacent to or parallel with the proposed corridor will be evaluated to determine impacts and identify required mitigation measures, which may include utility relocation.

The study area is defined as those utilities within or directly adjacent to the potential area of disturbance.

5.3.2. FLOODPLAINS

Floodplain evaluation is required at the state level by the Floodplain Management Law (Minnesota Statute 103F.101 – 103F.155) and by the federal government in accordance with Executive Order 11988 Floodplain Management.

In the Draft EIS, floodplains will be evaluated in more detail to estimate the area (transverse or longitudinal) and volume of impact of the proposed work associated with the Gateway Corridor project.

A Floodplain Finding (only practicable alternative finding) will be completed if a floodplain impact is identified. This will include a statement in the final environmental document if the proposed project is likely to result in a significant encroachment to a floodplain and there is no practicable way to avoid the encroachment.

The study area for floodplains is defined as ¼ mile surrounding the potential area of disturbance.

This analysis will be documented in a Water Resources Technical Report with a summary of the findings included in the Draft EIS.

5.3.3. WETLANDS

The Federal Clean Water Act (Section 404 (b) (1) and Section 401) requires protection of wetlands under the purview of the US Army Corps of Engineers and the US Environmental Protection Agency (EPA). Similarly, Executive Order 11990, dated May 24, 1977, Protection of Wetlands, establishes a national policy "to avoid to the extent possible the long- and short-term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative." At the state level, the Minnesota Wetland Conservation Act of 1991 establishes the goal of no net loss of wetlands. Additionally, standards and criteria for granting permits to change the course, current, or cross-section of public waters are outlined in Minnesota Rules Chapter 6115.0150 to 6115.0520.

Wetland boundaries will be estimated through the use of aerial photography, county soil survey maps, National Wetland Inventory data, watershed district inventories, and field review, which

is consistent with the US Army Corps of Engineers 1987 Manual methodology for off-site wetland boundary identification. Wetland quality will be determined based on available watershed district data.

The Draft EIS will identify the alternatives, design modifications, or mitigation measures that are necessary to avoid or minimize the potential impacts to wetlands. The permits required for these impacts will also be identified.

The study area for wetlands is defined as ¼ mile surrounding the potential area of disturbance.

This analysis will be documented in a Water Resources Technical Report with a summary of the findings included in the Draft EIS.

5.3.4. GEOLOGY, GROUNDWATER, AND SOILS

The Minnesota Pollution Control Agency (MPCA) administers National Pollutant Discharge Elimination System (NPDES) permitting for construction projects to protect soils and prevent erosion. The DNR oversees appropriation permits.

The Draft EIS will analyze the depth to groundwater and potential for contamination, potential soil erosion for each alignment, and potential construction impacts and mitigation associated with construction. Coordination with appropriate agencies will occur to determine potential impacts to groundwater supply.

The study area for geology/groundwater/soils is defined as the area within ½ mile of the potential area of disturbance.

5.3.5. HAZARDOUS MATERIALS CONTAMINATION

The MPCA oversees regulations pertaining to contaminated soil, groundwater, and waste cleanup plan approvals; petroleum underground storage tank registration and removal; and NPDES permitting. Additionally, the Minnesota Department of Health (MDH) regulates asbestos abatement.

The MPCA database will be reviewed through a “What’s in my Neighborhood” search that identifies previously investigated properties, properties suspected of contamination, and currently enrolled cleanup sites. In the Draft EIS, each alternative will be evaluated for potential impacts of constructing the project near these sites or potential sites containing hazardous or regulated materials. Recommendations will be developed for further assessment (i.e., Phase I Environmental Site Assessment) for any sites ranked as medium- or high-risk contamination sites, based on existing records.

The study area for hazardous materials encompasses a one mile buffer around each of the proposed alternatives.

5.3.6. NOISE

For the Draft EIS, the noise impact will be evaluated based on the methods and criteria defined in the FTA guidance manual “Transit Noise and Vibration Impact Assessment” (Report FTA-VA-90-1003-06). Consultation with the FHWA, MnDOT, and MPCA will occur to determine if FHWA and/or state noise analysis is required for the Gateway Corridor project and what methodologies and assumptions will be used.

The first step under FTA guidance is to identify the locations of noise sensitive land use in the corridor, using aerial photography, GIS data, and field surveys. The study area for noise is based on the screening distances provided in Chapter 4 of the FTA guidance manual. All noise sensitive land use within the relevant screening distances will be reviewed to identify locations where impacts may occur.

The next step is to characterize the existing environment by measuring the ambient noise levels throughout the corridor at representative locations near noise sensitive receptors. Next, reference noise levels for buses contained in the FTA guidance manual will be used and the FTA model assessment model will be used to predict project noise levels at sensitive receptors. The modeling considers details of the proposed alignment and factors such as hours of operation and headways and the effects of intervening structures or terrain. The project noise levels will then be compared with the existing noise levels using the FTA noise impact criteria to determine impact locations. For locations with projected impacts, mitigation measures will be recommended.

The analysis will be documented in a Noise Technical Report with a summary of the findings included in the Draft EIS.

5.3.7. BIOLOGICAL ENVIRONMENT (WILDLIFE HABITAT AND ENDANGERED SPECIES)

The governing regulations that aim to protect the biological environment include federal law (Section 7 of the Endangered Species Act of 1973) and the comparable state endangered species act. Minnesota Statutes also provide for the conservation of certain native habitats by controlling weeds (Minnesota Noxious Weed Law 18.76-18.88).

The Draft EIS will present information on vegetation and wildlife communities, which will be compiled from field reviews, existing literature, and environmental regulatory agencies. General plant communities and their associated wildlife habitat along the corridor will be identified and described based on information collected from the DNR's Minnesota Land Cover Classification System (MLCCS). Common wildlife for the plant communities will be identified and summarized in the Draft EIS. Potential habitat for federal and state species listed as endangered, threatened, or species of special concern within the project area will also be identified. Each of the proposed alternatives will be evaluated based on potential impacts to these communities in coordination with federal, state, and local agencies. The analysis will be conducted in accordance with Section 7 of the Endangered Species Act for any listed species identified as impacted. Analysis of potential impacts to other wildlife will also be provided, including potential bald eagle nesting sites. The findings of this analysis will be summarized in the Draft EIS.

The study area for terrestrial and aquatic environments that could serve as general habitat for wildlife is defined as the area contained within ¼ mile of each of the alternatives that will be evaluated in the Draft EIS. The study area specifically for threatened and endangered species will include a record search area of a one mile radius from the area of disturbance.

5.3.8. WATER QUALITY AND STORMWATER

The project study area crosses up to four Watershed District boundaries: Capitol Region, Ramsey-Washington Metro, South Washington, and Valley Branch. Each has its own policies for managing stormwater for a linear transportation corridor. The stormwater and erosion control practices of the applicable watersheds will be addressed in a Water Resources Technical Report. The objective of the analysis will be to identify and document water quality issues relating to compliance with the Clean Water Act and other federal, state, and local regulations that address surface water runoff.

The study area for stormwater is defined as within the potential area of disturbance for each alignment alternative to determine stormwater requirements, surface waters on and adjacent to the project, groundwater within and immediately adjacent to the project, and receiving waters located adjacent to the project. This extent will also include impaired waters that are located within one mile of, and will receive discharge from, the project.

This analysis will be documented in a Water Resources Technical Report with a summary of the findings included in the Draft EIS.

5.3.9. AIR QUALITY

Consultation with the MPCA will occur to determine if air quality modeling is required for the Gateway Corridor project and what methodologies and assumptions will be used if modeling is required. At this time, it is anticipated that regional air quality modeling may be required and that carbon monoxide modeling will be performed if intersections with high levels of traffic congestion and delay are identified through traffic operations analysis.

The study area for air quality is defined as roadways and intersections along the alternatives proposed in the Draft EIS and potentially affected by the proposed transit service. Intersections expected to operate at poor levels of service in the traffic evaluation will be selected for a detailed air quality analysis.

This analysis will be documented in an Air Quality Technical Report with a summary of the findings included in the Draft EIS.

5.3.10. ENERGY

Changes in regional energy consumption resulting from the project will be reported in the Draft EIS. The analysis results will be reported in British Thermal Units (BTUs) per mile as calculated from the vehicle miles traveled (VMT) reported for each alternative as estimated within the travel demand modeling for the project. Energy consumption factors will be based on estimates of average energy consumption rates used for federal Section 5309 New Starts Criteria.

The study area for energy includes anticipated changes in travel patterns and bus operations within the various alternatives proposed for study in the Draft EIS. The focus is on direct energy use – the energy consumed in the operation of vehicles including autos, buses, and trucks.

5.3.11. FARMLANDS

Prime farmland is one of several kinds of important farmlands that meet certain criteria that make it well suited to crop production, as defined by the US Department of Agriculture (USDA) and Natural Resource Conservation Service (NRCS). These lands are protected under the federal Farmland Protection Policy Act (FPPA). Farmlands of significance as defined by USDA and NRCS will be identified via county soil survey maps and coordination with NRCS. Impacts will be quantified based on the amount of farmland that would be converted to non-agricultural land as a result of the proposed project.

The study area for farmlands is defined as the potential area of disturbance.

5.4 Indirect Effects and Cumulative Impacts

Appropriate past and present projects within the general project area will be addressed in the existing conditions or background analysis conducted for each resource. The potential future projects may include other planned transit, transportation, and land development projects that would be constructed near the project, as well as local development projects. An assessment will be made within each of the issue areas relative to potential cumulative and indirect effects of the defined projects to the Gateway Corridor alternatives.

5.5 Environmental Justice

Executive Order 12898 *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (February 1994) requires the US Department of Transportation (DOT) and FTA to make environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of

programs, policies, and activities on minority populations and/or low income populations (collectively “environmental justice (EJ) populations”). Environmental justice at FTA includes incorporation of environmental justice and non-discrimination principles into transportation planning and decision-making processes and project-specific environmental reviews. Furthermore, US DOT order 5610.2(a) sets forth steps to prevent disproportionately high and adverse effects to minority or low income populations through Title VI of the Civil Rights Act of 1964 analyses and environmental justice analyses conducted as part of federal transportation planning and NEPA provisions.

The Gateway Corridor Draft EIS will include an environmental justice analysis consistent with the framework outlined in FTA Circular 4703.1 (August 2012) that will include:

- An explanation of the methodology used to identify EJ populations using socioeconomic data and a description of the EJ populations within the study area affected by the project
- Documentation of the Gateway Corridor project’s engagement with EJ populations during the NEPA process
- Definition of the burdens and benefits of the Gateway Corridor project, as described by EJ populations
- Determination of impacts to EJ populations

The study area for environmental justice is defined as ½ mile on either side of the alignments currently proposed to be evaluated in the Draft EIS.

This analysis will be documented in an environmental justice working paper with a summary of the findings included in the Draft EIS.

5.6 Section 4(f) and Section 6(f) Resources

Properties will be evaluated to determine if any lands will be affected by the project that are protected under Section 4(f) of the US Department of Transportation Act, including historic and archaeological sites, parks and recreation areas, and wildlife and waterfowl areas.

The 4(f) evaluation for park resources will analyze the area, types of amenities and services offered, and significance to nearby neighborhoods. Cultural resources will be evaluated for their historic significance as determined under the Section 106 process. The Draft EIS will identify the extent of direct and indirect impacts to these resources, as well as alternatives, design modifications, or mitigation measures to avoid or minimize the potential impacts to protected properties. There are no wildlife or waterfowl areas adjacent to the project.

Section 6(f) of the Land and Water Conservation Fund Act of 1964 covers outdoor recreation properties planned, developed, or improved with funding provided under this act (LAWCON). These properties cannot be converted to other uses unless replacement land of equal fair market value and equivalent usefulness is provided. The Draft EIS will identify any LAWCON properties in the study area.

The study area for both Section 4(f) and 6(f) evaluation is defined as those properties within, or directly adjacent to, the potential area of disturbance.

5.7 Financial Considerations

Financial considerations will include the evaluation of capital and operating/maintenance costs for each of the alternatives studied as part of the Draft EIS. These costs will be developed and refined using information that is developed as part of the environmental and technical evaluation that is performed in the Draft EIS. Alternative costs will be evaluated to determine

the cost effectiveness and cost competitiveness for FTA New Starts funding. The following provides a summary of the methodology that will be used to develop the capital and operating/maintenance costs.

5.7.1. CAPITAL COST ESTIMATE

Capital cost estimates will be prepared to provide an overall project cost for the alternatives identified to move forward into the Draft EIS technical analysis. These cost estimates will be prepared using the format and procedures currently required for project evaluation by FTA. The FTA methodology includes the use of standard cost categories (SCC) which groups costs by various components such as guideway, stations, operations and maintenance facilities, site work, signalization and communications systems, right-of-way acquisition, and vehicles. Also included will be “soft costs” or professional/technical services for items such as engineering, construction services, insurance, and owner’s costs, as well as contingencies for uncertainty in both the estimating process and the scope of the project. Allocated and unallocated contingencies will be applied to compensate for unforeseen items of work, quantity fluctuations, and variances in unit costs that develop as the project progresses through the various stages of design development.

5.7.2. OPERATIONS AND MAINTENANCE COSTS

Operating and maintenance (O&M) cost estimates are important in the planning process for New Starts projects because design-year projections are one of the inputs required to determine New Starts measures of cost effectiveness. An O&M cost model estimates the annual cost to operate, maintain, and administer a transit system for a given set of service indicators. O&M costs are expressed as the annual total of employee earnings and fringe benefits, contract services, materials and supplies, utilities, and other day-to-day expenses incurred in the operation and maintenance of a transit system.

In general, steps of the O&M cost estimating process are:

- Develop methodology for estimating O&M costs
- Develop appropriate cost model(s) to evaluate alternatives
- Calibrate the model for current year operations
- Generate operating plans and statistics for each study alternative
- Estimate annual transit operating and maintenance costs for each study alternative

5.7.3. SOURCES OF FUNDING

Capital Funding

Funding for the Gateway Corridor project will come from a variety of sources. The federal funding source for large capital transit projects is typically Section 5309 New Starts funding; this funding program is a competitive process with other projects throughout the country.

The following is the anticipated split in capital funding for the project:

- Federal New Starts: 45 percent
- State of Minnesota: 10 percent
- Counties Transit Improvement Board (CTIB): 35 percent
- Counties: 10 percent

Operating Funding

Operating funds for the Gateway Corridor project are anticipated to come from CTIB and the State of Minnesota. After accounting for fare revenues, the net operating cost would be paid 50 percent CTIB and 50 percent State of Minnesota.

5.8 Which Permits are Needed to Complete the Project?

Table 2 presents the potential permits and approvals required for the Gateway Corridor project. This table will be refined as the analysis is completed for each of the alternatives under evaluation in the Draft EIS.

Table 2. Preliminary Project Permits and Approvals

Agency	Permit/Approval
Federal	
Federal Transit Administration	Record of Decision
	Section 4(f) Determination
Federal Transit Administration, Advisory Council on Historic Preservation	Section 106 Programmatic Agreement (PA) or Memorandum of Agreement (MOA)
US Army Corps of Engineers	Section 404 Wetland Permit
Federal Highway Administration	Interchange Access Request approval
State	
State Historic Preservation Office	Section 106 Programmatic Agreement (PA) or Memorandum of Agreement (MOA)
Minnesota Department of Transportation	Right-of-Way Permit
	Interchange Access Request approval
Minnesota Pollution Control Agency	National Pollutant Discharge Elimination System (NPDES) Permit
	Section 401 Water Quality Certification
	Hazardous Materials Management Plan
Minnesota Department of Natural Resources	Public Waters Wetland Permit
	Water Appropriation Permit
Minnesota Department of Agriculture	Noxious Weed Management Plan
Local	
Metropolitan Council	Adequacy Determination
Cities of Saint Paul, Maplewood, Landfall, Oakdale, Lake Elmo, Woodbury	Building Permits
	Sediment and Erosion Control Permits
	Wetland Conservation Act Permit
	Municipal Approval of Physical Design Component of Preliminary Design Plans
Capital Region Watershed District, South Washington Watershed District, Valley Branch Watershed District, Ramsey-Washington Metro Watershed District	Sediment and Erosion Control Permits
	Wetland Conservation Act Permit

5.9 Issues Not Requiring Further Evaluation in the Draft EIS

The following issues will not be considered in the Draft EIS because they have been determined to have no potential to be significantly affected by the proposed project.

5.9.1. VIBRATION

Rubber tired vehicles (i.e., BRT vehicles) do not typically generate enough vibration to be a concern, except under specific situations, such as where there are roadway irregularities adjacent to sensitive locations, where the alignment would be very close to highly vibration sensitive locations or where vehicles would be operating inside a building. Per FTA guidance, if none of these situations will occur on a bus or BRT project, vibration does not need to be assessed. The assumption for the project is that the new busway would have smooth surfaces. Additionally, based on the site survey, the busway would not be located near any highly vibration sensitive locations. Therefore, no vibration assessment will be conducted for BRT.

5.9.2. WILD AND SCENIC RIVERS

The National Wild and Scenic Rivers System was created by Congress in 1968 (Public Law 90-542; 16 USC 1271 et seq.) to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations. The Wild and Scenic Rivers Act is notable for safeguarding the special character of these rivers while also recognizing the potential for their appropriate use and development. It encourages river management that crosses political boundaries and promotes public participation in developing goals for river protection. Minnesota has a similar Wild and Scenic Rivers Act.

There are no federal or state designated rivers or streams located within or near the Gateway Corridor project area; therefore, this resource requires no further evaluation in the Draft EIS.

6.0 How is the Public Involved?

6.1 Scoping Process

The initiation of the EIS for the Gateway Corridor project began with a formal Scoping process (see Section 1.1).

The Notice of Intent (NOI) to prepare an EIS on the proposed Gateway Corridor project was published on February 12, 2014 in the Federal Register (see [Appendix B](#)). 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 formal Scoping comment period extended from March 3, 2014 to April 16, 2014. The Scoping Booklet was provided to all parties required under MEPA, as well as members of the Gateway Corridor committees and other interested stakeholders on the project email list. The project committees include the Technical Advisory Committee (TAC), Policy Advisory Committee (PAC), and the Community Advisory Committee (CAC). The recommendations of these committees ultimately roll up to the GCC.

TAC members are 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.

The **CAC** was formed in the summer of 2014 and advises project development of the Gateway Corridor project by representing the diversity of residential and business interests that can be found along 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 the Gateway Corridor Commission (GCC).

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 moving forward but are not part of the Gateway Corridor joint powers agreement.

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.

6.1.1. SCOPING BOOKLET

The Scoping Booklet for the Gateway Corridor answered questions and presented information on the following subjects:

- What is the Gateway Corridor?
- How does the Gateway Corridor fit into the Regional System?
- What is LRT? What is BRT?
- What is Scoping? How does it affect the Draft EIS?
- Why build the Gateway Corridor? What benefits will it provide? (Purpose and Need)
- What previous studies have been done?
- Has additional analysis been done since the AA Study?
- What alternatives are being considered in Scoping, and where should I focus my comments?
- How will the alternatives be evaluated?
- What is a Locally Preferred Alternative?
- What types of issues will be addressed in the Draft EIS?
- How can I voice my opinion in the process?
- How will my comments be used? Will they make a difference?
- Who is involved in the process?
- What happens next? Can I still be involved?

Copies of the Scoping Booklet are available on the project website at www.thegatewaycorridor.com. A copy of the booklet is included in **Appendix C**.

6.2 Public Engagement Plan and Events

6.2.1. OVERVIEW OF THE PUBLIC ENGAGEMENT PLAN AND COORDINATION PLAN

The purpose of the Public Engagement Plan is to clearly articulate the goals and strategies for public engagement; to identify key stakeholders and define the roles of decision-making and

advisory bodies; to identify available communication methods; and to set a schedule for public involvement activities.

The Coordination Plan defines the process by which WCRRA, in coordination with RCRRRA, FTA, and the Metropolitan Council will communicate information about the Gateway Corridor project to agencies and the public and how input from agencies will be solicited and considered. This includes information shared by FTA on the [Federal Infrastructure Projects Permitting Dashboard](#), consisting of schedule and project development updates.

Both plans will be updated periodically to reflect adjustments based on the technical work, stakeholder input, and schedule adjustments and will be available on the project website.

6.2.2. SCOPING OUTREACH

One interagency Scoping meeting and two open house meetings were held during the Scoping period. The interagency meeting was held on March 20, 2014 and included staff representing 13 local, state, and federal agencies. A summary of the interagency meeting is attached in [Appendix D](#). The open house meetings were held March 24, 2014 and March 25, 2014. The number of people attending each open house meeting is provided in [Table 3](#) below. In addition, comments were received verbally during a PAC meeting held April 10, 2014 at Woodbury City Hall.

Table 3. Scoping Meeting Attendance

Location of Meeting	Date	Attendees*
Guardian Angels Church (park-and-ride location), Oakdale	March 24, 2014	45
Conway Recreation Center, Saint Paul	March 25, 2014	32
Policy Advisory Committee Meeting, Woodbury	April 10, 2014	26 (guests/non-PAC members)
TOTAL	--	103

* Number of people who signed the sign-in sheet

In addition to the required Scoping meetings, a number of other techniques were also used to engage the community. These included:

- Informational Scoping video posted to the project website and YouTube
- Flyers at existing park-and-ride stations
- "Pop-up" meetings at Target Field, Union Depot, and other locations
- Over 20 community meetings with organizations such as the East Side Area Business Association, Engage East Side, the Alliance for Metropolitan Stability, River Valley Action, Globe University students, and others, including low income and minority populations

7.0 Summary of Comments

This section provides a summary of public comments received during the Scoping period. Copies of the comments received are included in [Appendix E](#).

Open house attendees were encouraged to provide input on the purpose and need for the project, the alternatives proposed for the study, and the project impacts or benefits that should be evaluated or any other areas of interest or concern. Comments were received in the following formats:

- **Comment forms:** Interested individuals were invited to submit written comments on comment forms provided at the Scoping open houses. Scoping comment forms also were provided along with the Gateway Corridor Scoping Booklet (see [Appendix C](#)).
- **Verbal statements:** A court reporter was available at each open house and the PAC meeting to record verbatim statements.
- **Written statements:** Interested individuals were invited to submit 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.

As shown in [Table 4](#), 97 comments were received through April 16, 2014. Of these, 12 written comments/statements and eight verbal statements were received at the Scoping open houses. Eight verbal statements were received at the PAC meeting. The balance included written statements that were received by mail or email prior to the end of the comment period. A few individuals provided comments using more than one format (e.g., email and comment form) or submitted multiple comments. In addition to comments from the general public, written statements were also received from the following municipalities, agencies, and organizations:

- Federal Highway Administration (FHWA)
- EPA
- FTA
- MnDOT
- MPCA
- City of Afton
- City of Landfall
- City of Maplewood
- City of Oakdale
- City of Saint Paul
- City of Woodbury
- Ramsey-Washington Metro Watershed District
- District 1 Community Council

Table 4. Summary of Comment Types

Type of Comment	Number
Comment forms/written statements submitted at open houses and PAC meeting	12
Verbal statements received at open houses and PAC meeting	16
Written statements/comment forms received by Washington County (mailed or emailed)	69
TOTAL	97

A detailed summary of the comments received during the Scoping process is included in [Appendix E](#).

8.0 Scoping Comments and Responses

8.1 Agency Comments and Responses

Each letter or email message from a responding agency or governmental unit during the Scoping process is addressed below. The comments captured below are representative summaries; the original documents are included in [Appendix E](#). Comments are organized by topic, and the section of the SDD that addresses the referenced comment is provided for referral.

8.1.1. FHWA

Alternatives to be Addressed in the Draft EIS (see Section 4.3)

Comment: FHWA believes it to be in the public's interest to carry a revised BRT-managed lane alternative into the Draft EIS. This determination stems from the following concerns regarding:

- The elimination of feasible alternatives that may better achieve the project's 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 achieving full Interstate design standards
- The potential degradation of Interstate ramp terminal operations due to the interaction with the facilities under consideration

A BRT-managed lane concept was included in the AA Study but was not advanced to the Scoping phase. However, FHWA does not concur with the rationale cited in the AA Study as the basis for elimination and believes a reconsideration that includes strategically located transit access points may provide a more attractive alternative.

Response: An optimized Managed Lane BRT alternative, as defined through coordination with FTA, FHWA, MnDOT, and Metropolitan Council will be evaluated in the Draft EIS.

8.1.2. FTA

Alternatives to be Addressed in the Draft EIS (see Section 4.3)

Comment: FTA concurs with FHWA regarding carrying a BRT-managed lane alternative into the Draft EIS. FTA acknowledges that the BRT-managed lane alternative was eliminated from further consideration for the purposes of New Starts consideration during the AA Study due primarily to lack of economic development and funding. These factors do not eliminate the BRT-managed lane alternative from consideration for the purposes of NEPA (40 CFR 1502.14). For these reasons, FTA will require that a BRT-managed lane alternative be analyzed in the Draft EIS.

Response: An optimized Managed Lane BRT alternative, as defined through coordination with FTA, FHWA, MnDOT, and Metropolitan Council will be evaluated in the Draft EIS.

8.1.3. EPA

Green Building Strategies

Comment: EPA recommends that the project proponents consider incorporating green building strategies into the Gateway Corridor project (e.g., for transit stations) to maximize economic and environmental performance.

Response: General station design elements will be discussed in the Draft EIS, and specific design strategies, including green buildings, will be addressed in later stages of project design and station area planning.

Agency Coordination

Comment: EPA recommends that FTA convene a participating resources agencies meeting prior to the release of the Final EIS/ROD to present and discuss the proposed responses to comments on the Draft EIS.

Response: Comment noted. A Coordination Plan has been prepared for the Draft EIS phase of the project and sent to cooperating agencies for review. This plan includes a summary of points

in the process at which coordination will take place. A similar process will occur for the Final EIS phase.

Pedestrians and Bicycles (see Section 5.1.4)

Comment: EPA recommends that the Build alternatives also include connecting pedestrian/bikeway routes.

Response: Pedestrian and bicycle accommodations and connections, as well as impacts and benefits to the pedestrian and bicycle network, will be evaluated for each alternative studied in the Draft EIS. See Section 5.1.4 of this SDD for a description of how this will be addressed in the Draft EIS. Additionally, the station area planning effort will study gaps in the pedestrian and bicycle network and implementation plans for needs not addressed by the Gateway Corridor project. Refinements will continue into final design, and the design will meet Americans with Disabilities Act (ADA) and other accessibility requirements.

Brownfield Redevelopment

Comment: EPA recommends that brownfield sites in the corridor be assessed for their potential as transit station locations, park-and-ride lots, and other supporting facilities.

Response: The Draft EIS will evaluate station locations, including park-and-ride locations. A station area planning effort is occurring in tandem with the Draft EIS and will identify potential redevelopment opportunities as well as site constraints. This effort will include assessment of brownfield sites but will be focused more broadly to reflect community needs.

Environmental Justice (see Section 5.5)

Comment: EPA recommends evaluation measures be identified to assess, disclose, and compare how well proposed station locations and alternative alignment options specifically meet the transit needs of transit dependent populations.

Response: Improved mobility for transit depending populations is among the key needs for the Gateway Corridor project as stated in the project purpose and need. Project benefits and impacts to transit dependent populations will be further analyzed during the Draft EIS. Minority and low income persons likely make up a substantial portion of the transit dependent population. The potential for high and disproportionate adverse effects on low income and minority populations resulting from construction and long-term operation of the transitway will be studied in the Draft EIS in compliance with the Executive Order on Environmental Justice.

Comment: EPA recommends that communities that may experience disproportionate impacts or barriers to participation (EJ communities) be identified and the potential for disproportionate impacts at a local scale be considered, especially in the dense urban areas related to the project. All potential and applicable impacts to these communities, such as air quality, noise, health, fare pricing, station locations, impacts to businesses, and related changes should be assessed in the Draft EIS.

Response: Potential disproportionate and adverse effects on low income and minority populations as well as benefits to low income and minority populations and mitigation opportunities will be studied in the Draft EIS in compliance with the Executive Order on Environmental Justice. The continuing public involvement process will help shape this effort through engagement of the affected communities. See Section 5.5 of this SDD for a description of what will be addressed in the Draft EIS.

The Draft EIS will document efforts to engage low income and minority populations as part of the environmental justice analysis described above, including efforts completed during the Alternatives Analysis phase of the project as well as the Draft EIS phase.

Air Quality (see Section 5.3.9)

Comment: The Draft EIS should discuss local and regional air quality, the project's impacts on air quality, and transportation conformity.

Response: Air quality impacts will be assessed in the Draft EIS as described in Section 5.3.9 of this SDD.

Comment: EPA recommends that the Draft EIS quantify emissions from bus diesel exhaust and electric generation emissions for trains, including emissions of greenhouse gases, and identify possible measures to reduce these emissions. Best management practices that will be followed to reduced emissions, particularly of diesel-related air toxics, during construction and operation should be identified.

Response: Air quality impacts for each alternative studied in the Draft EIS, including emissions and energy use by mode and construction phase impacts, will be addressed in the Draft EIS. See Section 5.3.9 for a description of how air quality will be addressed in the Draft EIS.

Water Resources (see Sections 5.3.2, 5.3.3, and 5.3.8)

Comment: EPA expects a Clean Water Act Section 404 permit will be required from the US Army Corps of Engineers for proposed discharges of dredged or fill materials into Waters of the United States.

Response: The Section 404/NEPA merger process has been initiated, and coordination with the US Army Corps of Engineers will continue throughout the project.

Comment: EPA recommends that the Draft EIS identify the various water resources in the project area, disclosing existing conditions and potential impacts; demonstrate that right-of-way, potential park-and-ride lots, stations, and other ancillary project facilities avoid wetland, lake, and stream impacts, as feasible, and discuss how to minimize impacts where avoidance is not feasible; provide the rationale and justification for recommending or selecting one alternative over others; include wetland delineations, wetland and stream assessments, and draft wetland and stream mitigation plans; and discuss how the project alternatives will address stormwater management to protect and, if feasible, enhance water resources in the watershed.

Response: Through coordination with the US Army Corps of Engineers, MPCA, and MnDOT regarding methodology, the Draft EIS will analyze floodplains, wetlands, and water quality and stormwater. This will include measures to avoid, minimize, and mitigate impacts to water resources. A complete alternatives analysis will be conducted, outlining the rationale and justification for the selection of the environmentally preferred alternative. A wetland assessment will be conducted for the Draft EIS as described in Section 5.3.3 of this SDD.

Induced Development (see Sections 5.2 and 5.4)

Comment: EPA recommends that the potential for induced development be assessed for each alternative. Impacts associated with such development and potential mitigation measures to avoid and reduce the impacts should be identified in the Draft EIS.

Response: Potential induced development will be considered as an indirect effect of the proposed project and studied in the Draft EIS, along with redevelopment opportunities, land use impacts, and overall economic impacts. Additionally, a cumulative effects analysis will broadly address impacts associated with recent and reasonable foreseeable actions.

8.1.4. MNDOT

Long-Term Multimodal Needs of the System

Comment: MnDOT stresses the need for the careful consideration of all future multimodal needs along the corridor and encourages the GCC to use the EIS process to provide a clearer understanding of the long-term transportation investments needed for the I-94 corridor for all modes of transportation. MnDOT advocates for a continued effort to study and plan for how implementing BRT along the Gateway Corridor might affect implementation of a future managed lane facility or other operation, access, and safety improvements along the I-94 corridor. Continued coordination with MnDOT staff will be essential to avoid any potential impacts to the continued coordination of operations and maintenance of facilities on and along the I-94 corridor.

Response: An optimized Managed Lane BRT alternative will be evaluated in the Draft EIS, and the transportation analysis will include transit, freight, vehicular traffic, pedestrians and bicycles, parking, and aviation. The Draft EIS also will include a comprehensive analysis of right-of-way needs, potential impacts, and mitigation recommendations, including right-of-way along I-94, for all of the Build Alternatives. Coordination with MnDOT staff will be ongoing throughout the project, specific to items listed in the comment above, along with other project development activities and reviews.

Comment: At this time, MnDOT does not plan for a managed lane facility within the next 20 years. However, a general understanding of MnDOT's ability to provide for a managed lane facility, at some time in the future, is important to make an overall informed decision on any proposed fixed guideway facility within the Gateway Corridor.

Response: Coordination with MnDOT staff will be ongoing throughout the project, including I-94 right-of-way needs, potential impacts, and mitigation recommendations.

Agency Coordination

Comment: MnDOT agrees to serve as a cooperating agency with FTA in review of the Draft EIS and other NEPA documents for this project. As a cooperating agency, MnDOT agrees to provide project-related input with respect to state highways, cultural resources, and airport safety zones in the Gateway Corridor.

Response: Noted. Coordination with cooperating agencies will occur as outlined in the Coordination Plan.

8.1.5. MPCA

Issues to be Addressed in the Draft EIS (see Section 5.0)

Comment: The Scoping Booklet listed issues relative to MPCA's interest and plans to address them fully in the Draft EIS. Some of these issues include:

- Air quality and climate change: project's effects of climate change, greenhouse gases, and regional air quality
- Transportation impact analysis and its effects on transit, roads and highways, railways, and pedestrian and bicycle facilities
- Noise and vibration and their effects on people and sensitive properties
- Land use and zoning – with emphasis on high density development and their compatibility to transitway. The proposed transitway and centers should be accessible to pedestrians and bicyclists.
- Energy

Response: Air quality, transportation, noise, land use compatibility, and energy will be addressed in the Draft EIS as described in Sections 5.3.9, 5.1, 5.3.6, 5.2.1, and 5.3.10, respectively.

Comment: The Draft EIS should also address:

- Construction phase impacts
- Full range of direct, indirect, and cumulative effects of the preferred alternative chosen
- Transit service (particularly in East Side neighborhoods)
- Land use and development patterns that support local transit and connect to high density, mixed use, and pedestrian friendly environments
- Discussion of air quality conformity with reference to the Metropolitan Council's *Transportation Policy Plan*
- Intersection modeling at one location in each of the proposed alignments when required/needed
- Mobile source air toxics
- Impacts due to operation and maintenance facilities
- Health impacts to environmental justice populations

Response: Construction phase impacts will be addressed in the Draft EIS for each issue area listed in Sections 5.1 through 5.6. The full range of effects of all the proposed build alternatives will be documented and will include analysis of the issues listed in Sections 5.1 through 5.6. For a description of the transportation analysis to be included in the Draft EIS, see Section 5.1; for land use, see Section 5.2.1; and for air quality, see Section 5.3.9.

A preliminary health impact evaluation will be conducted during the Draft EIS process and will be considered in decision-making. Stakeholder involvement will be critical to the health impact evaluation process, with a focus on engaging potentially vulnerable populations. Applicable aspects of this evaluation will be integrated into the environmental justice section of the Draft EIS.

8.1.6. CITY OF AFTON

Traffic (see Section 5.1.3), Station Locations and Alignments (see Section 4.3)

Comment: The City of Afton does not want any increase in the amount of traffic at the intersection of Manning Avenue and Hudson Road or at the entrance and exit ramps on the south side of the Manning Avenue/I-94 interchange resulting from the planned easternmost transit station; therefore, the City opposes a transit station on the south side of the Manning Avenue/I-94 interchange. If a transit station is sited in that location, the City is strongly in favor of intersection/interchange improvements to ensure no decrease in the level of service.

The easternmost transit station will draw traffic from Woodbury, Lake Elmo, and the cities to the east, including Hudson. Traffic impacts need to be evaluated.

Response: Station location options for the terminus station at Manning Avenue are being considered on both the north and south sides of I-94. Traffic impacts, including impacts to level of service, will be the subject of a technical memorandum and summarized in the Draft EIS.

Comment: The alternatives under consideration include keeping the transitway on the north side of I-94 all the way to Manning Avenue, as well as an option that crosses I-94 to continue on the south side. The City of Afton strongly prefers keeping the alignment and easternmost transit station on the north side of I-94. The City also prefers that the easternmost station be located as far west as possible, particularly if it is located on the south side of I-94.

Response: Alignments on both the north and south sides of I-94 will be evaluated in the Draft EIS and associated station locations will be refined during the EIS process.

Groundwater (see Section 5.3.4)

Comment: The City of Afton is concerned about groundwater impacts related to project development, including development encouraged by the transit system. Groundwater impacts may severely affect sensitive local trout streams that are fed by springs. The City is also concerned about impacts on private wells that currently serve and are planned to serve all development in Afton. The Draft EIS should study and evaluate these groundwater impacts.

The DNR has established a Northeast Groundwater Management Area, which includes Woodbury and Washington County. The work that is being done related to the Northeast Groundwater Management Area should also be considered as part of the Draft EIS process.

Response: Impacts to groundwater, including the Northeast Groundwater Management Area, and surface water will be studied in the Draft EIS. Coordination with appropriate agencies will occur to determine potential impacts to groundwater supply.

Ridership

Comment: It is the City's understanding that groundwater impacts to trout streams in Afton from proposed wells on the east side of Woodbury are currently being studied by the DNR. If the DNR fails to give permits for additional wells in western Woodbury, development could be reduced or significantly delayed. The potential development delay and possible reduction in projected ridership should be carefully studied as part of the Draft EIS process.

Response: Current ridership forecasts reflect adopted comprehensive plans for the year 2030. Ridership forecasts will be updated for the alternatives studied in the Draft EIS. The status of DNR approval of additional wells will continue to be monitored to determine if adjustments are needed.

8.1.7. CITY OF LANDFALL

Purpose and Need (see Section 3.0)

Comment: The City Council finds that the proposed Transitway will:

- Provide enhanced connections and an additional transit alternative to access jobs, areas of high growth, schools, housing, health care, and activity centers
- Respond to the regions increasing traffic congestion by providing an alternative to roadway travel as a method for managing transportation demand
- Respond affirmatively to the needs of transit dependent populations
- Offer time-efficient, express transit service to both urban and suburban destinations
- Help satisfy the regional objective for growth, efficient development patterns, and sound communities

Response: The City Council's comment speaks to the Gateway Corridor's purpose and need statement.

Alternatives Proposed for Study in the Draft EIS (see Section 4.0)

Comment: From a local perspective, the City Council supports Alignment C within the I-94 right-of-way and the public right-of-way within Hudson Road to the concrete curb on the south side of Harley Davidson Motorcycle.

Response: Alignment C will be included as part of each Build alternative advanced for further study in the Draft EIS. The City's comment regarding the alignment location is noted. Right-of-way impacts will be evaluated as described in Section 5.2.3.

Comment: The City Council prefers that BRT be studied further in light of the significant difference in capital costs between LRT and BRT.

Response: LRT will not be advanced for further study in the Draft EIS.

Comment: From a system-wide perspective, the City Council finds that both Alignments D1 and D2 should be advanced for further study.

Response: Both Alignments D1 and D2 have been advanced for further study in the Draft EIS.

Issues to be Addressed in the Draft EIS (see Section 5.0)

Comment: The City Council expects that each of the issues cited below will be subject to further examination during the EIS process:

- Environmental issues related to the location of Hudson Road to the north as a cantilevered transitway over Tanners Lake
- Noise
- Vibration
- Vehicular traffic
- Right-of-way acquisition

Response: Impacts to Tanners Lake will be addressed in the Draft EIS as part of the water quality section (see Section 5.3.8). Noise, vehicular traffic, and right-of-way acquisition will also be addressed in the Draft EIS, as described in Sections 5.3.6, 5.1.3, and 5.2.3, respectively.

Comment: Park-and-ride lots are not contemplated currently for the Landfall station. The lack of such parking or drop-off facilities suggests that the Landfall station will serve walk-up riders only, which is not a realistic expectation. The lack of such facilities will compromise pedestrian safety and pose traffic/pedestrian conflicts as riders are dropped off and picked up on adjacent roadways.

Response: The majority of the Gateway Corridor stations, including the station in Landfall, will be walk-up stations. With this in mind, the station area planning process, which begins during the Draft EIS process, will include an examination of existing bicycle and pedestrian facilities near the station and recommend improvements and investments such as sidewalks, trails, bicycle lanes, lighting, and landscaping that will improve walking and bicycling conditions and safety in the area. It is anticipated that riders who wish to park and ride will do so at the nearby Sun Ray Station.

8.1.8. CITY OF MAPLEWOOD

Purpose and Need (see Section 3.0)

Comment: The City of Maplewood continues to be supportive of the project and recognizes the emergent need for transit options in the East Metro to meet both the existing and long-term regional mobility and local accessibility needs for business and traveling public.

The Gateway Corridor composed of LRT or BRT will:

- Address the limited existing transit service in the east metro area
- Help alleviate vehicular traffic congestion along the I-94 corridor
- Help accommodate population and employment growth

- Help move people that have no access to vehicles thus providing opportunities
- Encourage economic competitiveness and assist with connecting people to places of work such as 3M Company's World Headquarters in Maplewood

Response: The City's comment reflects the Gateway Corridor's purpose and need statement.

Traffic (see Section 5.1.3)

Comment: The City wants to ensure extensive review is considered on the roadway and traffic impacts as a result of the proposed transitway. More specifically:

- McKnight Road and Century Avenue. These two major north/south roadways through Maplewood, at a minimum, should be studied for impacts from Conway Avenue to Upper Afton Road.
- Hudson Road between Century Avenue and McKnight Road. Currently this frontage road serves as an important access between the interstate and 3M Company Headquarters.
- Internal Private 3M Roadways and Parking Lots. The project should consider the impact to 3M Company to ensure the transitway does not negatively impact or burden 3M's private roadway network or parking needs.

Response: Traffic impacts, including impacts to level of service, will be the subject of a technical memorandum and summarized in the Draft EIS. Impacts to businesses will be included as part of the community and social analysis (see Section 5.2.6 of this SDD).

Business Impacts (see Section 5.2.6)

Comment: Consideration should be given to the placement of the transit station along the 3M Company frontage along Hudson Road to ensure all impacts are understood, ranging from aesthetics and visibility to potential property acquisition related impacts.

Response: The Draft EIS will study the impacts and benefits related to station locations, including 3M (including visual impacts and property acquisition), as well as surrounding roadways. See Section 5.2 of this SDD for a description of what will be addressed in the Draft EIS. The nature of the impacts identified by the City will continue to be refined through the design process. The station area planning effort occurring in tandem with the Draft EIS will identify opportunities surrounding each station.

Pedestrians and Bicycles (see Section 5.1.4)

Comment: The City recommends reviewing enhanced pedestrian connections throughout the study area to ensure the new transitway properly connects pedestrians to stations. For example, I-94 currently acts as a barrier for pedestrians attempting to move north and south under I-94. Both Century Avenue and McKnight Road are pinch points and expanded pedestrian access (bike and walk) must be incorporated and those impacts fully understood at these interchanges.

Response: Pedestrian and bicycle accommodations will be evaluated for each alternative studied in the Draft EIS. Specific improvements to connections would be coordinated with the appropriate Cities and Counties. See Section 5.1.4 of this SDD for a description of what will be addressed in the Draft EIS. Refinements will continue into final design, and the design will meet ADA and other accessibility requirements.

8.1.9. CITY OF OAKDALE

Issues to Address in the Draft EIS (see Section 5.0)

Comment: Below are items that the City of Oakdale would like to have studied as part of the EIS.

- Alignment alternatives of the transitway along 4th Street
- The location of the transit stop (park-and-ride, walk-up) on 4th Street
- Access impact to existing properties along 4th Street as it relates to the two bullets above
- Potential noise and vibration impacts to properties along 4th Street, specifically Guardian Angels Catholic Church and Oak Meadows Senior Housing
- Potential impacts to functional capacity at the TH 120/I-94 interchange. This is a critical access as the only other access in Oakdale to I-94 is 2.5 miles to the east at Inwood Avenue. Functional capacity should not be unduly diminished.
- Potential financial impacts to the City for shifting the Hudson Boulevard frontage road to the north, cantilevering it over Tanners Lake to accommodate the new transitway. The City should not be burdened with the ownership/maintenance responsibilities of this structure.
- The future connectivity between Hadley Avenue-Weir Avenue needs to be recognized and should not unfairly burden the City with additional costs to make this connection
- Future connectivity between Helmo Avenue-Bielenberg Avenue needs to be recognized and should be unfairly burden the City with additional costs to make this connection
- Future land use impacts, specifically on the parcel in the southwest corner of the I-94/I-694 interchange

Response: Alignments D1 and D2, both of which would run along 4th Street, will be studied in the Draft EIS. See Section 4.3 for a description of the alternatives being carried forward for further study in the Draft EIS. Access and level of service impacts will be included as part of the transportation analysis in the Draft EIS (see Section 5.1 of this SDD). Noise and land use impacts will also be evaluated as described in Sections 5.3.6, and 5.2.1 of this SDD, respectively. Infrastructure improvements/adjustments will be closely coordinated with the City of Oakdale.

8.1.10. CITY OF SAINT PAUL

Purpose and Need (see Section 3.0)

Comment: The City supports the purpose and need statement as presented and believes that the Gateway Corridor project can address these identified needs and take advantage of the identified opportunities so as to provide substantial long-term benefits to the corridor and surrounding areas, as well as to the region as a whole.

Response: The City's comment is consistent with the Gateway Corridor's purpose and need statement.

Alternatives Proposed for Study in the Draft (see Section 4.3)

Comment: The City supports studying the Union Depot to Manning Avenue portion of the corridor. The City also supports studying the B1 alignment in the Draft EIS but not the B2 alignment. The B1 alignment best aligns with the purpose and need while the property takings and cost of the B2 alignment make it unworthy of further study.

Response: All of the Dedicated BRT alternatives advanced to the Draft EIS extend from the Union Depot to Manning Avenue. On the recommendation of the project's Technical, Community, and Policy Advisory Committees and the GCC, Alignment B2 will not be advanced for further consideration in the Draft EIS.

Comment: The City supports studying LRT and BRT at this time. If, through analysis, LRT or BRT are found to preclude future managed lanes on I-94, then there should be further policy discussions regarding the future of transportation options in the corridor.

Response: LRT will not be advanced for further study in the Draft EIS as described in Section 4.4.1 of this SDD. The Draft EIS also will include a comprehensive analysis of right-of-way needs, potential impacts, and mitigation recommendations, including the ability to construct a managed lane in the future, for all of the Build Alternatives. Coordination with MnDOT staff will be ongoing throughout the project.

Pedestrians and Bicycles (see Section 5.1.4)

Comment: The Draft EIS should consider transitway alignment refinements that present opportunities for optimal pedestrian accessibility and development impact.

Response: Pedestrian and bicycle accommodations will be evaluated for each alternative studied in the Draft EIS as described in Section 5.1.4 of this SDD. Refinements will continue into final design and will include implementation of needs identified in the station area planning effort to help capture any additional needs identified for pedestrian and bicycle connections related to redevelopment.

Station Locations

Comment: The City supports studying stations in the general vicinity of Union Depot, Mounds Boulevard, Earl Street, Etna Street, White Bear Avenue, and Sun Ray in Saint Paul. The Draft EIS should study the specific locations of proposed stations in Saint Paul, including both location along the transitway and whether certain stations are at I-94 grade or neighborhood grade. The full range of purpose and need items should be considered in that analysis. The City of Saint Paul highly values station locations that have the most potential higher density redevelopment impact and service advantages (pedestrian and bicycle accessibility) to our neighborhoods.

Response: Stations in the general vicinity of Union Depot, Mounds Boulevard, Earl Street, Etna Street, White Bear Avenue, and Sun Ray will be evaluated in the Draft EIS. A variety of factors will be balanced when deciding on the number and location of transit stops, including the number of potential riders and destinations accessed at a station location versus the travel time impacts incurred by each stop. Station location decisions will be coordinated with the City of Saint Paul to optimize community benefits and transit operations.

8.1.11. CITY OF WOODBURY

Transit Service (see Section 5.1.1)

Comment: In terms of the limited existing transit service, it is imperative that the existing express bus service to downtown Minneapolis and Saint Paul is preserved and enhanced. A circulator system to and from the park-and-ride lots will be necessary to fully enjoy the benefits of robust transit system along both sides of the I-94 corridor. If circulator buses from BRT to Woodbury's retail areas are provided, putting the line north of I-94 should not significantly impact employees wanting to commute to our retail jobs via public transit. Circulator bus schedules should complement BRT schedules and minimize waiting.

Response: Potential enhancements or changes to local transit operations, including express bus and connecting routes, for each of the Build alternatives will be discussed in the Draft EIS. Express bus service serves a different market and is an important component of a successful

BRT system, and will be preserved within the corridor. Linking riders to the BRT system via other transit routes is also an important component to a successful system and will be evaluated.

Multimodal Investments

Comment: In terms of the policy shift toward multimodal investments, Woodbury does not feel that the Gateway Corridor in and of itself will alleviate or address the traffic congestion issues in the east metro area. Woodbury will continue to advocate for transportation improvements and investments, in addition to transit investments. Woodbury's support for the Gateway Corridor should not be misconstrued as acceptance of the policy shift.

Response: The Gateway Corridor project recognizes that congestion cannot be addressed by one mode alone and must be addressed with a more sustainable, multimodal transportation network.

Alternatives Proposed for Study in the Draft EIS (see Section 4.3)

Comment: Woodbury strongly prefers the D2 alignment alternative (north of I-94). If the route south of I-94 is selected (Alignment D1), the City believes that a grade-separated crossing at County Road 13 (Radio Drive) would be needed due to the high volumes of traffic currently on this roadway. The City's businesses and residents are already finding these roads to be at capacity (and new development at Cabela's and future redevelopment at the State Farm site will only add to this capacity issue). A thorough traffic study completed early in the process would be needed to further investigate potential conflicts.

Response: Both Alignments D1 and D2 will be evaluated in the Draft EIS. Traffic impacts, including level of service analysis, will be the subject of a technical memorandum and summarized in the Draft EIS, as described in Section 5.1.3 of this SDD.

Comment: The City supports additional study of the E alignment alternatives and prefers a transit route that would remain north of I-94 until a location generally east of Gander Mountain. If the route crosses over to the south side of I-94 at a point west of County Road 19 (Woodbury Drive), the City believes that a grade-separated crossing at Woodbury Drive would be needed due to the high volumes of traffic currently on this roadway. Washington County transportation engineers have indicated that the intersection of Woodbury Drive and Hudson Road is one of the lowest performing intersections in the county, and adding a BRT crossing at this intersection, or anywhere south of the freeway, would most certainly have negative impacts on that roadway corridor. A thorough traffic study completed early in the process would be needed to further investigate potential conflicts.

Woodbury is opposed to an E alignment along Hudson Road between Walmart and City Walk and prefers that the transit route is located south of I-94 that it be located between I-94 and the existing buildings until it gets to the east of Gander Mountain. A transit station in front of City Walk would cause major traffic disruptions. If a transit station were located east of Gander Mountain it would still be within the watershed of the City Walk development and should not impact ridership negatively.

Response: Three E alignment options are being carried forward for further evaluation in the Draft EIS: one which crosses over to the south near Woodbury Drive (E1), and one which stays on the north side until the Lake Elmo Avenue/Settlers Ridge Parkway area where it crosses to the south (E2), and one which stays on the north of I-94 (E3). Traffic impacts, including level of service analysis, will be the subject of a technical memorandum and summarized in the Draft EIS, as described in Section 5.1.3 of this SDD.

Economic Development (see Section 5.2.6)

Comment: Woodbury recognizes there is potential for economic development and redevelopment from the Gateway Corridor. However, much of Woodbury (especially along the D alignment) is fully developed to its highest and best use. As the City considers the E alignment alternatives, there is more potential for economic benefit from the Gateway Corridor, especially to the east of Gander Mountain since this area is not yet developed. Keeping the E alignment north of I-94 until just east of Gander Mountain allows for a greater opportunity to utilize transit-oriented development principles as this area develops in the future, while also minimizing the negative traffic impacts outlined above.

Response: Economic development potential will be studied in the Draft EIS as described in Section 5.2.6 of this SDD. In addition, separate but complimentary market analysis and station area planning work will also take place, and findings will be incorporated into the Draft EIS as appropriate.

Issues to be Addressed in the Draft EIS (see Section 5.0)

Comment: Specific impacts that should be studied as part of the Draft EIS include:

- Effects on existing roads and highways in terms of traffic disruption, especially at critical roadways such as Radio Drive and Woodbury Drive
- Level of congestion that BRT will bring if it interacts with regular street traffic
 - The impact of such congestion on the ride time associated with feeder bus routes and subsequent ridership impacts
 - The cost to the region of increased delay due to traffic impacts at Radio Drive and Woodbury Drive needs to be analyzed
- Visual and aesthetic impacts of the guideway and station areas. This aspect can dramatically impact property values and transit-oriented development viability.
- Cost-benefit analysis of the impacts on existing development (property encroachment, access restrictions, etc.) versus the opportunities to enhance new development and redevelopment efforts
- Impact of at-grade/in traffic routing through Woodbury via D1 and a southerly Alignment E west of Gander Mountain on BRT ride time
- Cost-benefit analysis of crossing I-94 versus staying on the north side to Manning Avenue
- A comprehensive plan for a feeder bus system from the BRT/LRT to businesses and higher density housing is critical to the long-term success of the Gateway Corridor project. The costs and impacts of this plan should be studied as part of the Draft EIS.
- Optimization of location and size of park-and-ride locations along the Gateway Corridor
- Impact on municipal tax revenues from property acquisition and other adjacent property impacts

Response: Traffic impacts, including level of service analysis, will be studied in the Draft EIS as described in Section 5.1.3. Visual and aesthetic impacts of both the guideway and stations will be analyzed in the Draft EIS (see Section 5.2.5). Property impacts and development opportunities will also be included as described in Sections 5.2.3 and 5.2.6. A high-level review of potential impacts to tax base will be included. Most of the stations are planned as walk-up stations; however, a variety of factors will be balanced when deciding on the number and

location of transit stops, including the number of potential riders and destinations accessed at a station location versus the travel time impacts incurred by each stop, which is a disincentive to ridership. Physical constraints and other impacts to transit operations will also be considered, along with changes to the existing transit system to accommodate or compliment the new system.

Agency Coordination

Comment: Continue to coordinate planning of the Gateway Corridor with the Metropolitan Council, especially in regard to the Manning Avenue park-and-ride lot to ensure the processes are interconnected and synergistic.

Response: The Metropolitan Council is a joint lead agency for the Gateway Corridor project, and coordination will occur throughout the project in relation to the Manning Avenue park-and-ride as well as other issues.

8.1.12. RAMSEY-WASHINGTON METRO WATERSHED DISTRICT

Water Resources/Agency Coordination

Comment: The Ramsey-Washington Metro Watershed District has installed and owns several stormwater infrastructure features on the south end of Tanners Lake and along Hudson Road in that area. The outlet of Tanners Lake is in the southeast corner of the lake adjacent to Hudson Road. The Watershed District needs to be involved in any planning and design for roadway/transitway improvements in this area. There are flooding issues on Tanners Lake, which is a high quality lake that is particularly vulnerable to stormwater impacts. The Watershed District does not believe that these issues present any insurmountable problem for the transitway project, but the construction process needs to be well planned and protective of the lake and the infrastructure.

Response: The Ramsey-Washington Metro Watershed District has been engaged in the process and invited to be a participating agency. Coordination will continue throughout the EIS process, and the team will work with RWMWD to identify and incorporate measures to protect the lake during construction.

8.1.13. DISTRICT 1 COMMUNITY COUNCIL

Environmental Justice (see Section 5.5)

Comment: The District's comments are made in the context of their particular demographic setting. The district is over 50% people of color and has higher proportions of youth than the city's average. The portion of District 1 that the Gateway Corridor passes through represents their highest concentration of low income, transit dependent persons. In addition to being home to large numbers of transit dependent persons, the area just beyond a quarter mile from the corridor is home to large numbers of people who bear a high transportation cost burden due to lack of transit, pedestrian, and biking options. The portion of the district through which the corridor passes represents the highest concentration of African Americans in the district, and the district has the highest percentage of African Americans of the four East Side district councils. Our section of the corridor is home to concentrations of large apartment complexes, with over 2,300 rental housing units within ½ mile. District 1 was built in the 1960s and 1970s as an auto-oriented suburban style neighborhood and provided commercial services for the east metro in a time when Maplewood, Woodbury, and Oakdale were scarcely developed residentially or commercially. The businesses in this area suffer from an inappropriate design for the neighborhood focus they now serve and are, as a consequence, inappropriately zoned, subject to high vacancies and turnover, and characterized by low density that represents inadequate use of constrained commercial space, not to mention not providing all the services and amenities that the neighborhood needs. This area has seen a systematic lack of investment

by business and disinvestment by government over the last several years. The Gateway Corridor project represents our only hope to counter this investment history and meet the needs and desires of our diverse residents.

Response: Potential disproportionate and adverse effects, as well as benefits, to low income and minority populations will be studied in the Draft EIS in compliance with the Executive Order on Environmental Justice. The continuing public involvement process will help shape this effort through engagement of the affected communities. See Section 5.5 of this SDD for a description of how this will be addressed in the Draft EIS.

Comment: In consideration of the D1/D2 and various E alignments at the far eastern end of the corridor, the District 1 Community Council emphasizes that the chosen alignments must maximize the number of jobs generated, given that the transit dependent populations of our area look for jobs and certain commercial amenities in the far east metro. The reverse commute along this section of the corridor is of equal if not greater importance as assuring a smooth inward commute, especially if equity concerns are considered.

Response: Economic development opportunities for each alternative will be evaluated in the Draft EIS as described in Section 5.2.6. In addition, separate but complimentary market analysis and station area planning work will also take place, and findings will be incorporated into the Draft EIS as appropriate. Providing all-day transit service traveling in both directions, particularly east of Saint Paul and Maplewood, is one of the project's key needs as identified in Section 3.0 of this SDD.

Alternatives Proposed for Study in the Draft EIS (see Section 4.3)

Comment: Although the district's residents are unanimous in their belief that the B2 alignment is unacceptable, the residents are split nearly 50/50 in their preference for BRT over LRT as the mode. Given the demographic and economic context presented above, the District 1 Community Council believes that LRT would provide a "bigger bang for the buck" than BRT. The Council would need to be convinced that the BRT option as proposed would provide comparable potential for the much needed economic development our neighborhoods seek. The Council feels that service along East 7th Street is better provided, sooner, by streetcar (as proposed by the City of Saint Paul) or arterial BRT (as proposed by the Metropolitan Council). In the longer term, the area of the B2 alignment will also be better served by the proposed Rush Line coming through northeast Saint Paul. We feel strongly that the Gateway Corridor cannot serve as the sole, large-scale transit project for the entire East Side of Saint Paul. It does, however, serve as the sole large-scale transit project for District 1.

Response: LRT will not be advanced for further study in the Draft EIS as described in Section 4.4.1 of this SDD.

Station Locations

Comment: Sun Ray Shopping Center, and the proposed station at that location, needs to be retrofit if not completely rebuilt to become a vital neighborhood commercial center.

The White Bear Station should be located to maximize visibility, access to connecting bus lines, safety for pedestrians and transit users, and be within ¼ mile of high density housing along Wilson Avenue (between Hazel Street and White Bear Avenue). This station should be a catalyst for reinvestment in the area, oriented toward neighborhood businesses.

The District 1 Community Council is happy to see the addition of the Etna Street Station. This area is particularly problematic in terms of biking, walking, and transit. The placement of the station is essential if we are to plan for walk-up traffic but will require extensive examination of transportation patterns both north and south of the freeway and east and west of Highway 61.

Response: The Draft EIS will consider station locations, and impacts and benefits associated with the station locations, for the alternatives studied. This will include land use impacts, economic development opportunities, environmental justice impacts and benefits, and bicycle/pedestrian connections surrounding stations. In addition, the City of Saint Paul is conducting a station area planning effort to identify development opportunities surrounding the stations, which will be supported by and incorporated into the station area planning efforts associated with the project.

Pedestrians and Bicycles (see Section 5.1.4)

Comment: The I-94 crossings in District 1 are extremely limited in number, occur at too lengthy spacing, and are not safe and attractive for pedestrians and bicycles. This project provides an opportunity to address the barrier that I-94 has represented in the neighborhood and to improve connectivity for residents, many of whom are transit dependent or subject to high transportation cost burdens. The area needs pedestrian amenities to make it safe to walk and wait for LRT/BRT, and stations need to be of the high quality that other transit/train routes have. Addition of public art at the stations will go a long way toward addressing the inequitable investment in livability this community has seen.

Response: Pedestrian and bicycle accommodations, safety, and the needs of transit dependent populations will be evaluated for each alternative studied in the Draft EIS. The environmental justice analysis will include considerations of benefits as well as impacts as described in Sections 5.1.4 (pedestrians and bicycles) and 5.5 (environmental justice). Refinements will continue into final design, and the design will meet ADA and other accessibility requirements. The station area planning effort being conducted by the City of Saint Paul will address opportunities surrounding station areas to address needs not directly addressed by the Gateway Corridor project.

8.2 Citizen Comments and Responses

Some of the respondents presented more than one issue or concern. Similarly, many comments were similar in nature. As a result, the comments summarized below include all of the comments received from the general public, grouped and summarized by issue. Each comment includes the number of respondents who addressed the issue in their comment.

Purpose and Need

Attendees of the open houses were specifically asked on the comment sheet to provide comments on “the five factors that contribute to the need for the Gateway Corridor project.” Of the 17 sheets completed, 10 responded to this question.

Comment Summary: Most commenters (8) generally supported the five factors, specifically noting traffic congestion and the need for mid-day travel, connectivity to other areas, and better travel times. Some (2) questioned the need for the project at all, noting its cost and property impacts.

Response: The five factors that contribute to the need for the Gateway Corridor project will be included in the Draft EIS. Concerns related to property impacts will be addressed in a separate section.

Social and Economic Impacts and Relocation (see Section 5.2)

Many comments (34) addressed potential social and economic impacts and benefits or potential relocations.

Comment Summary: Commenters generally support the idea of the project being the driver of quality economic development, which they think is needed for the East Side to help neighborhood stabilization.

Response: Overall economic impacts will be studied in the Draft EIS (see Section 5.2.6 of this SDD). Additionally, a station area planning effort will be completed in tandem with the Draft EIS which will identify redevelopment and enhancement opportunities surrounding stations.

Comment Summary: Commenters (10) noted concerns regarding property values and property rights, including the assertion that property values will decrease due to noise and other negative impacts (e.g., safety, traffic, exhaust).

Response: A number of studies from across the county, including a local example,⁴ have identified a range of property value impacts as a result of transitway implementation. Site specific conditions and market forces strongly influence the benefits and impacts a transit project can have on property values. The Draft EIS will summarize findings from national case studies and provide a qualitative assessment for the alternatives evaluated in the Draft EIS based on existing conditions and the national case study findings. Researchers have found that transportation projects can have both beneficial and adverse impacts to property values; attempts to quantify potential affects to property values resulting from transportation projects have been found to be inconclusive as the impacts resulting from the transportation project are difficult to separate from the numerous factors that affect property values. As a result, no accepted methodology for assessing impacts to property values exists. Therefore, impacts to property values will not be quantified in the Draft EIS. The Draft EIS will identify property acquisitions and will study other adverse impacts and benefits related to noise, safety, traffic, and air quality, for each of the alternatives studied.

Comment Summary: Nine comments noted business impact concerns, including loss of parking and construction impacts; including reference to specific businesses.

Response: Temporary business impacts during project construction will be studied in the Draft EIS, as well as long-term benefits and impacts to businesses as a result of transitway operations and right-of-way acquisition. Impacts associated with the permanent acquisition of businesses will be studied in the Draft EIS including relocation options for businesses currently occupying the acquired properties, cost impacts of the project, and impacts to municipal tax bases resulting from the acquisitions.

Environmental Justice and Transit Equity (see Section 5.5)

Comment Summary: Ten commenters noted concerns related to environmental justice populations and transit equity.

Response: The potential for high and disproportionate adverse effects on low income and minority populations resulting from construction and long-term operation of the transitway will be studied in the Draft EIS in compliance with the Executive Order on Environmental Justice. Improved mobility for transit dependent populations is among the key needs for the Gateway Corridor project as stated in the project's purpose and need. Project benefits and impacts to transit dependent populations will be further analyzed as part of the Draft EIS.

Tanners Lake/Water Quality/Natural Resources (see Section 5.3)

Comment Summary: Six commenters had concerns related to Tanners Lake. Some had concerns specifically related to filling the lake in or a cantilever option. Others noted more general concerns related to runoff and water quality, wildlife habitat, and community character.

⁴ The Hiawatha Line Impacts on Land Use and Residential Housing Value, University of Minnesota Center for Transportation Studies, February 2010.

Response: Impacts to water resources, including Tanners Lake, will be assessed in the Draft EIS. Additionally, the Draft EIS will assess potential wildlife, visual, and community impacts. If adverse impacts are identified, potential mitigation measures will be discussed.

Noise (see Section 5.3.6)

Comment Summary: Many commenters expressed concern about noise in general (13) and surrounding stations, specifically Sun Ray, and expressed support for noise barriers. One asked how the Gateway Corridor project will impact the MnDOT noise wall being installed.

Response: Noise impacts will be assessed in the Draft EIS. If adverse impacts are identified, mitigation measures, such as noise walls, will be discussed. Coordination will take place with MnDOT to determine if changes to the noise wall are necessary.

Safety and Security (see Section 5.2.7)

Comment Summary: Six commenters noted safety concerns. Most commenters mentioning safety concerns referred to personal safety and increases in crime, including general personal safety at night related to biking and “riff raff.”

Response: Safety and bicycle and pedestrian connections will be studied in the Draft EIS. See Sections 5.2.7 and 5.1.4 of the SDD for a description of what will be studied. Regardless of the alternative selected, design of the Gateway Corridor project will seek to optimize safety for users of the transitway and pedestrians, bicyclists, and vehicles intersecting and adjacent to the transitway. Security measures and operational procedures will also be considered, including best practices of security through crime prevention through environmental design (CPTED).

Parking (see Section 5.1.5)

Comment Summary: Ten commenters, including both residents and business owners, noted parking concerns, mostly at specific locations including Hudson Road in the east side of Saint Paul, Sun Ray area, and others. Some noted the desire for building parking decks to accommodate people driving to station areas.

Response: Proposed park-and-ride facilities will be identified in the Draft EIS, and potential impacts to neighborhoods surrounding station areas will be addressed. Loss of business parking will be quantified. If adverse impacts are identified, potential mitigation measures will be discussed.

Public Engagement (see Section 6.0)

Comment Summary: Nine commenters noted concerns with lack of publicity or public awareness of the project.

Response: Opportunities for public involvement have been provided throughout the Alternatives Analysis and Scoping phases of the Gateway Corridor project (see Section 6.0). Project outreach methods have included meetings, presentations to groups, an email newsletter, project email address, press releases, media coverage, postings at community centers, and Facebook. Suggestions for improving community outreach should be directed to staff and will be implemented as resources allow.

Pedestrians and Bicycles (see Section 5.1.4)

Comment Summary: Many (11) noted the general lack of pedestrian connections, particularly north-south connections and crossing I-94. Walkability concerns were noted related to eastern portions, especially Alignment D1/D2.

Response: Pedestrian and bicycle accommodations will be evaluated for each alternative studied in the Draft EIS. Refinements will continue into final design, and the design will meet ADA and other accessibility requirements.

Transit Operations (see Section 5.1.1)

Comment Summary: Several (11) requested that existing express routes remain because express service to downtown Minneapolis is still needed.

Response: Potential changes to local transit operations including express bus routes for each of the Build alternatives will be discussed in the Draft EIS. Express bus service serves a different market and is an important component of a successful BRT system; it will be preserved within the corridor.

Stations

Comment Summary: Commenters (20) noted that stations should be located near destinations, employment, shopping, and park-and-ride locations and requested that stations be located to make connecting to local transit easy. Comments requested high amenity stations (signage, lighting, garbage cans, etc.).

Response: Decisions regarding the number and location of transit stops provided on a transitway require careful balancing of the number of potential riders and destinations accessed at a station location against the travel time impacts incurred by each stop, which is a disincentive to ridership. Physical constraints and other impacts to transit operations must also be considered. Further consideration of the number and locations of stations will be given as engineering proceeds and will be reported for each Build alternative in the Draft EIS.

General Environmental Impacts

Comment Summary: Comments related to environmental impacts not noted above (19) were general in nature. Several commenters noted concerns with each of the following topics: odors or air quality related to diesel fuel and exhaust; wetlands and lakes; visual impacts (Dayton's Bluff area); historic buildings or districts.

Response: Environmental impacts identified in Section 5.0 of this document will be analyzed and discussed in the Draft EIS.

Data Assumptions

Comment Summary: Some commenters (six) raised questions related to the congestion benefit, ridership assumptions, and lack of density to support a transitway.

Response: The AA Study screened alternatives (routes and modes) against evaluation criteria, including ridership estimates (number of daily riders), congestion benefit (measured as vehicle miles reduced and new transit riders), and people served (population and employment surrounding stations). The Build alternatives that the AA Study recommended for further study all performed well under these criteria compared to other alternatives and balanced with potential impacts.

Impacts and benefits to traffic operations and congestion both within the Gateway Corridor and on intersecting and adjacent roadways will be analyzed further in the Draft EIS for the alternatives to be studied. Detailed transit ridership forecasts will be completed as part of the Draft EIS. The forecasts will estimate travel times and number of riders on each of the proposed Gateway Corridor alternatives. The Draft EIS also will analyze economic development potential surrounding station areas.

Cost (see Section 5.7)

Comment Summary: Commenters (13) expressing concerns related to the project need in some cases raised concerns related to the overall project cost; others asked about fares.

Response: Costs of the project will be evaluated in the Draft EIS, including a summary of how the project meets federal funding benchmarks. See Section 5.7 of this SDD for more detail.

Traffic, Congestion, and Access (see Section 5.1.3)

Comment Summary: Ten comments were received regarding traffic, congestions, or access. One commenter had concerns about a recent access reconfiguration (unclear location). Several commenters (four) raised concerns with congestion near the transitway after construction; one comment was due to signal pre-emption concerns. Several noted concerns related to traffic along 4th Street in Oakdale. Several mentioned concerns about traffic and vehicle speeds around the Mounds Boulevard Station area due to new traffic generators: Metro State expansion, Mississippi Market store, senior housing development – consider these new traffic generators comprehensively. Several raised concerns with traffic movements at the 3M site.

Response: Impacts to traffic operations within the Gateway Corridor and on intersecting and adjacent roadways will be documented in a Traffic Technical Report with a summary of the findings included in the Draft EIS. The general approach to analyzing traffic is described in Section 5.1.3 of this SDD.

Appendix A

WCRRA Scoping Resolution

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

Appendix B

Notice of Intent to Prepare an Environmental Impact Statement

requested independent Federal agencies to provide service to “customers” that matches or exceeds the best service available in the private sector. *See also* Executive Order 13571 (2011) (“Streamlining Service Delivery and Improving Customer Service”). For purposes of these orders, “customer” means an individual who or entity that is directly served by a department or agency. FRA seeks renewed OMB approval of a generic clearance to collect qualitative feedback on our service delivery (i.e., the products and services that FRA creates to help consumers and businesses understand their rights and responsibilities, including Web sites, blogs, videos, print publications, and other content).

Below is a brief summary of the information collection activity that FRA will submit for clearance by OMB as required under the PRA:

Title: Generic Clearance for the Collection of qualitative Feedback on Agency Service Delivery OMB Control Number: 2130–0593.

Status: Regular Review.

Type of Request: Extension without change of a previously approved collection.

Abstract: This collection of information is necessary to enable the Agency to garner customer and stakeholder feedback in an efficient, timely manner, in accordance with our commitment to improving service delivery. The information collected from our customers and stakeholders will help ensure that users have an effective, efficient, and satisfying experience with the Agency’s programs. This feedback will provide insights into customer or stakeholder perceptions, experiences and expectations, provide an early warning of issues with service, or focus attention on areas where communication, training or changes in operations might improve delivery of products or services. These collections will allow for ongoing, collaborative and actionable communications between the Agency and its customers and stakeholders. It also allows feedback to contribute directly to the improvement of program management.

Improving agency programs requires ongoing assessment of service delivery, by which we mean systematic review of the operation of a program compared to a set of explicit or implicit standards, as a means of contributing to the continuous improvement of the program. The Agency will collect, analyze, and interpret information gathered through this generic clearance to identify strengths and weaknesses of current services and make improvements in service delivery based

on feedback. The solicitation of feedback will target areas such as: timeliness, appropriateness, accuracy of information, courtesy, efficiency of service delivery, and resolution of issues with service delivery. Responses will be assessed to plan and inform efforts to improve or maintain the quality of service offered to the public. If this information is not collected, vital feedback from customers and stakeholders on the Agency’s services will be unavailable.

The Agency will only submit a collection for approval under this generic clearance if it meets the following conditions:

- Information gathered will be used only internally for general service improvement and program management purposes and is not intended for release outside of the agency (if released, procedures outlined in Question 16 will be followed);
- Information gathered will not be used for the purpose of substantially informing influential policy decisions;
- Information gathered will yield qualitative information; the collections will not be designed or expected to yield statistically reliable results or used as though the results are generalizable to the population of study;
- The collections are voluntary;
- The collections are low-burden for respondents (based on considerations of total burden hours, total number of respondents, or burden-hours per respondent) and are low-cost for both the respondents and the Federal Government;
- The collections are non-controversial and do not raise issues of concern to other Federal agencies;
- Any collection is targeted to the solicitation of opinions from respondents who have experience with the program or may have experience with the program in the near future; and
- With the exception of information needed to provide remuneration for participants of focus groups and cognitive laboratory studies, personally identifiable information (PII) is collected only to the extent necessary and is not retained.

Affected Public: Individuals and Households, Business and Organizations, State, Local or Tribal Governments.

Frequency of Submission: Once per request.

Total Annual Number of Respondents: 2100.

Total Estimated Responses: 2100.

Average Minutes per Response: 10 minutes.

Total Annual Burden Hours: 354 hours.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, DC on *February 6, 2014*.

Rebecca Pennington,
Chief Financial Officer.

[FR Doc. 2014–03054 Filed 2–11–14; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Intent To Prepare an Environmental Impact Statement for the Gateway Corridor Project From Saint Paul to Woodbury in Ramsey to Washington Counties, MN

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of intent to prepare an environmental impact statement (EIS).

SUMMARY: The Federal Transit Agency (FTA), as the lead federal agency, the Washington County Regional Railroad Authority (WCRRRA), and the Metropolitan Council intend to prepare an Environmental Impact Statement (EIS) for the proposed Gateway Corridor project. The Gateway Corridor project is a planned transitway approximately 12 miles in length located in Ramsey and Washington Counties in the eastern part of the Twin Cities Metropolitan Area, Minnesota. The project is located in a corridor generally parallel to Interstate 94 (I–94) and will better connect downtown Saint Paul with its east side neighborhoods and the suburban cities of Maplewood, Landfall, Oakdale, Lake Elmo, and Woodbury. More broadly, the Gateway Corridor project will better connect the eastern Twin Cities Metropolitan Area to the regional transit network via the Union Depot multimodal hub in downtown Saint Paul. The project is also intended to serve and draw ridership from other portions of the metropolitan area, including portions of eastern Washington County and western St. Croix County (Wisconsin) to the east, Dakota County to the south, and the city of Minneapolis and Hennepin County to the west.

The EIS will be prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) and its implementing regulations with FTA as the lead agency. The purpose of this notice is to alert interested parties of the intent to prepare the EIS; to provide information on the nature of the proposed action and possible alternatives; to invite public participation in the EIS process,

including comments on the scope of the Draft EIS proposed in this notice; and to announce that public and agency scoping meetings will be conducted.

DATES: Written comments on the scope of the EIS, submitted by email or regular mail, must be received no later than April 16, 2014, and must be sent to Andy Gitzlaff. See **ADDRESSES** below for the location to which written comments may be submitted. Public scoping meetings to accept comments on the scope of the EIS will be held on the following dates:

- Monday, March 24, 2014, from 4:30 to 6:30 p.m., at Guardian Angels Catholic Church (8260 4th Street N, Oakdale, MN 55128).

- Tuesday, March 25, 2014, from 4:30 to 6:30 p.m., at Conway Recreation Center (2090 Conway Avenue, Saint Paul, MN 55119).

Comments will also be accepted at the Gateway Corridor Policy Advisory Committee meeting on Thursday, April 10, 2014, at 2:00 p.m. at Woodbury City Hall (8301 Valley Creek Road, Woodbury, MN 55125).

An interagency scoping meeting for agencies with interest in the project will be held on the following date:

- Thursday, March 20, 2014, from 10:00 a.m. to 12:00 noon, at the Kimley-Horn and Associates, Inc. office (2550 University Avenue West, Suite 238N, Saint Paul, MN 55114).

All the scoping meetings will be accessible to persons with disabilities. If special translation services or other special accommodations are needed, please contact Andy Gitzlaff (see **ADDRESSES** below) at least 48 hours prior to the meeting. A Scoping information packet, providing information on the Gateway Corridor project including project purpose and need, as well as alternatives proposed for evaluation in the EIS, will be available at public Scoping meetings, and will also be available on the project Web site: <http://www.thegatewaycorridor.com/>. Paper copies of Scoping materials may also be obtained from Andy Gitzlaff (see **ADDRESSES** below).

ADDRESSES: Andy Gitzlaff, Project Manager, Washington County Public Works Department, 11660 Myeron Road North, Stillwater, MN 55082, Phone: (651) 430-4300, Email: GatewayCorridor@co.washington.mn.us, Fax: (651) 430-4350.

FOR FURTHER INFORMATION CONTACT: Maya Sarna, Environmental Protection Specialist, FTA Headquarters, Washington, DC, Phone: 202-366-5811, Email: maya.sarna@dot.gov.

SUPPLEMENTARY INFORMATION:

Scoping

The FTA, WCRRA, and Metropolitan Council invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the EIS for the proposed Gateway Corridor project, including the project's purpose and need, the alternatives to be studied, the environmental impacts to be evaluated, and the evaluation methods to be used. Comments should address: (1) Feasible alternatives that may better achieve the project's purpose and need with fewer adverse impacts, and (2) any significant social, economic, or environmental issues relating to the alternatives.

NEPA "scoping" has specific objectives: To identify the significant environmental issues associated with alternatives to be examined in detail, while also limiting consideration of issues that are not truly significant. It is in the NEPA scoping process that potentially significant environmental impacts, which give rise to the need to prepare an EIS, should be identified. Transit projects may also generate environmental benefits that should also be discussed.

Purpose and Need for the Project

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 factors contribute to the need for the Gateway Corridor project:

- Limited transit service throughout the day and 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.

Project Location and Environmental Setting

The project is located in Ramsey and Washington Counties, Minnesota. The character of the Gateway Corridor project area changes from an urban setting in downtown and the east side of Saint Paul to a transitional suburban/rural setting as it extends further east into the suburbs of Maplewood, Landfall, Oakdale, Lake Elmo, and Woodbury.

Alternatives Analysis

The Gateway Corridor Alternatives Analysis (AA) Study was completed by

the Gateway Corridor Commission in February 2013. The AA Study evaluated a No-Build alternative and a range of Build alternatives, including a transportation system management alternative, a commuter rail alternative, light rail transit (LRT) alternatives, and bus rapid transit (BRT) alternatives on various alignments, including various alignments along East 7th Street in Saint Paul, and Hudson Road. All eight alternatives underwent detailed evaluation. At the end of the AA process, it was recommended that both BRT and LRT alternatives adjacent to Hudson Road move forward for consideration in the Draft EIS.

Information on the AA process will be available at scoping meetings/summarized in the Scoping Booklet. The results of an investigation of Gateway Corridor service on East 7th Street, as re-visited during early phases of Draft EIS scoping, will be made available for public review and comment. This will include the results of technical analyses used as the basis for decision-making by Gateway Corridor project technical and policy committees, supporting the findings made through the AA process that eliminated the East 7th Street alignment.

Proposed Alternatives

The following alternatives are currently under consideration for further study in the EIS:

No-Build Alternative. The No-Build Alternative serves as the NEPA baseline against which environmental effects of the Build alternatives are measured. It 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.

LRT Alternative. The LRT alternative would include several station stops between Union Depot in downtown Saint Paul and Manning Avenue in Woodbury, for a length of approximately 12 miles. LRT would generally travel in double-track, exclusive right-of-way (guideway) parallel to Interstate 94 (I-94) west of Interstate 694 (I-694), and adjacent to Hudson Road to the east. Between Woodbury Drive/Keats Avenue, there are two alignment options: One south of I-94 in vicinity of the frontage road/Hudson Road, and one north of I-94 along 4th Street North and Hudson Boulevard, before crossing I-94 near Woodbury Drive/Keats Avenue. The LRT Alternative would include tracks, stations and support facilities, as well as transit service for LRT and connecting bus routes.

BRT Alternative. The BRT alternative would generally include an exclusive, two-way busway in dedicated guideway. The length of the alignment would be approximately 12 miles, with several stations between Union Depot in downtown Saint Paul and Manning Avenue in Woodbury. BRT would generally travel parallel to I-94 to the west of I-694 and adjacent to Hudson Road to the east, similar to the LRT Alternative. The BRT Alternative would also include the same two alignment options between I-694 and Keats Avenue, as described above. 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.

Potential Impacts for Analysis

The purpose of the EIS process is to study, in a public setting, the potentially significant effects of the proposed project on the quality of the human environment. Primary areas of investigation for this project may include, but might not be limited to: Transportation; land use and consistency with applicable plans; land acquisition and displacements; socioeconomic impacts; park and recreation resources; historic and cultural resources; environmental justice; visual and aesthetic qualities; air quality; noise and vibration; water quality, wetlands, and floodplains; and ecosystems, including threatened and endangered species. Effects will be evaluated in the context of both short-term construction and long-term operation of the Gateway Corridor project. Direct project effects as well as indirect and cumulative effects on the environment will be addressed. The environmental analysis may reveal that the proposed project will not affect, or affect substantially, many of the primary areas of investigation. However, if any adverse impacts are identified, measures to avoid, minimize, or mitigate those adverse effects will be proposed.

Procedures for Public and Agency Involvement

The regulations implementing NEPA call for public involvement in the EIS Process. 23 U.S.C. 139 requires that FTA, WCRRA, and the Metropolitan Council do the following: (1) Extend an invitation to other federal and non-federal agencies and Native American tribes that may have an interest in the proposed project to become "participating agencies;" (2) provide an opportunity for involvement by participating agencies and the public to

help define the purpose and need for the proposed project, as well as the range of alternatives for consideration in the EIS; and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. An invitation to become a participating or cooperating agency, with Scoping materials appended, will be extended to other federal and non-federal agencies and Native American tribes that may have an interest in the proposed project. It is possible that FTA, WCRRA, and the Metropolitan Council will not be able to identify all federal and non-federal agencies and Native American tribes that may have such an interest. Any federal or non-federal agency or Native American tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify at the earliest opportunity the Project Manager identified above under **ADDRESSES**.

A comprehensive public involvement program for public and agency involvement has been developed for the project and is available on the project Web site. The public involvement program includes a full range of activities including maintaining the project Web site and outreach to local officials, community and civic groups, and the general public.

Paperwork Reduction

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as possible distribution of complete printed sets of environmental documents. Accordingly, unless a specific request for a complete printed set of environmental documents is received before the document is printed, at the latest, FTA and its grantees will distribute only the executive summary of environmental documents in printed form together with a compact disc (CD) that contains the complete environmental document. A complete printed set of the environmental documents will be available for review at the grantee's offices and elsewhere; an electronic copy of the complete environmental document will also be available on the grantee's Web site.

Marisol Simon,
Regional Administrator.

[FR Doc. 2014-03050 Filed 2-11-14; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[NHTSA-2014-0020]

Reports, Forms, and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on November 20, 2013 (78 FR 69744).

DATES: Comments must be received on or before March 14, 2014.

FOR FURTHER INFORMATION CONTACT: David Bonelli, Office of Chief Counsel, NCC-113, telephone (202) 366-1834, fax (202) 366-3820; NHTSA, 1200 New Jersey Avenue SE., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Title: Designation of Agent for Service of Process.

OMB Control Number: 2127-0040.

Requested Expiration Date of Approval: Three years from the approval date.

Type of Request: Extension of a previously approved collection.

Affected Public: Business or other for-profit.

Form Number: N/A.

Abstract: This collection of information applies to motor vehicle and motor vehicle equipment manufacturers located outside of the United States ("foreign manufacturers"). Section 110(e) of the National Traffic and Motor Vehicle Safety Act of 1966 (49 U.S.C. 30164) requires a foreign manufacturer offering a motor vehicle or motor vehicle equipment for importation into the United States to designate a permanent resident of the United States as its agent upon whom service of notices and processes may be made in administrative and judicial proceedings. These designations are required to be filed with NHTSA. NHTSA requires this information in case it needs to advise a foreign manufacturer of a safety related defect

Appendix C

Gateway Corridor Scoping Booklet

Scoping Booklet

Draft Environmental Impact Statement



FEBRUARY 2014

What is the purpose of this booklet?

You are invited to take part in the Twin Cities region's next exciting transit project – Gateway Corridor! This booklet has been prepared to provide an overview of the project, explain the process for environmental review, and outline ways you can get involved. This is your chance to tell decision-makers what is important to your community and what you think should be studied in the upcoming environmental document. There will be many other opportunities for input in the future, but now is your opportunity to help set the direction for the project. We hope to hear from you!

The Federal Transit Administration (FTA), the Metropolitan Council, and the Washington County Regional Railroad Authority (WCRRRA) serving on behalf of the Gateway Corridor Commission (GCC) have initiated the environmental review process for the Gateway Corridor. A Draft Environmental Impact Statement (Draft EIS) will be prepared in compliance with the National Environmental Policy Act (NEPA) and the Minnesota Environmental Policy Act (MEPA). The Draft EIS provides an opportunity for the public and agencies to disclose and explore anticipated project impacts and compare impacts between alternatives. As a project seeking federal funding that may have significant environmental impacts, a Draft EIS is required to advance the Gateway Corridor. This Scoping Booklet is the first step in the Draft EIS process.

Within this booklet you will find information on what “Scoping” is and why it is important to the Gateway Corridor. You will learn what contents make up a Draft EIS and how to make comments that will help shape what is evaluated. You will have the opportunity to review the Scoping information and offer your comments in person at a Scoping meeting or in writing during the public comment period.



The Gateway Corridor Commission (GCC) was created in 2009 to advocate, study, and plan for improved transportation options along I-94. It is comprised of representatives from the Washington and Ramsey County Regional Railroad Authorities and cities along the Gateway Corridor.

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List of Acronyms

AA	Alternatives Analysis
BRT	Bus Rapid Transit
CAC	Community Advisory Committee
EIS	Environmental Impact Statement
FIGs	Focused Issue Groups
FTA	Federal Transit Administration
GCC	Gateway Corridor Commission
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
MEPA	Minnesota Environmental Policy Act
MnDOT	Minnesota Department of Transportation
NEPA	National Environmental Policy Act
PAC	Policy Advisory Committee
RCRRA	Ramsey County Regional Railroad Authority
RRA	Regional Railroad Authority
TAC	Technical Advisory Committee
WCRRA	Washington County Regional Railroad Authority

FOR MORE INFORMATION:

Visit: www.thegatewaycorridor.com

Email: gatewaycorridor@co.washington.mn.us

Facebook: www.facebook.com/gatewaycorridor

Call: 651-430-4300

PLEASE JOIN US AT A FORMAL PUBLIC SCOPING OPEN HOUSE:

SCOPING OPEN HOUSE #1

March 24, 2014 from 4:30-6:30 pm

Guardian Angels Church, 8260 4th Street N.
Oakdale, MN 55128

SCOPING OPEN HOUSE #2

March 25, 2014 from 4:30-6:30 pm

Conway Recreation Center, 2090 Conway Avenue
Saint Paul, MN 55119

The Gateway Corridor Policy Advisory Committee (PAC) will also accept comments during their April 10, 2014, meeting at 2:00 pm at Woodbury City Hall

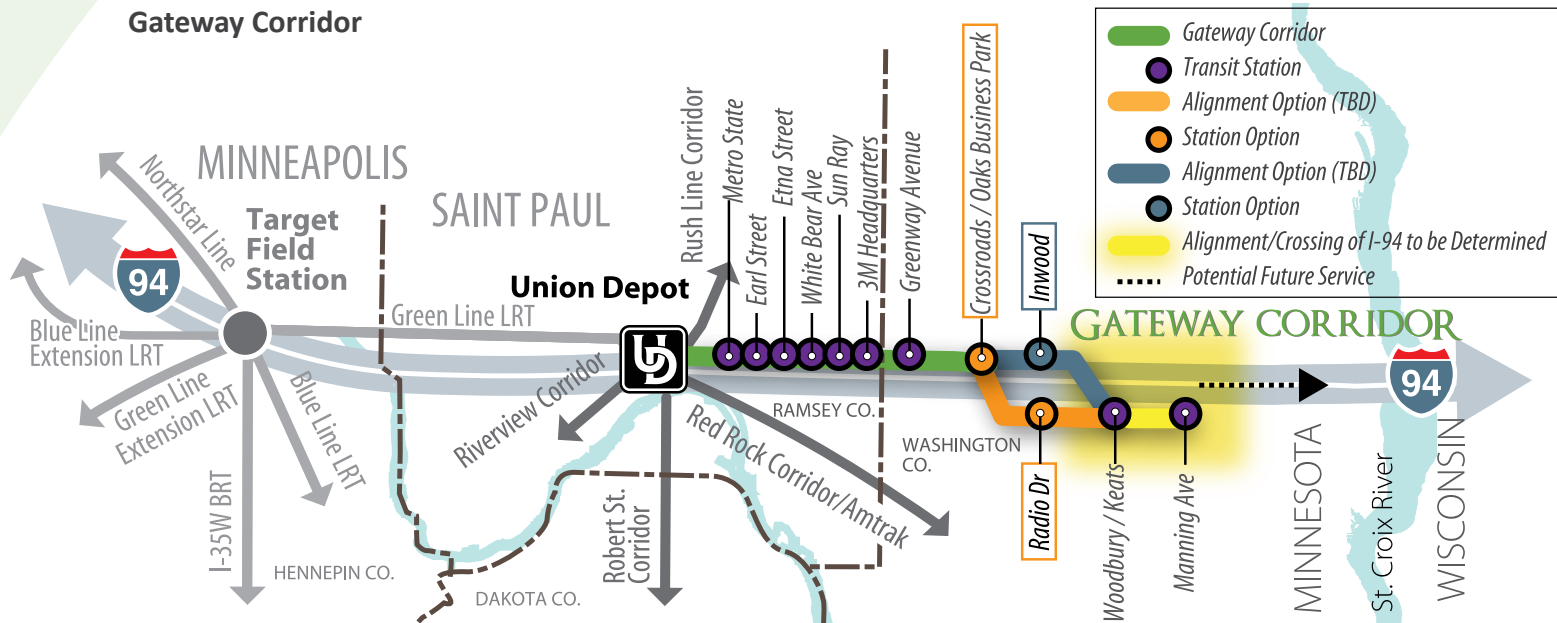
What is the Gateway Corridor?

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 corridor connects the east Twin Cities metro to the greater regional transit network via connections at the Union Depot multimodal hub in downtown Saint Paul.

Alternatives are different options—modes (types of service) and alignments (routes)—being considered for the Gateway Corridor. Mode alternatives under consideration include light rail transit (LRT) and bus rapid transit (BRT) with the majority of the system located within a dedicated guideway.

Dedicated guideway means the service is running in a separate facility or right-of-way from the road.

Gateway Corridor



The region's current long-range transportation plan, the 2030 Transportation Policy Plan (Metropolitan Council, amended May 2013), identifies the Gateway Corridor as one of seven corridors recommended to be developed as LRT, busway, highway BRT, or commuter rail by 2030.

Transitways

- Complete / Construction / Final Design / Prelim. Engineering
- Develop as LRT / Busway / Highway BRT / Commuter Rail
- Develop as Arterial BRT
- Express Bus Corridors with Transit Advantages
- Regional Multimodal Hubs
- Mn/DOT Phase I High Speed and Intercity Passenger Rail Priorities

Map labels include: Northstar, Central LRT, Southwestern LRT, I-394 HOV Lane, I-35W BRT, I-69 BRT, I-94 BRT, I-55W K, I-55W N, I-55W S, I-55W E, I-55W W, I-55W X, I-55W Y, I-55W Z, I-55W AA, I-55W AB, I-55W AC, I-55W AD, I-55W AE, I-55W AF, I-55W AG, I-55W AH, I-55W AI, I-55W AJ, I-55W AK, I-55W AL, I-55W AM, I-55W AN, I-55W AO, I-55W AP, I-55W AQ, I-55W AR, I-55W AS, I-55W AT, I-55W AU, I-55W AV, I-55W AW, I-55W AX, I-55W AY, I-55W AZ, I-55W BA, I-55W BB, I-55W BC, I-55W BD, I-55W BE, I-55W BF, I-55W BG, I-55W BH, I-55W BI, I-55W BJ, I-55W BK, I-55W BL, I-55W BM, I-55W BN, I-55W BO, I-55W BP, I-55W BQ, I-55W BR, I-55W BS, I-55W BT, I-55W BU, I-55W BV, I-55W BW, I-55W BX, I-55W BY, I-55W BZ, I-55W CA, I-55W CB, I-55W CC, I-55W CD, I-55W CE, I-55W CF, I-55W CG, I-55W CH, I-55W CI, I-55W CJ, I-55W CK, I-55W CL, I-55W CM, I-55W CN, I-55W CO, I-55W CP, I-55W CQ, I-55W CR, I-55W CS, I-55W CT, I-55W CU, I-55W CV, I-55W CW, I-55W CX, I-55W CY, I-55W CZ, I-55W DA, I-55W DB, I-55W DC, I-55W DD, 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I-55W HA, I-55W HB, I-55W HC, I-55W HD, I-55W HE, I-55W HF, I-55W HG, I-55W HH, I-55W HI, I-55W HJ, I-55W HK, I-55W HL, I-55W HM, I-55W HN, I-55W HO, I-55W HP, I-55W HQ, I-55W HR, I-55W HS, I-55W HT, I-55W HU, I-55W HV, I-55W HW, I-55W HX, I-55W HY, I-55W HZ, I-55W IA, I-55W IB, I-55W IC, I-55W ID, I-55W IE, I-55W IF, I-55W IG, I-55W IH, I-55W II, I-55W IJ, I-55W IK, I-55W IL, I-55W IM, I-55W IN, I-55W IO, I-55W IP, I-55W IQ, I-55W IR, I-55W IS, I-55W IT, I-55W IU, I-55W IV, I-55W IW, I-55W IX, I-55W IY, I-55W IZ, I-55W JA, I-55W JB, I-55W JC, I-55W JD, I-55W JE, I-55W JF, I-55W JG, I-55W JH, I-55W JI, I-55W JJ, I-55W JK, I-55W JL, I-55W JM, I-55W JN, I-55W JO, I-55W JP, I-55W JQ, I-55W JR, I-55W JS, I-55W JT, I-55W JU, I-55W JV, I-55W JW, I-55W JX, I-55W JY, I-55W JZ, I-55W KA, I-55W KB, I-55W KC, I-55W KD, I-55W KE, I-55W KF, I-55W KG, I-55W KH, I-55W KI, I-55W KJ, I-55W KK, I-55W KL, I-55W KM, I-55W KN, I-55W KO, I-55W KP, I-55W KQ, I-55W KR, I-55W KS, I-55W KT, I-55W KU, I-55W KV, 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I-55W OS, I-55W OT, I-55W OU, I-55W OV, I-55W OW, I-55W OX, I-55W OY, I-55W OZ, I-55W PA, I-55W PB, I-55W PC, I-55W PD, I-55W PE, I-55W PF, I-55W PG, I-55W PH, I-55W PI, I-55W PJ, I-55W PK, I-55W PL, I-55W PM, I-55W PN, I-55W PO, I-55W PP, I-55W PQ, I-55W PR, I-55W PS, I-55W PT, I-55W PU, I-55W PV, I-55W PW, I-55W PX, I-55W PY, I-55W PZ, I-55W QA, I-55W QB, I-55W QC, I-55W QD, I-55W QE, I-55W QF, I-55W QG, I-55W QH, I-55W QI, I-55W QJ, I-55W QK, I-55W QL, I-55W QM, I-55W QN, I-55W QO, I-55W QP, I-55W QQ, I-55W QR, I-55W QS, I-55W QT, I-55W QU, I-55W QV, I-55W QW, I-55W QX, I-55W QY, I-55W QZ, I-55W RA, I-55W RB, I-55W RC, I-55W RD, I-55W RE, I-55W RF, I-55W RG, I-55W RH, I-55W RI, I-55W RJ, I-55W RK, I-55W RL, I-55W RM, I-55W RN, I-55W RO, I-55W RP, I-55W RQ, I-55W RR, I-55W RS, I-55W RT, I-55W RU, I-55W RV, I-55W RW, I-55W RX, I-55W RY, I-55W RZ, I-55W SA, I-55W SB, I-55W SC, I-55W SD, I-55W SE, I-55W SF, I-55W SG, I-55W SH, I-55W SI, I-55W SJ, I-55W SK, I-55W SL, I-55W SM, I-55W SN, I-55W SO, I-55W SP, I-55W SQ, I-55W SR, I-55W SS, I-55W ST, I-55W SU, I-55W SV, I-55W SW, I-55W SX, I-55W SY, I-55W SZ, I-55W TA, I-55W TB, I-55W TC, I-55W TD, I-55W TE, I-55W TF, I-55W TG, I-55W TH, I-55W TI, I-55W TJ, I-55W TK, I-55W TL, I-55W TM, I-55W TN, I-55W TO, I-55W TP, I-55W TQ, I-55W TR, I-55W TS, I-55W TT, I-55W TU, I-55W TV, I-55W TW, I-55W TX, I

SCOPING BOOKLET 4



What is LRT?

LRT is a mode of transit that operates on a fixed rail guideway using multiple trains grouped together. LRT has been operating in the Twin Cities since the 2004 introduction of the METRO Blue Line between Target Field Station and the Mall of America.

Frequency:	Every 10 minutes
Runningway:	Dedicated Guideway
Typical system length:	10-15 miles
Station spacing:	Approximately every 1 mile
Vehicle:	Rail
Regional example:	METRO Blue Line (Hiawatha) and METRO Green Line (Central) opening in 2014



What is BRT?

BRT is a mode of transit that incorporates many features of LRT, such as level boarding, off-board payment, and shelters with more amenities (e.g., benches, bike racks) to provide a rail-like experience on a bus. Dedicated Guideway BRT is the form being studied for the majority of the Gateway Corridor, which refers to a BRT system that runs in a separate facility or right-of-way from the road.

Frequency:	Every 10 minutes
Runningway:	Dedicated Guideway
Typical system length:	10-15 miles
Station spacing:	Approximately every 1 mile
Vehicle:	BRT Bus
Regional example:	METRO Red Line (Cedar Ave)

What is Scoping? How does it affect the Draft EIS?

Scoping is the process of determining which transit alternatives and issues will be evaluated in the Draft EIS.

Scoping is an opportunity to:

- Confirm the purpose and need for the project
- Identify appropriate transit alternatives that address those needs
- Name significant issues that should be studied in the Draft EIS
- Eliminate issues that are not significant or have already been adequately addressed in earlier studies

Members of the public, including individuals, groups, representatives of affected Native American tribes, and local, state, and federal government agencies are invited to participate in the Scoping process for the Gateway Corridor Draft EIS.

Why build the Gateway Corridor? What benefits will it provide? (Purpose and Need)

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 users and to achieve the diverse community land use visions, support economic development, and respond to changing corridor population characteristics.



Goal: Improve Mobility



Goal: Provide a cost-effective, economically viable transit option



Goal: Support economic development

LIMITED EXISTING TRANSIT SERVICE

Transit service in the Gateway Corridor project area today is concentrated in Saint Paul and at selected 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 in the project area to use transit to meet their transportation needs.

POLICY SHIFT TOWARD TRAVEL CHOICES AND MULTIMODAL INVESTMENTS

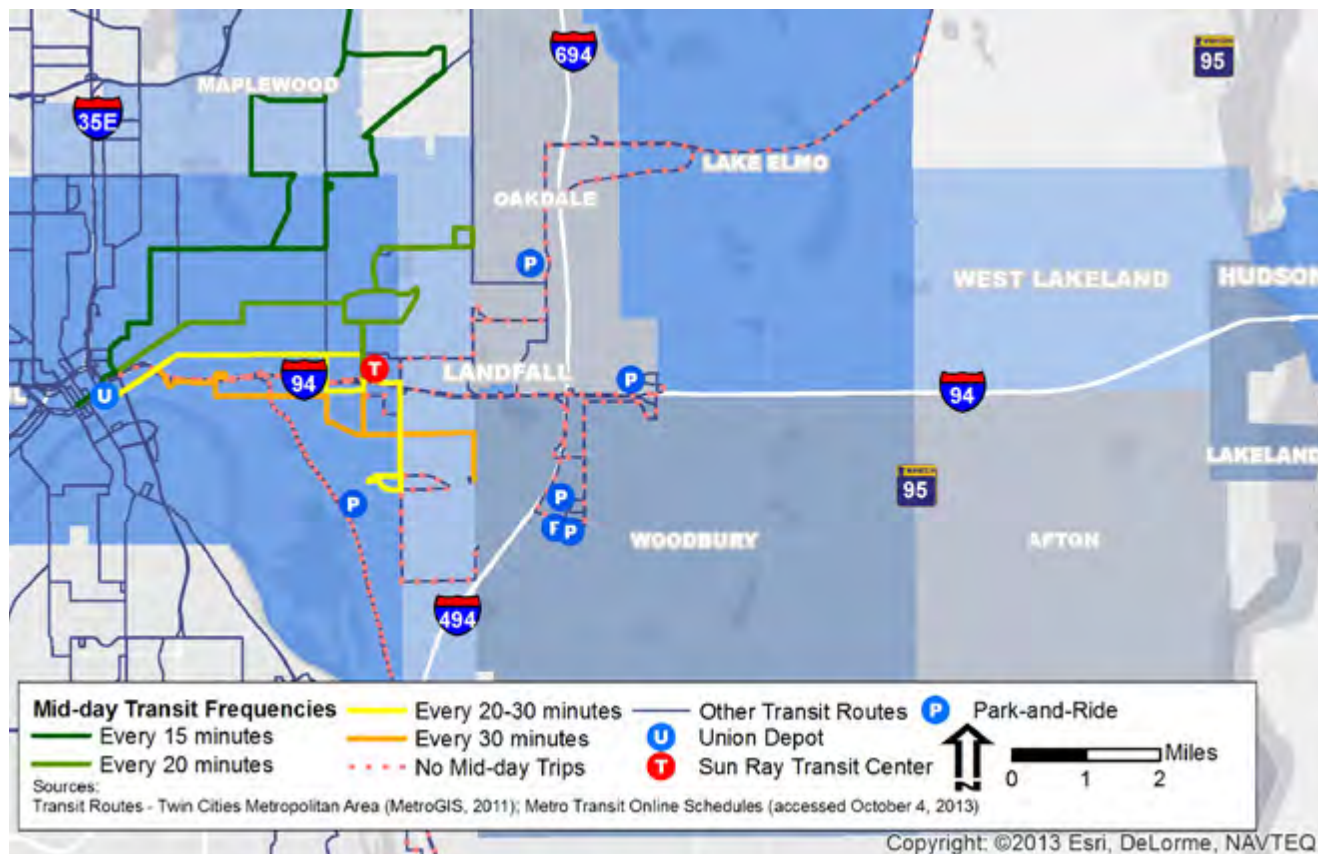
I-94 and local roadways in the project area are congested today during peak periods, and traffic volumes and congestion are expected to increase in the future. Funding for roadway projects will not be adequate to address the congestion problem. There are no regionally significant projects in the 2013-2017 State Transportation Improvement Plan (STIP) nor MnDOT's 20-Year State Highway Investment

Plan that would address projected congestion within the Gateway Corridor. At the same time, state and regional transportation policies are shifting to emphasize multiple modes and alternatives to traveling in congested conditions.

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 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 and prosperity

Existing Mid-day Transit Frequencies

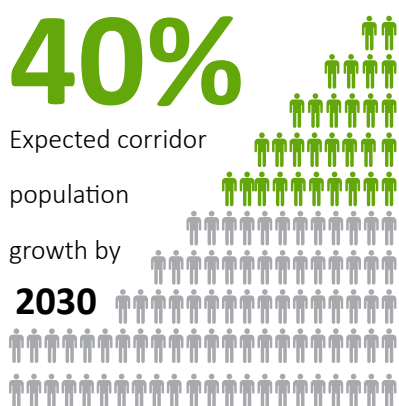


“The Metropolitan Council and its regional partners will promote and market transportation choices that allow travelers to avoid and help manage growth in congestion by riding transit, bicycling, walking, vanpooling and carpooling, or using managed lanes.”

- Metropolitan Council’s 2030 Transportation Policy Plan

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



61,500
Jobs added by **2030**



NEEDS OF PEOPLE WHO DEPEND ON TRANSIT

The Gateway Corridor project area is 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 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 percentage of population 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, shopping, 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 previous studies have been done?

Previous studies addressing transit in the Gateway Corridor date back to 1991 and include transit feasibility studies, park-and-ride plans, managed lane studies, and long-range transportation plans, among others. Links to these studies are posted on the project website at www.thegatewaycorridor.com.

2008	2009	2010	2013
2030 Transit Master Study (Metropolitan Council)	2030 Transportation Policy Plan (Metropolitan Council)	2030 Transportation Policy Plan Update (Metropolitan Council)	Gateway Corridor Alternatives Analysis Final Report (GCC)
Transit Feasibility Study, St. Croix River Crossing (MnDOT)	I-94 Managed Lane Study (MnDOT)	2030 Park-and-Ride Plan (Metropolitan Council)	
	Union Depot Environmental Impact Study (RCRRA)	Draft Long-Distance Bus Route Study (Metropolitan Council)	
		Minnesota Statewide Passenger and Freight Rail Study (MnDOT)	
		Metro District 20-Year Highway Investment Plan 2011-2030 (MnDOT)	
		East Metro Railroad Capacity Analysis (RCRRA)	



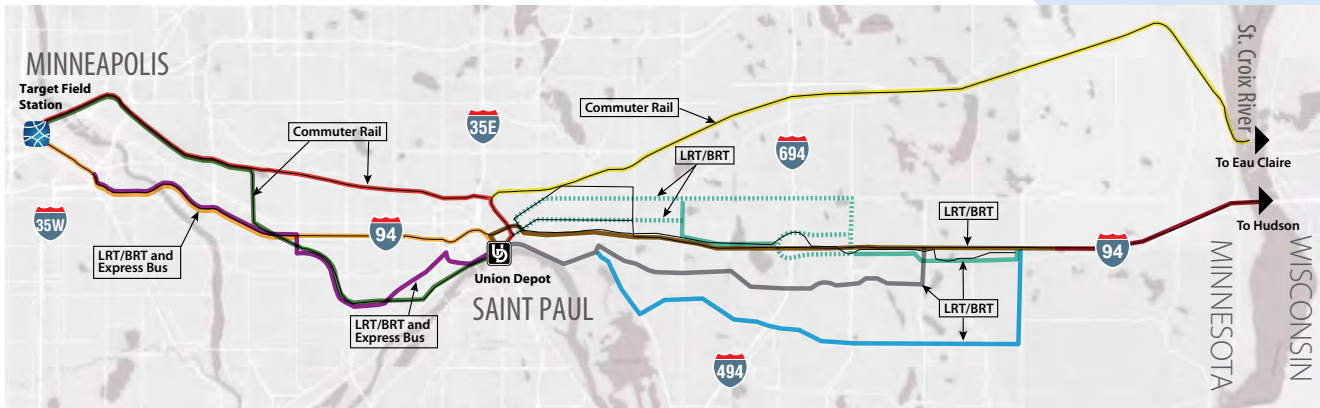
GATEWAY CORRIDOR ALTERNATIVES ANALYSIS, FEBRUARY 2013

The most recent study was the Gateway Corridor Alternatives Analysis (AA) Study, completed by the GCC in February 2013. The AA Study evaluated a No-Build alternative and a range of Build alternatives. These included a transportation system management alternative (enhancements to facilities and bus service without major infrastructure additions), a commuter rail alternative, and numerous LRT and BRT alternatives on various alignments (see figure below).

Following a technical screening process, eight alternatives moved forward for detailed evaluation. At the end of the AA Study process, it was determined that

both BRT and LRT alternatives adjacent to Hudson Road (AA Alternatives 3 and 5) best met the project's identified goals and should move forward for study in the Draft EIS. 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 Study is posted on the project website at www.thegatewaycorridor.com. Following the AA, the BRT alternative eastern terminus was refined to Manning Avenue for operating efficiency and to be consistent with Metro Transit's operating authority.

Gateway Corridor Alternatives Studied



Connections at Union Depot to Green Line LRT and local and express buses



I-94 in Maplewood

Yes. Based on input from corridor communities and community groups, alignment options for certain segments of the corridor have been considered in the early stages of Scoping.

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. One alignment followed Mounds Boulevard, Hudson Road, and I-94 (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). The final recommendation from the AA included Alignment B1, but there was a community request for Alignment B2 to be evaluated further during the Draft EIS Scoping process.

Alignment Options Between Mounds Boulevard and White Bear Avenue

In consideration of these factors, Alignment B2 would be proximate to a larger population and employment base and would generate somewhat greater ridership. However, it was found that this advantage does not outweigh its substantial disadvantages of greater cost; longer travel time; extensive neighborhood, traffic, and property impacts; neighborhood concerns; and overlap with future East 7th Street arterial BRT service as planned in Metropolitan Council's adopted Transportation Policy Plan. After review of this comparative analysis, **the project's Technical, Community, and Policy Advisory Committees and the Gateway Corridor Commission have all 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.**



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

The AA Study included an alignment south of I-94 between I-694 and Woodbury Drive/Keats Avenue N (now called Alignment D1). 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, called Alignment D2, generally follows 4th Street N north of I-94, and continues onto Hudson Boulevard. The alignment would either continue to Manning Avenue or potentially cross to the south side of I-94 on an aerial structure at a location to be determined. Through Scoping, WCRRA, serving on behalf of the GCC, is looking for public input on the alignment(s) to advance for further evaluation in the Draft EIS.

An open house meeting was held on February 6, 2014, to discuss possible station locations and routes for the corridor in Oakdale, Lake Elmo, and Woodbury, including the D1/D2 alignments. Meeting participants shared input about alignment and station location preferences. This feedback, along with comments received during Scoping, will help shape which alignments and station locations are evaluated in the Draft EIS. Meeting materials and a more detailed summary of comments received at the meeting are available on the Gateway Corridor website.



Alignment Options Between I-694 and Woodbury Drive/Keats Avenue N



What alternatives are being considered in Scoping, and where should I focus my comments?

The alternatives currently under consideration include several alignments that could be implemented as either BRT or LRT. We want to know – do you prefer BRT or LRT? Which alignments make the most sense for your community? **Please reflect on the following when considering your comments:**

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.

LRT VS. BRT

Both the BRT and LRT alternatives would include several 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.

Alignments A, B, and C: Downtown Saint Paul to I-694



SPECIFIC ALIGNMENTS

The following alignments, for both BRT and LRT, are proposed 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. For these alignments, we are interested in the comparison between BRT and LRT, and the performance of each compared to the No-Build alternative.

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. In addition to comparing BRT and LRT, we will also be comparing the D1 and D2 alignments, and comparing the various E alignments to determine an overall alignment that best fits the needs of the project. 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. The performance of these alternatives would again be compared against the No-Build.

Points to consider in your comments relating to

ALIGNMENTS A, B, AND C:

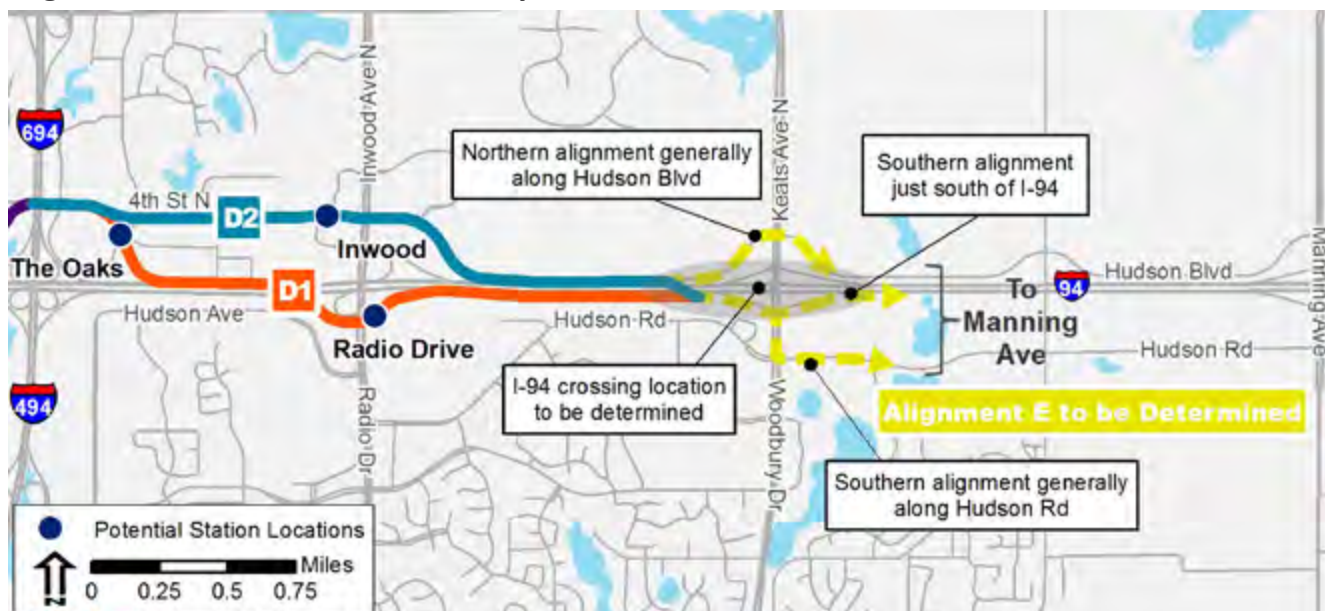
- Do you prefer BRT or LRT?
- Do you have an opinion on station locations?
- Do you have particular concerns in these areas that should be studied in the Draft EIS?

Points to consider in your comments relating to

ALIGNMENTS D AND E:

- Which alignment(s) do you prefer?
- If the alignment needs to cross I-94, which destinations or activity centers should it access on the south side of I-94?
- Do you have an opinion on station locations?
- Do you have particular concerns in these areas that should be studied in the Draft EIS?
- Do you have an opinion on the eastern terminating point for the Gateway Corridor?

Alignments D and E: I-694 to Woodbury/Lake Elmo



How will the alternatives be evaluated?

The goals and objectives below spell out the desired benefits of the proposed Gateway Corridor project and establish a foundation for the definition of evaluation measures. Specific measures include quantitative and qualitative criteria to be used in comparing the performance of the alternatives. Examples of these measures include population and employment within ½ mile of stations, number of new transit trips, cost of the project, acres of wetland impact, and number of intersection closures, among many others.

The goals below have been developed to serve as a framework to evaluate the alternatives under consideration for the Gateway Corridor. Goals 1 and 2 (Tier 1 goals) identify the minimum requirements that an alternative would be expected to meet to advance for further evaluation. Goals 3-5 (Tier 2 goals) reflect broader community goals and may be helpful in comparing alternatives that meet the all the Tier 1 goals. These goals, along with the identified project needs and specific evaluation measures, provide the basis for the analysis of alternatives discussed in the Draft EIS.

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

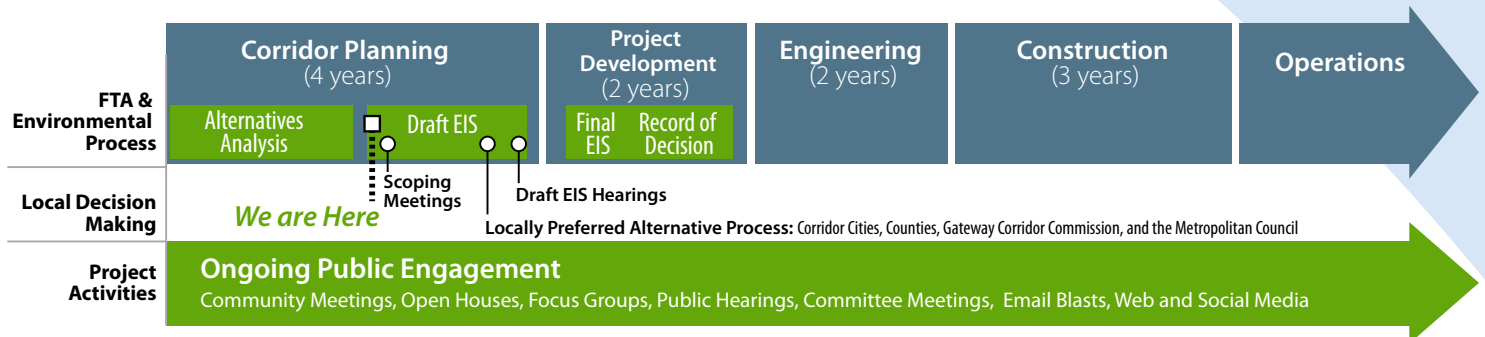
What is a Locally Preferred Alternative?

A locally preferred alternative (LPA) is a defined mode, route, and end points that will move through the project development process. The identification of an LPA allows the project to seek entry into initial phases of the federal transitway development process. Based on input and technical analysis completed during the Scoping process, and actions taken at the city and county level, an LPA recommendation will be made to the Metropolitan Council. The Metropolitan Council will then consider amending the region's long-range transportation plan, called the Transportation Policy Plan (TPP), to identify the Gateway Corridor LPA.

The selection of an LPA is entirely a local decision-making process, which informs future federal funding and project development, and is separate from the federal EIS process. 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. While the LPA may be identified in the Draft EIS, it does not mean the LPA will be the only "Build alternative" studied in the Draft EIS.

During the project development phase, each of the corridor cities along with Ramsey and Washington Counties will act on approving the physical design component of the preliminary design plans for the selected LPA.

Project Development Process



What types of issues will be addressed in the EIS?

The Draft EIS will evaluate existing conditions and the potential impacts of the No-Build and Build alternatives on the natural, social, and physical environments. Environmental effects to be analyzed in the Draft EIS will include:

- **Neighborhood and community resources:** Effects on neighborhoods, social groups, community facilities, and community cohesion in the project area
- **Environmental justice:** Effects of the proposed alternatives on minority and low-income populations and communities
- **Noise and vibration:** Effects of noise and vibration on sensitive properties
- **Historic and cultural resources (Section 106 process):** Effects on historic and cultural resources including historic districts, buildings, structures, and other objects included in, or eligible for inclusion in, the National Register of Historic Places
- **Parks and public land (Section 4(f) and 6(f)):** Effects on publicly owned parks and recreation lands within the project area
- **Water resources, wetlands, and habitat:** Effects on water resources, including surface water resources, water quality, wetlands, floodplains, critical areas, and groundwater; it also considers effects on ecosystems and protected plant and animal species.
- **Air quality and climate change:** Effects on climate change and regional air quality
- **Right-of-way impacts:** Effects on and quantity of right-of-way needed for project purposes
- **Transportation:** Effects on transit, roads and highways, railroads, and pedestrian and bicycle facilities

Other potential impacts to be addressed in the Draft EIS include:

- **Land use and zoning**
- **Consistency with local plans**
- **Economic development and redevelopment**
- **Visual and aesthetics**
- **Safety and security**
- **Hazardous material/contamination**
- **Soils and geologic resources**
- **Utilities**
- **Energy**
- **Secondary and cumulative effects**

During the EIS process, refined capital cost estimates will be prepared along with operating and maintenance cost estimates and ridership forecasts.



Goal: Protect the natural environmental features of the corridor



Goal: Preserve and protect individual and community quality of life

How can I voice my opinion in the process?

All individuals interested in the Gateway Corridor are encouraged to participate in the Scoping process. Project planners would especially like your input on:

- Purpose and need for the project
- The alternatives proposed for study
- Project impacts or benefits that should be evaluated



There are many ways you can voice your opinion, including attending a Scoping meeting and/or submitting written comments. For your convenience, a public comment sheet is included in this booklet.



The comment form can also be found under the [Transit Study](#) tab at www.thegatewaycorridor.com

Please join us at a formal public Scoping Open House:

SCOPING OPEN HOUSE #1

March 24, 2014 from 4:30-6:30 pm at Guardian Angels Church, 8260 4th Street N, Oakdale, MN 55128

SCOPING OPEN HOUSE #2

March 25, 2014 from 4:30-6:30 pm at Conway Recreation Center, 2090 Conway Avenue, Saint Paul, MN 55119

The Gateway Corridor PAC will also accept comments during their April 10, 2014, meeting at 2:00 pm at Woodbury City Hall, 8301 Valley Creek Road, Woodbury, MN 55125.

A court reporter will be present at all three meetings to transcribe verbal comments.

The Scoping period closes on April 16, 2014. All comments must be received by that date.

Government agencies with an interest in the project will be invited to a separate interagency Scoping meeting to be held on:

Thursday, March 20, 2014, 10:00 am – 12:00 pm

All Scoping meetings will be accessible to persons with disabilities. If special translation, signing services, or other accommodations are needed, please contact Andy Gitzlaff at the address below at least 48 hours prior to the meeting. Project information outlining the project purpose and need and alternatives proposed for analysis will be available in the form of a Scoping information packet at the meetings and on the project website: www.thegatewaycorridor.com. Paper copies of the information may also be obtained from Andy Gitzlaff at the address provided below.

YOU CAN SUBMIT COMMENTS ONLINE, IN WRITING, BY U.S. MAIL, FAX, OR EMAIL, TO:

Andy Gitzlaff, Project Manager
Washington County Public Works Department
11660 Myeron Road North, Stillwater, MN 55082

Phone: (651) 430-4300

Fax : (651) 430-4350

Email: gatewaycorridor@co.washington.mn.us

Online: www.thegatewaycorridor.com

How will my comments be used? Will they make a difference?

Your comments will make a difference! Comments received during the Scoping period will be used to finalize the Gateway Corridor purpose and need, refine the proposed alternatives, and identify environmental topic areas to be analyzed in the Draft EIS. Following the Scoping period, you can find out how all comments were addressed by reviewing the Scoping Decision Document, which is a summary of the Scoping process, comments received, and responses to comments. This document will be made available to the public and interested agencies. Please refer to the figure on page 20 for further information regarding the Scoping Decision Document.

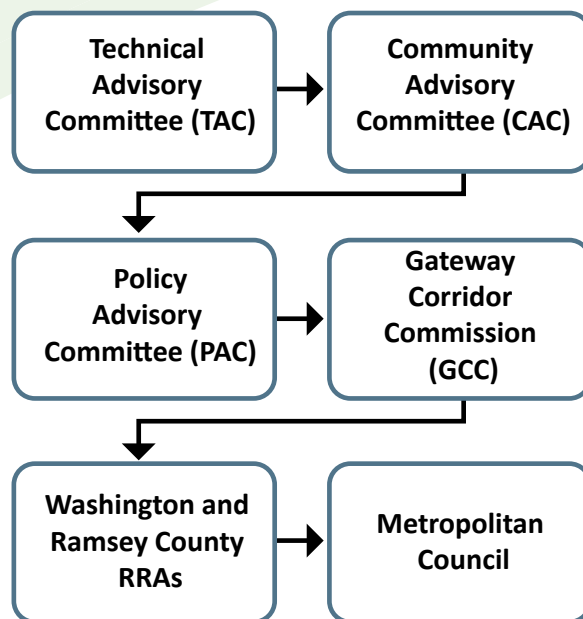
Who is involved in the process?

TECHNICAL ADVISORY COMMITTEE (TAC)

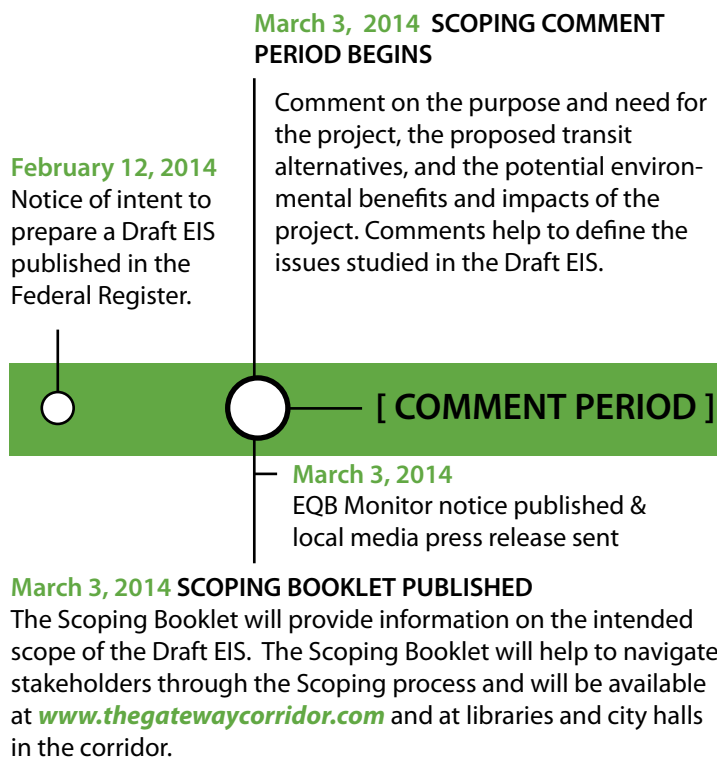
The TAC is composed of technical staff (engineers and planners) from corridor communities within the study area as well as affected agencies. Key responsibilities of the TAC include providing technical input, reviewing study findings, and providing recommendations to the PAC.

COMMUNITY ADVISORY COMMITTEE (CAC)

The CAC will advise project development of the Gateway Corridor project by representing the diversity of residential and business interests in the corridor. The CAC will provide input on the methods of public engagement; identify issues or concerns to be addressed in the Draft EIS and concept design; provide information on potential social, economic, and community impacts and appropriate mitigation measures; advise on the development and topics for Focused Interest Groups (described below); and provide input on key project decisions for consideration by the PAC and the GCC. CAC members provide a conduit for integrating the values and perspectives of citizens, communities, businesses, and institutions into the study process.



Study Process



POLICY ADVISORY COMMITTEE (PAC)

The PAC represents all Gateway Corridor Communities, key partnering agencies, and business and education interests along the corridor. The PAC reviews all TAC recommendations and input from the CAC and the public. This information helps guide the PAC in the decision-making process as progress is made toward identifying a locally preferred alternative.

GATEWAY CORRIDOR COMMISSION (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 the Ramsey County Regional Railroad Authority (RCRRA).

Washington and Ramsey County RRAs, as well as local municipalities, will formally act on the LPA selection process by making a recommendation to the Metropolitan Council for final approval.

What happens next? Can I still be involved?

The Scoping process is the first step of environmental review. There will be additional opportunities for involvement following the Scoping period, such as community meetings throughout the project and project materials available on the project website. In addition, interested parties may also participate in Focused Issue Groups (FIGs). FIGs are intended to provide short-term input on topics that are critical to project development but may be more limited in terms of geographical or topical interest, such as an East Saint Paul environmental justice FIG to focus on concerns of low-income and minority households in the area. Information on potential FIGs will be posted on the project website.

The study process is shown in the figure below. Once the Draft EIS is published (anticipated early 2015), another formal public comment period will collect input on the findings of the Draft EIS and recommended LPA.

March 3, 2014 - April 16, 2014

- Attend a public open house
 - Monday, March 24th Guardian Angels Church
 - Tuesday, March 25th Conway Recreation Center
- Attend PAC Meeting
 - Thursday, April 10 Woodbury City Hall
- Send an email
- Send a letter

Early 2015 DRAFT EIS PUBLISHED

April 16, 2014
SCOPING
COMMENT
PERIOD ENDS

Summer 2014 SCOPING DECISION DOCUMENT PUBLISHED

This report will describe the transit alternatives and environmental issues that will be studied in the Draft EIS. Comments received during Scoping will be responded to in this report, which will be available at www.thegatewaycorridor.com and at libraries and city halls in the corridor.

Early 2015 DRAFT EIS COMMENT PERIOD BEGINS

- Comment on the contents of the Draft EIS
- Attend a public hearing
 - Send an email
 - Send a letter

**FINAL EIS/
RECORD OF
DECISION**

Gateway Corridor Draft Environmental Impact Statement (EIS)

Please help us determine the alternatives and issues to be studied in the Gateway Corridor Draft EIS by providing comments on the areas outlined below.

The Scoping comment period closes on April 16, 2014.

All comments must be received by that date.

Mail your comment using the address on the reverse side or
email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name: _____

Address: _____

Email Address: _____ ☐ *Add me to the Gateway Corridor email list*

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

Do you have any other comments on the Gateway Corridor?



Affix
Stamp
Here

Andy Gitzlaff, Project Manager
Washington County Public Works Department
11660 Myeron Road North
Stillwater, MN 55082

Appendix D

Interagency Scoping Meeting Summary

Interagency Scoping Meeting Summary

THURSDAY, MARCH 20, 2014
10:00 AM

In Attendance

- FTA HQ* – Adam Stevenson
- FTA Region V* – Chris Bertch, Steve Clark, Sheila Clements, Bill Wheeler
- US EPA Region V* – Virginia Laszewski
- FHWA Minnesota Division – David Scott
- Minnesota Department of Agriculture – Becky Balk
- Minnesota Department of Transportation – Bill Goff, Adam Josephson
- Metropolitan Council/Metro Transit – Kathryn O'Brien
- Washington County Regional Railroad Authority (WCRRA) – Andy Gitzlaff, Lyssa Leitner
- Ramsey County Regional Railroad Authority (RCRRA) – Kevin Roggenbuck
- Washington County Housing and Redevelopment Authority – Kristen Scobie
- City of Saint Paul – Bill Dermody, Mark Finken
- City of Woodbury – John Bradford
- City of Landfall – Mike Ericson
- Kimley-Horn and Associates (KHA) – Jeanne Witzig, Jessica Laabs
- SRF Consulting (SRF) – Beth Bartz

*indicates participation by phone

Maya Sarna from FTA HQ was not available for the call, but is available at maya.sarna@dot.gov

Purpose of Meeting

- The purpose of the meeting was to introduce agencies and their roles, and kick off the interagency coordination part of the Scoping process. Scoping is the process of determining which alternatives and issues will be evaluated in the Draft Environmental Impact Statement (Draft EIS).
- The meeting also served to identify potentially significant issues and determine the level of detail required to evaluate those issues.
- The purpose of the meeting was fulfilled through the discussion items.

Project Overview

- FTA is lead federal agency and will collaborate with local, cooperating, and participating agencies in executing the EIS process.
- WCRRA is the joint local lead agency with Met Council and is taking lead on Draft EIS
- Metropolitan Council is a joint local lead and will assume leadership after Draft EIS
- The Notice of Intent (NOI) is a formal announcement of intent to prepare an EIS in accordance with federal regulations. FTA issued the NOI for Gateway Corridor on February 12, 2014.

- A Scoping Booklet has been prepared which gives background on the project and solicits input from the public on what should be studied in the Draft EIS. It was published on March 3, 2014 and is available at <http://www.thegatewaycorridor.com/documents/2014/Scoping%20Book.pdf>
- A brief overview of project history and goals was provided to meeting attendees – see Scoping Booklet
- It is the intent of FTA to identify an environmentally preferred alternative in the Draft EIS. The environmentally preferred alternative will be evaluated alongside other alternatives for comparison.
- The Gateway Corridor Scoping video was shown and is available at http://www.youtube.com/watch?v=1oA8S_eN4lg

Purpose and Need

- Five factors contribute to the need for the Gateway Corridor project: limited existing transit service; a policy shift toward travel choices and multimodal investments; population and employment growth; needs of people who depend on transit; and local and regional objectives for growth.
- A general discussion of project purpose and need was conducted. Project staff noted that the purpose and need statement will evolve over time with agency and public input.

Agency Issues and Concerns

- Agencies weighed in on general comments/concerns the project team should consider:
 - Department of Agriculture
 - Primary focus will be farmland/agricultural preserves, particularly in the eastern part of the corridor
 - Effects of induced development is also a concern
 - City of Woodbury
 - Wants to maximize TOD potential – unsure of potential on the south side of I-94
 - Concerned about roadway and traffic impacts in the community
 - City of St. Paul
 - Primarily concerned with access to jobs and using this corridor as a catalyst for redevelopment through the alignment, mode, and stations
 - Concerns about the at-grade crossings of White Bear Avenue and McKnight
 - Believes the transitway would serve populations which would benefit from all-day service
 - City of Landfall
 - Views the transitway as a gateway to the community
 - Concerned with property impacts, specifically the Harley dealership
 - Excited about the project
 - MnDOT - concerned with impacts on their ability to:
 - Continue to meet modal needs
 - Provide managed lanes in the future, and
 - Meet operations and maintenance needs
 - FHWA

- Concerned with impacts to the interstate and the ability for future expansion
 - Concerned with backups where the fixed guideway crosses roadways
 - Desires an additional alternative to be carried forward into the Draft EIS
- EPA
 - Focused on air quality, water resources (discharges to waters of the U.S.)
 - Project team should consider impacts of induced development
 - Concerned with park-and-ride locations, bicycle and pedestrian access, and access for transit-dependent populations
- Washington County HRA
 - Focused on how the transitway can support economic development
 - Wants to facilitate movement of workers between affordable housing and jobs
- Ramsey County
 - Wants better access for the East Side of Saint Paul
 - Access to jobs is important
 - Supportive of a permanent guideway to maximize redevelopment opportunities
- Lyssa Leitner shared that through her conversations with environmental justice communities in the corridor, interest in access to ALL jobs (at different pay scales) has been prevalent, as well as desire for connections to both local and regional destinations

Next Steps

- Adam Stevenson will send to Virginia Laszewski a summary of the process of concurrence points with the US Army Corps of Engineers
- The next step for agencies will be review of the Coordination Plan, which outlines their participation and expected review times
- The result of the Scoping process will be a Scoping Decision. The Scoping Decision documents what which alternatives and issues will be studied in the Draft EIS. The Scoping Decision will be worked through the project committees and is anticipated in the June timeframe
- A meeting summary and sign-in sheets from this meeting will be sent to attendees within one week and will include a copy of the Notice of Intent

Questions

- There was a common theme of economic development in agency comments – should this be called out as a need?
 - Economic development is covered in another need statement: “Local and Regional Objectives for Growth.” This will be expanded upon in the full purpose and need statement.
- What about other agencies not in attendance at this meeting (i.e. Minnesota Department of Natural Resources, Minnesota Pollution Control Agency, US Army Corps of Engineers) – will they be involved?
 - Several other agencies including these three were invited and did not attend the meeting, but will be engaged throughout the process (specific example of US Army Corps of Engineers through the 404/NEPA merger process)

- How will environmental justice populations be engaged? Will there be language accommodations?
 - Extensive outreach is already being conducted at the local level, including involvement with the Citizens Advisory Committee, District Councils in St. Paul, and several other minority and ethnic organizations in the corridor. This will be documented for environmental justice purposes.
- How would transit-dependent populations outside of the corridor access this transitway?
 - Access to corridor service from other areas is being considered and will be documented in the Draft EIS.

Attachments

- Meeting agenda
- Sign-in sheets
- Notice of Intent published 2/12/14

J. Laabs, Kimley-Horn and Associates, Inc.

Revised 5/5/14 per FTA comment

Appendix E

Comments Received During the Scoping Period

Public and Agency Comments Received during the Gateway Transitway Scoping Process

May 12, 2014

This document provides a compilation of all comments received during the Scoping period for the Gateway Corridor Draft Environmental Impact Statement (EIS).

One interagency Scoping meeting and two open house meetings were held during the Scoping period. The interagency meeting was held on March 20, 2014 and included staff representing 13 local, state, and federal agencies. The open house meetings were held March 24, 2014 and March 25, 2014. The number of people attending each open house meeting is provided in [Table 1](#) below. In addition, comments were received during a PAC meeting held April 10, 2014 at Woodbury City Hall.

Table 1. Meeting Attendance

Location of Meeting	Date	Attendees*
Guardian Angels Church (park-and-ride location), Oakdale	March 24, 2014	45
Conway Recreation Center, Saint Paul	March 25, 2014	32
Policy Advisory Committee Meeting, Woodbury	April 10, 2014	26 (guests, non-PAC members)
TOTAL	--	103

* Number of people who signed the sign-in sheet

Comments Received during the Scoping Process

Open house attendees were encouraged to provide input on the purpose and need for the project, the alternatives proposed for the study, and the project impacts or benefits that should be evaluated or any other areas of interest or concern. Comments were received in the following formats:

Comment forms: Interested individuals were invited to submit written comments on comment forms provided at the Scoping open houses. Scoping comment forms were provided along with the Gateway Corridor Scoping Booklet. (See attached comment form.)

Verbal statements: A court reporter was available at each open house and the PAC meeting to record verbatim statements.

Written statements: Interested individuals were invited to submit 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.

As shown in **Table 2**, 97 comments were received through April 16, 2014. Of these, 12 written comments/statements and eight verbal statements were received at the Scoping open houses. Eight verbal statements were received at the PAC meeting. The balance included written statements that were received by mail or email prior to the end of the comment period. A few individuals provided comments using more than one format (e.g., email and comment form) or submitted multiple comments. All comments are attached here in the order of Table 2 below followed by agency comments.

In addition to comments from the general public, written statements were also received from the following municipalities, agencies, and organizations:

- Federal Highway Administration
- US Environmental Protection Agency
- Federal Transit Administration
- Minnesota Department of Transportation
- Minnesota Pollution Control Agency
- City of Afton
- City of Landfall
- City of Maplewood
- City of Oakdale
- City of Saint Paul
- City of Woodbury
- Ramsey-Washington Metro Watershed District
- District 1 Community Council

Table 2. Summary of Comment Types

Type of Comment	Number
Comment forms/written statements submitted at open houses and PAC meeting	12
Verbal statements received at open houses and PAC meeting	16
Written statements/comment forms received by Washington County (mailed or emailed)	69
TOTAL	97

Appendix A

Comment Forms/Written Statements Submitted at Open
Houses and the PAC Meeting

Gateway Corridor Draft Environmental Impact Statement (EIS)

Please help us determine the alternatives and issues to be studied in the Gateway Corridor Draft EIS by providing comments on the areas outlined below.

The Scoping comment period closes on April 16, 2014.

All comments must be received by that date.

Mail your comment using the address on the reverse side or
email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name: James Weingartz

Address: 1091 Ferndale No., Maplewood

Email Address: _____ ☐ Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

I understand the Population & Employment growth but what is the ridership estimates?

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

prefer D2 alignment - more area open for growth.

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

Current 4th St. N. bridge over I-694 is narrow & getting old. A new structure should be built to four lanes for auto and truck traffic besides width for LRT or BRT.

Do you have any other comments on the Gateway Corridor?

Is there a fare difference between LRT and BRT?

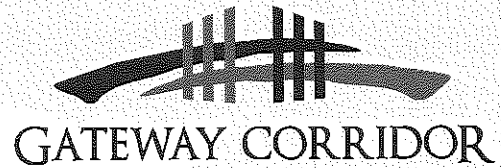
Gateway Corridor Draft Environmental Impact Statement (EIS)

Please help us determine the alternatives and issues to be studied in the Gateway Corridor Draft EIS by providing comments on the areas outlined below.

The Scoping comment period closes on April 16, 2014.

All comments must be received by that date.

Mail your comment using the address on the reverse side or
email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name:

Sue Hammersmith

Address:

10799 Ashley Lane, Woodbury MN 55129

Email Address:

sue.hammersmith@metrostate.edu ☒

Add me to the Gateway
Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

*All valid. Traffic already has outgrown capacity at peak hours.

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

I would prefer BRT. Seems a better investment.

I would prefer DI option. More accessible to me personally and more accessible to population base and shopping.

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

① One benefit not mentioned is the development of community among regular riders. So many of us moved in from elsewhere, it would be a good opportunity to meet fellow community members.

Do you have any other comments on the Gateway Corridor?

Thank you for moving this forward. The sooner the better!

← A second benefit not mentioned would be safety of transport in bad weather or for older or disabled persons.

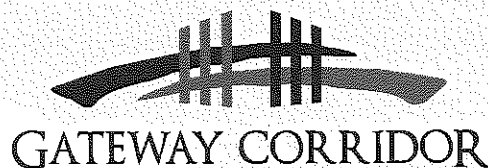
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The Scoping comment period closes on April 16, 2014.

All comments must be received by that date.

Mail your comment using the address on the reverse side or
email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name: Michelle Julius

Address: 1241 Donegal Dr, Woodbury

Email Address: juliusfamily4@msn.com ☒ Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Need more times beyond peak/rush hour. Would
take bus more if more times. Would take
everyday if more times available (esp. mid-day)

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

BRT makes the most sense

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

Stops with destinations, i.e. shopping.

Stops with Park+Ride

Do you have any other comments on the Gateway Corridor?

Need park + ride in Woodbury - currently
use either Guardian Angels or Theater - prefer
NOT to have to go out to Manning...
Commuters from Wisconsin will fill up
Manning quickly...

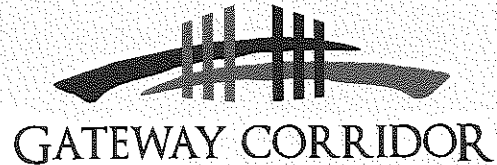
Gateway Corridor Draft Environmental Impact Statement (EIS)

Please help us determine the alternatives and issues to be studied in the Gateway Corridor Draft EIS by providing comments on the areas outlined below.

The Scoping comment period closes on April 16, 2014.

All comments must be received by that date.

Mail your comment using the address on the reverse side or
email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name:

Tom Kreimer

Address:

772 Jewel Ave N, Lake Elmo, MN

Email Address:

tkreimer@comcast.net



Add me to the Gateway
Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet): Alignment

Route D1 seems more useful than D2.

Do you have any other comments on the Gateway Corridor?

Please make sure to allow Express Busses to use the new lanes, with a bypass at the stops. This is vital! While Express busses use the shoulder, it is much slower than a dedicated lane.

Gateway Corridor Draft Environmental Impact Statement (EIS)

Please help us determine the alternatives and issues to be studied in the Gateway Corridor Draft EIS by providing comments on the areas outlined below.

The Scoping comment period closes on April 16, 2014.

All comments must be received by that date.

Mail your comment using the address on the reverse side or
email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



D2 South

Comment Form

Name:

Mike Whitescarver

Address:

2405 Helmo Ave N Oakdale MN 55128

Email Address:

mrwhitescarver@gmail.com



Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Agree with the 5 factors

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

D2 Route is less preferable than the D1 Route. State Farm has been unoccupied for over a decade and while interest from buyers continue, it won't likely be used for many many years. Parking along D1 Route for express transit plus mid-day users is key. This project must not use other business parking spaces

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

- Parking impact to business along Route plus transit parking space impact
- Need to have Express Route Service to mpls in addition to Corridor (Rt 375)
- water run off from Route

Do you have any other comments on the Gateway Corridor?

Gateway Corridor Draft Environmental Impact Statement (EIS)

Please help us determine the alternatives and issues to be studied in the Gateway Corridor Draft EIS by providing comments on the areas outlined below.

The Scoping comment period closes on April 16, 2014.

All comments must be received by that date.

Mail your comment using the address on the reverse side or
email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name: Peggy Erlandson
Address: 6944 Hudson Blvd N, St Paul (Oakdale) MN 55128
Email Address: luisamae7@gmail.com ☒ Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

This transit system is definitely needed. Without a car, it is difficult to get to other areas of the Twin Cities.

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

How loud are the light rail and buses as they near a station?
What are the fuels / odors used for each?
Would stations be on I-94 side of the road? How would people safely cross over, especially in Oakdale & near Sun Ray?

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

Tanner's Lake
Light Rail Bridge from Union Depot - cost effectiveness as compared to BRT across I-94?

Do you have any other comments on the Gateway Corridor?

Would it be better to have the Sun Ray station closer to the Bus transit station so people would have alternative routes if needed?
How much space does the LRT & BRT need for their lanes?

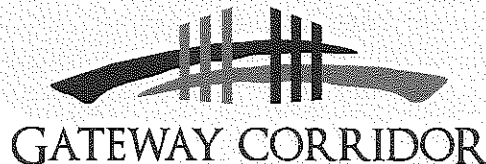
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All comments must be received by that date.

Mail your comment using the address on the reverse side or
email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name:

STEVE LAW

Address:

LAWSAFETY@LIVE.COM (451 JAYNE ST, 55119)

Email Address:

→

☒ Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

1) TRANSIT IS SAFER! NO DRUCKS
2) FREEWAY IS CLOGGED

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

WILL FOLKS RIDE BRT?

(C) LOOKS GREAT!

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

NOISE & VIBRATION
AIR

Do you have any other comments on the Gateway Corridor?

THE INCOME IN MY AREA IS 26,000! NO ONE
CAN AFFORD A CAR IN THAT INCOME BRACKET!

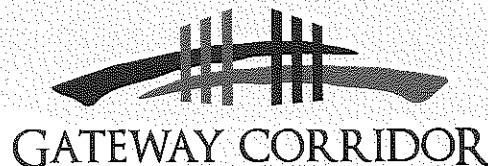
Gateway Corridor Draft Environmental Impact Statement (EIS)

Please help us determine the alternatives and issues to be studied in the Gateway Corridor Draft EIS by providing comments on the areas outlined below.

The Scoping comment period closes on April 16, 2014.

All comments must be received by that date.

Mail your comment using the address on the reverse side or
email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name:

STEVE LAW

Address:

58119

Email Address:

☐ Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

IS BRT WORKING ANYWHERE?

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

• 3M IS NOT A GOOD CORPORATE CITIZEN VS. GENERAL MILLS & CARLSON COMPANIES!

• THEY USE THE COMMUNITY CENTER - THEY USE THE LIBRARY - THEY DO NOT PAY ENOUGH.

Do you have any other comments on the Gateway Corridor?

• SUN KAY TRASH STOP IS AWFUL - SO IS DOWNTOWN ST. PAUL!

• ~~that~~

Gateway Corridor Draft Environmental Impact Statement (EIS)

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email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name:

William Robbins

Address:

2277 Stillwater Ave E., Maplewood, MN

Email Address:

☐ Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

*Park and ride sites would be needed near SunRay Center
having significantly higher capacity than proposed*

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

Tanner's Lake ~~has~~ receives significant spring runoff from I-94. This is cold, salty water, and that dense water has created an anoxic layer at the bottom of Tanner's Lake. To be sure, this is a problem created by Mn DOT, but the busway might contribute to a cure of this issue, rather than exacerbating the problem.

Do you have any other comments on the Gateway Corridor?

Transit, in general, has the issue of peak ridership and capacity limitations during rush periods. A means of ameliorating this problem exists: peak period ridership fares can be imposed, but not for the purpose of revenue enhancement as MTC/Met Council has done, but over a much shorter window in time, allowing people to move the shift their ride time enough to avoid peak fares.

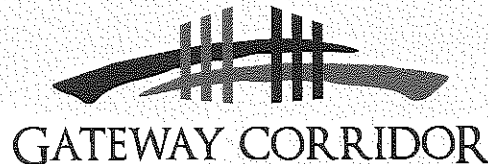
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email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name: Joan Furlong

Address: 54 E Sandra Lee Dr

Email Address: j.furlong12345@yahoo.com ☒ Add me to the Gateway Corridor email list *already on*

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

BRT vs LRT. BRT seems like it would be cheaper. I
don't know if it's cheaper in the long run. ~~I like~~ I like the
"ride" of the LRT better than the BRT. Maybe if the
buses were electric - "a better ride". I don't know, would need more

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

Do you have any other comments on the Gateway Corridor?

I love it! Great idea.

Gateway Corridor Draft Environmental Impact Statement (EIS)

Please help us determine the alternatives and issues to be studied in the Gateway Corridor Draft EIS by providing comments on the areas outlined below.

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email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name: Betsy Leach
Address: 1672 W. Minnehaha SP 55104
Email Address: betsykateleach@gmail.com ☐ Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

There is a huge need for fast transit in both directions. To get to my work from home takes far too long currently. The commute to new jobs in the eastern suburbs is difficult for anyone in SP

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

Honestly I would like to see LRT because I am not convinced that the development potential is really there for BRT and what is desperately needed is STRONG incentives for mixed use development - providing jobs, housing esp for a variety of economic classes

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

Low income jobs/low skill jobs in eastern suburbs - how do people get there w/out having to buy into an auto-oriented (therefore more expensive) lifestyle? Also there should be a study of the transportation cost burden of people living in the far suburbs of SP and in the eastern suburbs. It isn't just the no-car households that are impacted. How does this support MAINTAINING people in the middle class, once they get there?

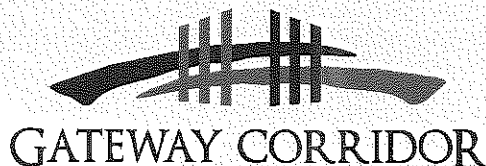
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Visit the project website: www.thegatewaycorridor.com



Comment Form

Name:

Cheryl Ader

Address:

1405 Granada Ave N Oakdale Mn 55128

Email Address:



Add me to the Gateway
Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

Do you have any other comments on the Gateway Corridor?

My main concern is PROTECTING our power grid.
If our power grid goes down, it won't ~~matter~~ matter
if we have TRANSIT or NOT.

Cheryl Ader comment attachments:

DVD with film: "Lights Out," dated 2/22/2014

List of articles below. Note the news articles were not attached.

- **2 ARTICLES**

St. Paul Pioneer Press

Sunday February 9th, 2014

- Attack on electric utility's grid raises alarm
By Evan Halper & Marc Lifsher
(Chicago Tribune)

St. Paul Pioneer Press

Sunday February 9th, 2014

- Concern grows over possibility of massive power outage across U.S.

Appendix B

Verbal Statements Received at Open Houses and the PAC Meeting

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OAKDALE , MINNESOTA
GATEWAY CORRIDOR OPEN HOUSE

* * * * *
TAKEN ON MONDAY , MARCH 24TH , 2014
AT GUARDIAN ANGELS CHURCH
FROM 4:30 P.M. - 6:30 P.M.
OAKDALE , MINNESOTA
* * * * *

Taken before Cheryl M. Lippman, RPR

www.nwcourtreporters.com
nwcr@nwcourtreporters.com
1-800-628-7551

1 KURT VANDEN BRANDEN: My name is Kurt Vanden Branden, 11008
2 32nd Street North in Lake Elmo. My first comment was I was
3 disappointed to see that there were only two alternatives, a
4 bus rapid transit and a light rail. Would have really liked
5 to have seen consideration for a personalized rapid transit
6 option.

7 Second comment would be if we do a light
8 rail option, I would love to see something in the
9 way of an off-line station, such that we could
10 have faster transit from end to end without
11 having to stop at each station. Let me think.
12 I think that's pretty much what the -- the two
13 comments I have, so thank you.

14 BETTY HURLEY SCHMITZ: Okay. My name is
15 Betty Schmitz, S-C-H-M-I-T-Z, and I live at 7578
16 4th Street Lane North in Oakdale, which is on the
17 corner of 4th Street and Helmo, and this whole
18 project will be right across the street from my
19 home, which I was forced to buy -- well, I wasn't
20 forced to move there, but I had to move out of my
21 Oak Park Heights home in Washington County,
22 because, first of all, they built a jail right in
23 my backyard there, which ruined my neighborhood,
24 and then they needed my lot to build a parking
25 lot for the jail -- or the Washington County

1 Government Center, and they purchased that.
2 They -- I had to move. And that was eight years
3 ago last October, and they did not use my plot of
4 land until the summer of 2013, so I could have
5 stayed there eight years. The man that lived
6 next to me, they allowed him -- he's still there.

7 And I just -- I think this route for those
8 of us in these new town -- twin homes that are in
9 this area is going to totally ruin our area,
10 first of all, to have a transit line go right
11 down our street, whether it bus or rail. And,
12 let's see, that is the 4th Street route, the
13 other -- the D1 -- no, D2 goes right down my
14 street, that'll be right on my street, period.
15 The other one will be -- the station will be at
16 The Oaks, which is right across the street, so we
17 will have a station -- this is all intertwined
18 here with our bike paths and all of our -- those
19 nice bike paths and walking paths in our area. I
20 go bike riding every night, and with -- if I have
21 a transit station there across the street, I will
22 not be able to even go bike riding at night
23 because I just don't think having a station is a
24 healthy atmosphere, so other than that --

25 But I know how Washington County works, and

1 I'm just afraid it will happen no matter how I
2 feel, so -- and I can't imagine too many of the
3 people in our twin homes wanting to walk that far
4 to get to a -- the train. You know, it'll be
5 five, six, seven blocks to walk to get to it, so
6 I -- I just don't -- I don't really see the
7 necessity of it, but then I still can drive, so I
8 guess -- I think that's all. I don't know.

9 Because when I lived in Oak Park Heights,
10 once they built the jail right -- right behind my
11 house, I knew that it was an impossibility,
12 nobody would want to buy my house. Now, if they
13 put this light rail or the bus line right down my
14 street, no one will buy my house, it's
15 impossible. And, of course, the -- the
16 businesses there, that Oaks business, they'll
17 love it because they'll have more people. Well,
18 of course, nobody will take the light rail from
19 around here, but -- nobody that lives in my
20 neighborhood is gonna take the light rail to that
21 business.

22 But I just -- I just don't think it's a good
23 thing for our neighborhood at all. I think it's
24 the -- it'll be the end of our development, and
25 those were built in 2000 -- what's nine years

1 ago, 2009 -- 2008 is when they were built, so I
2 just see the beginning of the end is what I
3 figure for me, so --

4 PATRICK A. MCNAMARA: My name is Patrick
5 McNamara, I live in Inver Grove Heights, 8680
6 Asiatic Avenue, Inver Grove Heights, Minnesota.
7 I work in the area off Rivertown Avenue on
8 Commerce Drive. There's a -- a lack of sidewalks
9 and pedestrian access in the area. I would
10 like -- very much like to be able to take
11 transit, but there's a real lack right now. I'm
12 concerned that the stations are places where I
13 can't conveniently walk to -- the final quarter
14 mile to work. Let's see. I would like something
15 closer to work, as far as a station. I don't
16 think a shuttle bus would run often enough, it'd
17 probably be quicker to walk than wait for a
18 shuttle bus, but in the wintertime, that might be
19 difficult.

20 I prefer the bus rapid transit over light
21 rail because I don't see how light rail would
22 fit, and I've ridden enough buses to know that
23 the experience is good enough for me, and have
24 used the Red Line quite a bit. I prefer a
25 southern alignment to a northern alignment on the

1 end because I work south of Interstate 94. I
2 guess that's it.

3 CHERYL ADER: My name is Cheryl,
4 C-H-E-R-Y-L, Ader, A-D-E-R, 1405 Granada Avenue
5 North, Oakdale. Okay. Okay. How am I gonna say
6 this. Okay. I'm horrible at stuff like this,
7 so --

8 My main concern is I feel like we're getting
9 the cart before the horse. Our power grid is not
10 protected, and if our power grid goes down, it's
11 not gonna matter if we have bus transit or light
12 rail transit, because if our power grid goes
13 down, it's not gonna matter if we don't have
14 electricity, which could happen because of a
15 solar flare, nuclear device, cyber attack, a
16 number of other ways.

17 PEGGY ERLANDSON: My name is Peggy
18 Erlandson, I live at 6944 Hudson Boulevard North,
19 St. Paul, which is in Oakdale, Minnesota 55128,
20 and I believe that this transit system is
21 definitely needed. It's hard without a car to
22 get around the -- from this side to other areas
23 of the Twin Cities.

24 And some of my concerns are, like, how loud
25 are the light rail bus -- or trains as compared

1 to the buses, like, as they near a station? And
2 what fuels and what odors are caused and added to
3 the environment by each of these different types
4 of transportation? Would the stations be on the
5 I-94 side of the road, so how would people safely
6 get across the road to get to the station? And
7 would it be better to have the Sun Ray station
8 closer to the bus transit station so people would
9 have alternate routes if they needed? And how
10 much space do each of these lanes take up, how
11 much, you know, between -- they have to have a
12 couple of lanes, so how much space and land are
13 they going to need? 'Cause there's some tight
14 spots, like Tanners Lake is especially important.
15 And if they needed to get from the Union Depot
16 across I-94 to get to Hudson on the other side,
17 the light rail bridge would have to be built
18 separately, and is that cost effective as
19 compared to maybe joining onto the Kellogg Bridge
20 or the Seventh Street Bridge that already exists?

21 PEGGY MITCHELL: Peggy Mitchell, 7509 16th
22 Street, here in Oakdale. And I guess my comment
23 is, how will this be paid for? Because we
24 already are indebted to the pension funds, to the
25 Vikings, and to other light rail.

1 (The Gateway Corridor Open House concluded
2 at 6:30 p.m.)

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1 STATE OF MINNESOTA)
) ss.
2 COUNTY OF WASHINGTON)

3 Be it known that I took public comments at the
4 Gateway Corridor Open House event on the 24th day of March,
5 2014, at Oakdale, Minnesota;

6 that I was then and there a Notary Public in
7 and for the County of Washington, State of Minnesota, and
8 that by virtue thereof I was authorized to administer
9 an oath;

10 that the public comments were recorded in
11 stenotypy by myself and reduced to print by means of
12 Computer-Assisted Transcription under my direction,
13 and that this is a true record of the public comments given
14 by said parties to the best of my ability;

15 that I am not related to any of the parties
16 hereto nor interested in the outcome of the action.

17 Dated this 27th day of March, 2014.

18

19 Cheryl M. Lippman, RPR
Notary Public,
20 Washington County, Minnesota
My commission expires 1-31-2018

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ST. PAUL, MINNESOTA

GATEWAY CORRIDOR OPEN HOUSE

* * * * *

TAKEN ON TUESDAY, MARCH 25TH, 2014

AT THE CONWAY COMMUNITY RECREATION CENTER

FROM 4:30 P.M. - 6:30 P.M.

ST. PAUL, MINNESOTA

* * * * *

Taken before Shannon Caflisch, RPR

www.nwcourtreporters.com

nwcr@nwcourtreporters.com

1-800-628-7551

1 BETTY SCHMITZ: My name is Betty Schmitz, and
2 I live on the corner of Helmo and Fourth Street in
3 Oakdale. And what concerns me is that I live in an
4 area with condominiums -- with twinhomes and
5 condominiums, and there are a lot of homes in
6 there. And I'm concerned that there wasn't a flier
7 of some sort sent out so all the people in those
8 areas knew about these meetings. 'Cause the few
9 people that I contacted had not heard about it.

10 There was a little article in the Review
11 paper, which comes and a lot of times stays in the
12 mailbox 'cause there's not much in it to read. And
13 so a lot of people didn't even know about these
14 meetings.

15 I'm also thinking of the snowbirds where --
16 the first meeting was in February, everybody has to
17 have their comments in by April 16th. There are
18 snowbirds that will not have any idea of this
19 program going on, and I think more people should
20 have input into it.

21 I'm really upset. I think I told the story
22 where the County took my house in 2006 in
23 Stillwater -- in Oak Park and built the jail in my
24 backyard. And then in 2006 they had -- they made
25 me move. They did not use my land until 2013. I

1 could have stayed there. It was like they didn't
2 know what was going on, and I'm afraid that's the
3 same thing happening here.

4 I just wish all my neighbors in this whole big
5 cul-de-sac -- or this big area that I live in knew
6 that -- that this is going on. And I see how few
7 people are here tonight. There were not many
8 people when I went to the one in Oakdale at
9 Guardian Angels. And I just think -- I don't know
10 if the County was hoping that people won't show up
11 or just what.

12 But I wondered about the ridership, if there
13 are going to be that many people if they go down
14 the Fourth Street lane. I, of course, would rather
15 see south of -- of 94, that route, than -- the one
16 going Fourth Street is -- will impact a lot of
17 people, whereas the southern route that they show,
18 there are not many people living along that route.
19 So for me, I would rather have this on the other
20 side of 94, of course.

21 So I don't know if there's anything else I'd
22 like to scream about, but I still think there
23 should be fliers sent to each home so that people
24 know about this. I think that's all.

25 One other thing I should have put on there is

1 that I talked to a lawyer last night, and she said
2 that my home already -- just with these plans
3 taking shape has lost value. She just said there's
4 nobody -- nobody would want to buy a house -- a
5 home right across the street from a light rail
6 or -- and especially a -- the transit station.

7 I just think of the people that will stop
8 there and hang around and -- you know, we bike ride
9 out there and we walk out in there. I bike ride
10 every night around that. And if they put this in,
11 I will never-- I probably won't go out at night.
12 So that's it for me.

13

14 WILLIAM ROBBINS: William Robbins. Park and
15 ride sites having significantly higher capacity
16 than proposed would be needed near Sun-Ray Center.
17 And that's one comment.

18 Tanners Lake receives significant spring
19 run-off from I-94. This is cold, salty water; and
20 that dense water has created an anoxic layer at the
21 bottom of Tanners Lake. To be sure, this is a
22 problem created largely by MnDOT. But the busway
23 might contribute to a cure of this problem rather
24 than exacerbating the problem.

25 Another topic. Transit in general has the

1 issue of peak ridership and capacity limitations
2 during rush-hour periods. A means of ameliorating
3 this problem exists: Peak period ridership fares
4 can be imposed, but not for the purpose of revenue
5 enhancement as MTC/Met Council has done, but over a
6 much shorter window in time allowing people to
7 shift their ridership time enough to avoid peak
8 fares. That's all.

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1 STATE OF MINNESOTA)

2 COUNTY OF DAKOTA)

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4 Be it known that I took statements in the Gateway
5 Corridor Open House, on the 25th day of March, 2014 at
6 St. Paul, Minnesota;

7 that I was then and there a Notary Public in and for the
8 County of Dakota, State of Minnesota;

9 that the testimony of said citizens was recorded in
10 stenotype by myself and reduced to print by means of
11 Computer-Aided Transcription under my direction, and is a
12 true record of the testimony given by the citizens to the
13 best of my ability;

14 that I am not related to any parties hereto nor
15 interested in the outcome of the action.

16 Dated this 26th day of March, 2014.

17

18

19

Shannon Caflisch, RPR

20

Notary Public,

21

Dakota County, Minnesota

22

My Commission expires 1-31-2015

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POLICY ADVISORY COMMITTEE MEETING

4

GATEWAY CORRIDOR

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PUBLIC SCOPING COMMENTS

8

10TH DAY OF APRIL 2014

9

AT WOODBURY CITY HALL

10

WOODBURY, MINNESOTA

11

2:00 P.M.

12

* * * * *

13

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Taken before Pauline Hanson, RPR

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www.nwcourtreporters.com

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nwcr@nwcourtreporters.com

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1-800-628-7551

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1 (The comment portion of the proceedings
2 began at approximately 2:08 p.m.)

3 BOB TATREAU: Thank you, Mayor. And
4 just a pleasure to see so many folks here
5 from the community and from the media. And
6 always a pleasure to be with you guys from
7 the Gateway Corridor Commission always. I
8 appreciate you so much, Andy, and have been
9 so kind and helpful to me. It's very, very
10 nice.

11 My comment's only a couple pages. I
12 think I can get done in a couple minutes.
13 I'll start at this point.

14 These were solicited by the Gateway
15 Corridor Commission to identify subjects and
16 items which need to be studied. This is the
17 first installment for me here of comments
18 solicited by the Gateway Corridor
19 Commission. They are intended to be
20 presented this afternoon, which we're doing
21 right now, April 10, 2014, at this meeting.
22 And another installment will be coming
23 before the comment period ends on the 16th.

24 The scoping of the Gateway Corridor
25 project was described by Andy Gitzlaff,

1 project manager and Washington County senior
2 planner at the February 25, 2014 Washington
3 County board workshop with public works. At
4 that meeting Mr. Gitzlaff stated that
5 scoping, I think I'm quoting pretty close,
6 lays out what is to be studied in the draft
7 Environmental Impact Study, kind of near it,
8 I think, therefore is a process which has to
9 be strictly observed and adhered to so that
10 federal and state laws are in complete
11 conformity with the further progress of the
12 project.

13 In this regard particular attention
14 must be paid to environment justice, Title
15 VI, and public transportation. More
16 explicitly this means that the U.S.
17 Department of Transportation and the Federal
18 Transit and Administration make
19 environmental justice a focal point. Their
20 mission to ensure that disproportionately
21 high and adverse human health and
22 environmental effects not occur to minority
23 and low income population.

24 The directives of the DOT and FTA
25 describe specific measures to be taken to

1 address instances of disproportionately high
2 and adverse effects. These directives also
3 set forth the relevant definitions of what
4 constitutes adverse effects on these
5 populations.

6 The guiding principles followed by DOT
7 and FTA include to ensure that the full and
8 fair participation by all potentially
9 affected communities is had and this
10 includes in the transportation
11 decision-making process they should be
12 involved and to prevent the denial of
13 reduction in or significant delay in the
14 receipt of benefits by minority and low
15 income population. That's a very important
16 point I think to be looked at maybe read
17 over a couple times and digested by all who
18 are concerned with this. In grant
19 agreements they require to be a recipient of
20 FTA funds, the recipient has to comply fully
21 with Executive Order 12898 and DOT Order
22 5610.2(a).

23 All of this is quite relevant to the
24 Gateway Corridor project, this is because
25 the alignment and proposed route of the

1 transit project is juxtaposed to minority
2 and low income population.

3 Fundamentally the use of the term
4 scoping in the Gateway Corridor project
5 means to observe the range or extent of what
6 needs to be considered.

7 In the Gateway Corridor project we must
8 determine what effect will the project
9 produce on low income and minority
10 populations. To make this determination
11 studies must be completely truthful and
12 unabridged.

13 The draft environmental impact studies
14 produced must be a genuine reflection of
15 reality, not a contrivance just so the
16 project can go forward. This is not a
17 matter of just common sense, which we can
18 all see it is, but it's a very serious
19 important matter of law and executive orders
20 which must be followed to produce
21 environment justice for the low income and
22 minority populations which are juxtaposed to
23 the alignment of route of this transit
24 project.

25 So this lays out the direction, scoping

1 of draft Environment Impact Studies
2 absolutely must conform to.

3 The second installment from this
4 comment will be forthcoming and occur before
5 the end of the comment period.

6 So thank you very much. Like to submit
7 this. Do you want me to given it to
8 someone?

9 MARY GIULLANI-STEPHENS: After Theresa
10 will be Betty Schmitz. So Theresa Nichols.

11 THERESA NICHOLS: Thank you. I just
12 want to express some concerns about this
13 project as a resident in Oakdale and the
14 transit hub that they're proposing putting
15 across the street from our townhomes.
16 I'm -- I'm extremely concerned about the
17 increased traffic, volume of traffic, the
18 increased noise from that traffic and the
19 increased pollution from that traffic.

20 If they're putting in a hub there,
21 there will be a lot of cars parked there.
22 And it's just not -- I don't think it's a
23 good fit where they're planning on putting
24 the transit hub on Fourth Street. So --

25 MARY GIULLANI-STEPHENS: Thank you for

1 your comments.

2 THERESA NICHOLS: Thank you.

3 MARY GIULLANI-STEPHENS: Betty Soban
4 will be after Betty Schmitz.

5 BETTY SOBAN: Soban. Okay, right now I
6 live

7 MARY GIULLANI-STEPHENS: Are you Betty
8 Schmitz?

9 BETTY SOBAN: I'm sorry, wrong Betty.

10 BETTY SCHMITZ: I didn't write anything
11 down to write (sic), but this one little
12 article out of the paper was about over on
13 University Avenue how the people now are
14 fighting because they're -- they've had
15 cracks in their plaster and ruination to
16 their businesses. And because I live right
17 on Fourth and Helmo, I'm worried about those
18 of us that do live along there what will
19 happen to our homes.

20 And what surprised me after I went to
21 the meeting on the 24th and 25th, I checked
22 with different neighbors in each of the
23 developments. No one knew about this. And
24 I just couldn't imagine why people were not
25 informed about those meetings. And let's

1 see, I am just totally against it because I
2 think that it could be south of 94 for one
3 thing. That looks like a more feasible
4 spot, if we have to have this. And I wish I
5 would have written more to say but I'll let
6 somebody else

7 MARY GIULLANI-STEPHENS: Well, and just
8 know you can submit written comments up
9 until April 16th.

10 BETTY SCHMITZ: I did send some in
11 already.

12 MARY GIULLANI-STEPHENS: Thank you.
13 Thank you for your comments. Tom Giannetti
14 will be after Betty. And how do you
15 pronounce your name?

16 BETTY SOBAN: Soban.

17 MARY GIULLANI-STEPHENS: So, Betty,
18 you're up.

19 BETTY SOBAN: Thank you. I live on
20 Seventh Street. There's four Minnesota
21 transit buses that go past my house, two
22 going east and two going west. Very
23 seldom -- I can see right into the bus.
24 Very seldom is there anybody on them. Maybe
25 one or two people in that hour span. Nobody

1 is using them. I'm not going to get out of
2 my warm car and get into a bus or a train.

3 Number two, this is eminent domain.
4 This is our property. We're paying property
5 taxes for it. I talked to about six
6 businesses on Stillwater Road this morning,
7 Hudson Boulevard. Nobody has ever heard of
8 it. These are big businesses. Nobody ever
9 heard about this corridor business. So I
10 think you should reconsider and think about
11 taking our property away from it and
12 invading the people's privacy of their own
13 property.

14 This is still America, I hope. Thank
15 you.

16 MARY GIULLANI-STEPHENS: Thank you,
17 Betty. We appreciate your comments. Linda
18 Stanton will be after Tom, Tom Giannetti.

19 TOM GIANNETTI: Thank you. I'm Tom
20 Giannetti. As I said, I'm the owner of
21 St. Paul Harley-Davidson. I also sit on the
22 community action council Gateway Corridor.

23 I refer to the -- to the notes of the
24 March 19th technical advisory committee
25 meeting where two possible proposals were

1 made referred to as Tier 1 and Tier 2.

2 In my -- in my discussions with Mr.
3 Gitzlaff that Tier 1 proposal was referred
4 to as the Cadillac proposal. And I'd like
5 you to know what includes.

6 On page 4 paragraph 2 it says at
7 Tanners Lake the frontage road would need to
8 be shifted to the north on a bridge over the
9 lake under this scenario. The guideway
10 would be two lanes. Some parallel parking
11 would be maintained in front of the
12 Harley-Davidson. Sounds like it's in front
13 of a motorcycle, doesn't it?

14 It's not the Harley-Davidson. It's
15 St. Paul Harley-Davidson, a business that I
16 personally grew from a seven million dollar
17 business to a 20 million dollar business and
18 30 employees to 130 employees. And you are
19 now presenting the greatest threat to my
20 business that has ever been presented in my
21 15 years of ownership.

22 The building's parking lot would be
23 affected. It wouldn't be affected. It
24 would be pretty much wiped out. It would
25 affect 75 parking spaces, about 15 of which

1 I paid \$20,000 extra when Hudson Road was
2 replaced to widen the road because they
3 wanted to put the turn lanes, which I agree
4 with, they're a safety issue. And I paid
5 \$20,000 to put about 15 spots along the
6 outside curb, which would be about the same
7 as what would be saved with their parallel
8 parking proposal. The other 60 parking
9 spaces would go away.

10 Hudson Road would need to be reduced to
11 a two-lane road at Greenway Avenue with a
12 bypass at the Greenway Avenue station. A
13 potential pedestrian connection over I94
14 could be built at this location. There
15 would be no turn lanes at the intersections
16 in this segment.

17 I refer to page 17 of the scoping
18 booklet. And I show two pictures with
19 subtitles under that have -- that are
20 proceeded by goal. Underneath the subtext
21 says to protect the natural environment
22 features of the corridor. And it has a
23 picture of a couple of lakes along the way.

24 If a bridge goes over the south side of
25 Tanners Lake it will decimate the entire

1 south side ecosystem of Tanners Lake. All
2 the underbrush, all the trees, anything
3 that's growing there will be destroyed and a
4 bridge will be extended out into Tanners
5 Lake. That doesn't sound to me like you're
6 protecting the natural environment,
7 environmental features of this corridor.

8 The second picture says goal, preserve
9 and protect individual and community quality
10 of life, and has a beautiful picture of
11 Woodbury Lakes and stores and shops
12 contained there.

13 So are we to protect these major
14 shopping areas but the 70,000 customers on
15 my mailing list that come to my store are
16 not going to be protected. My question is
17 does anybody here think this is -- first of
18 all, are the proposals that are submitted,
19 maybe this is a question for Mr. Gitzlaff,
20 or Ms. Bartz, are these proposals supposed
21 to be viable, workable sustainable
22 proposals? Is that what the intention is?

23 MARY GIULLANI-STEPHENS: I'll let you
24 make your comments and then we'll ask them
25 to follow up if there's questions they want

1 to address.

2 TOM GIANNETTI: Because if they are, I
3 don't understand how anybody can consider
4 this viable, workable or sustainable.
5 Either you don't believe me when I tell you
6 that losing those 60 parking spaces would
7 not just inhibit my business, it would put
8 me out of business. I don't have any place
9 to put those extra parking spaces. I'm
10 pretty much landlocked.

11 A suggestion was made that I could -- I
12 should use the park, which we refer to as
13 Harley Park right on the shores of Tanners
14 Lake. That would mean I bulldozed all the
15 trees, the birch trees, and the spruce
16 trees, bulldoze the pavilion, the picnic and
17 fountain and destroy that part of the shore
18 to put down blacktop. And I might gain back
19 maybe 15, 20 of the parking spaces. So now
20 with your parallel parking and my destroyed
21 Harley Park, I might have 40 percent of the
22 spaces that I lost and maybe be sustainable,
23 but it certainly would not be the place that
24 it has always been for our customers to meet
25 with their friends and go riding on a nice

1 summer day. That's what it is. It's a
2 destination.

3 This proposal would destroy my
4 destination location and it would destroy
5 the south end of Tanners Lake. I don't see
6 how it's anywhere close to viable or should
7 even be considered. And I don't believe it
8 should even have been proposed, unless
9 absurd proposals are acceptable.

10 This is not viable. And I'm not sure
11 really if you don't believe it or if you
12 just don't care.

13 MARY GIULLANI-STEPHENS: Thank you for
14 your comments, Tom. After Linda will be
15 Larry Peterson. Linda Stanton.

16 LINDA STANTON: Dear PAC, today I want
17 to make some general comments about the
18 Gateway Corridor, but I have about three
19 pages of detailed concerns regarding traffic
20 and commerce that I sent to Andy. You don't
21 have a microphone, do you? Okay. It's my
22 belief that this so-called study was a
23 policy decision not based on the needs of
24 this region but on the ones of a determined
25 sector of Washington, DC bureaucrats,

1 advocates and their local idealogues.

2 One reason I say this is that dizzy and
3 confusion among federal transportation
4 agencies, counties and state DOT where they
5 seem to think we should put transit for 4
6 percent of the population over potholes and
7 road repair for 96 percent.

8 The project is based on several flawed
9 assumptions. First, that people will get
10 out of their cars to commute, period. But
11 how many people really do commute to the
12 Cities? And how many are able to forgo
13 their cars needed for other things like
14 doctor's appointments, picking up children
15 or grocery shopping or the requirement of
16 their work?

17 The second flawed assumption is that
18 focusing on commuters will solve all our
19 problems and it won't create any. It
20 ignores the fact that there are already well
21 developed neighborhoods, businesses and area
22 of commerce that would be impacted.

23 The third flawed assumption is that the
24 density needed to support the line will
25 automatically increase to the needed density

1 with the projected population growth
2 figures. We're not building high rises or
3 lots of apartments out here. We're building
4 single family homes and townhomes. The
5 density needed is 14,000 per square mile.
6 The current density is 3300 per square mile.

7 The fourth flawed assumption is that
8 getting those Woodbury drivers out of their
9 cars will significantly impact congestion.

10 My observation is that the route gets
11 packed west of 3M where 61, White Bear
12 Avenue, Ruth Street, et cetera, feed into
13 94.

14 Next are the expectations of voters and
15 citizens. Voters expect our elected leaders
16 not to just look at data but to use common
17 sense and gut reaction. All the figures
18 could look really nice, but if it doesn't
19 make sense, it shouldn't be done.

20 The cost alone is phenomenal. With all
21 the money spent so far we could have had a
22 couple of lanes on 94 already. And it
23 requires more money all the time. Anybody
24 want a one cent gallon per tax gas tax
25 (sic)? Not me. I must have missed the

1 obituary, for common sense seems to be dead.

2 I looked up transit oriented
3 development. The ideal, the utopian ideal
4 is to get people out of their cars. Really?
5 In Woodbury? The impacts to this project on
6 traffic and commerce is reason enough to
7 stop it. Nobody I know in Woodbury wants
8 this project.

9 This plan is a fantasy: If we build
10 it, they will ride. This isn't a Hollywood
11 movie. All this money spent and many roads
12 are still in terrible condition. What is so
13 hard about just saying no to this?

14 I don't need to be to L.A. to know this
15 is a bad idea. I can look at the pictures
16 and imagine the consequences. Just driving
17 in downtown St. Paul is enough to worry
18 anyone when you see how the light rail
19 transit has impacted the streets of the
20 city.

21 This isn't a study. It's a plan and a
22 big job's program for certain special
23 workers. And no one seems to care what the
24 people who are paying the bill for it think
25 of the project.

1 Finally, there is an alternative. We
2 could add more lanes on 94 for cars, trucks
3 and buses that we all share, extend the
4 regular route buses to key areas of Woodbury
5 for the people who live here now that don't
6 have cars and can't get around and give
7 consideration to alternative routes.

8 Thank you very much.

9 MARY GIULLANI-STEPHENS: Thank you,
10 Linda, for your comments.

11 MARY GIULLANI-STEPHENS: After Larry we
12 have Kurt, sorry, sir, I can't read your
13 writing.

14 KURT RENTSCHLER: Rentschler.

15 MARY GIULLANI-STEPHENS: First up Larry
16 Peterson.

17 LARRY PETERSON: Thank you. My name is
18 Larry Peterson. I own a business at 7447
19 Fourth Street. I also own a business at
20 2233 University Avenue, if that rings a bell
21 to any of you. I've gone through the light
22 rail disaster on University Avenue for the
23 last five years. I represent a number of
24 businesses that are still tied up in
25 lawsuits as a result of that project.

1 I have a lot of questions but my major
2 concern is the same thing happened on the
3 University Avenue light rail. We started
4 having meetings like this in 2009. We were
5 promptly told the process was over.

6 I see from this that this started in
7 2008. The final report has now been
8 prepared and completed 2013. These are the
9 first informational meetings being held.

10 So assuming that the route has been
11 decided, the design has been decided, the
12 Environmental Impact Study certainly is
13 flawed, if it is even remotely close to
14 what's on page 17.

15 As you all know, the federal court
16 ordered that you have to evaluate the
17 adverse impact on businesses during
18 construction. And by the time Met Council
19 got the third EIS done, half the project was
20 already completed.

21 So I urge you to do a correct EIS that
22 evaluates all the requirements of the law
23 including relocation money available for all
24 the businesses that have to be relocated
25 because of this route.

1 The adverse impact on businesses during
2 construction, timelines as how long that
3 construction will take, the issue of access
4 to your property is clearly a nightmare
5 during construction. That's not to mention
6 how much land you're being taken. I don't
7 see any maps in here saying how much land is
8 being taken and from whom. I don't see the
9 funding here broken down between the federal
10 government, the state government, the county
11 and the city.

12 As we know, these are really expensive
13 projects. St. Paul is going to put three
14 cars in at 50 million dollars a mile. We
15 know that University Avenue project costs
16 over a billion dollars. Just because the
17 federal government is footing the bill for
18 these should be no reasons to just rush in
19 and do them.

20 Relocation of businesses, that should
21 be evaluated. It should be properly funded.
22 Mitigation for the interference with
23 business operations of revenues during
24 construction should be budgeted and funded.
25 Otherwise you run into lawsuits that are

1 occurring now on University Avenue.

2 I note with interest that there's
3 wetlands along Fourth Street within a few
4 hundred yards of our business. I don't see
5 any indication here what's going to happen
6 to those. I notice that they moved the
7 route from the south side, which is
8 commercial property to the north side, which
9 is a lot of residential property.

10 I think a lot more thought has to go
11 into this. If this thing is not going to be
12 built for eight or 10 years, then let's take
13 the time to do it right. Let's evaluate.
14 Let's study it.

15 I oppose it just because I don't
16 believe it will help the traffic problem
17 that we have. And I oppose it because of
18 adverse impact on businesses along the
19 route.

20 Thank you.

21 MARY GIULLANI-STEPHENS: Thank you for
22 your comments. After Kurt, Kay Haggerty,
23 did you want to give public comment? We
24 weren't sure.

25 KAY HAGGERTY: Sure.

1 MARY GIULLANI-STEPHENS: Hold it, I'll
2 call on Kurt first, and you'll be up next.

3 KURT RENTSCHLER: That's okay. I don't
4 have any comments.

5 MARY GIULLANI-STEPHENS: You're not
6 going to comment, okay. And then, Kay,
7 we'll have staff collect your information
8 then.

9 KAY HAGGERTY: I guess I don't even
10 know where to begin. But I moved to Hudson
11 a few years ago because of -- not just
12 because, but in large part because of a lot
13 of what goes on in Minnesota. And I am a
14 third generation Minnesotan, so that tells
15 you something. My parents and grandparents
16 and a lot of relatives built the state. And
17 to see what's happened to the Twin Cities
18 with the light rail that's gone through
19 already, it's a boondoggle. Most everybody
20 has lived in the Cities knows what a
21 boondoggle this is in the Cities I'm
22 referring to.

23 And that you're even considering this
24 out here when the new rail has not even
25 started running and with what's going on

1 over on the southwest area, I lived in
2 Minnetonka before coming here. And, you
3 know, they wrecked -- they have ruined my
4 city by what they've done. And I think the
5 -- all the -- the bases of what you're doing
6 this all for, I question the bases.

7 I'm very much with what Linda said. I
8 look around and I see there's more
9 bureaucrats here than there are public.

10 And I really echo what some of the
11 other people are saying as far as the public
12 is not aware that is why there aren't very
13 many. There's a lot of you and not very
14 many on this side because the public doesn't
15 know.

16 I'm interested in the people. They
17 don't know. And there's lot of other ways
18 to do this and there's -- as my husband
19 said, the technology is out there. You're
20 looking at old technology.

21 And I echo what else was said about
22 eminent domain. We know all the property
23 and environmental. I go to Stillwater a
24 lot. I mean, I could go on for hours here.
25 I go to Stillwater. I want somebody to go

1 over and look at what they've done to that
2 beautiful wetland area along the river with
3 that bridge.

4 And we all know we needed a bridge but
5 I don't know how they ever got through the
6 monstrosity that they're building. And they
7 have ruined along the river already. So
8 that's --

9 MARY GIULLANI-STEPHENS: Thank you Kay.
10 That concludes the public comment section of
11 the agenda. We thank you for coming in. We
12 thank you for your comments. This is one of
13 several opportunities that people have had
14 to comment.

15 And, again, I'll remind people that
16 comment period is open until April 16th.

17 (The comment portion of the proceedings
18 came to a close at approximately 2:32 p.m.)

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1 STATE OF MINNESOTA)

2 COUNTY OF RAMSEY)

3 I, Pauline H. Hanson, do hereby certify the
4 foregoing is a true and correct transcript of the
5 proceedings taken by me in stenotypy and thereafter
6 transcribed by me to the best of my ability.

7

8 Dated this 21st day of April 2014.

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Pauline Hanson, RPR

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Appendix C

Written Statements/Comment Forms Received by
Washington County (mailed or emailed)

From: [Linda Ulasich](#)
To: [GatewayCorridor](#)
Cc: [Victoria Nelson](#)
Subject: Attention Andy Gitzlaff Gateway Corridor Project Manager
Date: Wednesday, March 19, 2014 11:51:23 AM

To whom it may concern,

We at the Holiday Inn Express & Suites of Woodbury would like to submit our comments regarding the Gateway Corridor Project.

We most definitely support having better public transportation in the east metro but do have some concerns.

If the chosen route is on the south side of 94 we have concerns that it could threaten our hotel. Because we are located very close to 94, is there a possibility that our hotel could be removed to make way for the Gateway Corridor? I asked this question at the meeting back in February and was told that would not be happening, but never say never. We are currently undergoing a 1.5 to 2 million dollar renovation, so this is of particular concern.

Another concern for us if the route is on the south side, would be noise. Again, because of our proximity to the route, noise could be a significant issue. It could definitely have an impact on our hotel guest's comfort.

The only other thing would be cost. We would not want to incur any costs associated with this project.

Thank you.

Best regards,

Linda Ulasich
Sales Manager
Holiday Inn Express & Suites Woodbury
9840 Norma Lane
Woodbury, MN 55125
T: 651-702-0200
F: 651-702-0066

saleshiwoodbury@gmail.com

[Holiday Inn Express & Suites Woodbury](#)

From: heather.crowley@comcast.net
To: [GatewayCorridor](#)
Subject: Comments on Gateway Corridor Scoping
Date: Tuesday, April 15, 2014 10:02:34 PM

To whom it may concern,

My preference is bus no even going to BRT! Buses can be move (different routes) if needed, a train cannot. I have been to other meetings on this topic where it was stated emphatically that LRT is out, but it appears to still be in. LRT is too expensive and not moveable. This is the Midwest, we do not have the population density of other cities (e.g. New York City, Washington D.C., Boston, Tokyo, etc.) where a train makes economical sense. Please consider the tax payer and do what makes economic sense and not a train that creates huge legacy costs. To my knowledge, none of the Twin City LRTs have come close to breaking even, however we could have built a lot of extra high way lanes for the money that has been thrown into the LRT rate hole.

If people want to ride the train to their place of work in St. Paul or 3M, the side of the highway (1-94) should not matter and the added cost to create a cross-over doesn't seem worth the money.

The scoping booklet continually states that "congestion is expected to increase on the roads and funding for roadway projects is not adequate to address the congestion problem." I do believe the congestion problem could be significantly alleviated by increasing the amount of lanes on our existing highways. Congestion times in the twin cities is exceedingly small compared to all other metro regions with fancy trains/subways and without.

Where are these growth estimates coming from for the Gateway Corridor? More importantly, where will these people live and work, since the majority of the 1-mile radius around I-94 is already developed?

Although there maybe people living in this corridor without vehicles, does that mean that there transportation needs are not already met through what is provided by transit or their own ingenuity to get to work/school/etc? You are assuming a conclusion without having data that a true need is unfulfilled, which until 2006 was something not required of Minnesotans – to fund their neighbors ability to move. This "fix" is only helpful if they work in St Paul. What is the percentage of people without a vehicle that need assistance with travel into and out of St. Paul? How are these people without a car getting to the station, especially on a cold Minnesota winter as we just experienced? I would believe a bike ride or walk in the weather we had for this past year would be ill-advised.

With respect to land use along the corridor, it is the Met Council's requirement that high density housing be constructed and one could possibly state is causing the issue to grow

needlessly.

Honestly, what is the incentive for someone living in Woodbury that works in St. Paul or 3M to ride this train? The car ride takes them directly from home to work with a small walk to their desk (assuming big parking lots or a ramp). With a transit option, you drive to a parking lot, walk to the platform to get to the bus (really cold for 4-6 months of the year), possibly take another bus from Union Depot to get closer to my actual place of business or walk really far from the stop at 3M to the building where you work. What is the incentive in that realistic scenario to ride a bus? I wait in the cold, it takes longer, and I have to walk a lot in the cold and it takes longer. If I want to go somewhere for lunch, I don't have a vehicle to go anywhere. With respect to those people who do not have a car, again you can only help the fraction who work in St. Paul/3M. How are they getting to this transit point, especially during the winter. Will this money spent actually solve a problem (your data does not support there is an actual need just hyperbole) or meeting a political objective?

Thank you for the opportunity to provide comments.

Kind Regards,
Heather Crowley

From: [Catherine Zdrazil](#)
To: [GatewayCorridor](#)
Subject: Comments
Date: Thursday, March 20, 2014 7:52:10 PM

My husband and I are so excited about the eastern extension of the Gateway Corridor. We live in Stillwater and would really value any increased public transit to our town! My husband commutes to downtown MPLS and his commute often takes over 1.5 hours. He rides the bus #375 and many of his fellow riders also come from Stillwater, Grant, and other surrounding communities. He feels there would be strong support for a direct line between Stillwater and downtown MPLS, whether a bus or, even better, light rail. The need will also be increased in the near future by the opening of the new bridge and expected increase in commuters from western WI.

Thank you for your work on this important project!

Catherine Zdrazil
927 Eagle Ridge Place
Stillwater, MN 55082

From: [Mark Anger](#)
To: [GatewayCorridor](#)
Subject: Fwd: The Gateway Corridor
Date: Wednesday, February 26, 2014 5:59:06 PM

----- Forwarded message -----

From: **Mark Anger** <manger21@gmail.com>
Date: Wed, Feb 26, 2014 at 5:56 PM
Subject: The Gateway Corridor
To: gateway-corridor@co.washington.mn.us

The following are my comments on the proposed Gateway Corridor:

1. First off I think it would be a great solution to the traffic issues I now see on Interstate 94. In the 1991 I lived around the Radio Drive / Valley Creek Road area, I enjoyed the Woodbury area and driving to St. Paul and even Minneapolis was a breeze. In 1994 I was relocated out of state due to work, when I returned to the area in 1998, for financial reasons, I became a resident of Hudson, WI. One thing I noticed right away was the traffic was a lot heavier now on Interstate 94 and while I traveled back and forth from Hudson, WI to St. Paul and back again, I could start seeing reasons why. The development of Woodbury was booming, the lane reduction on 94 going from 4 lanes to 2 at Century Ave and the very large volume of people coming from Wisconsin. In 2005 I moved back to the Woodbury Drive - Valley Creek Road area in Woodbury and since that time they have expanded 94 at Century Ave. (two thumbs up!), Woodbury continues to expand at a slower pace (one thumb up) but worst of all, the cars on 94 from Wisconsin has skyrocketed (two thumbs down). As I travel into the cities on 94 now, it is like one out of every 10 cars has a WI plate which brings me to my second comment.
2. Because of the heavy, heavy use of 94 by Wisconsin residents, why not extend this Gateway Corridor to Hudson or even Rogers, WI. Why not get Wisconsin and the city of Hudson to help pay for this corridor? After all it is mostly Wisconsin residents using the freeway once you get past Woodbury Drive. They no longer file Minnesota taxes, why let them get off scot free? While I was living in Hudson, my thought was that Minnesota should put in a toll booth on 94 just before the St. Croix bridge. I would've paid the toll, at least it could go to help maintain the highways. Anyway, I'm getting off course.
3. And finally my last comment deals with the two options, bus vs. light rail and would I every use it. The answer is very simple, yes, if it were the light rail system and no, never if it were the bus system. Why, because the light rail system is cleaner, easier to ride, better scheduling flexibility and we don't have to deal with additional buses on the roads even though they have dedicated lanes. The dedicated lanes are on the freeway only, not in the cities or their scheduled stops. We don't need to deal with additional buses on roadways during snow storms like this year. I believe ridership will be much higher with the light rail vs. the buses. I once spent 10 months in the Washington DC area, never had a car, used the Metro Rail system everywhere I need to go. It was fantastic! As a matter of fact, the first time I rode the subway in DC I thought it was brand new and had just started operating it only to find out they were actually celebrating their 10 year anniversary. 10 years! The place was so clean

and well policed, my hats off to the DC Metro Transit, best subway rail system I have ever been on.

Thank you for allowing me express my comments.

Sincerely,

Mark Anger

From: [Jim Palecek](#)
To: [GatewayCorridor](#)
Subject: Gateway Corridor – LRT / BRT Feedback
Date: Wednesday, February 26, 2014 2:05:28 PM

Gateway Corridor Commission,

I have been commuting to work on the corridor from the MN/WI state line to downtown Minneapolis for 25 years. The last 18 years in a car pool. I would like to provide my input on the proposals being considered.

I am strongly opposed to an LRT line on the corridor. These types of lines historically fail miserably in cost benefit analysis, especially in less densely populated areas like the population around the Gateway Corridor. And the likelihood of achieving the goal of significantly reducing congestion for the present and future is remote based on studies of similar lines implemented across the country.

I find the BRT option slightly more palatable, but again feel that the cost of building a dedicated lane is too high for the benefit. If a new lane is built why not give everyone access? After all, everyone paid for the lane with their tax dollars and it will still meet the project goal of significantly reducing congestion and adding capacity for future growth. If the lane must be dedicated, all high occupancy vehicles (not just buses) should be given access.

I would prefer to see the following:

- Near Term: Add bus service to existing lines and extend the service east to the MN/WI border. I know several people who do not use bus service either because of “standing room” only conditions or because the bus service is not “close enough” for them to benefit. New park and ride lots may need to be considered based on ridership. Explore incentives for people to car pool.
- Long Term: Make the expansion of I-94 on the corridor a priority, especially in the “bottle neck” areas. Investing in our highways is still the most cost effective way of reducing congestion on our roads.

Regards,

Jim Palecek

From: [Kurt Rentschler](#)
To: [GatewayCorridor](#)
Subject: Gateway Corridor Comments - Terminating Point
Date: Wednesday, April 16, 2014 11:57:56 PM

Andy Gitzlaff, Project Manager
Washington County Public Works Department

Dear Mr. Gitzlaff:

Thank you for your time. The final terminating point should be in Woodbury, west of Manning Avenue. As a resident and land owner in beautiful Afton and the St Croix River Valley, my concern is that we don't degrade our community through over-development.

Let Woodbury, Cottage Grove and Oakdale develop more densely. The eastern half of the county is made up of bedroom communities and we are doing well. Many people telecommute. We have state parks, regional parks, Belwin and a National Wild and Scenic River!

I believe downtown St. Paul should be our growth priority. They are struggling, already have the infrastructure, and need this development more than we do.

Sincerely

Kurt Rentschler
Afton

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Tuesday, April 15, 2014 10:21:31 AM

Contact form submitted from the Gateway Corridor website

Name: John Slade

Address: 1005 Conway St

Email: jslade@igc.org

Comments (Pages 7-8): Investment in transit is a good thing for the East Side and the East Metro. The job centers of the suburbs need to be connected to the urban population and economic development of the East Side along the corridor should be supported. This line must not repeat the error of Northstar which is one direction in the morning and the other in the evening. At the same time, business mitigation for construction, small business support after construction, and anti-gentrification measures need to be taken.

Comments (Pages 13-14): I support LRT. I would like to see the suburban stations set to bring workers to the jobs rather than parking lots.

Comments (Page 17): The East Side communities are missing out due to not routing on East 7th. They need to have greater transit accessibility and the economic development that comes with it. Environmental justice is a concern; the route should be developed with the communities of color in the St. Paul section kept in mind. Business mitigation during construction should be a part of the plan. Preventing gentrification of the neighborhoods in the stops areas is also important.

Additional Comments: Strong community voice is needed at all stages. A contractor agreement that will force arbitration of damage claims is necessary.

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Tuesday, April 01, 2014 10:28:02 AM

Contact form submitted from the Gateway Corridor website

Name: Alanna Leisen

Address: 1061 70th Ave, Roberts, WI 54023

Email: Alanna.Leisen@us.ing.com

Comments (Pages 7-8): The current time span and frequency of express bus route 375 seems perfect to me. I do not think more frequent times are needed.

Comments (Pages 13-14): I would prefer BRT vs LRT. I think that expanding the light rail system is too costly. I would not consider taking a light rail instead of an express bus to Minneapolis. The light rail makes too many stops and my commute to work would take much longer.

Comments (Page 17):

Additional Comments: It would be very nice if an express bus line was added or moved closer to the Wisconsin border. It seems that the majority of the riders on route 375 are from WI. I think that Manning Ave would be a great location. The traffic on I94 seems to start getting congested around Woodbury Dr. If the working people could get on an express bus that travels from Manning Ave to downtown Minneapolis that would be wonderful.

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Monday, March 31, 2014 10:26:20 PM

Contact form submitted from the Gateway Corridor website

Name: Andy Shawd

Address:

Email: andrew.shawd@gmail.com

Comments (Pages 7-8): No disagreements here. This should fall in line as the next corridor built after Bottineau.

Comments (Pages 13-14): First of all, I believe its important not to overlook the value of seamlessly interlining with the green line light rail. This could only be truly accomplished with a LRT alternative. I work in Minneapolis, and outside of work I think many more people would be willing to take a train to twins games and the like. I have transferred between the Blue and red lines at MOA, but the buses are never on time and you end up waiting needlessly. That will definitely impact ridership. Along with rail bias, I think that ridership projections for LRT are low. Secondly, I'd prefer an alignment south of I-94 like D1. The ability to stop at the mall and near the medtronic office is a better long term solution.

Comments (Page 17):

Additional Comments:

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Monday, March 31, 2014 7:07:16 PM

Contact form submitted from the Gateway Corridor website

Name: Mary Garlough

Address: 141 E. 4th St. St. Paul, MN 55101

Email: mcgarlough@gmail.com

Comments (Pages 7-8): Love the fact that we will have a new choice of transportation-the train. Somewhat concerned about security on said trains.

Comments (Pages 13-14): Favor whichever is most cost-effective.

Comments (Page 17): Security. Especially simple ways to defend yourself if a fellow passenger decides to "pick a fight".

Additional Comments: I would like to volunteer to ride the green line during it's initial run. I live downtown now and will be using it.

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Friday, March 28, 2014 1:35:32 PM

Contact form submitted from the Gateway Corridor website

Name: Cliff Aichinger

Address: 2665 Noel Dr., Little Canada, MN 55117

Email: cliff@rwmwd.org

Comments (Pages 7-8):

Comments (Pages 13-14):

Comments (Page 17): I am the Administrator for the Ramsey-Washington Metro Watershed District. We have installed and own several stormwater infrastructure features at the south end of Tanners Lake and along Hudson Road in that area. The outlet of Tanners Lake is in the SE corner of the lake adjacent to Hudson Road. We need to be involved in any planning and design for roadway/transitway improvements in this area. There are flooding issues on Tanners Lake and this is a high quality Lake that is particularly vulnerable to stormwater impacts. I don't see that these issues present any insurmountable problem for the transitway project, but the construction process needs to be well planned and protective of the lake and the infrastructure.

Additional Comments:

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Thursday, March 13, 2014 3:14:49 PM

Contact form submitted from the Gateway Corridor website

Name: thomas hayden

Address: 650 s northlake suite 450 altamonte springs florida 32701

Email: tom@lecesse.com

Comments (Pages 7-8): we agree to the need for a rapid transit system serving the east metroplitan area. we are owners of a multifamily community in Woodbury and nearly 50% of our residents work in St. paul.

Comments (Pages 13-14):

Comments (Page 17): our experience is that major US cities have some form of efficient mass transit and we commend this commission for leading the mass transit charge.

Additional Comments: We support a a rapid mass transit system that serves the east Metropolitan area including Woodbury.

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Friday, March 07, 2014 1:45:58 PM

Contact form submitted from the Gateway Corridor website

Name: Paul Nielsen

Address: 4819 Lily Ave North, Lake Elmo, MN

Email: panielsen@mmm.com

Comments (Pages 7-8): All five factors support the need to widen and improve our road system and not waste money on other non viable experimental transit options like light rail.

Comments (Pages 13-14): Installed light rail in the Twin Cities area is not working as promised nor proven to be economically sound. "Traffic jams exists, it has not reduced car traffic hence it is a complete failure.

Comments (Page 17): Traffic counts and patterns would be good to know so we can effectively widen our roads and also improve their safety with proper lane design, signals, etc.

Additional Comments: Please take all the money you will waste on something that has already been proven not to work in the Twin Cities, rail, and let's get going on upgrading our highway infrastructure ASAP. Upgrading our roads will provide a higher quality of life, improve business access and grow jobs in the Twin Cities. Why do government sponsored committees continue to push transit options we as taxpayers can see don't work and we can't afford? Please stop the madness. Improve and build more roads. We used to have a wonderful interstate system well layed out. Then we stopped spending to upgrade the road system and now folks complain they don't work as well anymore. Hence start spending to upgrade roads now and quit getting diverted with these odd train ideas that plainly don't work! Please listen to the citizens. You have made your point, built a couple trains that don't work, so now start upgrading our highway system.

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Tuesday, March 04, 2014 9:34:44 AM

Contact form submitted from the Gateway Corridor website

Name: Drew Johnson

Address: 231 Maria Ave

Email: djohnson.stpaul@gmail.com

Comments (Pages 7-8):

Comments (Pages 13-14): The B1 alignment seriously underserves residents of the East side of Saint Paul and students at Metro State. The proposed Mounds Boulevard station is significantly further away than the Metro State station suggested in B2. Moreover, the Etna station is seriously isolated from the neighborhood that it is supposed to serve by Etna and sprawling entrance/exit ramps. Earl Street at least has some access to the surrounding neighborhoods. The B2 alignment makes far more sense to serve the near east side. If the Corridor is supposed to serve those all along the route, how does

Comments (Page 17):

Additional Comments:

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Thursday, February 27, 2014 4:46:21 PM

Contact form submitted from the Gateway Corridor website

Name: Steve Cunningham

Address: PO Box 804

City: Forest Lake

State: Minnesota

Zip: 55025

Email: myshred@hotmail.com

Message: Dear Andy Gitzlaff; Although I live all the way up in Forest Lake, I am totally in support of, and have high hopes for, the eventual full development of the Gateway Corridor. The project I would envision would take evolutionary steps beginning with bus lanes, then light rail and eventually Amtrak to Madison, WI, Milwaukee, WI, and Chicago, IL, while retaining the first two steps. The strength of the resulting infrastructure would not only be an economic driver in its own right, but would also stimulate the eventual viability of light rail branches north through White Bear Lake, Hugo, Forest Lake, etc, and south through Cottage Grove, Hastings, etc., then further east both north and south along the St. Croix River. I realize this is a big vision, but we need to start somewhere. Thank you very much Steve Cunningham

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Wednesday, February 26, 2014 9:08:44 PM

Contact form submitted from the Gateway Corridor website

Name: Jerry Ratliff

Address: 1484 Van Buren Avenue

City: St. Paul

State: MN

Zip: 55104-1930

Phone: (651) 647-0783

Email: JerRatliff@Comcast.NET

Message: I would like to see rail used as it will get people off 94 like the LRT did. I would like to see it supported with park and rides and bus connections including connecting with Union Depot in St Paul. Right now it is impossible to use 94 during the so called rush hour. Rail is only double the price makes this a no brainer.

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Monday, April 14, 2014 11:04:45 PM

Contact form submitted from the Gateway Corridor website

Name: Wade Monn

Address: 844 Mound Street Saint Paul MN 55106

Email: wademonn@yahoo.com

Comments (Pages 7-8):

Comments (Pages 13-14): I know the LRT is generally more expensive and invasive relative to BRT but LRT is a better , more permanent solution . With all due respect,If we end up with a BRT on the East Side we East Siders will have once again received second best witch is infuriating considering the complaining we are hearing from the rich western suburbs and the southwest LRT line. I would have been happy to make the meetings but I work evenings. Also, for a longer term solution to East 7th access beyond the Gateway project, an electric "streetcar" can be built to use the same track and voltage as standard LRT but capable of making sharper turns. This could also apply to Minneapolis' greenway streetcar. Good luck. Feel free to contact me. Wade Monn Engineer Minnesota Commercial Railway

Comments (Page 17):

Additional Comments:

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Monday, April 14, 2014 9:45:27 PM

Contact form submitted from the Gateway Corridor website

Name: Eric Saathoff

Address: 884 Ivy Ave E

Email: ericsaathoff@gmail.com

Comments (Pages 7-8): needs are not met by sandwiching this next to the highway. It needs to serve the city. It needs to go through east side neighborhoods.

Comments (Pages 13-14): We should not waste our money on LRT if it is parallel to the highway and only really serving the suburbanites. This will be a one-way transit-way, and it should be a bus with decreased time during the day. Save the LRT options for dense urban areas that actually need more frequent service.

Comments (Page 17): Zoning should be changed along any high-frequency route to increase residential density and mixed-use developments.

Additional Comments: The current routing in St. Paul does not serve the city. If it does not serve the city we should not expect it to have high ridership during the day. This should not be LRT if it is not a mainly urban route. Please reconsider the route to serve both suburbanites and a large section of the city during all of the other hours of the day besides commuter hours. Who will be riding every 10 minutes?

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Monday, April 14, 2014 9:27:31 PM

Contact form submitted from the Gateway Corridor website

Name: Jacob Lambert

Address: 596 Gotzian St.

Email: Jakabatzi@yahoo.com

Comments (Pages 7-8): At present, I'm someone who owns and uses a car to get everywhere that I need to go. But I see this as a habit that I and my neighbors need increasingly break if we are to make our city a more liveable place. Having a car is a luxury but I would choose to utilize public transportation more so than I do now if it were more robust. It would take too long to get anywhere in its current state and because of this I deem it to be unfit for families with young children to make use of it on a regular basis. As it stands, traffic congestion along 94 grows more and more congested with each passing year making car use more difficult along 94. And at particularly high levels of congestion (i.e. rush hour, accidents, bad weather), many use my neighborhoods streets, such as 3rd St., to improve their commutes which increases the difficulty of getting around on the eastside. In the urban environment of Saint Paul, many are transit dependent and the service on the Eastside is not that great. As I see it, the implementation of a more robust and multimodal public transportation system is a necessity if we are to approach our interests as a community with the long-term view in mind. We must be willing to do something because poor bus service and additional dependence (i.e. adding more lanes) upon the automobile will have negative impacts far greater than any positive ones. I'm in favor of building something in the Gateway Corridor, whether BRT or LRT along with the other modes of transportation that complement what I hope is a robust network of public transport across Saint Paul and in particular, the Eastside. Such an investment would benefit Eastsiders in a way that would bring new customers to our businesses and provide jobs to Eastside Residents who would have greater access to jobs out toward Woodbury as well as to other parts of metro area.

Comments (Pages 13-14): I prefer LRT for the Gateway Corridor, but not at the expense of having other corridors in Saint Paul improved, such as along East 7th, if they're are political tradeoffs. My reason for preference of LRT is that I believe it to have a better carbon footprint, be more reliable from a scheduling perspective, and that it is more attractive than a bus to many. I think B2 route is too difficult to manage but furthermore, I think it tries to serve too much. East 7th St. is it's own animal with it's own needs. B2 wouldn't really be efficient in meeting the needs of the majority of the Eastside or folks coming from the direction of Wisconsin. They are two separate but important projects. As far as stations are concerned, I question the placement or even the need of the Mounds Blvd. station. Its really close to Union Depot and if there are still buses running from the Eastside at all to Union Depot, would it render a stop redundant? Further, even if this stop were necessary, what would be the best way for it to navigate a leftturn across Mounds in order to make it's way to UD. Mounds isn't an easy stretch of road to maneuver in as is. Additionally, Mounds Blvd, possess breathtaking view of Downtown Saint Paul. We need to preserve this view while addressing our transportation needs. The Earl Street stop, while I think it has great potential, has some issues. Parking and safety are chief of concerns as their is little of the former and the area is somewhat troubled already and I wonder how a stop whether at street level with Hudson or at interstate level will 94 will magnify this? I'm good with the idea of the Etna stop as I think that can have some positive economical benefit that hasn't been fully realized their.

Comments (Page 17): Projects like what the Gateway Corridor is proposing come with a great deal of

development and changing landscape across economic lines. This will naturally, if unchecked lead to gentrification. While I'm not suggesting that gentrification can be avoided in its entirety, I do believe that it can be addressed responsibly. I would like for the Draft EIS to study how other projects like this one have preventively combatted the displacement of those who are on the lower economic spectrum as improvements of a project like this cause the cost of housing, whether via homeownership or renting to inflate forcing individuals, families, and businesses to move on. I also would like for the Draft EIS to study the carbon footprint of doing nothing (this assumes more cars/lanes added), building LRT, and of BRT comparing them all. Study the safety of children as it relates to those who literally have brt/lrt in their backyards. A significant portion of the proposed route sits between interstate and residential neighborhood. Please study the possible effects on residential parking at or near Earl St. and Mounds Blvd. stations, especially with respect to people parking in this area for free in order to hop on the BRT/LRT to get downtown and not have to pay for parking. With the Saints Stadium and other developments in Lowertown progressing, this is a big worry for near-East-Side residents. Can you study the number of youth who would prefer public transit over driving cars, whether its forced upon them or preference? Whatever we do, are we building it (or not) for older generations or for our future? Could we poll our high school students?

Additional Comments: While it is a concern for some about the cost of such a project, in terms of dollars, I think that if we choose our future based purely on the basis of price tag, we are shortsighted. It requires a balanced approach that takes into consideration where we want to go as a region and what it will take to get there with the needs we have everyday to sustain ourselves in the present. We must make our future and make the sacrifices necessary for it. If we play conservatively, we only reap conservatively. If we expect something for nothing we deceive ourselves.

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Monday, April 14, 2014 4:51:20 PM

Contact form submitted from the Gateway Corridor website

Name: Gena Gutzmann, 3M Facilities Engineering

Address: 3M Center, Bldg. 275-6W-22, St. Paul, MN 55144-1000

Email: eagutzmann@mmm.com

Comments (Pages 7-8): 1. Limited existing transit service throughout the day and demand for more frequent service over a greater time span: As a large employer along the proposed Gateway Corridor line, 3M sees several benefits in improving transit options for its employees. Having the option to take BRT or LRT would be a great option for 3Mers, especially if the hours of operation are long enough to allow some flexibility in the length of the workday. While there are 'core hours' at 3M Center, there are individuals working from as early as 5 am to as late as 8 pm. 3. Population and employment growth, increasing access needs and travel demand: While there is no large predicted growth on the 3M Campus at this time, the employee population of roughly 12,000 employees is expected to remain stable.

Comments (Pages 13-14): 3M does not have a preference for BRT vs. LRT. 3M is concerned about the interaction of the BRT or LRT with the existing 3M Center site traffic, since the peak times for the transit line will also be the peak times for employee vehicles arriving to/departing from the site. 3M desires to locate the 3M station as centrally along the south 3M property line as is feasible. Of particular concern on station location is the issue of how that station correctly merges public with private access and use. Namely, the 3M site is private property, and the parking lots on the site are for the use of 3M employees only. At this point in time, there is no excess parking in the area of the "Quad" - 3M Buildings 220, 222, 223, and 224 - which are the buildings nearest the proposed station. Thus finding ways to clearly denote public areas from private (3M) areas will be important and will likely lead to changes to existing 3M infrastructure.

Comments (Page 17): 3M requests careful study of the potential impacts to all roadways surrounding 3M Center. This includes public N/S roadways McKnight Avenue and TH120; public E/W roadways Hudson Road and Conway Avenue; and internal 3M roadways along the southern half of the site. Of particular concern will be the impacts to 4th, 8th and 19th Streets which connect to Hudson Road and bring a large % of employees onto campus. One impact that seems likely will be the desire to connect the LRT or BRT to the local feeder bus lines, and thus the need to consider access to the 3M station from the local streets.

Additional Comments:

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Monday, April 14, 2014 2:45:29 PM

Contact form submitted from the Gateway Corridor website

Name: Sherry Johnson

Address: 231 Maria Ave.

Email: sherrypjohnson@gmail.com

Comments (Pages 7-8): Getting to the East Metro more quickly, at more times of day, is fantastic. Not being able to walk anywhere reasonable when I get there: Pointless. I am concerned that the D2 alignment will ruin urban travelers' access to jobs, shopping, etc. Multi-modal investment is great. I'm concerned that not enough emphasis is being given to walkability and bikeability for this corridor. All I hear about is parking and park-and-rides. That is NOT reflective of "travel choices." Bring in walk- and bike-ability studies for the DEIS. The demand for travel has increased; I live next to I-94, and I have witnessed a greater amount of car traffic, noise, exhaust, and traffic jams over the 12 years I've lived here. As for transit-dependent riders, I feel the priorities of this Corridor have not been focused on them. We need an affordable housing study near station stops to be a part of the DEIS, as well as the aforementioned walkability studies around housing and areas of employment. While I'm excited by growth possibilities at Sun Ray and Etna St. stops, I am concerned about the 3M stop benefitting all, in terms of growth potential and ridership. I'm also concerned that the Earl Street and Mounds Boulevard stations will not spur economic growth, given their placement along the line and the sparse availability of commercial land, attractively designed public space, and destinations. Please study the effect of station placement near a highway, especially the difference in economic growth and station amenities between street-level and below-street-level LRT/BRT access.

Comments (Pages 13-14): I prefer LRT, but I'd rather have the option for a potential East 7th transit corridor if there are political tradeoffs to be made. VERY IMPORTANT CAVEAT: If Gateway gets BRT, I'm concerned that station amenities and the dedicated guideway will be sacrificed to cut costs. I'd like the DEIS to account for environmental justice with respect to potential BRT station amenities in the urban core, versus wealthier suburbs. Station locations seem appropriate, except for the Mounds Boulevard stop. Who will get on there, to travel just down the bridge? Can that be studied? Is it close enough to Metro State to merit a stop, and how will walkability be assured to this community amenity in such a high-traffic, crash-prone area? A study needs to be done on multi-modal traffic flow at the Mounds Blvd/Kellogg bridge intersection. How will traffic, peds, and bikes travel safely when accounting for an LRT/BRT guideway using a relatively sharp left turn when going west; and a cross-lane sharp right turn when going east? Planners need to study how this intersection will avoid becoming an eyesore of overlapping lanes and speed; moreover, how to capture the beauty of the skyline and bluff.

Comments (Page 17): Impacts versus benefits to East Side neighborhoods, especially around station areas, needs to be studied, with respect to human health, economic development potential, housing/environmental justice, and noise/vibration. This is particularly important along the Mounds Boulevard exit, where next year, MNDOT plans to build a long-awaited sound wall between houses on 70dB I-94 traffic. How will the Gateway affect that sound wall? Will it be rebuilt at least to original standards? Again, transportation modes; neighborhood aesthetics; and views of and from Dayton's Bluff all need to be a part of the Mounds Boulevard station placement and traffic engineering. Historic building preservation will need to be accounted for from Earl street to Union Depot: What will the criteria be for demolition, partial takes, moving an historic structure? How will traffic flow - of both automobiles and bicycles - be affected between Mounds Park and I-94? Please study traffic flow, as all

three points of access - Hwy 61, Earl, and Mounds - are affected by the Gateway. This is a high-traffic area for bicycles, especially for recreational use. Please study the safety record of below-street-level access for BRT/LRT, as it may occur at Earl St - a crime hotspot. Please study the area at Earl St and Mounds Blvd for its economic potential with respect to its land use and zoning. Please study the safety of children and others who literally have LRT/BRT "in their backyards," as may be the case along much of the corridor.

Additional Comments: Please study the possible effects on residential parking at or near Earl St. and Mounds Blvd. stations, especially with respect to people parking in this area for free in order to hop on the BRT/LRT to get downtown and not have to pay for parking. With the Saints Stadium and other developments in Lowertown progressing, this is a big worry for near-East-Side residents. Please also account for increased traffic flow caused by the expansion of Metro State; erection of their new parking garage and student center; a new Mississippi Market store and proposed senior housing development along East 7th; and the newly concentrated access point for I-94 W, since the other access along E 7th was closed. All these will compound the traffic congestion in this area, and there needs to be a comprehensive study of cumulative and multi-modal traffic and parking effects.

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Friday, April 11, 2014 8:19:48 AM

Contact form submitted from the Gateway Corridor website

Name: Carrie Kittleson

Address: 435 Kennedy Street, River Falls, WI 54022

Email: cakitt82@gmail.com

Comments (Pages 7-8): I would like to hear more on projected environmental benefits. I am curious if other cities that currently have LRT have witness an increase in local travel and economic increase due to interest in LRT. I don't know many people who have rode LR and I wonder if it would become an attraction.

Comments (Pages 13-14): My favorite idea is the light LRT. I am wondering about availability of parking or transit to the proposed stop sites. I wonder if the current size of the park and rides will be enough to cover the needs of the users. Are there talks about working with local businesses for additional parking should that take place. People may be inclined to be accepting to changes if they know they aren't going to have to deal with more construction and expenditures a year after the transit system is in place.

Comments (Page 17): I know that many people who are looking for a mass transit system are looking at it to get to medical appointments. In other cities with mass transit how often do people use mass transit to get to medical appointments? Could the Gateway Corridor help to improve the health of locals?

Additional Comments: Please reconsider extending into Hudson. There are so many people in Wisconsin that complain about having to drive in the cities, and avoid the situation at all costs due to mass congestion and general lack of knowledge on how to get around. There are many people who now talk about how they would go to the cities more often if they didn't have to drive themselves. There is not mass transit in this area and as a Wisconsinite I would use the system.

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Saturday, April 05, 2014 5:25:10 PM

Contact form submitted from the Gateway Corridor website

Name: Nancy

Address:

Email: nrice004@yahoo.com

Comments (Pages 7-8): Planning for the future transportation options is important, especially with projected demographic changes in the east metro area. A frequent, reliable transportation option throughout the day that connects to downtown is a good idea, especially for those with few other transportation options.

Comments (Pages 13-14): In determining if light rail or bus rapid transit would be preferred, and where stations should be located, there are several issues to better understand: 1) Would the current express bus options to the downtown areas still be available? If the express options were not available, how will commute times, say from Woodbury to downtown St. Paul or to downtown Minneapolis, change? If the times are substantially longer, it is possible that some commuters will abandon mass transit options in favor of a faster options, such as driving. The efficiency of the current express routes are what attract some of the riders. 2) How flexible is either option of LRT or BRT? For LRT, the options to change a route, or offer a "leapfrog" scenario to allow faster service (e.g., not stopping at each station) would be limited. The BRT option might offer more flexibility in that way. BRT might be rerouted more easily, such as when maintenance is occurring on the guideway. 3) For both options, will any additional transportation services will be available from the stations to neighborhood areas? For example, will sufficient shuttles, Metro mobility, taxis, or other transport options be available to allow those without cars or ability to bike or walk to travel from the Gateway stations to surrounding areas? 4) If the Gateway route in the Woodbury area runs through the developed area on the south side of the freeway, how will the system be designed to reduce traffic congestion? In some areas of the Blue line, vehicle traffic is held at stoplights while the train passes. In the area of Woodbury drive and I-94, it appears that significant traffic back-ups could occur if the system is not well designed, or stations are located in certain areas. This could also adversely affect safety, noise, pollution, and perception of the system.

Comments (Page 17): Some issues to study might include: 1) The likelihood and implications of traffic backups as they relate to route choices. For example, what would be the impact on air quality for neighboring areas? If the area draws many people from further east of the area, will there be adequate capacity to handle the influx, particularly at peak commuting times? Also, are peak commute times (i.e., "rush hour") anticipated to remain the same well into the future or will work patterns change (e.g. telecommuting, flexible work hours) and impact transportation needs? 2) Would overall anticipated energy usage (e.g., gasoline, electricity) differ depending on the mode and alignments chosen? In a similar vein, is the resource input needed (for construction and upkeep of certain mode or alignment option substantially different (e.g. rail ties, buses, rail cars, asphalt, equipment for snow clearance)? What are the costs and benefits? Paying a high cost for an inefficient system would not be a good investment. 3) Are there any impacts to water quality that would be greater depending on the alignment chosen or mode chosen? For example, will building another road (guideway) or railsystem large platforms and possibly parking areas change water runoff and infiltration and affect aquifer recharge or health of wetlands in the area further? 4) Will there be any substantial impacts to remaining wildlife or ecosystems in the area? Some portions of Woodbury and Lake Elmo have not been yet been

developed and provide habitat for birds and other wildlife. How will this be changed? Also, will removing some cars from the roads be of overall benefit?

Additional Comments: Overall the idea of a good transit system seems important to ensure continued prosperity in the area, but careful consideration is needed. Thanks for accepting community input.

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Friday, April 04, 2014 9:55:09 AM

Contact form submitted from the Gateway Corridor website

Name: Theresa Nichols

Address:

Email: TheresaJNichols1@comcast.net

Comments (Pages 7-8):

Comments (Pages 13-14):

Comments (Page 17): Re: Oakdale Business Park. There are a lot of homes directly across the street. This plan needs to include a noise wall all around. Sorry, but there is already enough traffic noise and exhaust pollution surrounding us. This is also an area where we walk. The increased traffic and pollution will be horrendous to the point that we won't be able to step outside of our homes. Not to mention the riff raff that will be heading in our direction on this loser transit.

Additional Comments:

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Wednesday, April 16, 2014 8:34:49 PM

Contact form submitted from the Gateway Corridor website

Name: Steve Trimble

Address: 77 Maria Ave St. Paul Minnesota 55106

Email: steve.trimble@gmail.com

Comments (Pages 7-8): The route from Johnson Parkway west to Mounds Boulevard and Conway will be of little or no economic benefit to the neighborhood. All along the south is the freeway and nothing can be developed. To the north is single family housing and cannot be developed without displacing residents.

Comments (Pages 13-14): The least invasive of the two options would be BRT. However, an exclusive two way bus route would take away much of what little parking for local businesses at Earl and Hudson Road. Improved regular busses would be best.

Comments (Page 17): The transit would, at its western end, go through our Dayton's Bluff Historic District and would impact it in a negative way, especially the proposed stop at Conway and Mounds Boulevard. LRT would also have too much noise impact along residential Hudson Road.

Additional Comments: The route along I-94 is a mistake. Low density, especially west of Johnson Parkway. Improved and more frequent busses that don't need to displace parking or automobile use would be the best and far less expensive. More logical to go down East Seventh. Good for Woodbury, not Dayton's Bluff.

From: [Gail](#)
To: [GatewayCorridor](#)
Subject: Gateway Corridor project
Date: Sunday, March 30, 2014 9:17:52 AM

Hello,

I've been reading about the gateway corridor project and have a concern.

I work in downtown Minneapolis so I travel 94 West bound (5) days a week. I know how congested traffic can get during inclement weather.

I know you are looking at either building an expressway bus route or train system on highway 94. I have a concern; I live on Conway Street two blocks behind Sun Ray shopping center. In the early hours of the morning you can hear garbage trucks picking up the trash from the merchants in Sun Ray shopping center. The sound echoes to the nearby houses.

I was reading in the Lillie Newspaper how residents in District 1 are complaining about the train noise coming from Canadian Pacific Railroad. How miserable for the poor folks who bought a house by the tracks who have to listen to the train nose and smell of diesel fuel every day. It's no life for these unfortunate folks. My girlfriend lives in a house by Cedar Ave. Airplanes fly over there house every day. They were assured when they bought the place this would not happen. They are miserable living there and are trying to sell it, but people won't touch it because of the **airplane noise**.

That is my fear of your new project. If you build a train system that runs along 94 East and West how much noise will the neighbors have to endure every day. I know planners rarely consider what neighbors say. Everything is about progress and jobs.

Since I know you will end of doing something I'm voting for expressway buses which will be more quiet or find another route other than 94 East & West to build a transportation system.

It is really unfair to property owners who will have to endure the noise of trains, buses and smell of diesel fuel every day. I'm not sure what fuel trains runs.

I haven't been able to attend the meetings but I would appreciate your feedback and any updates you have on the project and concerns from other neighbors.

Thank you for your time.

Gail Glockner
gmgllockner1@comcast.net

From: [Gary Fose](#)
To: [GatewayCorridor](#)
Subject: Gateway Corridor Project: Public Comment
Date: Sunday, February 23, 2014 1:34:53 PM

Hello,

I live in a residential neighborhood in the Seasons Development in Woodbury approximately seven blocks south of the Interstate 94 Gateway Corridor. I attended the open house on February 6, 2014 on the Globe College campus, and found the event to be very informative and interesting.

I have used the Blue (Hiawatha) Line on several occasions. When the Green Line opens this summer, I plan to use that as well. The ride is smooth, and I don't have to worry about traffic congestion and parking when I choose LRT.

The Interstate-94/Gateway Corridor is the 'primary entrance' to the east metro region. It is necessary that the Gateway Corridor be aesthetically appealing to those entering the corridor, serve as a driver of quality economic development in the east metro region, and provide convenient access for citizens to reach their destinations for work and leisure.

While I support Light-Rail Transit (LRT) in the long-term for the Gateway Corridor, I believe we should focus on the transit mode that is the most viable option to qualify for federal and/or state funding for the project. Bus Rapid Transit (BRT) is likely to be the best option at this time and for the near future. It will be imperative, if BRT is chosen that the Gateway Corridor transit route be constructed in such a manner that it is LRT-ready, should the system require upgrading in the future.

Several other metro areas are significantly ahead of the Twin Cities in public transit development. Having a technologically advanced public transit system is increasingly becoming an expectation among citizens in order for them to reach their desired destinations. Young people, in particular, are drawn to a region that offers effective public transit systems. Many young people choose not to own a motor vehicle, and rely exclusively on public transit. Commuters yearn for an alternative to the already congested Interstate 94 corridor. As the local population ages, more of our citizens will become dependent on public transportation.

I live in Woodbury, so my natural inclination might be to prefer the D1 (southern) alignment. However, the D2 (northern) alignment offers many advantages. The northern alignment would run along existing roadway (4th Street) and the terrain is relatively flat, making it easier for buses/trains to maneuver through the transit route. Also, the northern route has the advantage of being linked to a park and ride lot at Guardian Angels Church in Oakdale.

Whichever route is chosen, it will be essential that a strong ancillary feeder system be implemented along major traffic corridors (i.e. Radio Drive & Woodbury Drive) and centers of economic activity in Woodbury. An ancillary feeder system should connect with the State Farm corporate campus, Tamarack Village, City Center, Hartford Insurance, Woodbury Village, Woodbury Lakes and other key

locations in Woodbury.

Transit Stations along the Gateway Corridor should be placed at locations that can pull in the most people in the most convenient manner. For example, the State Farm campus redevelopment project is likely to be significant, and should be factored into any alignment decision. The high concentration of people and economic activity at the confluence of Radio Drive/Inwood Avenue and Interstate 94 makes placing a BRT/LRT station at Radio Drive/Inwood Avenue essential.

The economic vitality of the east metro region is at stake. It is important we take a multi-modal approach to transportation solutions in the Gateway Corridor. It is imperative that Woodbury/Oakdale and surrounding east metro communities be linked to the greater MSP public transit system in order to share in regional economic growth now and well into the future. BRT/LRT is an essential component to our transportation solution in the east metro region. I am looking forward to the prospect of public transit in the Gateway Corridor.

Thank you,

Gary H. Fose
913 Autumn Drive
Woodbury, MN. 55125-9135

From: [Rick Price](#)
To: [GatewayCorridor](#)
Subject: Gateway Corridor
Date: Tuesday, April 01, 2014 9:44:14 AM

To whom it may concern,

As a Washington County resident and taxpayer, I wish to voice my opinion about the Gateway Corridor project. I am concerned about the expansion of LRT as a primary means of public transit. While recent figures show increasing ridership nationally, almost the entire increase has been in New York City. When New York City is removed from the statistics, LRT ridership nationally is declining. LRT hurts mass transit as a whole as funds diverted to cover cost over-runs for building, operating and maintaining light rail usually mean cut bus service and increase bus fares to cover the high cost of LRT. This is happening across the nation. In 2010, the Federal Transit Administration found that rail transit systems, nationally, had a \$60 Billion (with a B) maintenance backlog. The net effect is declining mass transit ridership on both busses and LRT. Ridership on busses and LRT are falling in Portland, Buffalo, NY, Chicago, Boston and more. Rail ridership is also declining in Albuquerque, Atlanta, Houston, Nashville, Phoenix, Sacramento, San Francisco and Washington DC. Cities that have seen increases in rail ridership have lost bus riders in staggering numbers: Dallas, TX lost 4 bus riders for each additional rail rider, Austin, TX lost 7 and Charlotte lost 17! What is the point of public services if the public is not served?

Rail is incredibly expensive to build and when populations and demographics change, which they always do, it can not be adapted to meet new needs. Please strongly consider BRT. LRT wastes tax dollars. It is an affectation at its core. It does a poorer job of moving people at a much higher cost than other forms of mass transit.

Thank you for considering my concerns.

Rick Price
1817 Lamplight Dr
Woodbury, MN

From: [Karen / Dennis Rickert](#)
To: [GatewayCorridor](#)
Subject: Gateway Corridor
Date: Monday, April 07, 2014 7:03:58 AM

I attended the meeting on March 25 and got to talk with many of you. You had a nice display. I was happy to learn that the park and ride in some areas are almost full to capacity. That helps to show me the need for this Gateway Corridor.

I live on Tanners Lake and heard that one option for the road was to put it over the lake. I am not looking forward to having part of our lake filled in and having the noise of the transportation bus or tram going by every 10 minutes. Even one of your workers said "My, you live in a gem of an area to be on the lake in the middle of St Paul." Yes, that is why we chose it, it is a nice relaxing place to live. Put yourselves in our shoes, would you want your lake disturbed every 10 minutes? I know MN Dot does not want to give up any road way but roads are made for vehicles with wheels, lakes are not.

I am also concerned about the environmental impact this would make on our lake for the fish and the birds. This could have lasting consequences in our area.

I do not envy your position since there are a lot of businesses too that will be impacted by this but I thank you for the opportunity to speak from my heart. --
Karen

--

Karen Rickert

*All I have seen teaches me
to TRUST the Creator for all
I have not seen*

From: risbrandt@comcast.net
To: [GatewayCorridor](#)
Subject: Input for Gateway Corridor
Date: Monday, April 07, 2014 10:10:12 AM

It's time for the East Metro to be treated on par with the West Metro in that light rail should be built in this corridor. I believe there is sufficient population density to support it, particularly south of I-94 and east of Radio Drive, with vast high density multiple housing units recently built there. I've worked on a couple of these with Habitat for Humanity. While working out there I saw no signs of any transit availability there and this would be populated by lower income families, the very ones who could use decent transit. BRT is NOT an acceptable option due to the poor ride quality and slow acceleration (interpreted by the public as "speed"). Despite the higher construction costs, operating costs are lower due to the greater capacity of trains utilizing single operators as opposed to more operators required for buses with equivalent capacity. The combination of higher acceleration rates leading to fewer vehicles needed to cover equivalent headways and fewer operators leading in lower labor costs favor light rail.

Russ Isbrandt

White Bear Lake, MN

From: [Roy](#)
To: [GatewayCorridor](#)
Subject: metro bus in Lake Elmo and Woodbury area
Date: Monday, March 24, 2014 6:55:12 PM

Hi,

Before you do this and waste taxpayer dollars, find out if there is a demand and if the project can be self-supporting.

I see the Metro Bus go thru Downtown White Bear Lake with 0 - 3 people on it. How is that sensible? Pounding down the roads, wasting salary dollars, wasting gas and polluting the air.

Please thinking intelligently and find out if anyone will use the service and if so, what are they willing to pay?

Thanks,
Roy Wehking
Lake Elmo

Gateway Corridor Draft Environmental Impact Statement (EIS) Comments

Email your comment to: gatewaycorridor@co.washington.mn.us website: www.thegatewaycorridor.com

Name: Bob Andrews

Address: 7876 Barrymore Ln, Woodbury, MN 55125

Email Address: Andrews.Bob1@Gmail.com

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

- 1) *"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."*
 - a) Long term regional mobility:
 - i) This solution will not take any significant traffic off I-94 because there is little significant employment opportunities between end points.
 - ii) Mid-day travel from Manning to Downtown Minneapolis could take close to 2 hours or visa versa. 4 hours round trip travel time is ridiculous.
 - b) Local accessibility:
 - i) The forecast eligible population (64K) is at least half because I-94 prevents access. The projected numbers are not believable.
 - ii) Accessibility is also severely limited due to distances between bridges and highways including MN 61 and I-694.
 - iii) Natural barriers such as Battle Creek Park and several large lakes in the area prevent direct line access causing more restrictions to accessibility.
 - iv) There is not sufficient open space for the type of residential growth forecast in this study. People will need to drive from the growth areas and this will only serve a few because of the design of the route.
 - c) The traveling public:
 - i) What is this? Why are we devoting millions to an undefined purpose?
 - ii) What would require non-car owners serviced by existing mass transit alternatives to St. Paul to be transferred to businesses or services located in Woodbury?
- 2) *Policy Shift:*
 - a) This transit will not address the congestion from I-94 during normal commuting times.
 - b) The capital and operational expenses of this proposal divert valuable resources from the I-94 highway corridor.

- c) MN DOT has identified I-94 with the following statement: Funding for roadway projects will not be adequate to address the congestion problem. During rush hour the highway is “full” today much less the projected growth 20 years from now. It is unacceptable that MN DOT is not planning expansion
 - d) There is nothing in this study that evaluates where the vehicles travel and therefore where mass transit can displace the vehicles. Only a very small portion of the existing traffic is displaced with express buses. Only certain types of employment allow bus transportation.
- 3) *“Population and employment growth, increasing access needs and travel demand.”*
- a) The areas serviced by the proposed transit plan have been about 80% build out either as residential or existing business. Most of the businesses are large box retail which is much different than high density office complexes. The east metro is not the same as the west metro and does not have nearly the density or commercial development.
 - b) Woodbury is not developing residential in this area. New residential is occurring south of Bailey Road, which is 5 miles away from the proposed transit routes.
- 4) *“Needs of people who depend on transit”*
- a) People don’t move to the suburbs that need transit. (Note: Met Council affordable dispersed housing does not lend itself to mass transit solutions – Now what?)
 - b) Express transit services have grown exponentially for those who work in downtown Minneapolis.
 - c) Add a dozen who commute to the U of M. (These people could be serviced by existing bus lines and the Green Line)
 - d) Express transit services to St. Paul may have increased percentage wise but remain very minimal and is a small percentage of those traveling to downtown Minneapolis.
- 5) *“Local and regional objectives for growth and prosperity”*
- a) Areas serviced by the proposed line have been developed or have physical barriers preventing effective growth for this service. Growth will occur but what will this mass transit line service?
- 6) *“The project area and the I-94 corridor lack all-day transit service traveling in both directions, particularly east of Saint Paul and Maplewood.”*
- a) Nothing in the study substantiates the need for all day service. The types of businesses that are in the targeted area for the most part don’t require mid-day service. What type of business demands this type of service? There is no place to transfer to at the end point in Woodbury.
 - b) What would create this demand?
 - c) NOTE: There could be mid-day express bus alternatives from both St Paul and Minneapolis. This need could be measured by the counting the number of taxi reimbursement requests.
- 7) **This study does not incorporate existing bus service from St Paul to the Washington Co line. This existing service could be expanded or modified to service Woodbury. For example, Route 63 already services Sun Ray and the east side. Just divert this route up Lower Afton to Valley Creek, adding service to Maplewood and Woodbury. This is a further alternative solution that supports a NO BUILD ALTERNATIVE.**

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. IRT, routes, station locations

(Pages 13-14 of the Scoping Booklet):

1) Select the NO BUILD Alternative – NO BRT and NO LRT:

- a) The study is defective in the number of eligible riders available.

- b) Existing service can be extended to better serve selected areas of Woodbury exclusive of Express Services to downtowns St. Paul and Minneapolis
 - c) Physical barriers prevent the usage as specified.
 - d) Expand the EXPRESS SERVICES. Build parking decks to accommodate the vehicles.
 - e) Harden the shoulders for the express buses.
 - f) Plan for the I-94 expansion AND fund it.
- 2) **Billions of dollars are needed in the next 20 years for existing infrastructure. Do not divert capital and operational expenses from highway for mass transit.**

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

I don't see any benefits to the Gateway Corridor as it has been designed. This study does not define success. It doesn't provide any estimate benefits in terms of reduced expense or increased revenues. The impact are purely hypothetical and without substance.

Do you have any other comments on the Gateway Corridor?

The study does not mention the progressive movement to work remotely or from home. There are numerous studies dealing with telecommuting. Examine what happens to traffic volume on Friday's or snow days. For example, the article, *"The Effect of Telecommuting"* written by N Nauab, 5/24/2011 in which he discusses the redesign of work relationships. In the article, *"Telecommuting Likely to Grow, Despite High-Profile Defections"*, the general growth of telecommuting is discussed including the productivity of working off site. Forrester Research found in 2009 that 34 million U.S. adults telecommuted at least occasionally and predicted the number would grow to 63 million by 2016. The study addressed the change in telecommuting policy of Best Buy who has reversed their decision to allow telecommuting. Another article states that telecommuting is up 35% from 1997 to 2010. It is my opinion, with the continuing speed and band width improvements in the internet as well as PC power, telecommuting will continue to grow. Look at smart phones and iPad technology growth.

Telecommuting will change how people work. This will change the demand for transportation infrastructure. Who hasn't heard someone say, "There's an app for that"?

The study is also recommending BRT/LRT runs every 10 minutes. How was that determined and recommended? Many areas don't have service that frequently.

This proposal seriously confuses the need for Express Bus service with Local Transit needs. It doesn't seem to add needed infrastructure to either and it overlaps existing services. I have only spent a few hours analyzing the proposal and have pointed out MANY serious flaws in the planning. I think the money spent on designing this transit alternative is a total waste and has been extremely poorly completed. I question the professionalism of the parties responsible for the design.

Summary Comments:

Expand the Express services and the necessary infrastructure. Extend the exiting local service into Woodbury. Fund highway infrastructure improvements already identified by MN DOT.

Mr. Gitzlaff,

I am writing as a concerned member of the Oak Run Shores neighborhood in regards to the potential Gateway Corridor projects currently under consideration.

I have concerns about the proposed routes that would take either light rail or buses along 4th St., which runs alongside the 11th fairway of Oak Marsh golf course. My concerns are twofold. First is that, regardless of the effect either option has on the golf course, there will be an increase in noise that will affect not only the townhomes located very close to the proposed route, but also the homes in the Oak Run Shores neighborhood. We already have to deal with the noise of the highway, and to add to that the noise of either light rail or buses running as often as every 7 minutes during peak times would make the neighborhood significantly less desirable.

My other concern lies in the effect that either light rail or a bus route would have on the profitability of the golf course. A light rail running alongside the 11th fairway would almost certainly be a death knell for the course. If the course goes down, Oak Run Shores would go with it, since the appeal of the neighborhood lies in the golf course. I have similar concerns about a bus line that runs along the course. People golf to get away for a while and relax. There is nothing relaxing about buses noisily making their way alongside the fairway. I have concerns that the proposed route for the buses to run along 4th St. would also jeopardize the profitability of the golf course, and in turn, the appeal and life of the neighborhood.

What makes a good deal more sense to me is to have the route cross over before impacting the golf course and the homes and townhomes in Oak Run Shores. This would at least minimize the noise impact to the neighborhood, and also minimize the impact the route would have on the golf course. Further, there is a good deal of retail and office space alongside the south side of 94 that does not have the same expectations in terms of lack of noise that a neighborhood such as Oak Run Shores has. Additionally, the retail shops would likely appreciate the increased traffic, unlike the residences on the north side of the highway.

In closing, I strongly recommend that, if this Gateway Corridor must happen in some fashion, that the route chosen crosses over to the south side of 94 before reaching the Oak Run Shores neighborhood and golf course. To allow the route to run that close to the course and neighborhood puts the golf course, which is a great benefit to the Oakdale community, and the Oak Run Shores neighborhood, at jeopardy. To do so is unnecessary when a better and viable route option exists along the south side of 94.

Thank you for your time.

Sincerely,
Mike Merabella

Dear P.A.C.,

April 10, 2014

Today I want to make some general comments about the GCC but I have 3 pages of detailed concerns regarding traffic and commerce that I will send Andy. It's my belief that this so-called 'study' was a policy decision not based on the needs of this region but on the wants of a determined sector of Washington, DC bureaucrats, advocates, and their local ideologues. One reason I say this is the dizzying confusion among Federal transportation agencies, Counties and State DOT where they seem to think we should put transit for 4% of the population over potholes and road repair for the other 96%.

This project is based on several flawed assumptions:

1. That people **will get out** of their cars to COMMUTE, period: but *how many people really do commute to the "Cities"? And how many are able to forego their cars needed for other things like: doctors' appointments, picking up children or grocery shopping, or the requirements of their work?*
2. That focusing on commuters will solve all our problems and NOT create any: *it ignores the fact that there are already well-developed neighborhoods, businesses and areas of commerce that will be impacted.*
3. That the density needed to support the line will automatically increase to the needed density with projected population growth figures: *we're not building hi-rises or lots of apartment buildings, but single family homes and town homes. Density needed: 14,000 per square mile, current density: 3,300 per sq mile*
4. That getting those Woodbury drivers out of their cars will significantly impact congestion: *my observation is that the route gets packed west of 3M, where 61, WBA, and Ruth streets feed into 94.*

Next, are the expectations of voters and citizens

5. Voters expect our elected leaders to not just look at data but to use Common Sense and their gut reaction. All the figures could look nice but if it doesn't make sense...it shouldn't be done! The cost alone is phenomenal. With all the money spent so far, we could have had a couple of lanes on 94. And it requires more money all the time – anybody for a 1-cent/gal. gas tax? I must have missed the obituary but common sense seems to be dead.
6. TOD (Transit Oriented Development) – THE IDEAL IS TO GET PEOPLE OUT OF THEIR CARS! Really? In Woodbury? The impacts of this project on traffic and commerce is reason enough to stop. Nobody I know in Woodbury wants this project.

7. This plan is a fantasy: “If we build it they will ride” – this isn’t a Hollywood movie! All this money spent and many roads are still in terrible condition? What’s so hard about just saying NO to this?

8. I don’t need to go to LA to know this is a bad idea! I can look at pictures and imagine the consequences. Just driving in downtown St. Paul is enough to worry anyone when you see how the LRT has impacted the streets of the city. This isn’t a study – it’s a plan and a big jobs program for certain, special workers. And no one seems to care what the people who are paying the bill for this project think of it.

Finally, **there is an alternative** – More lanes for cars, trucks and buses that we all share. Extend regular route buses to key areas of Woodbury that serve those without cars and give consideration of alternative routes.

Thank you very much.

Linda Stanton

2511 Wimbledon Place

Woodbury, MN 55125

651-428-7770

To: Andy Gitzlaff, Washington County
CC: Lisa Weik, County Commissioner, District 5
CC: Mayor Mary Guiliani-Stephens
From: Linda Stanton
RE: Comments for scoping period
April 10, 2014

Scoping Comments:

NEED:

1. Please explain in detail the formula used to prove there will be enough **population density** to support ridership of the proposed EBRT? ***Population growth projections won't increase the density to an economically sustainable level. We're not building high rises and massive apartment buildings but single family homes and townhomes in these areas.*** The numbers listed seem incredibly low (pop w/in 1 mile radius).
2. **Compare to regular route bus expansion into Woodbury and suburbs – Wouldn't this meet the needs of more people with much, much less disruption? Add some lanes to 94, look at possible alternative routes, share the lanes with the cars, add express buses – win/win for all.**
3. TOD – I looked this up and one article pointed out that ***the true point of transit oriented development is to get people out of their cars so they can walk, bike etc.*** Woodbury is already well-developed and is not geared at all to this concept. An example of this kind of misnomer is the City Walk business area – it doesn't give the impression of being all that busy NOW. Nice, idealistic, but it could be much better. Within City Walk, the walking is great but, for instance, have you EVER tried to cross the street at: County 19 and Hudson? (say from the mattress store to go to Caribou or Chipotle or Staples) Daunting at best. Yes, there are pedestrian buttons on lights, but there are not easily walkable areas on the perimeter of ***all*** the shopping areas with ample sidewalks/crosswalks or consideration for those with a disability. It's hard for me to imagine more people walking in this area/intersection of 19 and Hudson. Also, people tend ***not*** to walk in MN in the winter (which appears to have gotten longer, not shorter). And sidewalks are NOT shoveled in winter.
4. Policy shift? For who? Not the taxpayers or drivers. Too many agencies fighting over our dollars.
5. How do you calculate the number of people with no cars? (You say there are 64,600 living in a 1 mile radius and 32,000 don't have cars?). Doesn't add up to me.
6. How do you define and determine "transit dependent"?

ALTERNATIVES:

1. No Build or put it north, ***if*** at all.
2. **It seems like everyone has totally forgotten about NO BUILD (see red above) – increased Metro buses, increased Express buses, more lanes for ALL to SHARE**
3. With all the money spent so far on this plan, we could have had extra lanes on the highway and reduced congestion already

4. Lot at Tamarack and Bielenberg for Park and Ride? (Across from the Tavern. Near 494 and Tamarack)

IMPACTS:

1. **Traffic** (aka 'if it's not broken, don't fix it') – Access for cars, buses and trucks: ***traffic will become very congested and complicated as cars and trucks cannot turn left in front of the EBRT, nor can they make left turns out of their drives, with lanes being taken over by a dedicated bus:***
 - a. **Woodbury – Radio Drive/Inwood** – runs smoothly now; also how will it be impacted if State Farm building is filled (ease of getting to and from work) and what about when Cabela's is open? Getting to and from Home Depot, CUB? By delivery truck, by car?
 - b. **Woodbury – Hudson Road by Woodbury Lakes** – runs smoothly, doesn't need to be fixed, only a few main entrances into this ***busy shopping area***, traffic can be challenging at key times during the year or day ***already***, don't need to give up space for a dedicated bus line that few will be able to ride. The lane in the back of the complex is most likely currently used for deliveries.
 - c. **Lake Elmo/Oakdale - 4th Street and Inwood Ave** – Machine Shed and other Restaurants etc. – Businesses that people access by car and a Business park, Prom Center, hotels. This is going to make traffic congested and will deter people from going there – to have a dedicated lane running down 4th Street.
 - d. **Trucks on 94** – that want to make deliveries or exit at Manning, Cnty 19, Inwood/Radio drive. Want to go to the Oakdale business park, Rainbow in Oakdale etc. How will they manage?
 - e. What about using this during the **bad weather**?
2. **Commerce and business**
 - a. **Furniture Stores along Hudson Road east and west of Wdby Lakes** – have you noticed the *numerous* furniture stores and mattress dealers along Hudson Rd? How are the delivery trucks to get in and out of the showrooms to make deliveries to the store and take furniture to people's homes?
 - b. **Business park south of Hudson** (near Betty Ann's Bakery) – commerce requires easy access to trucks and customers, lots of small businesses here - not a place you walk to
 - c. **Woodbury Lakes** – deliveries to Trader Joes, clothing stores, restaurants would be impacted.
 - d. **Big Box stores like Sam's, Staples, Walmart** (Hudson at Cnty 19) for grocery and retail – ***Traffic is busy already*** getting into the Walmart/Applebees/Hancock Fabric area with limited entry and exit options. It's especially challenging for pedestrians crossing Hudson from City Walk to get to Walmart with ***inadequate number of safe walkways***. What about delivery trucks?
 - e. **Businesses to the north of 94, as well as**, all along Hudson Road require truck and car access. I've noticed lots of 'For Sale' signs lately...hmmm.
 - f. **Sunray and Culvers area** – They cannot afford to give up any parking spaces or lanes.

OTHER COMMENTS:

1. Sustainability

- a. **Cost of maintaining the EBRT if built** – what is this?
- b. Why hasn't the FTA considered a local **circulator bus route** that can get people around town? That is a bigger need for people who are not driving to get around town more easily (like seniors, even youth). Even a weekly van would be better than what we have now.
- c. What about better funding for **volunteer driver programs** such as that managed by Community Thread (for medical rides) or other purposes? Woodbury doesn't have this, just Transit Link, which is not a good fit for frail elders. Older adults with health issues prefer riding in a car.
- d. Is **Transit Link** a failure or dysfunctional? People do not know about it very much. Is it at capacity or not efficient? Trying to promise too much? It is not reliable – ***you can't always get picked up when needed. Expand the regular route bus to key areas like City Walk, Guardian Angels, Tamarack Village, Woodbury Lakes, City Hall, etc.***

2. The Myth of economic development:

- a. Prove that the economic development was NOT ONLY government subsidized because that is the primary experience in MN. In areas of the country where there was a lot more growth, there had already been planned **private development**. Woodbury is very developed already. Spending more tax dollars isn't going to help grow private business.

Gateway Corridor Draft Environmental Impact Statement (EIS)

Please help us determine the alternatives and issues to be studied in the Gateway Corridor Draft EIS by providing comments on the areas outlined below.

The Scoping comment period closes on April 16, 2014.

All comments must be received by that date.

Mail your comment using the address on the reverse side or

email your comment to:

Visit the project website:



Comment Form

Name:

Elizabeth J. Schmitz

Address:

7578 - 4th Street Lane No. Oakdale, Mn 55128

Email Address:

Stixhorney1@hotmail.com



Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

(4th Street Plan)

People Needing transit would still need a car to get to ^{transit} Stations.

A Nursing home on route - No ridership there

South of 94 with a College and Businesses would provide more ridership. (And Not Damage Homes)

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

Bus would be the best as it could be changed as Ridership Changes. - Definitely South of Hwy 94

no benefits

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

More damaging impact to homes along 4th St. Route

3 Home developments and one Sr. resident/Nursing Home -

We would sustain the same damage to our homes

as the businesses on University Ave. (as per article in St. Paul Pioneer Press)

Do you have any other comments on the Gateway Corridor?

I Am Very upset that a notice was not sent to each homeowner in this Area about the meetings - plus the meetings (March 24 & 25, April 10) were scheduled when most ~~people~~ ^{people} are still working (or in transit). April 10 @ 2:00??

I really feel that the planners did not want these affected neighbors to attend the meetings

Washington County Made Me Move in 2005 for the Parking Lot for the Government Center - they did not use my lot until 2013 - I have had water problems at my home on 4th Street and if the Lite Rail goes in, we, on this Street would probably have cracked Plaster, etc. as the Businesses on Univ. Ave. Washington County has not Been Good for Me!



Betty Schmitz
7578 4th Street Ln N
Oakdale, MN 55128



WASHINGTON COUNTY

APR 09 2014

PUBLIC WORKS

Andy Gitzlaff, Project Manager

Washington County Public Works Department

11660 Myeron Road North

Stillwater, MN 55082

55082957399



Gateway Corridor (Minnesota)

From Wikipedia, the free encyclopedia

The **Gateway Corridor** is a proposed Transitway along Interstate 94 from St. Paul, Minnesota to Eau Claire, Wisconsin.

About

The Gateway Corridor follows Interstate 94 from the St. Croix River Bridge to Saint Paul. The Gateway Corridor is one of the most heavily used and traveled corridors in the Twin Cities metropolitan area. It provides an important link to some of the Saint Paul's largest employers, including 3M, The Hartford, Imation and Securion Financial. As a result of recent population growth, the Gateway Corridor today moves more than 150,000 vehicles per day. In 2009, a commission was created to study and plan alternative transportation options in the corridor.

In August 2010, the Gateway Corridor Commission and its consultant team initiated a Transit Alternatives Analysis Study (AA), looking at the corridor from the Twin Cities to Eau Claire, Wisconsin. This is the first step in determining the best mode (i.e. light rail, commuter rail or bus rapid transit); estimated ridership, possible routes and stops, and projected costs to build, operate and maintain. In looking at these four main areas, the study will help to address the issues of congestion, potential economic development/revitalization and environmental and social impacts.

The AA Study will take approximately 18 months to complete and is expected to be finished by spring 2012. Final decisions regarding the mode of transit and route will be determined by the Metropolitan Council and Ramsey and Washington County Regional Railroad Authorities. These decisions will help move this from a planning effort into a real, tangible project.

The Gateway Corridor Commission has dropped the commuter rail option, leaving only possible bus rapid transit routes. All of the bus rapid transit route options would run on Interstate 94.^[1]

I am wondering why this was changed

Gateway Corridor

Overview

Type	Public Transportation
Status	Proposed
Locale	Minneapolis – Saint Paul metro area; Minnesota Counties Ramsey, Washington Wisconsin Counties St. Croix, Dunn, Chippewa, Eau Claire counties
Termini	Saint Paul Union Depot Eau Claire, Wisconsin
Website	http://thegatewaycorridor.com/

Technical

Line length	90 mi (144.84 km)
--------------------	-------------------

Route map

Legend

	St. Paul Union Depot
	Ideal Avenue
	Manning Avenue
	County Road U
	Highway 63/6th Avenue
	Wilson Street
	Putnam Street

Gateway Corridor Draft Environmental Impact Statement (EIS)

Please help us determine the alternatives and issues to be studied in the Gateway Corridor Draft EIS by providing comments on the areas outlined below.

The Scoping comment period closes on April 16, 2014.

All comments must be received by that date.

Mail your comment using the address on the reverse side or
email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name: BRUCE MONTGOMERY
Address: 970 BURNS AVE, ST. PAUL, 55106
Email Address: bmontgomery@735@comcast.net ☒ Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

All I have to say is "DON'T BUILD A LIGHT RAIL LINE". The cost benefit ratio is obscene.

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

Do you have any other comments on the Gateway Corridor?

Gateway Corridor Draft Environmental Impact Statement (EIS)

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email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

APR 04 2014

PUBLIC WORKS

Name: _____

Address: _____

Email Address: _____ ☐ Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

BRT makes more sense. Much less expensive & easier to change future re-alignment based on changing residential or business development. Prefer station @ Guardian Angels instead of the Oaks - uses express to mpls. & more

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

Put crossing from north to south at Inwood - more businesses on Woodbury side & access to Tamarack shopping & new development @ State farm site. Can use existing bridge across 94.

Do you have any other comments on the Gateway Corridor?

existing business, restaurant, & senior housing.
↓
Concerns are increase in crime - burglaries.

Gateway Corridor Draft Environmental Impact Statement (EIS)

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Mail your comment using the address on the reverse side or
email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name:

Norma Roscoe

Address:

7521 5th St. N., Oakdale, Mn. 55128

Email Address:

N/A

☐ Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

*I would not use BRT or LRT. Ridership??
Cost??*

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

*I would prefer BRT with service to Wis.
Some express service to Wis. Certainly should
ease traffic on 94. Station should be on
Mn. side of river, so Mn. collects the money.*

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

*I'm concerned for wetlands and lakes. Don't get
rid of walking trails! The many unknowns
are hard to deal with. I have many upset
neighbors.*

Do you have any other comments on the Gateway Corridor?

*Woodbury is more populated than Oakdale,
so keep the line on that side of 94.*

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Mail your comment using the address on the reverse side or
email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name: James + Linda Anderson

Address: 7572 4th Street Lane N.

Email Address: jrlaa@comcast.net ☒ Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

I would prefer the D1 alignment but would like the station moved closer to I94 away from our residential neighborhood or the Helmo + 3rd station eliminated. Radio Drive Station location not

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

close to I94 interchange.

Do you have any other comments on the Gateway Corridor?

Please do what will ^{not} interfere with the residents of the community.

Gateway Corridor Draft Environmental Impact Statement (EIS)

Please help us determine the alternatives and issues to be studied in the Gateway Corridor Draft EIS by providing comments on the areas outlined below.

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email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name: Allegra Fredrickson

Address: 7552 4th Street Lane North Oakdale Minnesota 55128

Email Address: _____ ☐ Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Is there a need for the "Gateway Corridor" project? Hard to believe there is a need when individuals directly affected are not notified before the "Scoping Booklet" is issued. Is this coercion? Bulling? or the need to employ certain groups whether the corridor is needed or not! pg 6 of "Scoping Booklet" H¹ & eliminate issues that are not significant - ???

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

BRT service sounds more reasonable on North Hudson (fewer riders) LRT would serve more riders and businesses on South Hudson - I question if this project is needed to employ people to erect rails or to connect riders between Hudson & Union Depot. What would be the fares? too costly for low income and minorities???

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

Originally we heard it was a 20 year study - then it became a 10 year study - now according to "Scoping Booklet" the LRT will be in service by 2030 - hard to believe the growth and need will be necessary that soon. Maybe stations set up in less claimed and settled areas with buses to run to point of interest would serve the area better.

Do you have any other comments on the Gateway Corridor?

Does 4th Street need a "Park & Ride"? one is enough in a residential area - don't need added pollution and traffic - don't need trains in front yards - don't need the noise like flight earth quakes - don't need horns sounding at intersections - don't need our home values to drop - what will it do to property taxes - what will it do to the local wetlands -

How many on the TAC would purchase a home on 4th Street?



April 14, 2014

Andy Getzlaff
Project Manager
Washington County Public Works Department
11660 Myeron Road North
Stillwater, Minnesota 55802

Re: Comments on DEIS Scoping for Gateway Corridor

Dear Mr. Getzlaff:

I am writing on behalf of the Dale family partnership (Dale Properties) which owns 350 acres of undeveloped property directly adjacent to and south of I-94 in the City of Woodbury, Minnesota, and another 98 acres of undeveloped property directly adjacent to and north of I-94 in the City of Lake Elmo. Our properties are in the path of the proposed corridors under consideration for the Twin Cities' next major regional transit project—the Gateway Corridor. As I understand it, the Gateway Corridor is envisioned as a transit link between downtown St. Paul (connecting to the Green Line LRT) and an undetermined end point in Woodbury. This letter offers comments on behalf of Dale Properties regarding the Draft Environmental Impact Statement (“DEIS”) and our perspective on the preferred D2 corridor alignment, including Segment E, as it affects the City of Woodbury and Lake Elmo in general, and the properties owned by Dale Properties, in particular. Please include this letter in the record being compiled relating to the DEIS scoping process.

In reviewing the Scoping Booklet, we understand that comments are invited with regard to several planning objectives:

Tier One Planning Objectives

- Maximize the potential transit population to be served (future);
- Maximize potential transit ridership;
- Maximize travel time savings;
- Minimize traffic mobility;
- Minimize costs/maximize cost-effectiveness.

Tier Two Planning Objectives

- Maximize number of transit riders served (current);
- Maximize future development potential;
- Minimize potential environmental impacts;
- Maximize benefits and minimize potential impacts;
- Minimize adverse parking, circulation and safety impacts.

As described below, we believe the objectives for the Gateway Corridor can best be met by the selection of alignment Option D2 (north of I-94) crossing at I-94 just east of Woodbury Drive, together with the southern Segment E alignment extending to Manning Avenue.

Land Owned by Dale Properties

The 350-acre Dale Properties parcel extends along I-94 generally between Woodbury Drive and Manning Avenue (“Woodbury Site”). The Woodbury Site is unimproved at present, though it is guided for commercial development (commercial and retail) by the City according to its 2030 Comprehensive Plan and Land Use Map (2010). The Site is zoned Business Campus District under the City’s Zoning Ordinance; this designation allows for a mixture of intensive commercial uses, consistent with the Site’s proximity to a highly-traveled freeway corridor. The City’s Planned Unit Development Ordinance would allow for intensive mixed use development of the Site, comprised of commercial, office and housing.

The 98-acre Lake Elmo parcel, also owned by Dale Properties, lies just north of I-94 and extends for approximately a half-mile along Hudson Boulevard between Keats Avenue North and Inwood Avenue North (Lake Elmo Site). The majority of the Lake Elmo Site is unimproved at present. The Lake Elmo Site is currently zoned RT – Rural Development Transitional District. The City of Lake Elmo’s current Comprehensive Plan guides the Site for two land uses, in roughly equal parts. The north half of the Lake Elmo Site is guided for Urban Medium Density Residential and the south half for Commercial land use. This is consistent with the Site’s proximity to a highly-traveled freeway corridor.

Dale Properties supports the Gateway Corridor project in general and specifically supports Option D2, together with the southern routing of Segment E, allowing for the placement of necessary transit facilities along and through Dale Properties’ Lake Elmo and Woodbury land holdings, as depicted in the Scoping Booklet (p. 12). Our comments in support of D2 and the southern Segment E alignment based on the Tier 1 and Tier 2 planning objectives are summarized below:

Dale Properties Comments

Alignment Option D2

Alignment Option D2 is generally north of I-94, through Oakdale and Lake Elmo, before crossing over to Woodbury just east of Woodbury Drive.

For the reasons already enumerated by Metro Transit and now supported by the City of Lake Elmo and the City of Oakdale, Dale Properties supports the Gateway Corridor Option D2 on the north side of I-94.

Crossing I-94 at Woodbury Drive followed by Southern Segment E alignment extending to Manning Ave.

Woodbury has a substantial commercial area built up east of I-494, proximate to I-94, with room for significant future growth on the Woodbury Site and surrounding properties. Placement of a high-capacity transit line crossing I-94 east of Woodbury Drive, as the southern Segment E alignment contemplates, will effectively enable Transit Oriented Development to occur at one of the largest contiguous prime land-holdings available in Woodbury. It would also be readily accessible from cities to the north and east, including in Wisconsin.

The Woodbury Site is ideally situated along I-94 to host the Segment E corridor alignment. The City is guiding the Woodbury Site for intensive commercial/mixed-use development with consequential impacts on traffic and transit. Moreover, the Woodbury Site is located just east of that area of the City that already is highly developed with a variety of commercial uses. The southerly Segment E alignment would immediately and efficiently serve both existing transit demand as well as growth in demand reasonably contemplated by commercial development of the Woodbury Site and its surroundings.

The combined demands of population and a well-established commercial corridor strongly support use of the southerly Segment E alignment as the most cost-effective and efficient solution. Ridership originating from the City or from the east or south (Cottage Grove, etc.) can easily access this alignment via established transportation corridors, together with other services and uses. The opportunities for cost-savings and travel-time savings relating to the use of transit for regular trips into St. Paul or Minneapolis will be readily apparent. The Woodbury Site is currently undeveloped so it will be easy to plan for the corridor alignment at this time.

In summary, we believe alignment D2 crossing I-94 just east of Woodbury Drive and southern segment E alignment extending up to Manning Avenue will sprout and nurture model Transit Oriented Development both in Lake Elmo and Woodbury, respectively.

Dale Properties sincerely appreciates being allowed to comment on the Scoping DEIS process for the Gateway Corridor. We look forward to participating the next phase of review of this important and exciting undertaking.

Sincerely,



Alan Dale
Dale Properties

PROVISION OF SCOPING COMMENTS AS REQUESTED BY
THE GATEWAY CORRIDOR COMMISSION

As I indicated on Thursday April 10th 2014 2PM at the Political Advisory Committee (PAC) Meeting at Woodbury City Hall I would be submitting the second installment of my comments to the Policy Advisory Committee(PAC) by April 16 2014. I did read and deliver a written statement of my comments to the PAC Meeting at the Public Scoping Comments portion of the 4-10-14 meeting. This second installment combined with my first installment provides the sum of my comments that were requested.

The PAC did engage the services of a stenographer at 4-10-14 meeting (above) and I look forward to reviewing the Public Scoping Comments. There were particularly compelling comments from a Mr. Tom Giannetti (Harley-Davidson Store owner on Hudson Road) and Ms. Linda Stanton a concerned citizen who is also a member of Citizens Advisory Committee under the auspices of the Gateway Corridor Commission(GCC). I think their comments were salient and went to the core of the very serious problems the project as currently planned presents to a citizenry which has largely been left in the dark. ~~This~~ This left in the dark citizenry was eloquently represented in the comments and I look forward to reading the transcription of their remarks. Also it should be pointed out a very good analysis of this came out the following day in the Pioneer Press by Elizabeth Mohr and I include it here as part of my second installment comment.

Jeanne Witzig from Kimley-Horn Associates elaborated on the absolute need for the Scoping Decision Document to include Environmental Justice analysis and actual studies. The mandatory inclusion here arises from the juxtaposition of low income and minority populations to the alignment and route of the Corridor project. I strongly concur with Ms. Witzig in this necessity to produce and include these studies. A comment came during the meeting that the survey should be totally and independently outsourced to a verifiable neutral survey provider. This is because that in Red Rock Corridor there were credible reports of GCC officials altering and tailoring survey results to create a totally contrived support for the project which did not exist.

Environmental Justice must be served here not only for those of low income and minority populations, but environmental justice must just as well serve such as Mr. Tom Giannetti who owns the thriving Harley-Davidson Store on Hudson Road. In fact in Circular FTA C 4703.1 from the U.S Department of Transportation Federal Transit Administration on page 45 it says "adverse effects include....Displacement of persons, businesses.....and this includes businesses such as Mr. Tom Giannettis.

4-11-14 Pioneer Press

Residents fear Gateway plan is 'done deal'

Officials say I-94 alternative necessary

By Elizabeth Mohr
emohr@pioneerpress.com

During a final public meeting Wednesday at Woodbury City Hall, residents and business owners voiced their concerns about plans for transit along the Gateway Corridor.

Some worried that vibrations from trains would damage their homes. Others asked how they could sell their houses. And some wanted to know how much land the government plans to take from them.

Most speakers seemed to think their comments were falling on deaf ears.

"This isn't a study, it's a plan," said Linda Stanton. "And no one seems to care what the people who are paying for it think about it."

She questioned the need for alternative transit out to the eastern suburbs and said the

project seemed to be based on flawed assumptions, such as whether "people will actually get out of their cars to commute to work."

Her comments were met by nods and applause by audience members.

Though Wednesday was the final public meeting, the public comment period remains open until April 16.

The Gateway Corridor extends from Union Depot in downtown St. Paul to the Wisconsin border, generally along Interstate 94. The preferred transit option for the corridor is bus rapid transit, though light rail is being studied for comparison. Proposed plans place the transitway primarily along frontage roads on the north side of the interstate.

Wednesday's meeting was the third so-called "scoping" meeting, during which public

input was taken for the official record as part of the planning and study process.

All seven audience members who spoke opposed the corridor plan.

Theresa Nichols said she was concerned about an increase in traffic volume.

Betty Soban said she had talked to several business owners along the proposed route, but none had even heard of the Gateway Corridor.

Tom Giannetti, who owns St. Paul Harley-Davidson, which sits along I-94 near Century Avenue, said the proposed route could cut into his property and poses "the single biggest threat to my business."

"What we see here is a predetermined, done deal," Giannetti said. "I have a hard time thinking this is going to do any good, all this input. I think it's all for show."

Washington County Commissioner Lisa Weik, who

chairs the Gateway Corridor Commission, said that she understands people's concerns but that it's too early to know whether any will be realized.

"There's not a set decision that we'll be taking anybody's land," Weik said after the meeting. "Right now, the route is still in flux."

Implementation of any plan could be years away, Weik said. She also noted that there's a fair amount of flexibility for route options along the corridor, unlike its west metro counterparts.

The Gateway Corridor Commission was formed in 2009. A two-year, \$1.74 million alternatives analysis study completed in 2013 narrowed transit options for the corridor.

Planners say the corridor is congested and there are no plans to expand I-94, so commuters need transit. Dedicated-lane bus rapid transit and light rail were identified as the two most viable options.

Again reading further in the Circular(FTA C 4703.1) we find on page 44 third paragraph down,

"Once you have identified the impact area you will need to undertake an analysis of the demographic characteristics of the persons located within the impact area(e.g., residential or business, race, age, income levels, etc.) It is at this point in the process when you will analyze whether the project impact area contains EJ populations."

I haven't seen any indication anywhere the Gateway Corridor Commission has pursued the inquiries or discoveries that are mandatory here for environmental justice. Lip service "outreach" activities do not anywhere meet the level of determinations mandatory to assess Environmental Justice. Studies and analyses are required to determine the parameters of disproportionately high adverse effects.

In fact what the circular specifies is stated on page 6 section E; indicating an environmental justice analysis is to use three guiding principles.

- To avoid, minimize, and mitigate disproportionately high adverse effects.
- To ensure full and fair participation by all potentially affected communities.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low income populations.

The Gateway Corridor Commission has completely ignored this and produced no studies whatsoever. They express only hopes and surmisings sort of daydreaming about benefits. There is nothing solid or palpable to low income or minority populations. Empty promises are all the Eastsiders get. In fact they will likely be worse off if the project goes through.

Time is of the essence to low income and minority Eastsiders. In order to illustrate in depth this plight of one segment of Eastsiders I have attached and included Saint Paul neighborhood profile of Planning District 4 Dayton's Bluff in St. Paul.

The Gateway Corridor Project as actually planned will not benefit this neighborhood. The Scoping Decision Document which is prepared must address this as well as every community which is juxtaposed to the alignment. And the studies need to be reliable and truthful. According to (page 7) Circular FTA C 4703.1 this population requires an environmental justice study.

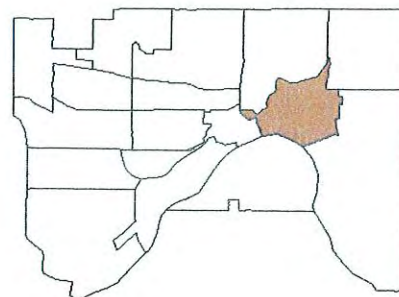
In both installments of Comments to you I have addressed Environmental Justice issues which the GCC to date has totally failed. The Scoping Decision Document has to contain strong language so that the Environmental Justice Studies will be especially strong.

Planning District 4

Dayton's Bluff in St. Paul

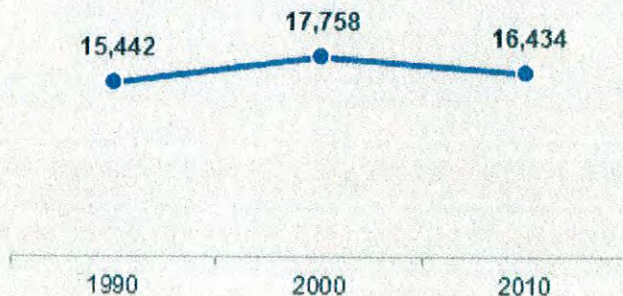
About this area

The Dayton's Bluff neighborhood is bordered by Grove Street, East 7th Street, Johnson Parkway, Minnehaha Avenue, Warner Road, the Mississippi River, Lafayette Road, MN Highway 52, and I-35E. It features the American Indian Magnet School (PreK-6), Dayton's Bluff Achievement Plus Elementary (PreK-6), World Cultures Magnet School (PreK-6), HOPE Community Academy (PreK-8), St. John Lutheran School (PreK-8), St. Michael's Academy (K-8), Twin Cities Academy (6-8), and Metropolitan State University. The neighborhood is home to several social service organizations, as well as parks, recreation centers, food markets, and businesses.

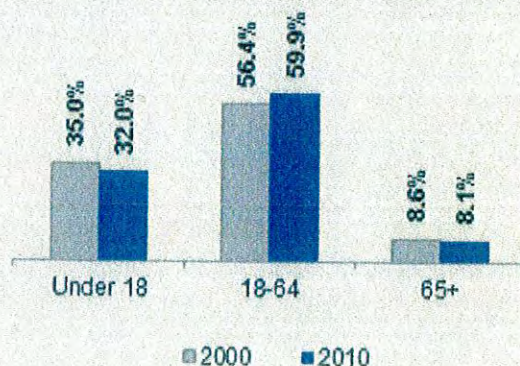


Trends in the area

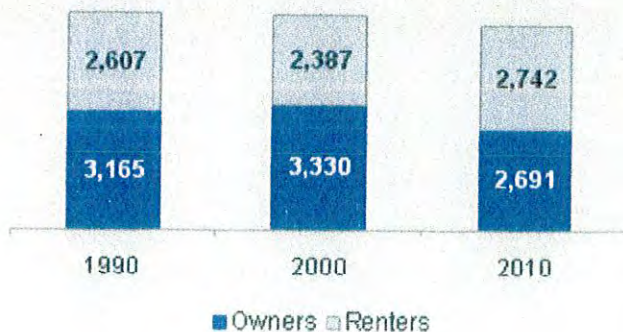
Total population, 1990-2010



Population by age group, 2000-2010



Households by tenure, 1990-2010



Median household income (in 2009 \$)



About Planning District 4 residents

	Planning District 4		Saint Paul	
	Number	Percent	Number	Percent
Total population and share of city's population (2010)	16,434	5.8%	285,068	100.0%
SEX AND AGE (2010)				
Male	8,253	50.2%	139,355	48.9%
Female	8,181	49.8%	145,713	51.1%
Under 5 years	1,626	9.9%	22,316	7.8%
5-9 years	1,389	8.5%	19,604	6.9%
10-14 years	1,346	8.2%	18,117	6.4%
15-17 years	898	5.5%	11,571	4.1%
18-24 years	1,905	11.6%	39,307	13.8%
25-34 years	2,647	16.1%	48,477	17.0%
35-44 years	2,057	12.5%	35,753	12.5%
45-54 years	1,915	11.7%	35,706	12.5%
55-64 years	1,324	8.1%	28,629	10.0%
65-74 years	608	3.7%	13,002	4.6%
75-84 years	379	2.3%	8,083	2.8%
85 years and older	340	2.1%	4,503	1.6%
17 years and younger	5,259	32.0%	71,608	25.1%
18 years and older	11,175	68.0%	213,460	74.9%
65 years and older	1,327	8.1%	25,588	9.0%
RACE AND ETHNICITY* (2010)				
White	6,494	39.5%	159,437	55.9%
Black or African American	2,657	16.2%	43,620	15.3%
American Indian and Alaska Native	207	1.3%	2,316	0.8%
Asian or Pacific Islander	3,910	23.8%	42,614	14.9%
Other race	23	0.1%	494	0.2%
Two or more races	679	4.1%	9,276	3.3%
Hispanic or Latino	2,464	15.0%	27,311	9.6%

* People who ethnically identify as Hispanic may be of any race, but are represented only as "Hispanic or Latino" in the table above.
All race categories are non-Hispanic.

About Planning District 4 residents

	Planning District 4		Saint Paul	
	Number	Percent	Number	Percent
EDUCATIONAL ATTAINMENT (2005-2009)				
Population (25 years and older)	9,270	X	174,153	X
Less than high school	2,008	21.7%	21,945	12.6%
High school diploma or GED	3,177	34.3%	41,884	24.0%
Some college or associate's degree	2,376	25.6%	44,524	25.6%
Bachelor's degree	1,245	13.4%	40,109	23.0%
Graduate or professional degree	464	5.0%	25,691	14.8%
High school graduate or higher	7,262	78.3%	152,208	87.4%
Bachelor's degree or higher	1,708	18.4%	65,800	37.8%
RESIDENCE ONE YEAR AGO (2005-2009)				
Population (1 year and older)	15,985	X	280,136	X
Same residence	12,244	76.6%	222,635	79.5%
Different residence in the U.S.	3,394	21.2%	54,707	19.5%
Different residence outside the U.S.	347	2.2%	2,795	1.0%
LANGUAGE SPOKEN AT HOME (2005-2009)				
Population (5 years and older)	14,808	X	262,752	X
English only	10,042	67.8%	201,268	76.6%
Language other than English	4,766	32.2%	61,484	23.4%
Speak English less than "very well"	S	S	31,530	12.0%
HOUSEHOLDS BY TYPE (2010)				
Total households and share of city's households	5,433	4.9%	111,001	100.0%
Family households	3,252	59.9%	59,689	53.8%
With children under 18 years	1,944	35.8%	30,744	27.7%
Married-couple family households	1,707	31.4%	37,870	34.1%
With children under 18 years	943	17.4%	17,756	16.0%
Single-person family households	1,545	28.4%	21,819	19.7%
With children under 18 years	1,001	18.4%	12,988	11.7%
Nonfamily households	2,181	40.1%	51,312	46.2%
Householder living alone	1,716	31.6%	39,782	35.8%
65 years and over	486	8.9%	9,380	8.5%
Households with one or more children under 18 years	2,192	40.3%	33,719	30.4%
Households with one or more people 65 years and over	966	17.8%	19,300	17.4%

Jobs in Planning District 4

	Planning District 4		Saint Paul	
	Number	Percent	Number	Percent
Total number of jobs and share of city's jobs (2009)	7,100	4.1%	174,887	100.0%
BY WORKER AGE (2009)				
Age 29 and younger	1,014	14.3%	40,836	23.3%
Age 30-54	4,329	61.0%	101,395	58.0%
Age 55 and older	1,757	24.7%	32,656	18.7%
BY EARNINGS (2009)				
\$1,250 per month or less	1,172	16.5%	39,750	22.7%
\$1,251 to \$3,333 per month	2,383	33.6%	54,678	31.3%
More than \$3,333 per month	3,545	49.9%	80,459	46.0%
BY EDUCATIONAL ATTAINMENT (workers 30 years and older) (2009)				
High school diploma or equivalent or less	1,607	22.6%	37,728	21.6%
Some college or associate's degree	2,001	28.2%	43,341	24.8%
Bachelor's, graduate or professional degree	2,478	34.9%	52,982	30.3%
Educational attainment not available (workers 29 or younger)	1,014	14.3%	40,836	23.3%
BY INDUSTRY SECTOR (2009)				
Accommodation and food services	268	3.8%	11,339	6.5%
Administration and support, waste management, and remediation	252	3.5%	10,572	6.0%
Agriculture, forestry, fishing, and hunting	S	S	128	0.1%
Arts, entertainment, and recreation	128	1.8%	3,170	1.8%
Construction	133	1.9%	4,065	2.3%
Educational services	1,923	27.1%	20,720	11.8%
Finance and insurance	202	2.8%	11,128	6.4%
Health care and social assistance	755	10.6%	31,902	18.2%
Information	132	1.9%	5,298	3.0%
Management of companies and enterprises	131	1.8%	13,062	7.5%
Manufacturing	319	4.5%	10,118	5.8%
Mining, quarrying, and oil and gas extraction	S	S	S	S
Other services (excluding public administration)	126	1.8%	6,358	3.6%
Professional, scientific, and technical services	146	2.1%	9,374	5.4%
Public administration	2,225	31.3%	16,934	9.7%
Real estate and rental and leasing	73	1.0%	3,853	2.2%
Retail trade	154	2.2%	9,327	5.3%
Transportation and warehousing	36	0.5%	2,556	1.5%
Utilities	S	S	205	0.1%
Wholesale trade	92	1.3%	4,775	2.7%

Employment of Planning District 4 residents

	Planning District 4		Saint Paul	
	Number	Percent	Number	Percent
Total number of employed residents (2009)	5,915	X	113,484	X
WORK DESTINATION* (2009) (Ranked at city level)				
Saint Paul	1,978	33.4%	37,273	32.8%
Minneapolis	877	14.8%	22,021	19.4%
Bloomington	208	3.5%	4,385	3.9%
Eagan	199	3.4%	3,531	3.1%
Roseville	163	2.8%	3,265	2.9%
Maplewood	171	2.9%	3,272	2.9%
Edina	75	1.3%	2,239	2.0%
Woodbury	118	2.0%	1,413	1.2%
Minnetonka	50	0.8%	1,337	1.2%
West Saint Paul	92	1.6%	1,275	1.1%
Saint Louis Park	60	1.0%	1,266	1.1%
Eden Prairie	73	1.2%	1,260	1.1%
All other locations	1,851	31.3%	30,947	27.3%
TRANSPORTATION TO WORK (2005-2009)				
Workers (16 years and older)	6,683	X	138,841	X
Car, truck, or van (including passengers)	5,604	83.9%	111,378	80.2%
Public transportation	603	9.0%	12,546	9.0%
Walked, biked, worked at home, or other	475	7.1%	14,917	10.7%
HOUSEHOLD INCOME (in 2009 dollars) (2005-2009)				
Total households and share of city's households	5,433	4.9%	111,001	100.0%
Less than \$35,000	2,257	41.5%	42,413	38.2%
\$35,000-\$49,999	988	18.2%	17,302	15.6%
\$50,000-\$74,999	1,116	20.5%	20,604	18.6%
\$75,000-\$99,999	546	10.1%	12,335	11.1%
\$100,000 or more	526	9.7%	18,347	16.5%
Median household income	\$41,864	X	\$46,026	X
POVERTY (2005-2009)				
All people for whom poverty status is determined	15,844	X	275,462	X
With income below poverty	3,476	21.9%	54,627	19.8%
With income 100-149% of poverty	1,866	11.8%	26,286	9.5%
With income 150-199% of poverty	2,857	18.0%	24,875	9.0%
With income 200% of poverty or higher	7,645	48.3%	169,673	61.6%

* Work destination is the location of a person's primary job, the one that pays the most if a worker holds more than one job.

Planning District 4 housing

	Planning District 4		Saint Paul	
	Number	Percent	Number	Percent
Total housing units (2010) and share of city's units	6,242	5.2%	120,795	100.0%
UNITS IN STRUCTURE (2005-2009)				
Single	3,597	57.6%	66,767	55.3%
2 or more	2,645	42.4%	54,037	44.7%
YEAR BUILT (2005-2009)				
2000 or later	488	7.8%	5,273	4.4%
1970-1999	770	12.3%	22,942	19.0%
1940-1969	1,501	24.0%	37,263	30.8%
1939 or earlier	3,483	55.8%	55,316	45.8%
OCCUPIED OR VACANT HOUSING UNITS (2010)				
Vacant housing units	809	13.0%	9,794	8.1%
Occupied housing units	5,433	87.0%	111,001	91.9%
Average household size	3.0	X	2.5	X
Owner-occupied	2,691	49.5%	56,993	51.3%
Average household size	3.0	X	2.6	X
Renter-occupied	2,742	50.5%	54,008	48.7%
Average household size	2.9	X	2.3	X
VEHICLES PER HOUSEHOLD (2005-2009)				
No vehicles	770	14.2%	15,882	14.3%
1 or more vehicle(s)	4,663	85.8%	95,119	85.7%
YEAR HOUSEHOLDER MOVED INTO UNIT (2005-2009)				
Moved in 2005 or later	2,042	37.6%	37,420	33.7%
Moved in 2000-2004	1,454	26.8%	29,170	26.3%
Moved in 1990-1999	979	18.0%	21,596	19.5%
Moved in 1980-1989	394	7.3%	10,199	9.2%
Moved in 1970-1979	182	3.4%	5,392	4.9%
Moved in 1969 or earlier	382	7.0%	7,224	6.5%

Planning District 4 housing

	Planning District 4		Saint Paul	
	Number	Percent	Number	Percent
COST-BURDENED HOUSEHOLDS* (2005-2009)				
All households for which cost burden is calculated	5,364	X	108,979	X
Cost-burdened households	S	S	44,649	41.0%
Owner households for which cost burden is calculated	3,075	X	62,310	X
Cost-burdened owner households	S	S	20,333	32.6%
Renter households for which cost burden is calculated	2,289	X	46,668	X
Cost-burdened renter households	S	S	24,316	52.1%

RENT (includes renter paid utilities) (2005-2009)

Occupied units where residents pay rent	2,340	X	47,527	X
Median rent (2009 dollars)	\$808	X	\$758	X

* Households paying 30% or more of their gross income for housing are considered to be cost-burdened. This definition of affordability is formally recognized by the housing industry. Housing costs for homeowners include mortgages, real estate taxes, utilities and fuels. Housing costs for renters include rent, utilities and fuels (if the renter pays them).

NOTES ABOUT THE DATA

Data throughout these profiles come from three sources produced by the U.S. Census Bureau:

- 2010 decennial census (demographic data including total population, race and ethnicity, as well as housing units and types of households),
- 2009 Local Employment Dynamics data from OnTheMap (employment of residents, and local jobs and their characteristics); and
- 2005-2009 American Community Survey (all other data including income, education, housing and social characteristics).

Data from the 2005-2009 American Community Survey were collected by surveys over those five years, and therefore describe the average characteristics for the 5-year time period. These data have been adjusted using the 2010 census counts for population and housing to provide the best estimate of how many people or housing units relate to each characteristic. All dollar amounts are shown in 2009 dollars. Percentages may not sum to 100 percent due to rounding.

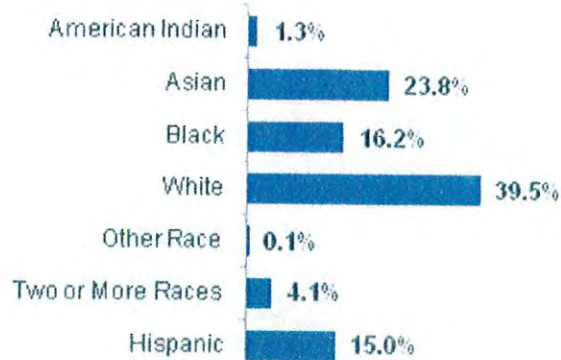
X indicates no data were available or not applicable.

S indicates that data were suppressed. Data have been suppressed when there were fewer than 10 people or units in a category, or the error margins were greater than ± 10 percentage points, or the error margins were greater than 25% of the estimate of a numeric value (such as median income). Large error margins occur when too few people were in the survey sample, making the data unreliable. If data have been suppressed at a neighborhood level, they are often available at a higher level of geography (community or city level).

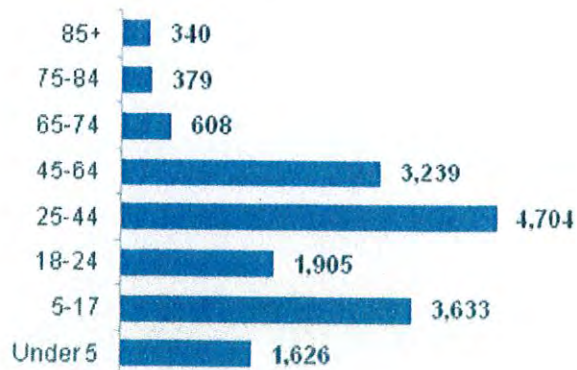
Users are cautioned that many of the data on this document have error margins associated with them. Please visit www.mncompass.org/twincities/neighborhoods.php to access downloadable data files, including error margins and unsuppressed data.

Portrait of Planning District 4

Population by race/ethnicity, 2010



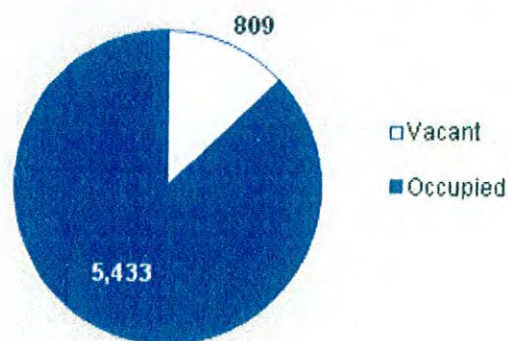
Population by age group, 2010



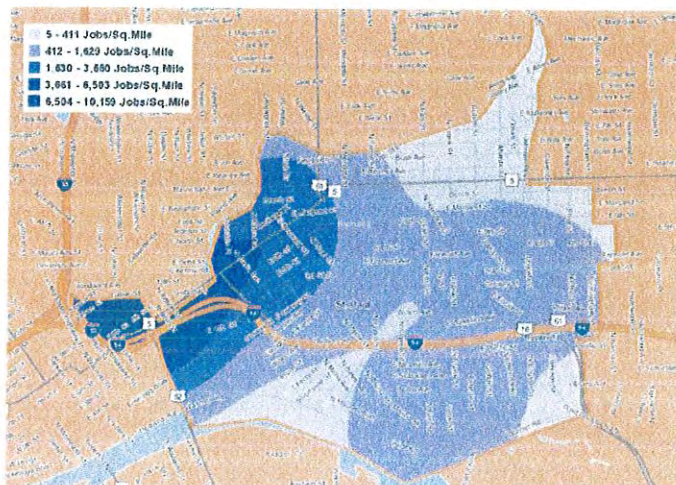
Households by income, 2005-2009



Housing units by occupancy, 2010



Jobs per square mile, 2009



These profiles were prepared by Minnesota Compass staff at Wilder Research, with the generous support of The McKnight Foundation, under the direction of numerous community advisors. For additional information about the Minneapolis and Saint Paul Neighborhood Profiles, and to download data files showing error margins, please visit www.mncompass.org/twincities/neighborhoods.php

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Notes about graphs: People who ethnically identify as Hispanic may be of any race, but are represented only as "Hispanic or Latino" in the "Population by race/ethnicity" graph above. All race categories are non-Hispanic.

At this point I want to address what needs to be in the Scoping Decision Document with regard to Modes and alignments and no build. To begin with, please Dear Commission disabuse yourself of the so called "NO Build". We all know we have to build things to get people to their jobs their homes and their leisure. NO BUILD? It is patently ridiculous! So please state in terms that mean something like "SMART BUILD" or better yet "SMART BUILD ALTERNATIVES" which everyone even commission members have to agree is reality and is a palpable genuine real world alternative!

Modes and Alignments? With great interest I read the March 10, 2014 letter to Mr. Gitzlaff from Minnesota Division of the U.S Department of Transportation Federal Highway Administration Derrel Turner, Division Administrator. Essentially this letter says your planning is completely off and that Alternative 8 is the one to pursue.

As I look at Mr. Turner's letter and brilliant comments in the letter from the the City of Oakdale I have to believe there are some very intelligent people out there who can actually think and see, and deal with reality. God Bless these folks.

I have to search and search everywhere however to try and figure out where did the GCC come up with the Hudson Road alignment? It is a complete mystery.

Dear Commission let me tell you the Hudson Road has been deceased for a long time. What it once was ceased decades ago. What is left does not provide the alignment sought for the GC Project. The Hudson Road is now completely built up and built out where it still retains the name Hudson. But it is not in any manner way shape or form comparable to Hiawatha or University Avenue. Hiawatha, whether or not you like LRT, installed on regular topography and essentially surveyed straight lines. Not so Hudson Road, it meanders here and there, stops totally, (often sucked up into 94) and then out of nowhere starts again. It goes up and down and weaves right and left. It is the way it is. It is not an alignment.

Dear Commission members I was aware of these facts about Hudson Road years and years ago as I am a native Minnesotan. When I approached important members of the commission to point this out they said I was wrong. They said it was a good alignment. I invited them to tell me about my concerns and describe the Hudson Road alignment. They had no clue and could not describe the Hudson Road alignment. I asked them please drive the alignment with me. They refused, they said they knew it.



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

Minnesota Division

March 10, 2014

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

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

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

Dear Mr. Gitzlaff:

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

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

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

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

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

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

Because of this rejection of reality I (along with a colleague) was forced to produce a documentary entitled "Is the Gateway Corridor Hudson Road Alignment a Pure Illusion?" This has been shown at a number of events and all of the GCC members were invited as well as planning personnel in GCC. Additionally it was put out on YouTube and everyone I just mentioned directed to it.

The video above was in fact sent to the U.S Department of Transportation. I cannot say what was done with it there. Perhaps they saw it. It must have been shocking to them if they did see it.

If I were one of them I would have to say to my colleagues "what kind of planners are running this project?" And I think I would have passed on to Minnesota, this is not a viable way to invest time, energy and very precious funds.

I must say I concur with what Mr. Derrell Turner Division Administrator of the Minnesota Division of the U.S. Department of Transportation Federal Highway Administration says in his March 10, 2014 letter to Mr. Andy Gitzlaff in which he recommends Alternative 8. His suggestion to go for the Small Starts Program is totally excellent and in this vein I would highly recommend GCC look at Small Starts as applicable to the Reverse Commute system some are proposing for the Eastside.

Bob Tatreau
P.O. Box 25072
Woodbury, MN 55125

From: louann.lud@netzero.net
To: [GatewayCorridor](#)
Cc: sage.passi@rwmwd.org
Subject: Proposed routing at south end of Tanner's Lake
Date: Wednesday, March 26, 2014 11:59:31 PM

To Whom It May Concern:

Please do not consider disrupting the landscape at the south end of Tanner's Lake and add to the noise which already travels across the lake because of the lack of space to grow trees.

I worked as a citizen advisor to the Ramsey Washington Metro Watershed District for several years and am still in touch with them and the city of Oakdale where I was a planning Commissioner for 6 years in the 1990's. I have resided on Tanner's Lake since 1972.

Extensive work was done on improving the water quality of the lake with a million dollar grant from the EPA and grants from the Metro Council. The outlet for the lake is at the south end and was reengineered and reconstructed. All the storm water inlets to the lake were pulled back and landscaped. Weir dams were installed at the north end of the lake and an alum treatment pond installed before the storm water enters the dam area to cut down on lake algae.

Tanner's Lake is the "ponding" area for an extensive part of the district encompassing Oakdale, Maplewood, Landfall and the surrounding area. The south end of the lake is the deepest at approximately 60 feet (I believe) and is spring fed with several springs evident throughout the year as noted in the winter. It has also been stocked by the DNR in conjunction with the fishing pier on the southeast side of the lake. Water holding capacity and quality are critical. Several parcels of land had to be considered in sizing the outlet for the holding capacity to prevent and cure flooding. The Jordan Aquifer is beneath the lake with one strata of rock separating the two. Oakdale and Landfall draw their water from the aquifer.

I was notified of the proposal to fill in part of the south end of Tanner's Lake by a neighbor who had attended a meeting in which this issue was raised. I surely would have attended also if I had been aware of the planned proposals.

I have not read all of the proposals; only visited your web site and reviewed the drawings. I plan to study it more thoroughly.

I presume you are aware that the intersection and access to the businesses north of the frontage road were reconfigured and rebuilt this past year in a manner which was not supported by adjacent property owners and businesses. The new access and egress are very inconvenient as it stands now.

I would suggest that even though 3M is on the north side of Hwy 94, the south side would be a much better placement for the corridor as it would impact fewer residents, businesses and the "lake" on the south side is seldom used and I believe it is shallower.

As to the park and ride at Guardian Angels, it appears that the lot is already extensively used and may not have the capacity you would need. The businesses in that area are mostly retail with short term customer visits and draw mostly from the surrounding area it appears. Thus, probably not necessitating LRT or bus.

I am curious as to whether a survey has been taken of the drivers using Hwy 94 to their destination and departure points and whether they would use LRT or bus.

I used the bus in the 1970's when I worked downtown. It was convenient in that I live only two blocks from where it stopped at Century and Conway. I also took advantage of the Minn Hwy Dept's car pooling in the early 70's. I believe in public transportation and I know LRT has been in the works for decades. I just believe there are other alternatives (such as the van pooling 3M has) that would be more economical, less infringement on the environment and more flexible than what is proposed. It is

difficult enough to get people to give up their personal vehicles. Most people I know would never use the bus and certainly not LRT. So the plans have to accommodate everyone's needs so they are convinced that they are better off not having to sit in traffic jams and deal with congestion.

I appreciate the opportunity to contribute to the dialog.

Sincerely, Lou Ann Leski

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From: [Stefan Pomrenke](#)
To: [GatewayCorridor](#)
Subject: Public comment in favor of LRT
Date: Tuesday, March 04, 2014 4:24:22 PM

Hi,

I live in Dayton's Bluff and I favor LRT over BRT.
My family lived in Warsaw, Poland for 4 weeks without a car. Because of their amazingly well connected public transit system we had no problems going across the city at very little cost.

The Gateway Corridor using LRT can make this ease possible for Minnesota as well.

The added infrastructure of a LRT would also benefit our neighborhood.

Thanks,

Stefan Pomrenke, MD, MPH

From: [Jerry House](#)
To: [GatewayCorridor](#)
Subject: routing of the Gateway Corridor
Date: Monday, April 07, 2014 8:13:00 AM

To....Andy Gitzlaff, Gateway Corridor Project Manager

The Gateway Corridor absolutely needs to be routed, in its entirety, north of Interstate 94.

That's where Hudson is (north of 94).

That's where 3M is (north of 94).

Make it a nice straight line north of 94.

Less confusing, and easier for people to understand, than having it cross 94.

So much easier for future expansion east towards downtown Hudson.

Much easier for Stillwater residents to access.

Just common sense.

I am available at any time to meet with you (and others) in person.

Thank you.

Gerald L. House
987 Lake Ridge Dr
Woodbury, MN 55129-9200
telephone 651-436-7471

From: [richard.croft](#)
To: [GatewayCorridor](#)
Subject: Scoping
Date: Tuesday, March 25, 2014 11:38:10 AM

Please do not reduce the # of buses on the 94B or 94D route after the Green line is up and running.

The 94 bus is quicker than the Green Line and I hope I can keep using it after the Green Line train is operating.

Thanks,

Dick Croft
4946 Colfax Ave. S.
Minneapolis, MN 55419

From: [Jesse Edberg](#)
To: [GatewayCorridor](#)
Subject: To Andy Gitzlaff
Date: Wednesday, March 12, 2014 7:50:28 AM

Hi Andy,

I received a gateway corridor flyer from someone at our radio drive bus stop this morning. It asked for us to give our input.

I'm a 33 yr old Woodbury resident. I've lived here most of my life and am a regular commuter to downtown Minneapolis.

I commute to work using the 355 bus four out of five days a week. I drive in, with my own personal car, usually once a week in order to allow me to work a bit later than the busses run.

One of my biggest issues with working downtown is that I have no other way to get back home if I miss the last 355/365 bus. Unless I want to take a cab.

When I saw the gateway corridor overview video I was extremely excited. I think this is a great idea. I'd actually be able to stay late more often at work. "Going out" downtown would actually be an easier option on the weekends. It would be much easier to convince someone to pick me up at Radio Drive vs a bar downtown. Safer too!

Anyone that's driven through rush hour traffic knows that the more cars we get off the road, the faster we all get to work! I absolutely dread driving on I-94 during rush hour. I visited Portland, OR for a work trip last Fall. I was very impressed how far out their rail service extended. Ever since that trip I've been asking myself why we don't have anything like that out East.

I hope this goes through!

Jesse Edberg

From: [Linda Greyling](#)
To: [GatewayCorridor](#)
Subject: Transit preference
Date: Tuesday, April 08, 2014 10:50:15 PM

Our family prefers the **light rail** transit option for the following reasons:

- safer than buses (for people inside the train & other traffic on the freeway)
- less pollution
- more punctual?
- more pleasant riding experience

Thanks, Linda

Gateway Corridor Draft Environmental Impact Statement (EIS)

Please help us determine the alternatives and issues to be studied in the Gateway Corridor Draft EIS by providing comments on the areas outlined below.

The Scoping comment period closes on April 16, 2014.

All comments must be received by that date.

Mail your comment using the address on the reverse side or
email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name:

Timothy Turner

Address:

292 14th Street N. St. Paul MN. 55119

Email Address:

Timothy-Turner@Rocketmail.com



Add me to the Gateway
Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

Access to quality jobs in the suburbs

Best Route of transit for jobs access

Affordable housing in suburbs

Do you have any other comments on the Gateway Corridor?

Gateway Corridor Draft Environmental Impact Statement (EIS)

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Visit the project website: www.thegatewaycorridor.com



Comment Form

Name: Laura Torres

Address: 1133 Payne Ave. #1

Email Address: Leostilla@gmail.com ☐ Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Stabilizing the Neighborhood

We can give a reason to stay on the east side
so keeping people here is important

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

Attracting new businesses -

this will bring new jobs, traffic, keep it alive.

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

Do you have any other comments on the Gateway Corridor?

Gateway Corridor Draft Environmental Impact Statement (EIS)

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Visit the project website: www.thegatewaycorridor.com



Comment Form

Name: Kathleen Culhane

Address: 1105 Hudson Rd

Email Address: kathleen_culhane@hotmail.com ☒ Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

Do you have any other comments on the Gateway Corridor?

Not sure where to put this. I'm concerned about N-S connections at the proposed stations. I'm opening a business on E 7th & would like to be able to advertise a connection from Gateway, North along Earle's way to reach me. Perhaps also adding bike racks & stations + on the transit network to encourage folks to bike-commute to the line.

Gateway Corridor Draft Environmental Impact Statement (EIS)

Please help us determine the alternatives and issues to be studied in the Gateway Corridor Draft EIS by providing comments on the areas outlined below.

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email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name:

Tong Thao

Address:

470 Earl St. St. Paul MN 55106

Email Address:

tongcthao@gmail.com



Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Needs of people who depend on transit. The transit maps should be universally understandable or multi-lingual. There should be more money for mitigation for businesses along the corridor.

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

The walkability of section D to the business districts should be studied; or have some sort of Niceride for people to use to connect to different locations.

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

Walkability of section D, business development and retention of businesses along the corridor.

Do you have any other comments on the Gateway Corridor?

Gateway Corridor Draft Environmental Impact Statement (EIS)

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email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name:

Annie Cull

Address:

955 Hudson Rd.

Email Address:

ann.cull@yahoo.com



Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

I think the local + regional growth & prosperity concerns are paramount to the East Side. I would like to see projections of LRT vs. BRT which include attitudinal surveys of riders. People prefer LRT & are more likely to try it when they aren't necessarily dependent on it.

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

I am concerned that the D1 (South Route Option) vs. D2 (North Route) will be made without full consideration of true apples to apples comparison of commerce. The D1 route has more potential to encourage travel both ways. I'd like a study of D1 vs. D2.

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

There should be a study of LRT vs. BRT and climate impacts (e.g. carbon) and true long-term realities.

Do you have any other comments on the Gateway Corridor?

Gateway Corridor Draft Environmental Impact Statement (EIS)

Please help us determine the alternatives and issues to be studied in the Gateway Corridor Draft EIS by providing comments on the areas outlined below.

The Scoping comment period closes on April 16, 2014.

All comments must be received by that date.

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email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name: Mark Ludwig
Address: 182 Mounds Blvd,
Email Address: pitzlud@usfamily.net ☒ Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

One concern with the Gateway Corridor is how the Mounds Blvd /
3rd St / Kellogg / Interstate 94 intersection area will be handled. It's currently
somewhat ugly and unsafe (for cars, pedestrians + bikes). I would like to have
the planners carefully consider the needs of all who pass through this

Do you have any other comments on the Gateway Corridor?

key area, whether walking, biking, driving, or on rapid transit. The end
result should be a safer and more attractive entry way to downtown
St. Paul. If it's not more attractive and if it's not accessible and safe
for local residents using any travel mode, it will be a wasted
opportunity.

Gateway Corridor Draft Environmental Impact Statement (EIS)

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email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name:

Mark Ludwig

Address:

info on another comment

Email Address:



Add me to the Gateway
Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

I'm concerned that the BRT plan currently has not found a way to integrate commuter bicycle lanes along the corridor. ~~Though~~ Although the right of way may be limited, the construction of the Gateway Corridor might be the only opportunity

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

to build a bikeway that would be heavily used by bikers commuting from the Eastside to and from downtown St. Paul. If such a bikeway cannot be put right along the corridor its entire length, then planners should consider

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

including it where possible and veering off into the neighborhood at other points.

Do you have any other comments on the Gateway Corridor?

Gateway Corridor Draft Environmental Impact Statement (EIS)

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email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name:

Mark Ludwig

Address:

info already on another comment

Email Address:

u u u u

☐

Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

I am concerned about how the BRT will affect existing bus routes. Obviously, some current routes might become unneeded. I would like the planning process to analyze the expected changes to existing routes that currently go close to the proposed route, and then the planners should communicate

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

those impacts to local residents, so that the residents can see whether their current bus commute will be easier or harder.

Do you have any other comments on the Gateway Corridor?

Gateway Corridor Draft Environmental Impact Statement (EIS)

Please help us determine the alternatives and issues to be studied in the Gateway Corridor Draft EIS by providing comments on the areas outlined below.

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email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name:

Annie Cull

Address:

955 Hudson

Email Address:



Add me to the Gateway
Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

Do you have any other comments on the Gateway Corridor?

Opportunity exists to leverage this project to create better neighborhoods at the level of individual home owners. Will loan/grant programs be created to help stimulate home improvements for existing residents? Can the project stimulate action on blighted/ neglected properties (where owners are essentially absentee)?

Gateway Corridor Draft Environmental Impact Statement (EIS)

Please help us determine the alternatives and issues to be studied in the Gateway Corridor Draft EIS by providing comments on the areas outlined below.

The Scoping comment period closes on April 16, 2014.

All comments must be received by that date.

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email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name: Jen King

Address: 955 Hudson Rd St. Paul, MN

Email Address: jKingminnesota@gmail.com ☐ Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

I am excited to read the ~~exp~~ projected population & employment growth (⇒ economic development) will almost double between 2010 → 2030. This ~~is~~ supports, even greater, the need for transit in this corridor and implementing design that is adaptable to future growth/needs.

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

Alignment D1 is preferred so to have access to existing shopping areas in Woodbury (i.e. Tamarack Village). Walking paths will also be needed from station to shopping plazas.

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

I hope that several design options will be explored for transit stops, including plantings/green space, garbage cans, nice signage, lighting. Additionally, new high & thick sound barriers are needed for residents/business owners who will remain along the 94 transit line.

Do you have any other comments on the Gateway Corridor?

Gateway Corridor Draft Environmental Impact Statement (EIS)

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email your comment to: gatewaycorridor@co.washington.mn.us
Visit the project website: www.thegatewaycorridor.com



Comment Form

Name: MARJORIE PITZ
Address: 182 MOUNDS BLVD., ST. PAUL, MN 55106
Email Address: pitz@bitstream.net ☐ Add me to the Gateway Corridor email list

Comments on the five factors that contribute to the need for the Gateway Corridor project (Pages 7-8 of the Scoping Booklet):

Needs for St. Paul Residents need more priority. Rt. D1 is better for St. Paul residents. Long term financial benefits should be considered (40 yrs+) which would make investment in LRT, & inner-city routes more attractive. The White Bear alignment was thrown out ^{due} to short term thinking.

Comments on transit alternatives proposed for study in the Draft EIS, such as BRT vs. LRT, routes, station locations (Pages 13-14 of the Scoping Booklet):

Mounds Park neighborhood is landlocked, except for Mounds Blvd., Earl, & Burns. The Gateway may make access into our neighborhood more difficult, due to increased vehicles at Mounds Blvd. Topography is also an issue. Study tunnel alternatives, where the Gateway would emerge from the bluff below ~~Mounds~~ Kellogg Blvd. bridge.

Are there particular impacts or benefits from the Gateway Corridor project that you think need to be studied in the Draft EIS? (Page 17 of the Scoping Booklet):

Bluff views at Mounds Blvd. are critical to St. Paul identity & quality of life. Access to Mounds Park trails is currently dangerous for Dayton's Bluff residents N. of I-94. Adding more traffic lanes may make this worse. Pedestrians & cyclists should be given the bluff edge + highest priority for views + access to trails.

Do you have any other comments on the Gateway Corridor?

The City ^{traffic engineers} may want to shift pedestrians away from the bluff, but this is not the citizen view. Traffic should not prevent peds & bicyclists from access.

Appendix D

Agency Comments



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

Minnesota Division

March 10, 2014

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

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

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

Dear Mr. Gitzlaff:

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

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

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

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

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

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

basis for elimination of this alternative:

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

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

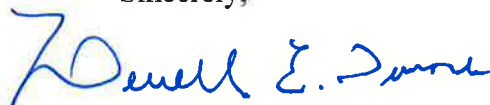
In reviewing the AA it appears the BRT-Managed Lane alternative (\$520M) received the same relative "medium" score as the LRT alternative (\$920M). The FHWA believes Alternative 8 should have received a "high" ranking similar to that of the BRT Hudson alignment (\$400M) to account for the significantly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

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

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

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

Sincerely,



Derrell Turner
Division Administrator

EE/alk

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



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

APR 15 2014

REPLY TO THE ATTENTION OF:

E-19J

Marisol R. Simon
Regional Administrator
Federal Transit Administration
200 West Adams Street, Suite 320
Chicago, Illinois 60606

Andy Gitzlaff
Project Manager
Washington County Public Works Department
11660 Myeron Road North
Stillwater, Minnesota 55082

Re: Scoping – Federal Transit Administration (FTA) Notice of Intent (NOI) to Prepare an Environmental Impact Statement (EIS) for the Gateway Corridor Project from Saint Paul to Woodbury, in Ramsey and Washington Counties, Minnesota.

Dear Ms. Simon and Mr. Gitzlaff:

The U.S. Environmental Protection Agency (EPA) reviewed the Federal Transit Administration's (FTA) February 12, 2014, Federal Register Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) in cooperation with the Metropolitan Council and Washington County Regional Railroad Authority (WCRRA) for the Gateway Corridor Project. EPA reviewed the Gateway Corridor Scoping Booklet (dated February 2014) and participated in the March 20, 2014, Interagency Scoping Meeting. In our March 25, 2014, letter to FTA, EPA accepted participating agency status in FTA's environmental review process for the Gateway Corridor Project. In accordance with EPA's responsibilities under Section 102(2)(C) of the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act (CAA), we are providing scoping comments regarding issues that we believe should be considered during the preparation of the EIS for this transit project.

The Gateway Corridor is a planned transitway approximately 12-miles in length located in Ramsey and Washington Counties, in the eastern part of the Twin Cities Metropolitan Area, Minnesota. The purpose of the Gateway Corridor project is to provide transit service to meet existing and long-term regional mobility and local accessibility for businesses and the traveling public within the project area. A No-build alternative and two build alternatives: 1) Bus Rapid Transit (BRT) and 2) Light Rail Transit (LRT) are proposed for detailed analysis in the Draft EIS (DEIS).

The enclosure to this letter provides EPA's scoping comments. Our comments, in part, regard identification and assessment of alternatives, options within alternatives, and evaluation measures, transit-dependent and environmental justice populations, and air quality and water resources impacts and mitigation. We also recommend the project proponents consider incorporating green building strategies into Gateway Transit Project. By adopting green building strategies, the project proponents can maximize economic and environmental performance. Green building methods can be integrated into buildings (e.g., transit stations) at any stage, from design and construction, to renovation and deconstruction.

EPA understands that the FTA environmental review will culminate in a combined Final EIS (FEIS)/Record of Decision (ROD). We recommend FTA convene a participating resources agencies meeting to present and discuss FTA's proposed draft written responses to DEIS comments prior to FTA issuing an FEIS/ROD. This will allow the resources agencies an opportunity to react to the proposed responses to the agencies' DEIS comments and for corrections to be made prior to release of the FEIS/ROD.

Virginia Laszewski, of my staff, is EPA's lead NEPA reviewer for this project. She may be reached by calling 312/886-7501 or by email at laszewski.virginia@epa.gov. EPA requests at least a two-week advance notice prior to our receipt of project materials for review and prior to project meeting/conference calls.

Sincerely,



Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Enclosure: EPA Scoping Comments - FTA Gateway Corridor Project EIS

EPA Scoping Comments - Federal Transit Administration (FTA) Notice of Intent (NOI) to Prepare an Environmental Impact Statement (EIS) for the Gateway Corridor Project from Saint Paul to Woodbury, in Ramsey and Washington Counties, Minnesota.

Project Description: The NOI and the Gateway Corridor Scoping Booklet (dated February 2014) describe the Gateway Corridor as a planned transitway approximately 12-miles in length located in Ramsey and Washington Counties, in the eastern part of the Twin Cities Metropolitan Area, Minnesota. The project is located in a corridor generally parallel to Interstate 94 (I-94) and would connect downtown Saint Paul with its east side neighborhoods and the suburban cities of Maplewood, Landfall, Oakdale, Lake Elmo, and Woodbury. More broadly, the Gateway Corridor project is intended to better connect the eastern Twin Cities Metropolitan Area to the regional transit network via the Union Depot multimodal hub in downtown Saint Paul. In addition, the project is intended to serve and draw ridership from other portions of the metropolitan area including portions of eastern Washington County and western St. Croix County, Wisconsin to the east, Dakota County to the south, and the City of Minneapolis and Hennepin County to the west.

Purpose and Need: The NOI and Scoping Booklet describe 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. In summary, the scoping document identifies the following factors that contribute to the need for the Gateway Corridor Project: 1) limited existing transit service during the day and night, 2) existing and projected future congestion on area roadways due to population and employment growth, 3) increase in public demand for and policy encouraging the availability of multimodal travel choices, 4) currently unmet needs of people who depend on transit; and, 5) local and regional objectives for growth and prosperity.

Alternatives: A No-build and two build alternatives: 1) Bus Rapid Transit (BRT) and 2) Light Rail Transit (LRT), with two alignment options are proposed for detailed analysis in the Draft EIS (DEIS). The build alternatives would include right-of-way, dedicated bus travel lanes or train tracks, stations and support facilities, as well as transit service for BRT or LRT and connecting bus routes.

Recommendation: We recommend the build alternatives also include connecting pedestrian/bikeway routes.

Recommendation: To help enhance the environment for communities in the project area, we recommend that brownfield sites in the corridor be assessed for their potential as transit station locations, park-and-ride lots, and/or other supporting facilities.

Alternatives Evaluation Measures: The Scoping Booklet (page 15) identifies the project "Goals and Objectives" that will serve as a framework to evaluate the alternatives under consideration and establish the foundation for the definition of evaluation measures. Goal 1: Improve Mobility has four objectives: 1) maximize number of people served (future), 2) maximize transit ridership, 3) maximize travel time savings, and 4) minimize traffic mobility impacts.

One of the purposes of the Gateway Corridor Project is to help address unmet transit needs of people who depend on transit. The DEIS should identify and discuss the specific needs of transit-dependent populations in and near the corridor, and the region.

Recommendation: We recommend evaluation measures be identified to assess, disclose and compare how well proposed station locations and alternative alignment options specifically meet the transit needs of transit dependent populations. For example, evaluation measures for assessing and comparing station locations might be the ease (number of times/day and amount of time it takes) for identified transit dependent populations to get to and from a potential BRT or LRT station location via existing and/or proposed connecting bus service route/s and/or pedestrian/bike routes.

Environmental Justice: Environmental Justice (EJ) populations constitute one portion of the potential ridership along this corridor.

Recommendation: We recommend communities that may experience disproportionate impacts or barriers to participation (“EJ communities”) be identified, including through use of demographic mapping, in the region and along the proposed corridor. We recommend considering the potential for disproportionate impacts at a local scale (census block levels), especially in the dense urban areas related to the project. All potential and applicable impacts to these communities, such as air quality, noise, health, fare pricing, station locations, impacts to businesses, and related changes should be assessed in the DEIS.

Recommendation: We recommend the DEIS include specific information that substantiates that representatives from affected communities and transit-dependent populations have been actively involved in the development of the Gateway Corridor Project, on or before Fall 2010 when the Gateway Corridor Commission (GCC) started its “Transit Alternatives Analysis” study. The DEIS should document ongoing efforts to engage EJ communities and transit-dependent populations through the remainder of the NEPA process.

Air Quality and Air Toxics: The Gateway Corridor Project is in a carbon monoxide (CO) maintenance area. The Gateway Corridor Project will need to be included in the Metropolitan Council’s conformity determination.

Recommendation: The DEIS should discuss local and regional air quality, the project’s impacts on air quality and transportation conformity.

While a transit project may be anticipated to maintain or reduce emissions from private vehicles, the system may add bus diesel exhaust and/or electric generation emissions for trains.

Recommendation: We recommend the DEIS quantify these emissions, including emissions of greenhouse gases, and identify possible measures to reduce these emissions. Best management practices (BMPs) that will be followed to reduce emissions, particularly of diesel-related air toxics during construction and operation should be identified.

Water Resources: The wetlands, lakes and streams in the project area could be directly and/or indirectly impacted by construction and/or operation of the proposed transit project.

We expect a Clean Water Act (CWA) Section 404 permit will be required from the U.S. Army Corps of Engineers (Corps) for proposed discharges of dredged or fill materials to Waters of the United States. The Section 404 approval is contingent upon the project complying with the Section 404(b)(1) guidelines under the CWA. These guidelines are summarized as follows:

- Least Environmentally Damaging Practicable Alternative (LEDPA) – There must be no practicable alternative to the proposed discharge (impacts) which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences;
- No Violation of Other Laws – The proposed project must not cause or contribute to the violation of state water quality standards or toxic effluent standards, and must not jeopardize the continued existence of federally-listed endangered or threatened species of their critical habitat(s);
- No Significant Degradation – The project must not cause or contribute to significant degradation of Waters of the United States; and
- Minimization and Mitigation of Adverse Impacts – The project must include appropriate and practicable steps to avoid impacts to regulated Waters of the United States; where impacts are unavoidable, demonstration of how impacts have been minimized; and must provide compensatory mitigation to offset unavoidable, minimized impacts to the aquatic ecosystem.

Recommendations:

- We recommend the DEIS identify the various water resources in the project area, disclose their existing conditions, and quantify impacts associated with each alternative.
- We recommend the water resources information and discussion in the DEIS demonstrate that the bus and rail right-of-ways, potential park-and-ride lots, stations and other ancillary project facilities avoid wetland, lake and stream impacts, as feasible. Where water resources cannot be avoided, the DEIS should discuss how impacts to water resources will be minimized.
- The rationale and justification for recommending or selecting one component/option over others should be presented in the DEIS.
- We recommend that wetland delineations, and wetland and stream assessments be included in the DEIS.

- We recommend the DEIS include draft wetland and stream mitigation plans, for those impacts that cannot be avoided or minimized.
- We recommend the DEIS discuss how project alternatives will address stormwater management in order to protect and, if feasible, enhance water resources in the watershed. For information regarding stormwater management and stormwater management best practices see EPA's website: http://www.epa.gov/greeningepa/stormwater/best_practices.htm.

Sustainability and Greening: By adopting green building strategies, the project proponents can maximize economic and environmental performance. Green building methods can be integrated into buildings such as the transit stations at any stage, from design and construction, to renovation and deconstruction. For additional information on green building, we recommend you visit our website at www.epa.gov/greenbuilding/.

Recommendation: We recommend project proponents consider using green building strategies for this transit proposal.

Induced Development: The project is intended to serve and draw ridership from other portions of the metropolitan area including portions of eastern Washington County and the western St. Croix County, Wisconsin to the east, Dakota County to the south and the City of Minneapolis and Hennepin County to the west. Transit stations and associated transit park-and-ride lots may induce additional development such as convenience stores, gas stations, restaurants. Induced development could have adverse impacts. For example, increases in impervious surfaces due to induced development may have the potential to cause or increase flooding, and/or impact surface and ground water quality.

Recommendation: We recommend the project alternatives' potential for induced development be assessed and disclosed in the DEIS. Impacts associated with such development should be identified in the DEIS and potential mitigation measures to avoid and reduce the impacts identified.



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

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

April 9, 2014

Andrew J Gitzlaff, AICP, LEED AP
Transportation Coordinator
Washington County Public Works Department
11660 Myeron Rd North
Stillwater, MN 55082

RE: Analysis of Managed Lane Alternative in the Draft Environmental Impact Statement for
the Gateway Corridor Project

Dear Mr. Gitzlaff:

On March 10, 2014, the Minnesota Division of the Federal Highway Administration (FHWA) sent a letter to you stating their concerns with the elimination of the BRT-Managed Lane Alternative from consideration in the Draft Environmental Impact Statement (DEIS). The FHWA, a cooperating agency in the environmental review process under the National Environmental Policy Act (NEPA) for this project, requested that the BRT-Managed Lane Alternative be analyzed in the DEIS because all options under consideration will affect the right-of-way of I-94 as well as its operation.

The Federal Transit Administration (FTA), as the lead Federal agency for this project, concurs with the FHWA. The BRT-Managed Lane Alternative must be fully vetted in the DEIS. The FTA acknowledges that the BRT-Managed Lane Alternative was eliminated from further consideration for the purposes of New Starts consideration during alternatives analysis due to lack of economic development and funding. These factors do not eliminate the BRT-Managed Lane Alternative from consideration for the purposes of NEPA (40 CFR 1502.14).

RE: Gateway Corridor: Analysis of Managed Lane Alternative in the Draft Environmental Impact Statement
April 9, 2014
Page 2 of 2

For these reasons, the FTA will require Washington County to analyze the BRT-Managed Lane Alternative in the DEIS. If you have any questions, please contact Maya Sarna, Environmental Protection Specialist at (202) 366-5811, or maya.sarna@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "marisol R. Simón". The signature is fluid and cursive, with the first name "marisol" in lowercase and the last name "Simón" in uppercase.

Marisol R. Simón
Regional Administrator

cc: Derrell Turner, FHWA-Minnesota Division
Christopher Bertch, FTA
Kathryn O'Brien, Metropolitan Council



Minnesota Department of Transportation

Metropolitan District

1500 West County Road B-2
Roseville, MN 55113

April 11, 2014

Andy Gitzlaff, Senior Transportation Planner
Washington County Public Works Department
11660 Myeron Road North
Stillwater, MN 55082

RE: Gateway Corridor EIS Draft Scoping Booklet Comments

Dear Mr. Gitzlaff:

The Minnesota Department of Transportation (*MnDOT*) Metropolitan District would like to take this opportunity to commend you for your efforts in the planning and preparation of the Gateway Corridor Environmental Impacts Statement (EIS), and for the level of involvement you continue to allow MnDOT staff throughout this process.

MnDOT Metropolitan District staff has reviewed the draft Gateway Corridor EIS Scoping Booklet, and as has been conveyed to you at the outset of the EIS process, MnDOT continues to stress the need for the careful consideration of all future multi-modal needs along the corridor. We therefore encourage the Gateway Commission to take advantage of the EIS process to provide for a clearer understanding of the long term transportation investments needed for the I-94 corridor, for all modes of transportation. Along these lines, we advocate for a continued effort to study and plan for how implementing bus rapid transit along this corridor might affect implementation of a future managed lane facility, or other operational, access, and safety improvements along the I-94 corridor. Lastly, continued coordination with MnDOT staff will be essential to avoid any potential impacts to the continued coordination of operations and maintenance of facilities on and along the I-94 corridor.

It should be noted that at this time, MnDOT does not plan for a managed lane facility within the next twenty (20) years. However, a general understanding of MnDOT's ability to provide for a managed lane facility, at some time in the future, is important to make an overall informed decision on any proposed fixed guideway facility within the Gateway Corridor.

MnDOT agrees to serve as a cooperating agency with FTA in review of the Draft EIS and other NEPA documents for this project. As a cooperating agency, MnDOT agrees to provide project-related input with respect to state highways, cultural resources, and airport safety zones in the Gateway Corridor. As a cooperating agency, we also agree to provide timely review and written comments on the environmental documents; participate in coordination meetings, conference calls, and field reviews; and follow the adoption procedures under 40 CFR 1506.3(c), as appropriate.

An Equal Opportunity Employer



Andy Gitzlaff
April 11, 2014
Page Two

We believe that with a continued partnership throughout the EIS process, we can further develop a comprehensive understanding of the future needs for all modes of transportation for the I-94 corridor.

Sincerely,



Scott McBride, P.E.
MnDOT Metropolitan District

Cc:

Arlene McCarthy – Met. Council
Adam Harrington – Met Transit

An Equal Opportunity Employer





Minnesota Pollution Control Agency

520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300

800-657-3864 | 651-282-5332 TTY | www.pca.state.mn.us | Equal Opportunity Employer

April 16, 2014

Mr. Andy Gitzlaff
Gateway Corridor Project Manager
Washington County Regional Railroad Authority
11660 Myeron Road North
Stillwater, MN 55082

Re: Gateway Corridor Project, Scoping Process for the Environmental Impact Statement

Dear Mr. Gitzlaff:

Thank you for the opportunity to review and comment on the draft Scoping Document for the Gateway Corridor Project Environmental Impact Statement (EIS). Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility and other interests, the MPCA staff has the following comments for your consideration.

The Scoping Document has listed issues relative to our interest and plans to address them fully in the Draft EIS. Some of these issues include:

- Air quality and climate change: project's effects on climate change, greenhouse gas, and regional air quality
- Transportation impact analysis and its effects on transit, roads and highways, railways, and pedestrian and bicycle facilities
- Noise and vibration and their effects on people and sensitive properties
- Land use and zoning – with emphasis on high density development and their compatibility to transitway. The proposed transitway and centers should be accessible to pedestrians and bicyclists
- Energy

Additionally, the Draft EIS should also address:

- Construction phase impacts including intersection and road closures, rerouting, alternate routes, and potential air quality impacts on affected neighborhoods and communities. Strong coordination with other agencies and businesses to ensure access is provided to affected parties for all modes of transportation during construction.
- Discussion on increased dust and emissions from construction equipment.
- Full range of direct, indirect, and cumulative effects of the preferred alternative chosen.
- Transitway alternative chosen should be such that improves service in high-demand corridor and connects more areas in the eastside with frequent and reliable transit service. Should have an efficient land use and livable development patterns that support the local transit, and connect to high-density, mixed-use and pedestrian friendly environment.
- Discussion of air quality conformity with reference to Metro Council's Transportation Policy Plan in relation to an improvement in air quality due to the proposed transitway.

April 16, 2014

- Perform intersection modeling at one location in each of the proposed alignment when required needed.
- Discussion of mobile sources air toxics (MSATs) based on guidance provided by Federal Highway Administration (FHWA), and a qualitative analysis of project effects including construction impacts.
- Discussion of effects of operation and maintenance facility including strategies to reduce diesel emissions, such as construction contracts that require the use of equipment with clean diesel engines and use of clean diesel fuels.
- Several studies have shown that those on the lower end of the socio-economic scale and some minorities, especially those that live near heavy traffic corridors, appear to be disproportionately exposed to traffic emissions and bear disproportionately higher health risks as a result, especially exposure to MSATS. Since the proposed transitway will move people from vehicles to the transit system, part of the health impact assessment in the Draft EIS should document the expected reductions that could occur in on-roads emissions of criteria and toxic pollutants, as well as the expected near-road pollutant concentration impacts.

The MPCA appreciates efforts Washington County Public Works will be making in responding to our comments and inputs in this Scoping Document. We look forward to working with you and offer assistance to insure all our concerns are addressed and that air quality goals are achieved. Please contact Innocent Eyoh of the MPCA at 651-757-2347 to access agency expertise and assistance in this regard.

We appreciate the opportunity to review this project. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this draft Scoping EIS, please contact me at 651-757-2482.

Sincerely,



Kevin Kain
Planner Principal
Environmental Review Unit
Resource Management and Assistance Division

KK:bt

cc: Craig Affeldt, MPCA, St. Paul
Innocent Eyoh, MPCA, St. Paul

Gateway Corridor Scoping Comments
City of Afton

Approved on March 18, 2014

Traffic Impacts

Afton does not want any increase in the amount of traffic at the intersection of Manning Avenue and Hudson Road, or at the entrance and exit ramps on the south side of the Manning/I-94 interchange, resulting from the planned easternmost transit station. Afton therefore opposes a transit station on the south side of the Manning/I-94 interchange.

If a transit station is sited south of the Manning/I-94 interchange, Afton is strongly in favor of providing for and construction of intersection/interchange improvements sufficient to insure no decrease in the level of service at the Manning Avenue/Hudson road intersection.

As this transit station is the easternmost station, it will draw traffic from Woodbury, Lake Elmo and the cities to the east, including Hudson. The traffic impacts need to be evaluated. Questions to be addressed include the following:

- What are the traffic projections for the impacted intersections vs. the current traffic levels?
- What is the current level of service at these intersections?
- What is the post construction projected level of service at these intersections?

Location of Transitway Corridor and Easternmost Transit Station

The transitway corridor alternatives include keeping the transitway on the north side of I-94 all the way to Manning Avenue, as well as the option of crossing I-94 to get to the south side of I-94. Afton strongly prefers the alternative that keeps the transitway corridor and the easternmost transit station on the north side of I-94. This alternative should be evaluated and strongly considered. Afton also prefers that the easternmost transit station be located as far west as possible, particularly if the station is located on the south side of I-94.

Evaluation of Groundwater Impacts

Afton is concerned about groundwater impacts related to the projected development on which the need for the transit system is based, including the development expected to be encouraged by the transit system. The groundwater impacts related to this projected development may severely affect sensitive local trout streams that are fed by springs. Afton is also concerned about impacts on private wells that currently serve and are planned to serve all development in Afton. The DEIS should study and evaluate these groundwater impacts.

It is Afton's understanding that ground water impacts of proposed wells on the east side of Woodbury are currently being studied by the DNR. Permitting for the most recent well in Woodbury's east well field is currently on hold while the DNR collects data on the effects of groundwater level fluctuations on trout streams in Afton. Those streams are fed by springs which in turn are fed by groundwater. If the DNR fails to give permits for additional wells in eastern Woodbury, development in eastern Woodbury could be reduced or significantly delayed while surface water sources are located, provisioned and constructed. The potential development delay and possible reduction in projected ridership should be carefully studied as part of the DEIS process.

In addition to the DNR's analysis specific to the Woodbury east well field, the DNR has also initiated a strategic plan for a Groundwater Management Program. As part of this program, the DNR has established a Northeast Groundwater Management Area, which includes Woodbury and Washington County. The work that is being done related to the Northeast Groundwater Management Area should also be considered as part of the DEIS process.

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

RESOLUTION NO. 2014-004

**RESOLUTION TRANSMITTING THE CITY OF LANDFALL VILLAGE'S
OFFICIAL COMMENTS ON THE GATEWAY CORRIDOR SCOPING PROCESS**

WHEREAS, the Washington County Regional Railroad Authority (WCRRA), Ramsey County Regional Railroad Authority (RCRRA) and the Metropolitan Council have initiated the Gateway Corridor Scoping Process, which is the initial state of development of the Environmental Impact Statement (EIS) for construction of a proposed transitway adjacent the Interstate 94 corridor; and

WHEREAS, the WCRRA, RCRRA and the Metropolitan Council have developed the Gateway Corridor Scoping Booklet for public review to elicit comments from stakeholders and members of the public on the purpose and need for the project, the alternatives proposed for study in the EIS, and project impacts or benefits that should be evaluated in the EIS; and

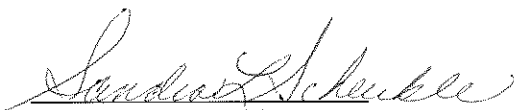
WHEREAS, the transitway is proposed to traverse the City of Landfall Village within the Interstate 94 right-of-way along the Hudson Road corridor; with a proposed station location at or near Dellwood Lane; and

WHEREAS, the alignment of a contemplated transitway offers benefits and presents impacts, both locally and system-wide, that demand further study in an EIS; and

WHEREAS; the City Council of the City of Landfall Village has reviewed the Gateway Corridor Scoping Booklet and now desires to officially confirm and transmit its formal comments for consideration in the EIS.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANDFALL VILLAGE, that the city confirms its official comments on the Gateway Corridor Scoping Process as contained in Exhibit A to this Resolution and transmits those comments to the WCRRA, RCRRA and Metropolitan Council for further consideration in the EIS process.

Adopted by the City of Landfall Village City Council on April 9, 2014.


Sandra L. Scheuble
City Clerk

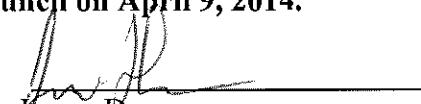

James Dumer
Mayor

EXHIBIT A
To City Council Resolution 2014-004

The City of Landfall Village City Council transmits to the WCRRA, RCRRA and Metropolitan Council the following official comments on the Gateway Corridor ("Transitway") Scoping Process:

I PURPOSE AND NEED FOR THE PROJECT

- a. *Provided that the city's preferred alignment as indicated in II. Below is identified ultimately as the Locally Preferred Alternative, the City Council finds that the proposed Transitway will:*
- i. Provide enhanced connections and an additional transit alternative to access jobs, areas of high growth, schools, housing, health care and activity centers;
 - ii. Respond to the region's increasing traffic congestion by providing an alternative to roadway travel as a method for managing transportation demand;
 - iii. Respond affirmatively to the needs of transit dependent populations;
 - iv. Offer time-efficient, express transit service to both urban and suburban destinations; and
 - v. Help satisfy the regional objective for growth, efficient development patterns and sound communities.

II ALTERNATIVES PROPOSED FOR STUDY

- a. *From a local perspective, the City Council supports the alignment of the Transitway that transects the City of Landfall Village (Segment "C") within the Interstate 94 right-of-way as the reasonable alignment through the city. This local alignment is preferred because it:*
- i. Minimizes crossings at roadways and signalized intersections, thereby reducing conflicts between the corridor operations and motor vehicle traffic;
 - ii. Offers reasonable opportunities for station siting between Century Avenue and Greenway Avenue;
 - iii. Proposal shares an existing I-94 right-of-way with existing roadway service, thus requiring no additional right-of-way aside from that which may be necessary for the station and any related parking areas; and
 - iv. Provides a corridor station within Landfall's most significant concentration of existing shopping and employment, 300 family housing units within one-quarter mile, and adjacent residential neighborhoods.

b. *The City Council prefers that BRT be studied further in light of the significant difference in capital costs between LRT and BRT.*

- i. Costs associated with the investment in a fixed guideway along the Segment C alignment duplicates existing bus service in contrast to the express service to be provided by the D1 & D2 alignment.
- ii. Engineering the functional design and capacity of the Century/TH 120 & I-94 Interchange is critical as to both vehicular and truck traffic from the area.
- iii. Costs associated with shifting Hudson Road to the north and cantilevered over Tanners Lake have significant issues to both St. Paul Harley Davidson Motorcycle and the City of Landfall including right-of-way acquisition and environmental.
- iv. Costs associated with the BRT option are preferred over LRT.

c. *From a system-wide perspective, the City Council finds that the preferred alignment for further study should be both D1 and D2 for the following reasons:*

- i. The investment in a fixed transitway component of a regional transit system is sizable, and the return on that investment is better realized by offering true express transit service to a resulting increased ridership; and
- ii. The D1 & D2 alignments maximize the opportunity for addressing and mitigating potential impacts and optimizing the benefits of a dedicated transitway system especially for the cities east of Landfall.

III PROJECT IMPACTS OR BENEFITS TO BE EVALUATED

a. *The City Council expects that each of the issues cited below will be subject to further examination during the EIS process for the reasons stated.*

- i. Environmental issues related to the location of Hudson Road to the north as a cantilevered transitway over Tanners Lake.
- ii. Noise – transitway operations may increase the frequency of noise above the baseline within the alignment through Landfall, particularly at St. Paul Harley Davidson Motorcycle and Indian Motorcycle.
- iii. Vibration – transitway operations will increase the frequency of vibrations above the baseline within the rail alignment through Landfall.
- iv. Vehicular traffic – traffic control devices must offer protection at transitway crossings without compromising the integrity and capacity of the local street and county roadway systems. Specifically, the City of Landfall's two entrance roads from the south are the city's ONLY ingress and egress. There

is no north, west, or east exit roads for emergency vehicles, residents or business vehicular traffic.

- v. Right-of-way acquisition - St. Paul Harley Davidson Motorcycle customer parking on the south and west is a major concern as the existing parking lots and parking spaces are an essential component of the business operation.

b. *The City Council has identified various issues related to station location and operation specifically that will require further investigation and consideration during the station area planning phase of the transitway effort.*

- i. Parking – Park-and-ride lots are not contemplated currently for the Landfall station. The lack of such parking or drop-off facilities suggests that the Landfall station will serve walk-up riders only; which is not a realistic expectation. The lack of such facilities will compromise pedestrian safety and pose traffic/pedestrian conflicts as riders are dropped off and picked up on adjacent roadways.

From: Mike Ericson [mericson@cityoflandfall.com]

Sent: Wednesday, April 23, 2014 02:00 PM Central Standard Time

To: Andy Gitzlaff

Subject: Landfall Clarification on Gateway Corridor Reso and Exhibit A

Andy...

As per our conversation I would like to further clarify the City of Landfalls's resolution of support for: II. Alternatives Proposed for Study....."within the I-94 right-of-way and the public right-of-way within the Hudson Road to the concrete curb on south side of Harley Davidson Motorcycle"

I believe this additional language makes it clear that the City of Landfall fully supports the protection of the Harley Davidson Motorcycle property including their parking and parking lot which was previously noted in Exhibit A of the city's resolution.

Thank you for the opportunity to provide further clarification.

Best Regards,

Mike Ericson
City of Landfall
651-739-4123



April 4, 2014

Andy Gitzlaff
Gateway Corridor Project Manager
Washington County Regional Rail Authority
11660 Myeron Road North
Stillwater, MN 55082-9573

Re: Scoping Process Comments

Dear Mr. Gitzlaff,

The City of Maplewood appreciates the continued effort by Washington County and other stakeholders for moving forward with the Gateway Corridor Transitway project which will not only benefit the City of Maplewood, but also put much needed focus on addressing the lack of transit opportunities in the East Metropolitan area of the Twin Cities.

Please refer to the following comments to be incorporated in the scoping process:

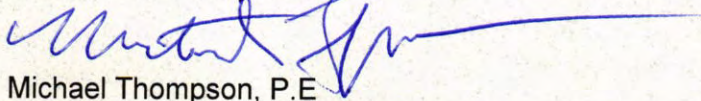
1. The City of Maplewood continues to be supportive of the project and recognizes the emergent need for transit options in the East Metro to meet both the existing and long-term regional mobility and local accessibility needs for business and traveling public.
2. The Gateway Corridor composed of LRT or BRT will:
 - a. address the limited existing transit service in the east metro area
 - b. help alleviate vehicular traffic congestion along the I-94 corridor
 - c. help accommodate population and employment growth
 - d. help move people that have no access to vehicles thus providing opportunities
 - e. encourage economic competitiveness and assist with connecting people to places of work such as 3M Company's World Headquarters in Maplewood
3. The City wants to ensure extensive review is considered on the roadway and traffic impacts as a result of the proposed transitway. More specifically:
 - a. McKnight Road and Century Avenue. These two major north/south roadways through Maplewood, at a minimum, should be studied for impacts from Conway Avenue to Upper Afton Road.
 - b. Hudson Road between Century Avenue and McKnight Road. Currently this frontage road serves as an important access between the interstate and 3M Company Headquarters.
 - c. Internal Private 3M Roadways and Parking Lots. The project should consider the impact to 3M Company to ensure the transitway does not negatively impact or burden 3M's private roadway network or parking needs.

4. Considerations of the placement of the transit station along the 3M Company frontage along Hudson Road to ensure all impacts are understood; ranging from aesthetics and visibility to potential property acquisition related impacts.
5. The City recommends reviewing enhanced pedestrian connections throughout the study area to ensure the new transitway properly connects pedestrians to stations. For example I-94 currently acts as a barrier for pedestrians attempting to move north and south under I-94. Both Century Avenue and McKnight Road are pinch points and expanded pedestrian access (bike and walk) must be incorporated and those impacts fully understood at these interchanges.

In summary, the City of Maplewood continues to be supportive of the Gateway Corridor Transitway project. We look forward to continuing efforts with you in moving this project closer toward implementation.

Sincerely,

CITY OF MAPLEWOOD



Michael Thompson, P.E.
City Engineer/Director of Public Works

C: Chuck Ahl, City Manager
Melinda Coleman, Asst. City Manager
Mike Martin, City Planner
Steve Love, Asst. City Engineer
City Project File 14-05



City of Oakdale
1584 Hadley Avenue North
Oakdale, MN 55128
651-730-2806
Bob.Streetar@ci.oakdale.mn.us

10 April 2014

Andy Gitzlaff
Washington County
11660 Myeron Road North
Stillwater, MN 55082

Dear Andy:

Below are items that the City of Oakdale would like to have studied as part of the EIS.

- (1) Alignment alternatives of the transit way along 4th Street.
- (2) The location of the transit stop (park-n-ride, walk up) on 4th Street.
- (3) Access impact to existing properties along 4th Street at it relates to 1 and 2 above.
- (4) Potential noise and vibration impacts to properties along 4th Street, specifically Guardian Angels Catholic Church and Oak Meadows Senior Housing.
- (5) Potential impacts to functional capacity at the T.H. 120/I94 interchange. This is a critical access as the only other access, in Oakdale, to I94 is 2.5 miles to the east at Inwood Avenue. Functional capacity should be unduly diminished.
- (6) Potential financial impacts to the City for shifting the Hudson Blvd frontage road to the north, cantilevering it over Tanners Lake to accommodate the transit way. The City should not be burdened with the ownership/maintenance responsibilities of this structure.
- (7) The Future connectivity between Hadley Ave-Wier Ave needs to be recognized, and should not unfairly burden the City with additional costs to make this connection
- (8) Future connectivity between Helmo Ave-Bielenberg Ave needs to be recognized, and should not unfairly burden the City with additional costs to make this connection.
- (9) Future land use impacts, specifically on the parcel is the southwest corner of I-94/694 interchange.

Please contact me if you have questions or would like to discuss these item further. Thank you.

Sincerely

Robert Streetar
Community Development Director



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

15 Kellogg Boulevard West
Saint Paul, MN 55102

Telephone: 651-266-8510
Facsimile: 651-228-3220

April 3, 2014

Andy Gitzlaff, Project Manager
Washington County Public Works Department
11660 Myeron Road North
Stillwater, MN 55082
gatewaycorridor@co.washington.mn.us

RE: Gateway Scoping Comments

Dear Mr. Gitzlaff:

Thank you for the opportunity to comment on the Scoping Booklet for the Gateway Corridor Draft EIS. Our comments are as follows:

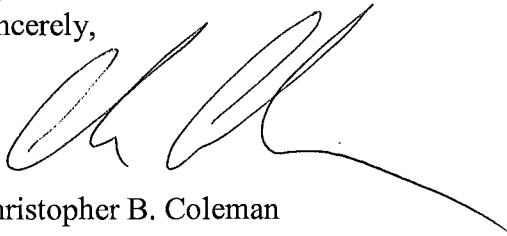
- We support the Purpose & Need statement as presented. We believe that the Gateway Corridor project can address these identified needs and take advantage of the identified opportunities so as to provide substantial long-term benefits to the corridor and surrounding areas, as well as to the region as a whole.
- We support studying the Union Depot to Manning Avenue portion of the corridor.
- We support studying the B1 alignment (Hudson Road) in the DEIS, but not the B2 alignment (7th/White Bear). The B1 alignment best aligns with the Purpose & Need, while the property takings and cost of the B2 alignment make it unworthy of further study.
- We support studying LRT and BRT at this time. If, through analysis, LRT or BRT are found to preclude future managed lanes on I-94, then there should be further policy discussions regarding the future of transportation options in the corridor.
- The DEIS should consider transitway alignment refinements that present opportunities for optimal pedestrian accessibility and development impact.
- We support studying stations in the general vicinity of Union Depot, Mounds Boulevard, Earl Street, Etna Street, White Bear Avenue, and Sun Ray in Saint Paul.

Andy Gitzlaff
April 3, 2014
Page two

- The DEIS should study the specific locations of proposed stations in Saint Paul, including both location along the transitway and whether certain stations are at I-94 grade or neighborhood grade. The full range of Purpose & Need items should be considered in that analysis. The City of Saint Paul highly values station locations that have the most potential higher density redevelopment impact and service advantages (pedestrian and bike accessibility) to our neighborhoods.

Thank you for your work on this exciting proposal. We look forward to continued progress.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. Coleman', with a long horizontal flourish extending to the right.

Christopher B. Coleman
Mayor

cc: City Council President Kathy Lantry



A leading community in which to live, work and thrive.

8301 Valley Creek Road • Woodbury, Minnesota 55125-3330 • www.ci.woodbury.mn.us
651/714-3500 • TDD 651/714-3568 • FAX 651/714-3501

April 14, 2014

Andy Gitzlaff, Project Manager
Washington County Public Works Department
11660 Myeron Road North
Stillwater, MN 55082

Dear Mr. Gitzlaff,

Thank you for the opportunity to comment on the Scoping Booklet for the Gateway Corridor project. As you know, the City of Woodbury has been actively engaged in the Gateway Corridor Commission, through Mayor Stephens, former Mayor Hargis, and several city staff. We have had an opportunity to review the Scoping Booklet and offer the following comments to the Commission:

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

- In terms of the *limited existing transit service*, it is imperative that the existing Express Bus Service to downtown Minneapolis and St. Paul is preserved and enhanced. A circulator system to and from the park ride lots will be necessary to fully enjoy the benefits of a robust transit system along both sides of the I-94 corridor. If circulator buses from BRT to Woodbury's retail areas are provided, putting the line north of I-94 should not significantly impact employees wanting to commute to our retail jobs via public transit. Circulator bus schedules should complement BRT schedules and minimize waiting.
- In terms of the *policy shift toward multi-modal investments*, Woodbury does not feel that the Gateway Corridor in and of itself will alleviate or address the traffic congestion issues in the East Metro area. Woodbury will continue to advocate for transportation improvements and investments, in addition to transit investments. Woodbury's support for the Gateway Corridor should not be misconstrued as acceptance of the policy shift.

Transit alternatives proposed for study in the Draft EIS (BRT, LRT, routes, station locations):

- Woodbury strongly prefers the D2 Alignment Alternative (north of I-94).
 - If the route south of I-94 is selected (D1) we believe that a grade-separated crossing at County Road 13 (Radio Drive) would be needed, due to the high volumes of traffic currently on this roadway. Our businesses and residents are already finding these roads to be at capacity (and new development at Cabela's and future re-development at the State Farm site will only add to this capacity issue). A thorough traffic study completed early in the process would be needed to further investigate potential conflicts.
- The City supports additional study of the "E" alignment alternatives, and prefers a transit route that would remain north of I-94 until a location generally east of Gander Mountain.
 - If the route crosses over to the south side of I-94 at a point west of County Road 19 (Woodbury Drive), we believe that a grade-separated crossing at Woodbury Drive would be needed, due to the high volumes of traffic currently on this roadway. Washington County Transportation Engineers have indicated that the intersection of Woodbury Drive and Hudson Road is one of the lowest performing intersections in the County and adding a BRT crossing at this intersection, or anywhere south of the freeway, would most certainly have negative impacts on that roadway corridor. A thorough traffic study completed early in the process would be needed to further investigate potential conflicts.
 - Woodbury is opposed to an "E" alignment along Hudson Road between Wal-Mart and City Walk, and prefers that the transit route is located south of I-94 that it be located

between I-94 and the existing buildings until it gets to the east of Gander Mountain. A transit station in front of City Walk would cause major traffic disruptions.

- If a transit station was located east of Gander Mountain it would still be within the walkshed of the City Walk development and should not impact ridership negatively.

Particular impacts or benefits from the Gateway Corridor project that should be studied in the Draft EIS:

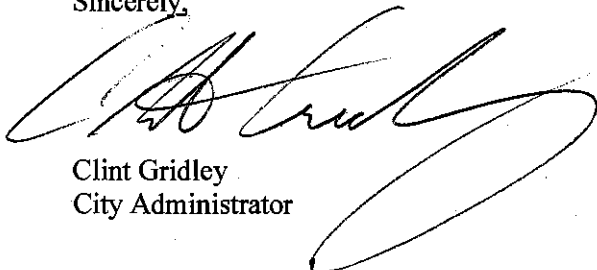
- Woodbury recognizes there is the potential for economic development and redevelopment from the Gateway Corridor. However, much of Woodbury (especially along the "D" alignment section) is fully developed to its highest and best use. As we consider the "E" alignment alternatives, there is more potential for economic benefit from the Gateway Corridor, especially to the east of Gander Mountain since this area is not yet developed. Keeping the "E" alignment north of I-94 until just east of Gander Mountain allows for a greater opportunity to utilize transit-oriented-development (TOD) principles as this area develops in the future, while also minimizing the negative traffic impacts outlined above.
- Specific impacts that should be studied as part of the Draft EIS include:
 - Effects on existing roads and highways in terms of traffic disruption, especially at critical roadways such as Radio Drive and Woodbury Drive.
 - Level of congestion that BRT will bring if it interacts with regular street traffic. Also,
 - The impact of such congestion on the ride time associated with feeder bus routes and subsequent ridership impacts.
 - The cost to the region of increased delay due to traffic impacts at Radio Drive and Woodbury Drive needs to be analyzed.
 - Visual and aesthetic impacts of the guideway and the stations areas. This aspect can dramatically impact property values and TOD viability.
 - Cost-benefit analysis of the impacts on existing development (property encroachment, access restrictions, etc.) versus the opportunities to enhance new development and redevelopment efforts.
 - Impact of at grade/in traffic routing through Woodbury via D1 and a southerly segment E west of Gander Mountain on BRT ride time.
 - Cost-benefit analysis of crossing I-94 vs. staying on the north side to Manning Drive.
 - A comprehensive plan for a feeder bus system from the BRT/LRT to businesses and higher density housing is critical to the long term success of the Gateway Project. The costs and impacts of this plan should be studied as part of the DEIS.
 - Optimization of location and size of park ride locations along the Gateway Corridor.
 - Impact on municipal tax revenues from property acquisition and other adjacent property impacts.

Other comments:

- Continue to coordinate planning of the Gateway Corridor with the Met Council, especially in regard to the Manning Avenue park ride lot to ensure the processes are inter-connected and synergistic.

Thank you again, for the opportunity to weigh in at this critical juncture. Woodbury is supportive of the Gateway Corridor and wants to ensure that the end result is a transit system that not only benefits Woodbury, but the region as a whole. Please let me know if you wish to discuss our comments.

Sincerely,



Clint Gridley
City Administrator

From: thegatewaycorridor.com
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Friday, March 28, 2014 1:35:32 PM

Contact form submitted from the Gateway Corridor website

Name: Cliff Aichinger

Address: 2665 Noel Dr., Little Canada, MN 55117

Email: cliff@rwmwd.org

Comments (Pages 7-8):

Comments (Pages 13-14):

Comments (Page 17): I am the Administrator for the Ramsey-Washington Metro Watershed District. We have installed and own several stormwater infrastructure features at the south end of Tanners Lake and along Hudson Road in that area. The outlet of Tanners Lake is in the SE corner of the lake adjacent to Hudson Road. We need to be involved in any planning and design for roadway/transitway improvements in this area. There are flooding issues on Tanners Lake and this is a high quality Lake that is particularly vulnerable to stormwater impacts. I don't see that these issues present any insurmountable problem for the transitway project, but the construction process needs to be well planned and protective of the lake and the infrastructure.

Additional Comments:

Community Council Office(651) 578-7600 (phone)
(651) 578-7404 (fax)
district1council@aol.com**Police Storefront**(651) 578-7400 (phone)
(651) 578-7404 (fax)
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April 9, 2014

Andy Gitzlaff, Project Manager
Washington County Public Works Department
11660 Myeron Road North
Stillwater, MN 55082

Dear Mr. Gitzlaff,

The District 1 Community Council respectfully submits these comments for consideration in the Gateway Corridor Scoping process. These comments are the result of lengthy and on-going efforts to understand our community's desires, to help educate the community about potential impacts from and influence over the process and the project, and to integrate transportation planning with considerations around housing, jobs, cultural amenities, and economic development. We have been working with our community for more than five years as we developed (and gained approval of) our Transportation Plan and a Safe Routes plan, as we prepared streets and utilities proposals and responses to Saint Paul's City Bike Plan, and as we collaborated with other eastside organizations around transit equity issues. We have approached our local transportation planning with an eye to community needs but also to how those needs fit into the regional context of a complete transportation system that must serve multiple needs far into the future.

Our comments are made in the context of our particular demographic setting. Our district is over 50% people of color and has higher proportions of youth than the city's average. The portion of District 1 that the Gateway Corridor passes through represents our highest concentration of low-income, transit dependent persons. In addition to being home to large numbers of transit dependent persons, the area just beyond a quarter-mile from the Corridor is home to large numbers of people who bear a high transportation cost burden due to lack of transit, pedestrian and biking options. The portion of the District through which the Corridor passes represents the highest concentration of African Americans in the district, and our district has the highest percentage of African Americans of the 4 eastside district councils. Our section of the Corridor is home to concentrations of large apartment complexes, with over 2300 rental housing units within ½ mile of it. District 1 was built in the 1960s and 1970s as an auto-oriented suburban style neighborhood, and provided commercial services for the East Metro in a time when Maplewood, Woodbury and Oakdale were scarcely developed residentially or commercially. The businesses in this area suffer from an inappropriate design for the neighborhood focus they now serve and are, as a consequence, inappropriately zoned, subject to high vacancies and turnover, and characterized by low density that represents inadequate use of constrained commercial space, not to mention not providing all the services and amenities that the neighborhood needs. Our area has seen a systematic lack of investment by business and disinvestment by government over the

last several years. The Gateway Corridor project represents our only hope to counter this investment history and meet the needs and desires of our diverse residents.

We note here that, although the District's residents are unanimous in their belief that the B2 alignment is unacceptable because it would destroy neighborhoods in a way that Saint Paul has not seen since the Rondo debacle, the residents are split nearly 50-50 in their preference for BRT over LRT as the mode. Given the demographic and economic context presented above, the District 1 Community Council believes that LRT would provide a "bigger bang for the buck" than BRT. The Council would need to be convinced that the BRT option as proposed would provide comparable potential for the much needed economic development our neighborhoods seek. We feel that service along East 7th Street is better provided, sooner, by streetcar (as proposed by the City of Saint Paul), or arterial BRT (as proposed by the Met Council). In the longer term, the area of the B2 alignment will also be better served by the proposed Rush Line coming through northeast Saint Paul. We feel strongly that the Gateway Corridor cannot serve as the sole, large-scale transit project for the entire eastside of Saint Paul. It does, however, serve as the sole large-scale transit project for District 1.

SunRay Shopping Center, and the proposed station at that location, needs to be retrofit, if not completely rebuilt, to become a vital neighborhood commercial center. We believe this means that the area requires rezoning, probably to T3 zoning; must have higher density, mixed use development, 3-5 stories in height; must see construction of a parking ramp for park'n'ride customers with parking above small storefronts; must see construction of a range of low income, affordable, and market-rate housing options within this mixed use; and must assure a better use of the acreage here. Our business areas are limited by location but also dramatically underutilized in terms of space. A diversity of commercial enterprises is simply not seen currently and must be planned for to meet residents' needs. A parking ramp at this location is essential to avoid continued underutilization of the space.

The White Bear Station should be located to maximize visibility, access to connecting bus lines, safety for pedestrians and transit users, and be within ¼ mile of high density housing along Wilson (between Hazel and White Bear). Again, this station should be a catalyst for reinvestment in this area, oriented toward neighborhood businesses. In addition to the current business node at White Bear and Old Hudson Roads, we have identified the Target shopping area just south of I-94 as an important redevelopment site that this station can jumpstart. This entire area was developed as auto-oriented, which results in the high potential for auto-generated air pollution to have a huge adverse effect on the low income, African American population of the district. The project as a whole, and the construction of the stations, in particular, can address this environmental justice issue.

The District 1 Community Council is happy to see the addition of the Etna street station. This area is particularly problematic in terms of biking, walking and transit. The placement of the station is essential if we are to plan for walk up traffic, but will require extensive examination of transportation patterns both north and south of the freeway, and east and west of Highway 61. During Saint Paul's city-wide bike-ped count project in fall of 2013, members of our organization directly observed pedestrians from low-income rental housing at Burns and Highway 61 walking north along the frontage boulevard of Highway 61, crossing the I-94

eastbound on-ramp, and the I-94 westbound off-ramp to access daycare facilities and businesses along Etna near 3rd Street. Once past the freeway, the pedestrian still needs to decide whether to go further north to 3rd to cross at the light to access the businesses on the western side of Etna, or to cross against traffic that is often racing south to make a U-turn at Burns in order to return north again to enter the I-94 west-bound on-ramp. The convoluted and dangerous traffic patterns between 3rd and Burns along Etna and Highway 61 must be addressed as this station is located. This would include examination of a new on-ramp to the freeway heading west. The District 1 Community Council also believes strongly that the pedestrian bridge from Hazelwood to Hudson Road needs to be removed and one new pedestrian/bike (ADA compliant) bridge erected at Kennard, closer to White Bear Avenue and the destinations in that area. This construction needs to happen in addition to any new pedestrian/bike access route closer to Etna.

The I-94 crossings in District 1 are extremely limited in number, occur at too lengthy spacing, and are not safe and attractive for pedestrians and bicyclists. This project provides an opportunity to address the barrier that I-94 has represented in the neighborhood, and to improve connectivity for residents, again, many of whom are transit dependent or subject to high transportation cost burdens. The area needs pedestrian amenities to make it safe to walk and wait for LRT/BRT, and stations need to be of the high quality that other transit/train routes have. Addition of public art at the stations will go a long way toward addressing the inequitable investment in livability this community has seen.

Finally, in consideration of the D1/D2 and the various E alignments at the far eastern end of the Corridor, the District 1 Community Council emphasizes that the chosen alignments must maximize the number of jobs generated, given that the transit-dependent populations of our area look for jobs and certain commercial amenities in the far east Metro. The reverse commute along this section of the Corridor is of equal, if not greater, importance as assuring a smooth inward commute, especially if equity concerns are considered.

The District 1 Community Council thanks you for the opportunity to voice our concerns and our dreams for this project. We look forward to hearing how the Commission will address these in the Draft Environmental Impact Statement.

Sincerely,

Betsy Leach, Executive Director
For the Board of Directors

Appendix F

Correspondence Regarding Alignment B2

-----Original Message-----

From: Mikael Carlson [mikaelc@hmong.org]

Sent: Monday, October 21, 2013 12:00 PM Central Standard Time

To: William.Wheeler@dot.gov

Subject: Gateway Corridor DEIS and EJ Concerns

Hi Bill,

I wanted to follow up with you about some of the concerns I communicated to you in an email last February around Gateway Corridor. In the 8 months that have followed since I first contacted you, there has been a number of changes and new developments that have altered my thinking on the Gateway Corridor. To begin with, at the time of my email, Gateway Corridor was the only regional transit option available to the East Side of St. Paul, so we (the transit engagement group I coordinate—Engage East Side) wanted to be sure that the East Side would benefit from the corridor, namely, that the route which would have gone into the community would be brought into the DEIS phase of the project and not be tossed out based on early opinions of some key leaders, without proper community input. In the interceding months, a number of developments have occurred, including the inclusion of that East Side alternative in the DEIS, which have altered my thinking on that alternative.

Primarily, Gateway Corridor is no longer the only transit development project in the region. The East Side now has two routes included in the second round of a city sponsored streetcar study. In addition, the Rush Line Corridor is now beginning its alternative analysis, and this corridor has much greater potential for connecting East Siders to the regional transit system, without the major negative impacts on properties that the Gateway East Side alternative would create. Through my participation in the Gateway Corridor Community Advisory Committee I have come to agree with others, that the negative impacts created by that route (White Bear Avenue and East 7th Street) would be too much, with the property takes and the parking and traffic disruptions. And now that Gateway isn't the only option for the East Side, it is my belief that it is no longer an option that makes sense for our community.

I do appreciate that the route was brought back into the process so that it could be vetted in greater detail by a larger pool of stakeholders. However, I do now feel that the route would be untenable and too negative for the community. My group will continue to advocate for proper EJ review for the route that will only slightly connect to the East Side and we'll also be working on how to make the best connections to that route for East Sider's, many of whom are transit dependent.

Thank you for your time and please feel free to connect with me or to ask any questions that you might have.

Sincerely,

Mikael Carlson