



METRO Gold Line BRT TAC Update

January 10, 2019

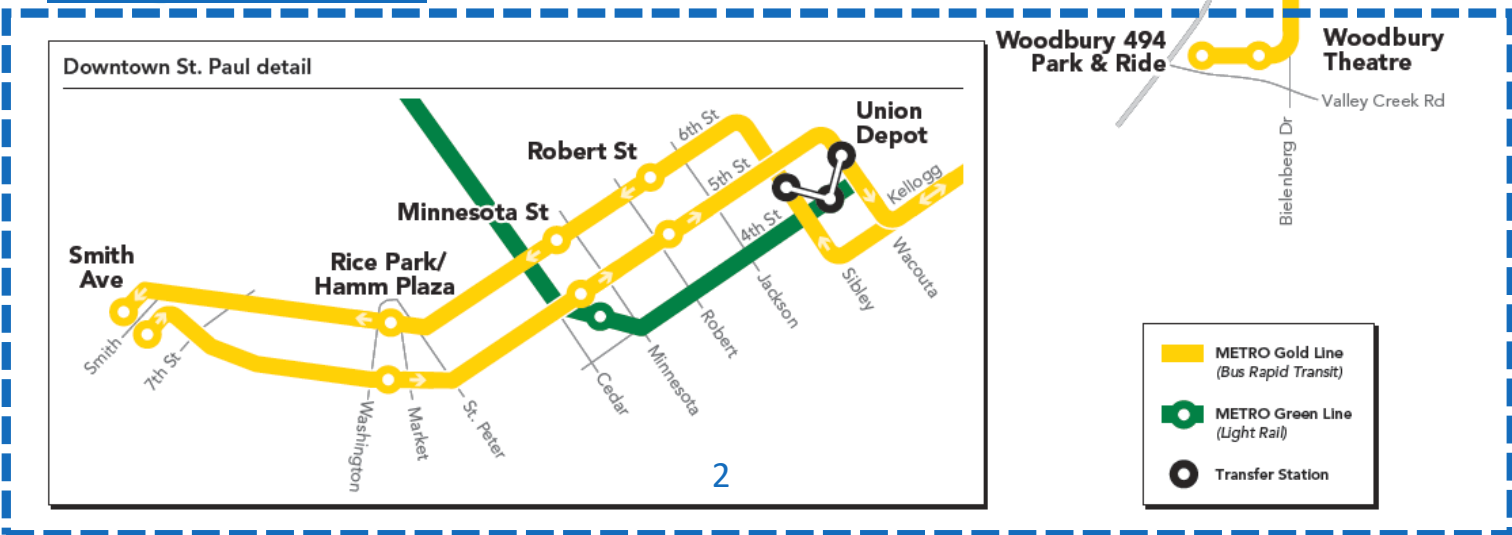
Gold Line Bus Rapid Transit Project



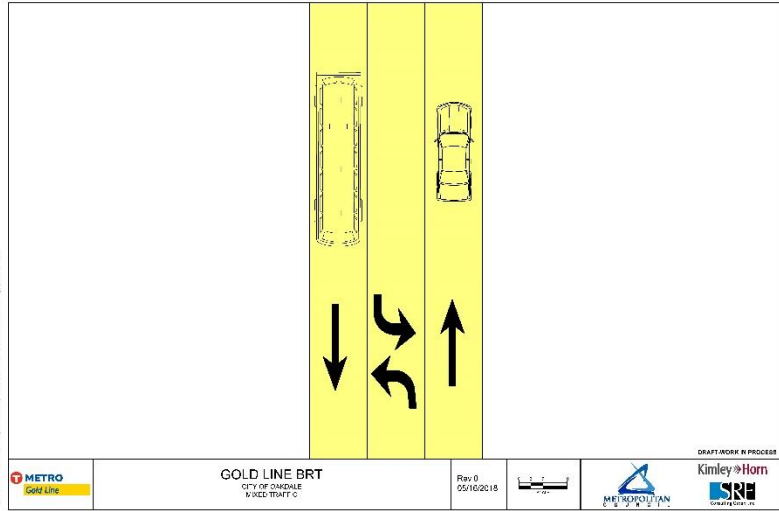
- Minnesota's first dedicated guideway BRT
- 10 miles, 21 New Stations
- \$420M Est. Capital Cost (YOE)
- \$5.1M Annual Operating Cost
- Integrated Project Office
- Serving the East Metro:
 - 2 counties, 5 cities
 - 301,000 jobs (2040)
 - 522,000 people (2040)



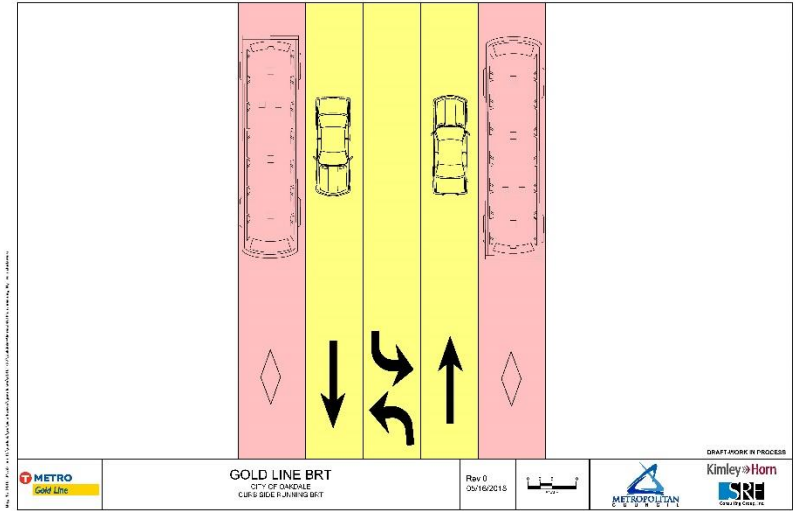
TPP Amendment



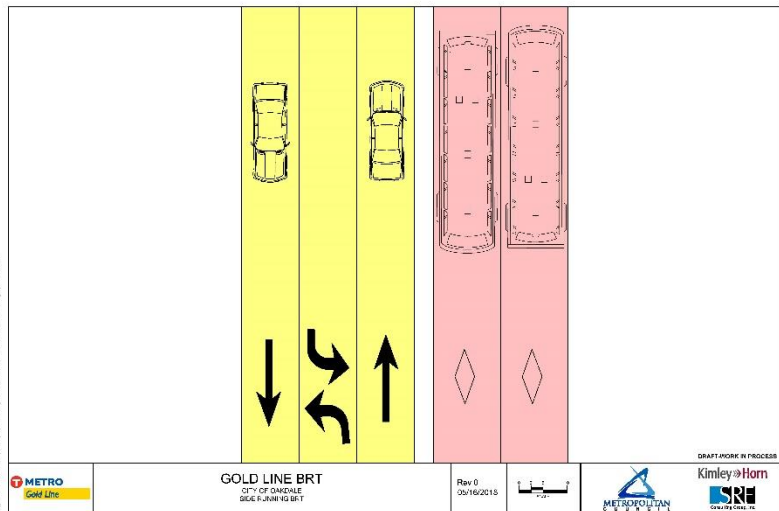
Mixed Traffic



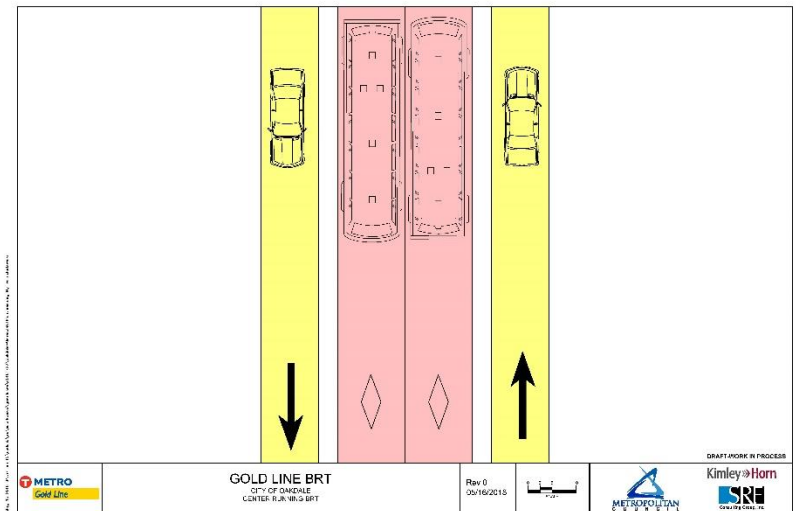
Curbside Running



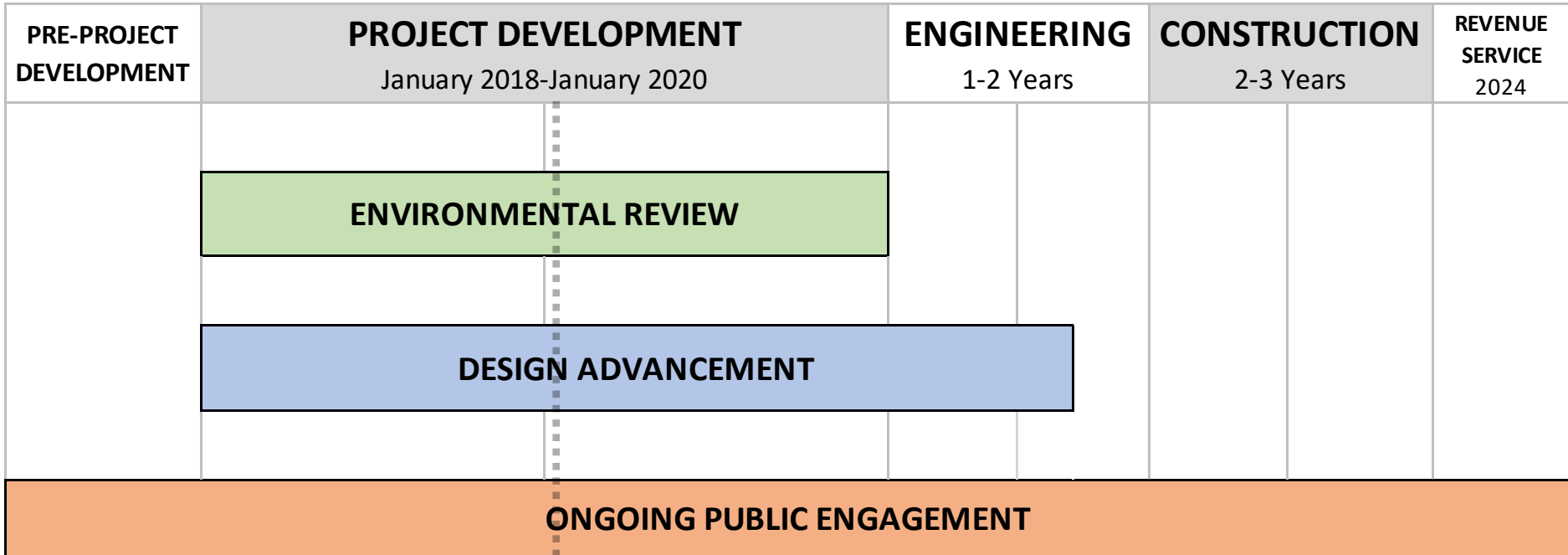
Side Running



Center Running



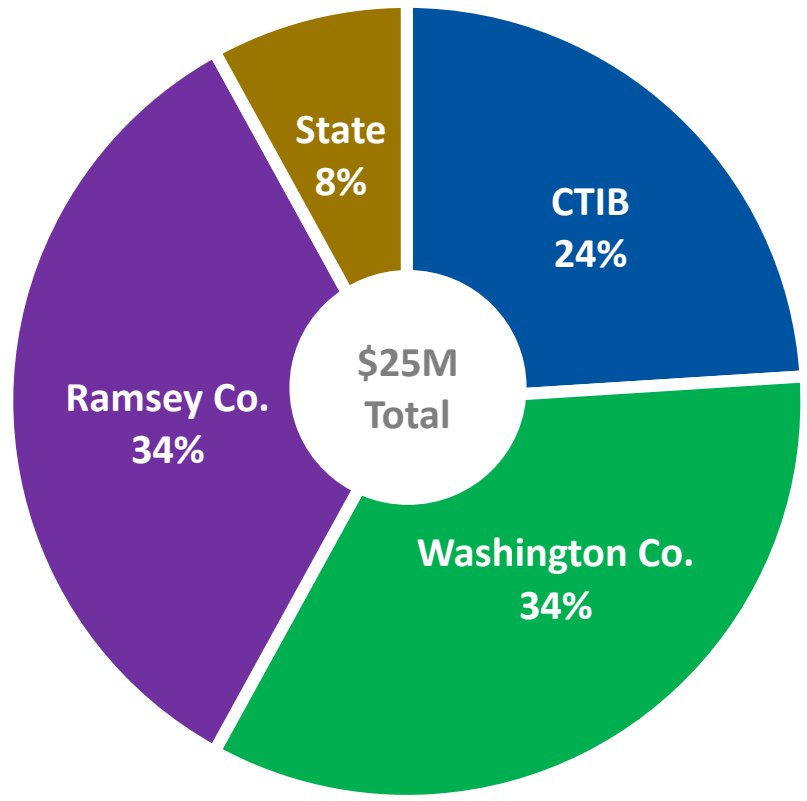
Gold Line Bus Rapid Transit Project Timeline



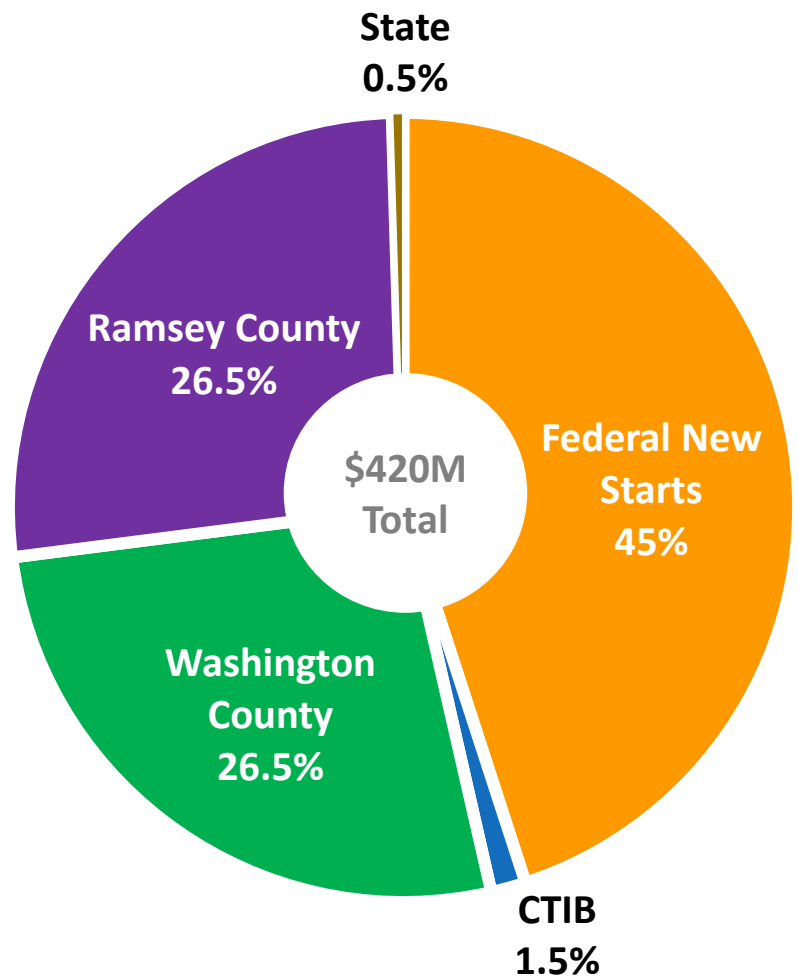
WE ARE
HERE



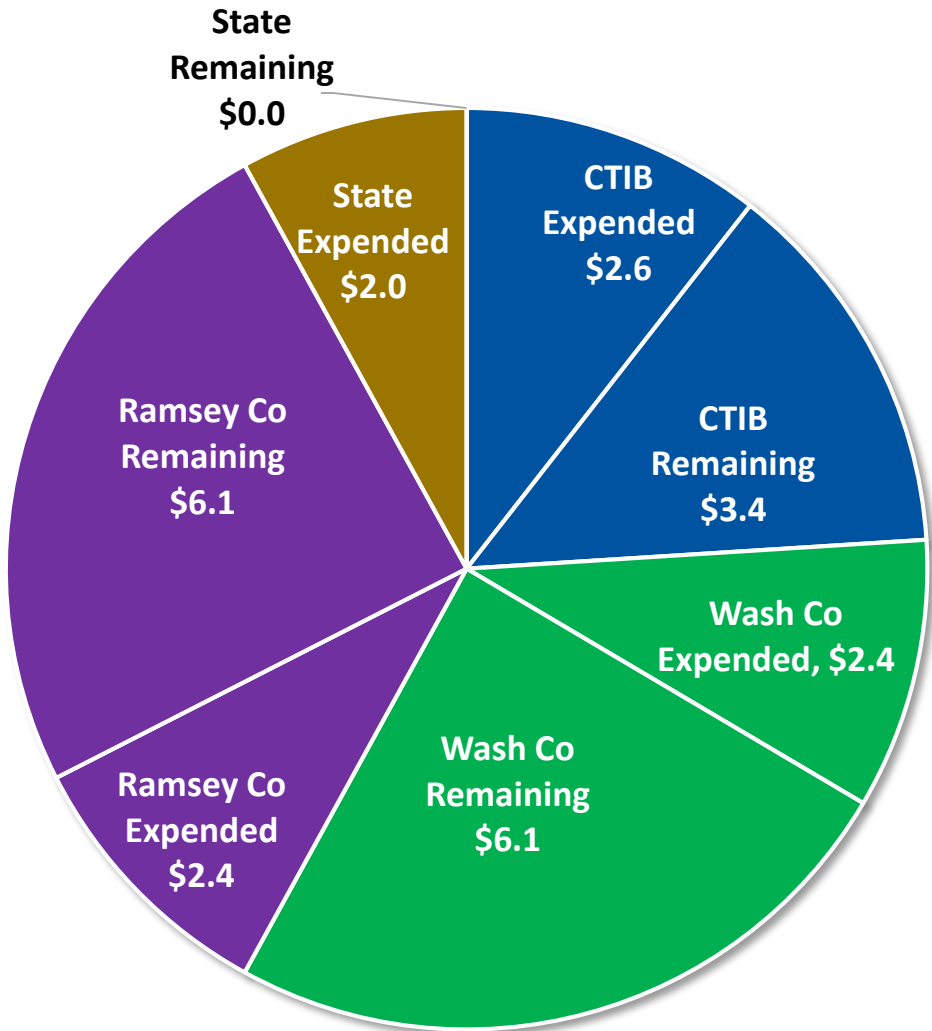
Project Development Funding (\$25M approved, authorized)



Overall Funding (\$420M anticipated, YOY)

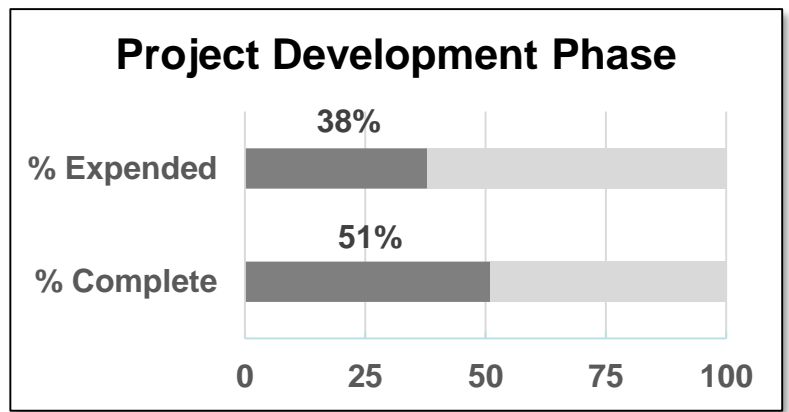


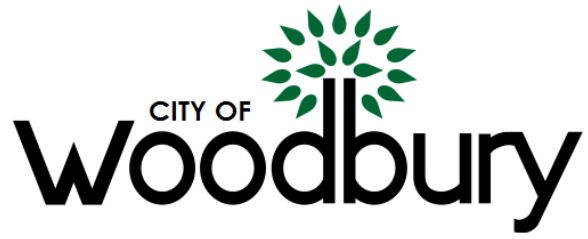
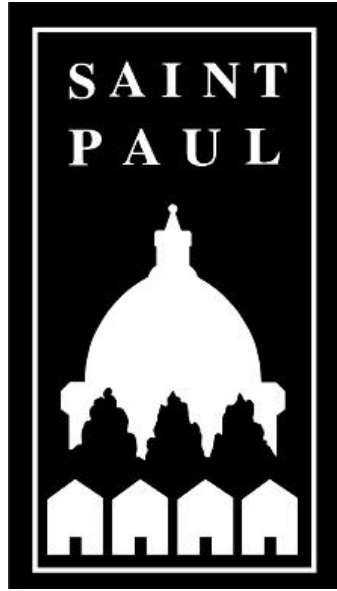
PD Costs Expended to Date as of Feb. 1, 2019

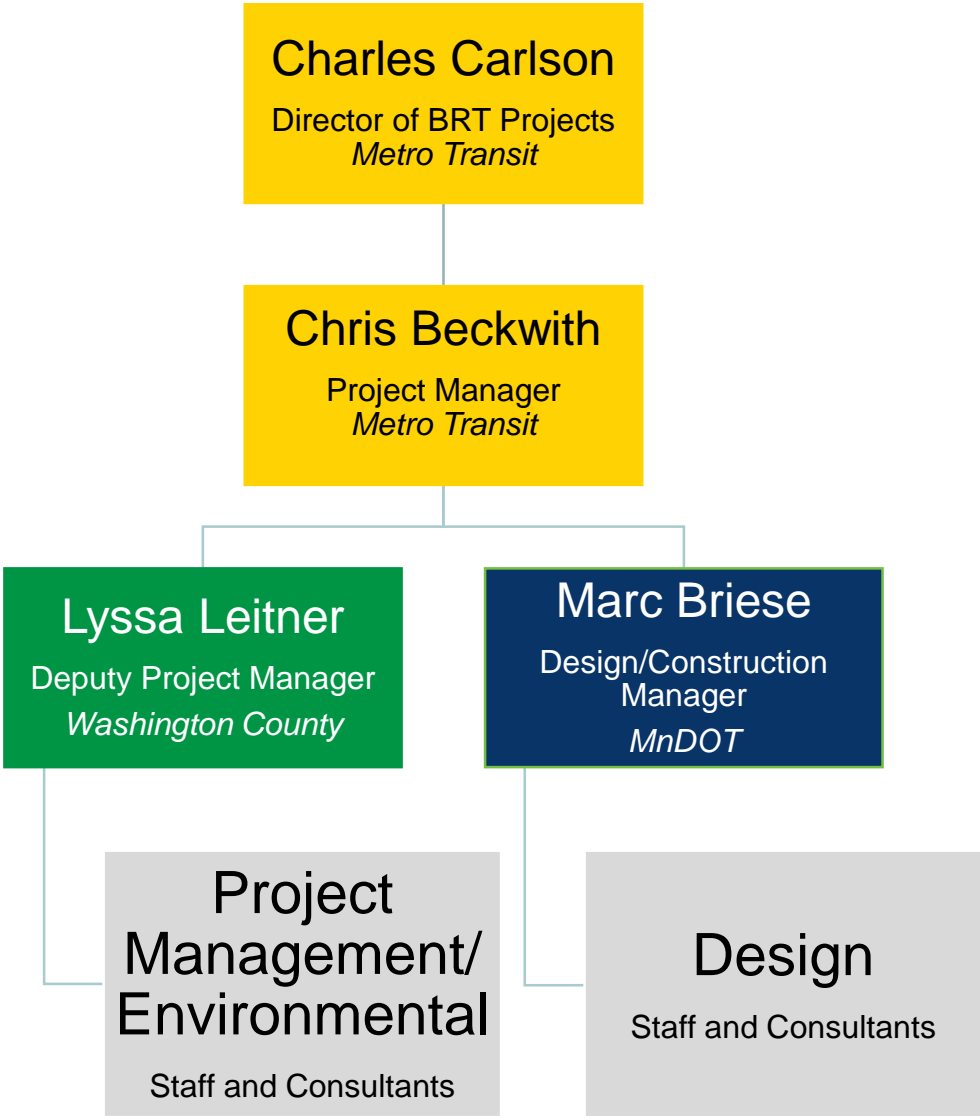


(in Millions)

Funding Source	\$25M Project Development	\$420.7M Overall (Estimate)
Federal New Starts	-	\$189.3M, 45%
Ramsey County	\$8.5M, 34%	\$111.5M, 26.5%
Washington County	\$8.5M, 34%	\$111.5M, 26.5%
CTIB	\$6M, 24%	\$6M, 1.5%
State	\$2M, 8%	\$2M, 0.5%







Gold Line Committee Structure



Follows LRT project precedents and Transitway Guidelines

Issue Resolution Teams (IRTs)

Technical Advisory Committee (TAC)

Community and Business Advisory Committee (CBAC)

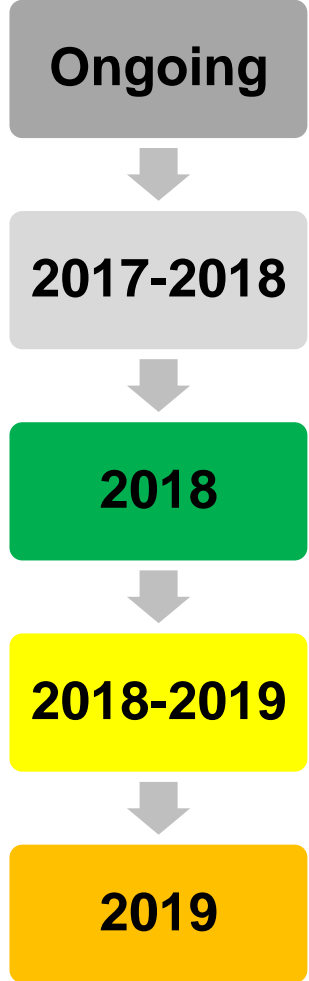
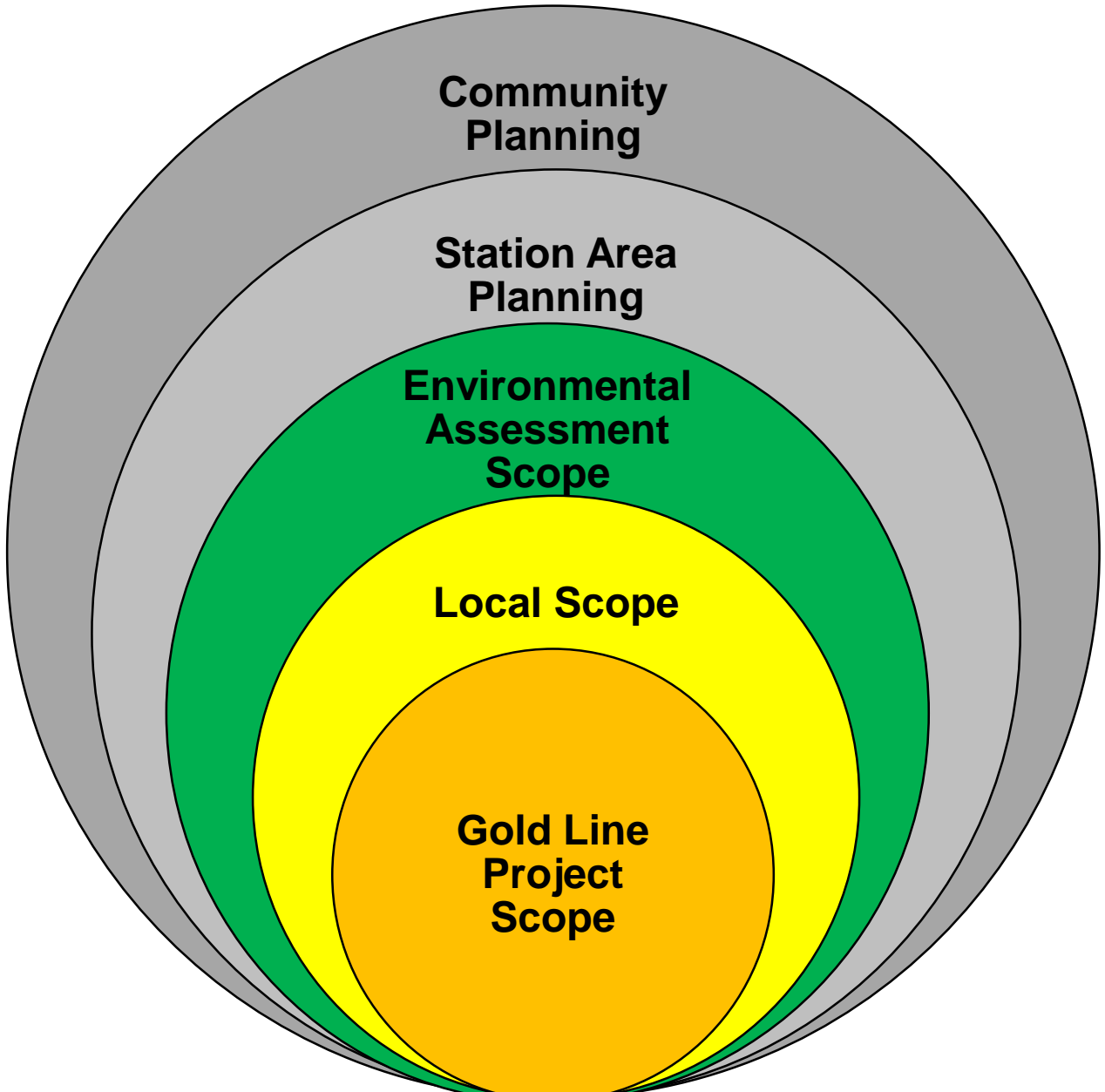
Corridor Management Committee (CMC)

Counties

Metropolitan Council



Defining Gold Line Project Scope



**Tier 1
Goals**

- **Improve Mobility (Ridership & Travel Time)**
- **Cost-Effective & Economically Viable**
- **Support Economic Development**
- **Protect the Natural Environment**
- **Preserve & Protect Quality of Life**

Issue Resolution Teams

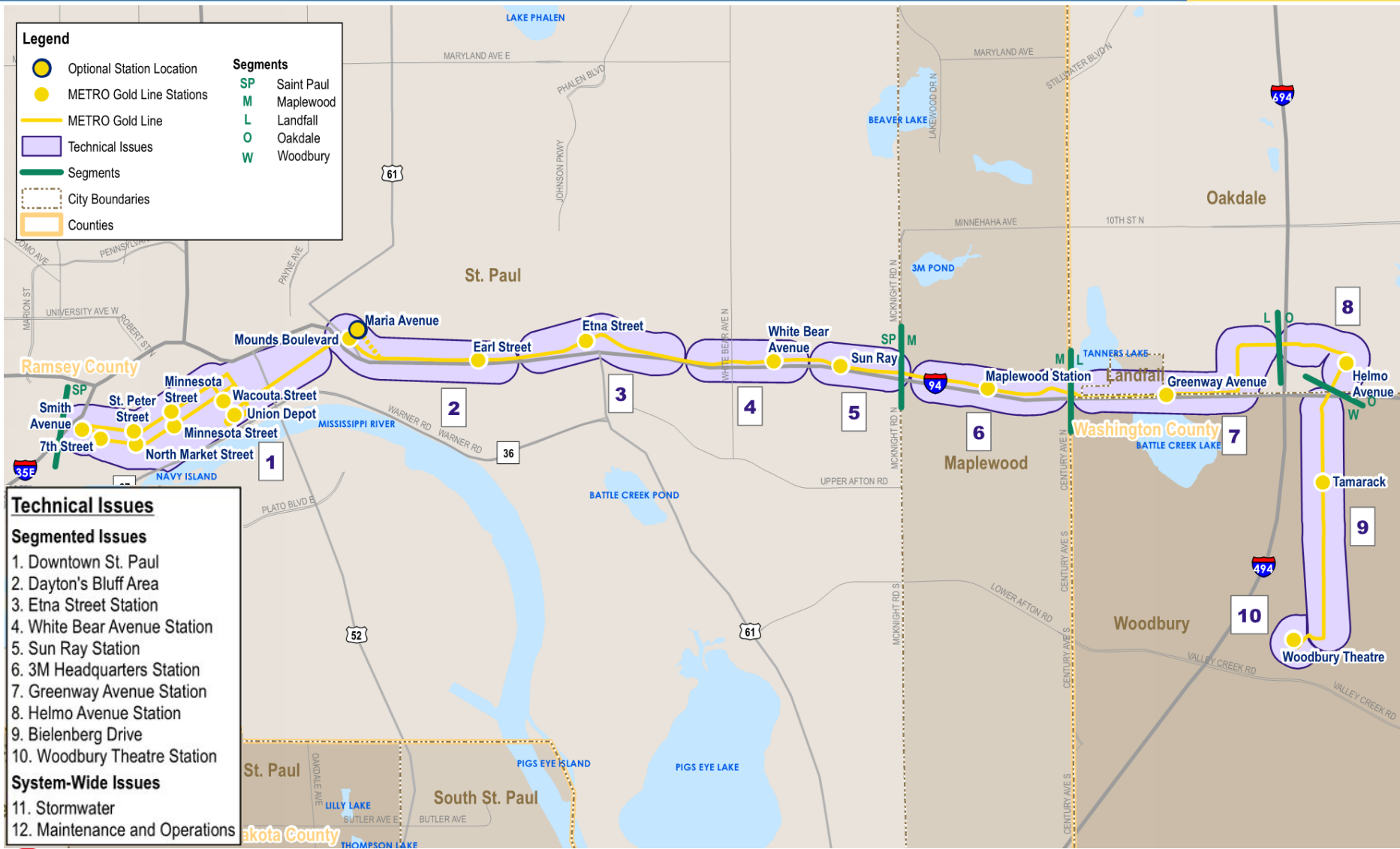


Legend

- Optional Station Location
- METRO Gold Line Stations
- METRO Gold Line
- Technical Issues
- Segments
- City Boundaries
- Counties

Segments

- SP Saint Paul
- M Maplewood
- L Landfall
- O Oakdale
- W Woodbury



- Technical Issues**
- Segmented Issues**
1. Downtown St. Paul
 2. Dayton's Bluff Area
 3. Etna Street Station
 4. White Bear Avenue Station
 5. Sun Ray Station
 6. 3M Headquarters Station
 7. Greenway Avenue Station
 8. Helmo Avenue Station
 9. Bielenberg Drive
 10. Woodbury Theatre Station
- System-Wide Issues**
11. Stormwater
 12. Maintenance and Operations



Issue Resolution Teams started meeting in March 2018



- Open Houses
 - Corridor-wide events to review design updates and options



July 17 and 18 Open Houses

- Neighborhood Meetings
 - Specific locations where input was needed on design options



July 31 Neighborhood Meeting

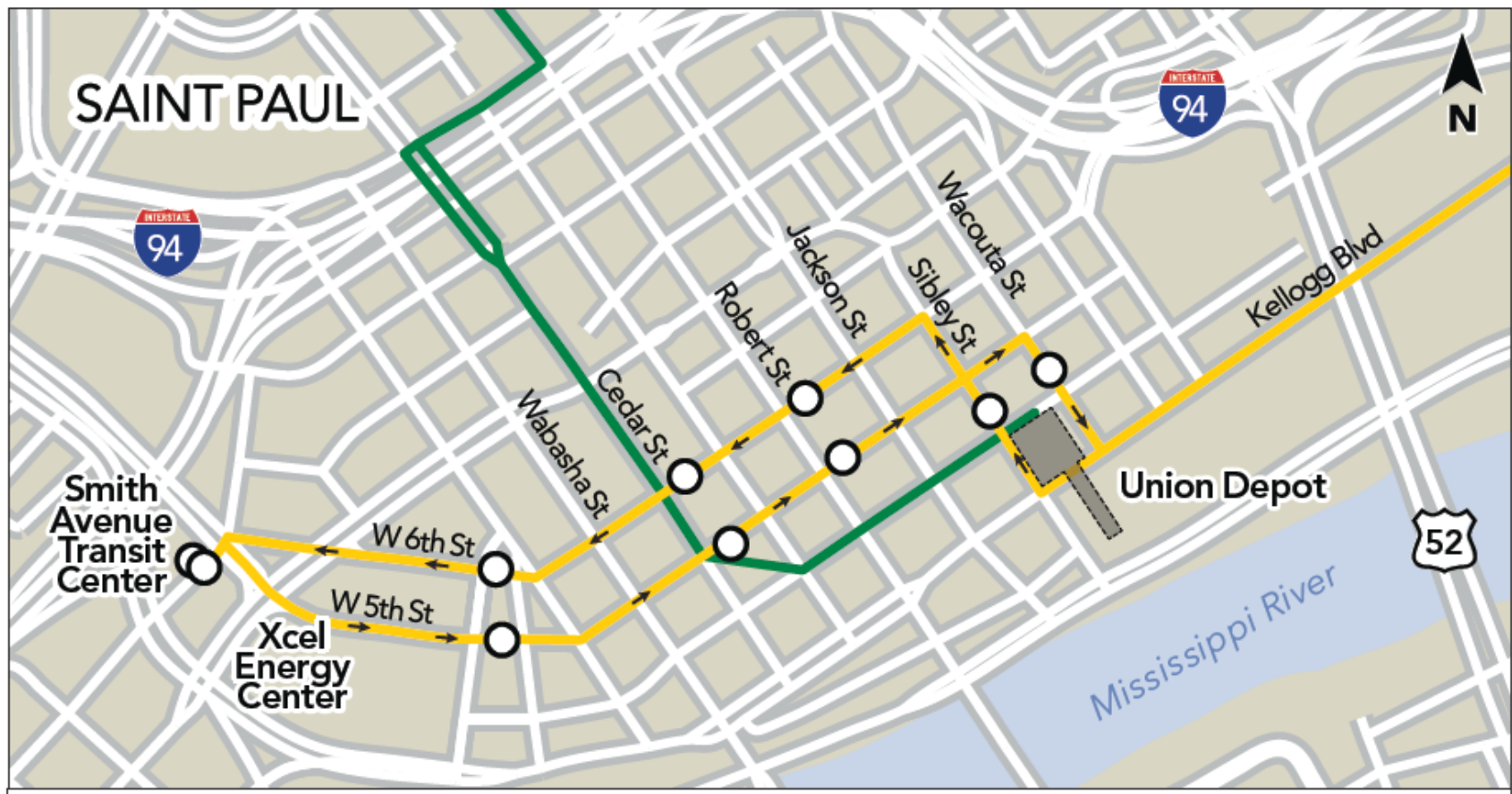


Review of Downtown Alternatives: DT Routing



ALTERNATIVE: ROUTE THROUGH DOWNTOWN Locally Preferred Alternative

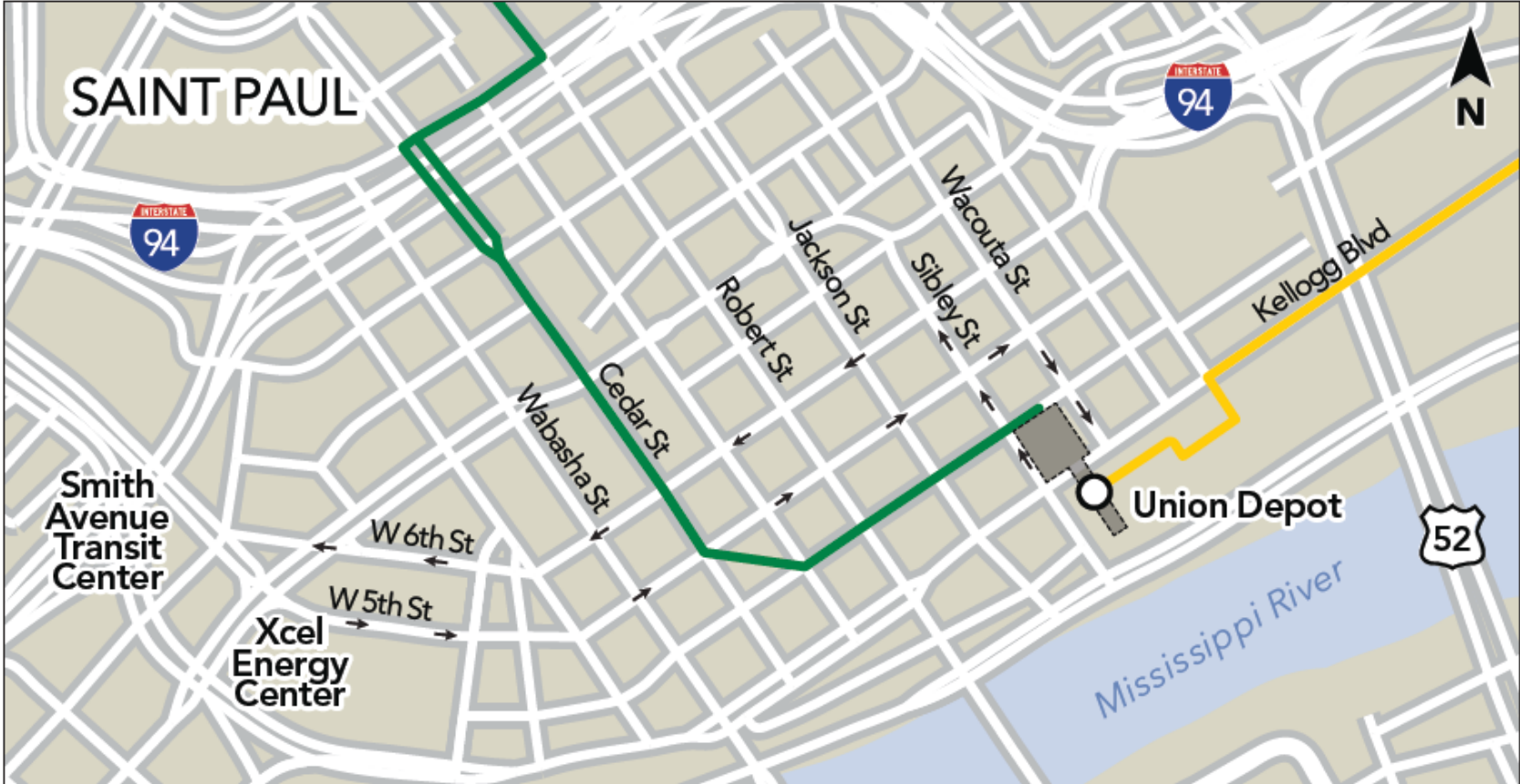
The METRO Gold Line BRT will begin (eastbound) or end (westbound) at Smith Avenue Transit Center, providing a one-seat ride through downtown that will also have a stop in front of Union Depot on Wacouta and Sibley streets. Between the stops at Union Depot and Smith Avenue Transit Center, the Gold Line will route down 5th Street or 6th Street.



- Alternative Route
- Potential BRT Station Location
- METRO Green Line

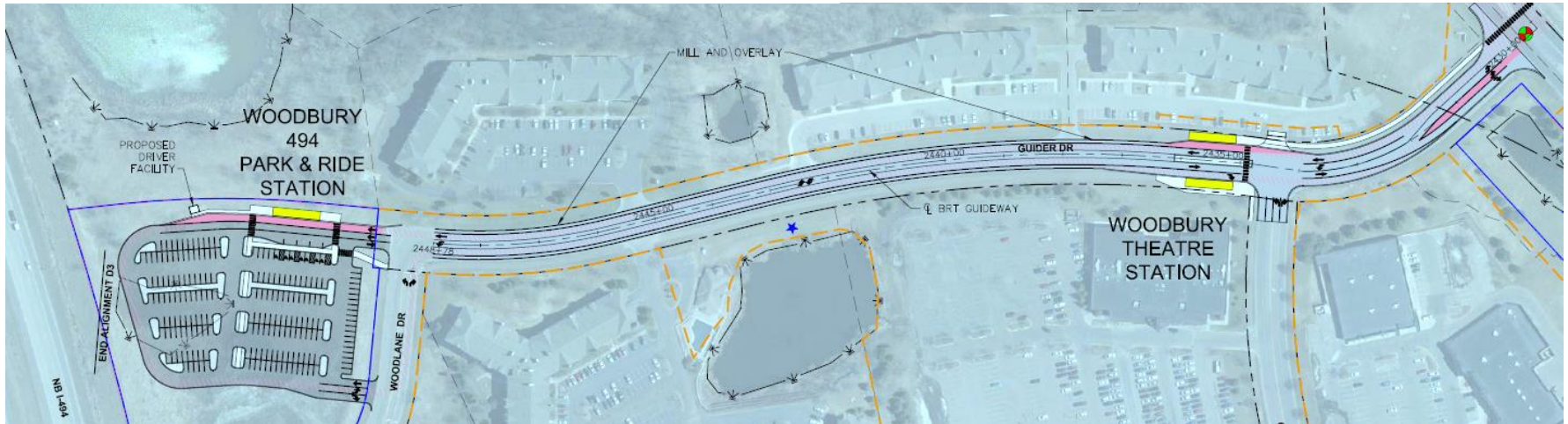
ALTERNATIVE: BEGIN/END AT UNION DEPOT

The METRO Gold Line BRT will begin (eastbound) or end (westbound) on the bus deck at the Union Depot, a multimodal transportation hub that provides transfer connections to the METRO Green Line and local bus service throughout downtown Saint Paul, as well as Amtrak, Jefferson Lines, Greyhound and Megabus services. Union Depot is also the planned terminus for additional future transitways.



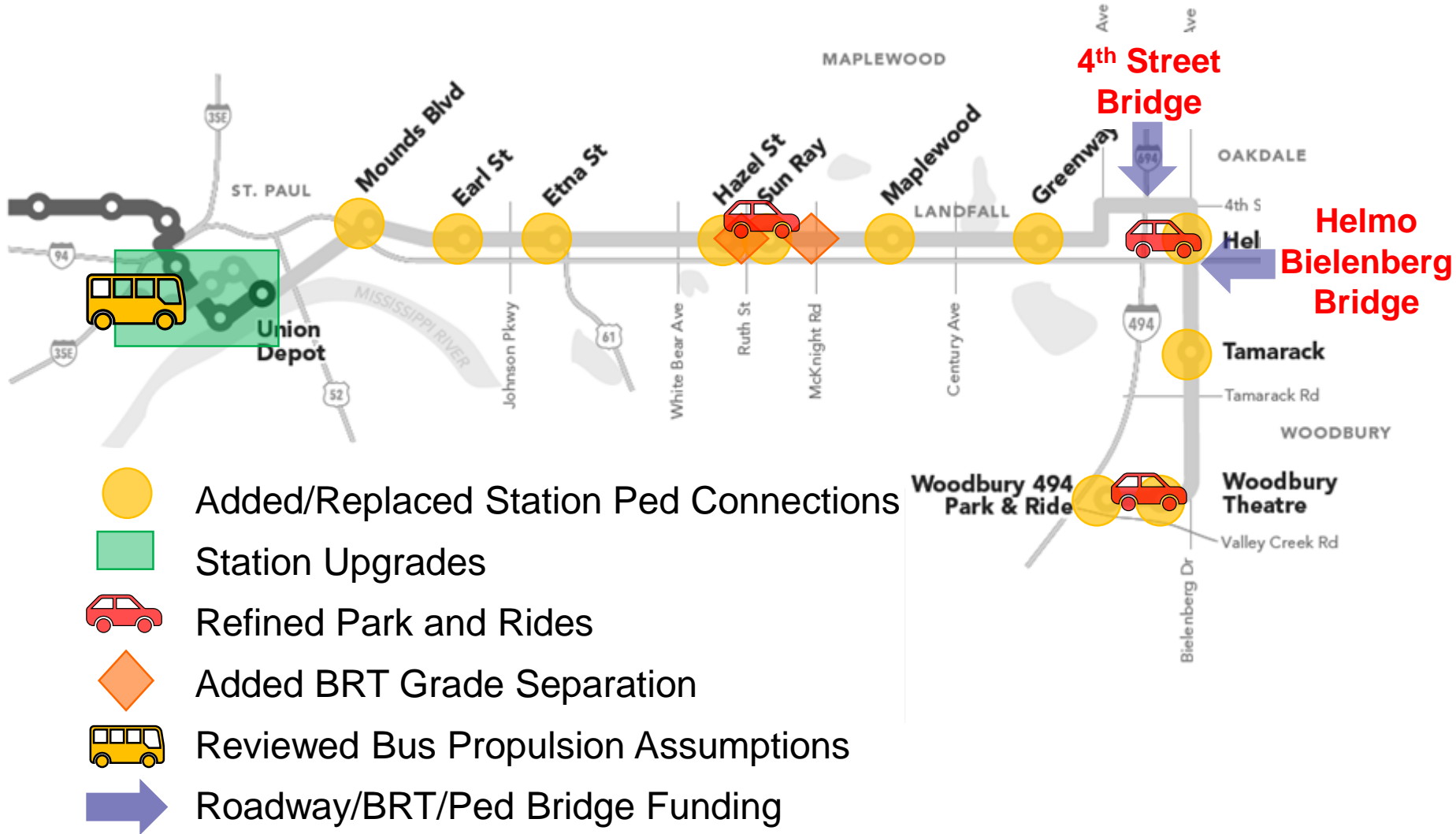
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Woodbury Stations along Guider Drive



- 1% Design assumed structured parking at Woodbury Theater site
 - 250 stalls for Gold Line
 - Shared with existing express bus parking
- 15% Design assumes surface parking lot at new 494 Park & Ride location
 - 200 stalls at new lot in undeveloped 5-acre parcel
 - 50 stalls at Woodbury Theater shared with existing express bus parking
 - Flexibility for future Woodbury Theater Site development opportunities

2018 Design Refinements



Gold Line Project Development



Q1-Q3 2018
Design refined through committee process



Q4 2018
Draft EA developed with updated costs



Q1 2019
15% plans and costs reviewed by partners



Q2 2019
Project scope and funding identified



Q3 2019
Funding commitments & Cost Estimate updated



Q4 2019
Apply for Entry into Engineering



For more information:

www.metrotransit.org/gold-line-project

Metro Transit

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