



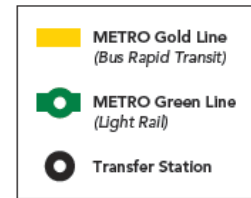
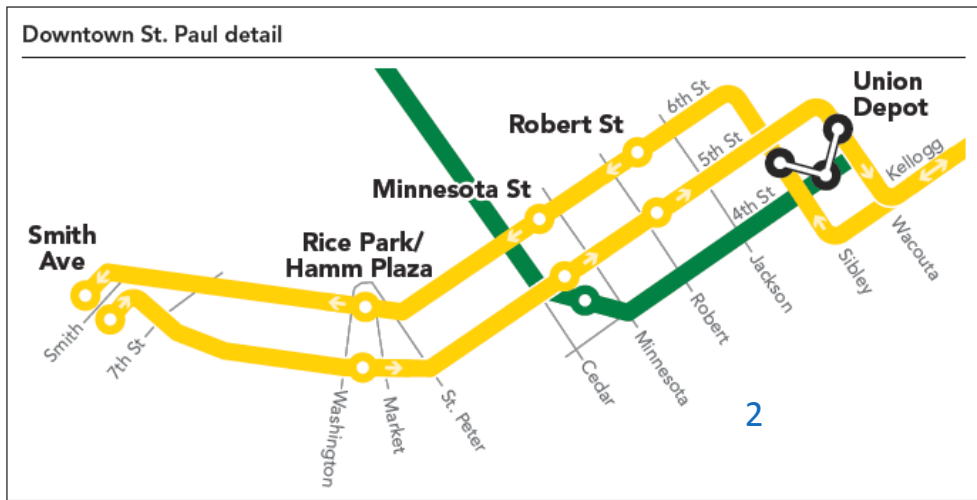
METRO Gold Line BRT TAC Planning Update

January 10, 2019

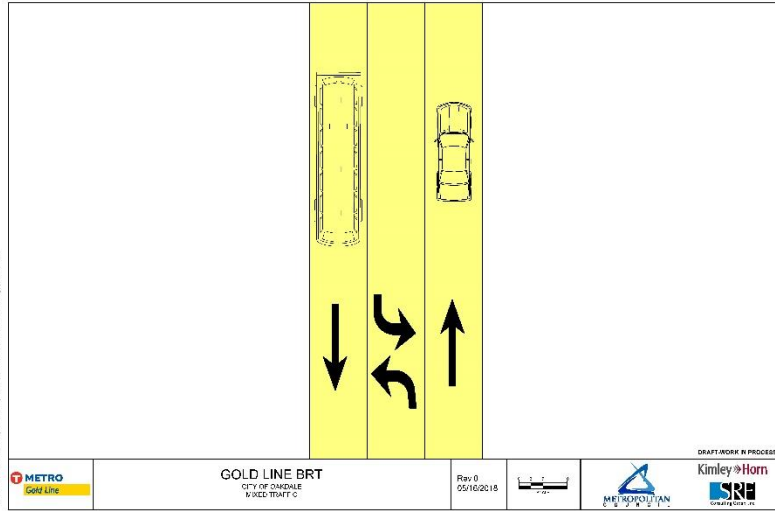
Gold Line Bus Rapid Transit Project



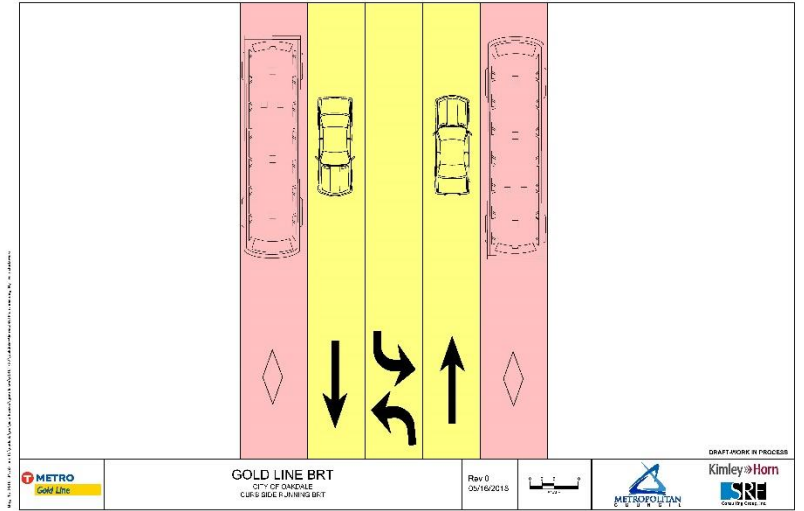
- Minnesota's first dedicated guideway BRT
- 10 miles, 21 New Stations
- \$420M Est. Capital Cost (YOE)
- \$5.1M Annual Operating Cost
- Integrated Project Office
- Serving the East Metro:
 - 2 counties, 5 cities
 - 301,000 jobs (2040)
 - 522,000 people (2040)



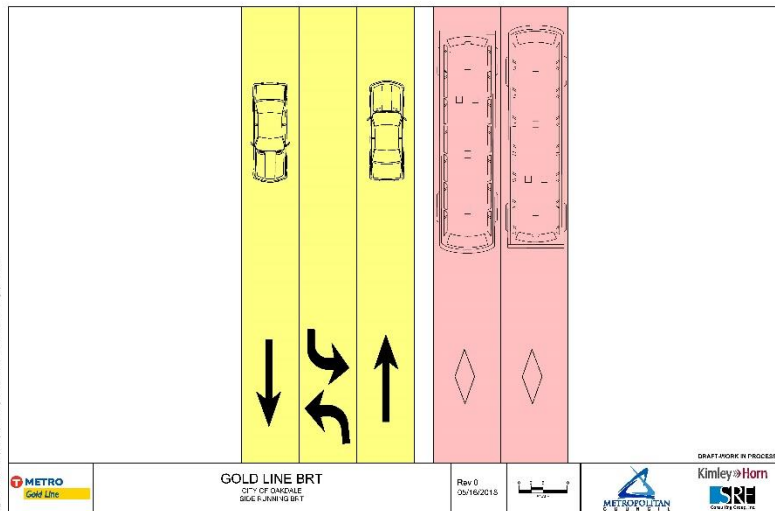
Mixed Traffic



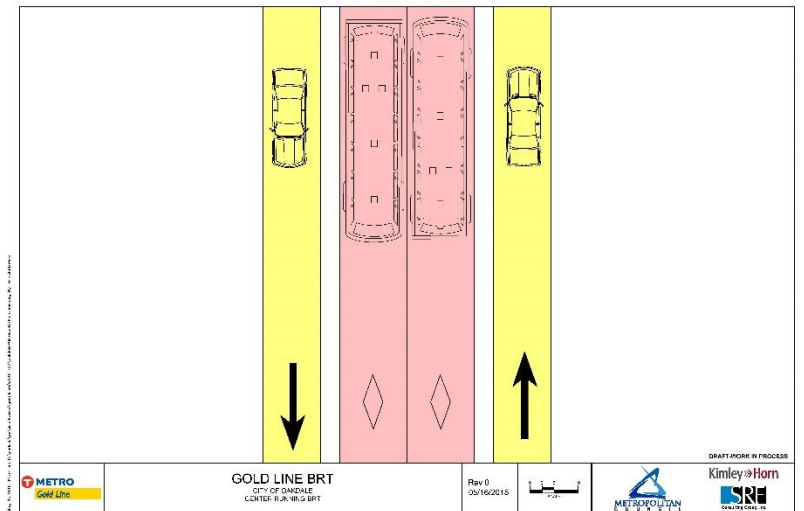
Curbside Running



Side Running



Center Running



Gold Line Bus Rapid Transit Project Timeline

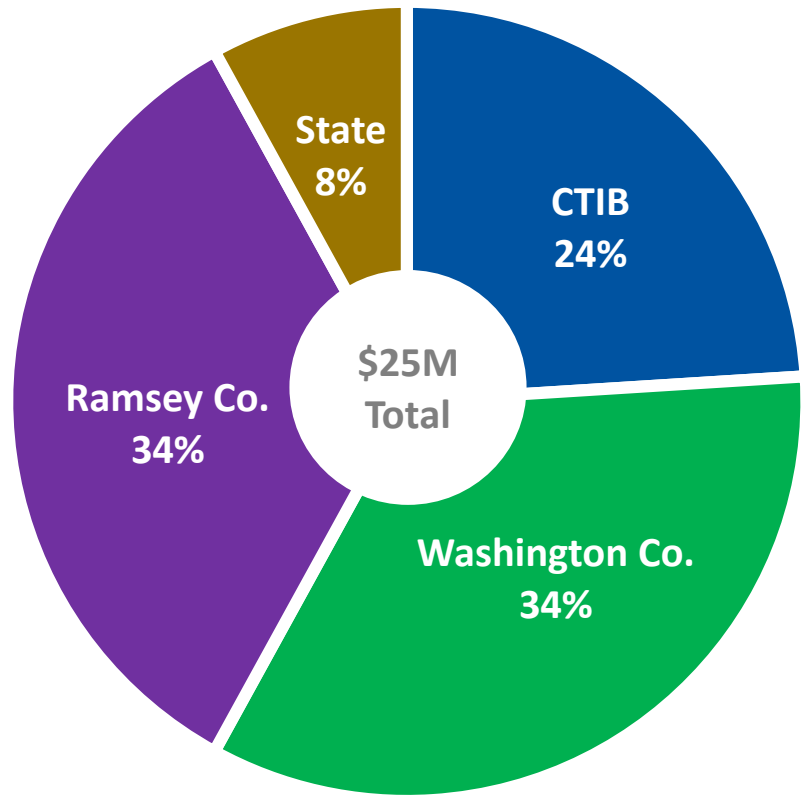


PRE-PROJECT DEVELOPMENT	PROJECT DEVELOPMENT January 2018-January 2020	ENGINEERING 1-2 Years		CONSTRUCTION 2-3 Years		REVENUE SERVICE 2024
	<div data-bbox="256 508 1010 611" style="background-color: #c8e6c9; padding: 5px; margin-bottom: 10px;">ENVIRONMENTAL REVIEW</div> <div data-bbox="256 689 1307 792" style="background-color: #bbdefb; padding: 5px;">DESIGN ADVANCEMENT</div>					
ONGOING PUBLIC ENGAGEMENT						

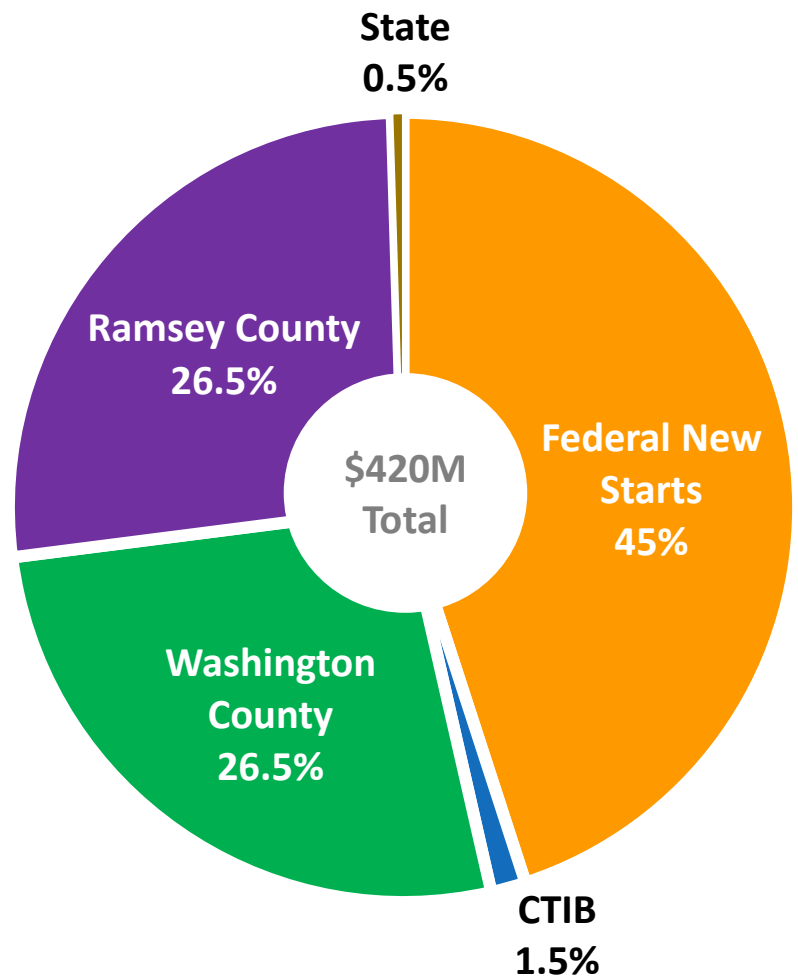
WE ARE
HERE



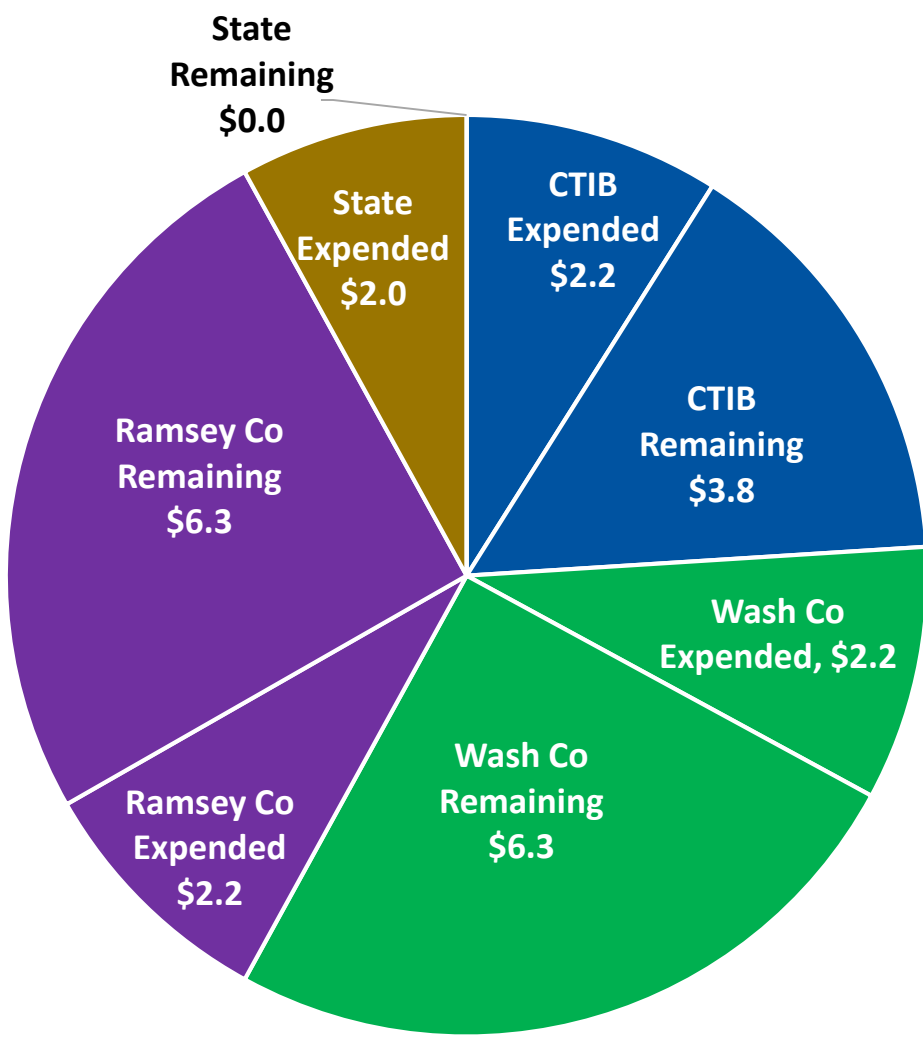
Project Development Funding (\$25M approved, authorized)



Overall Funding (\$420M anticipated, YOY)



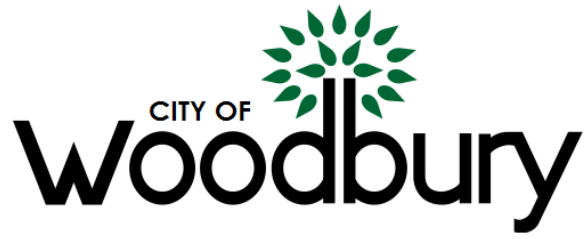
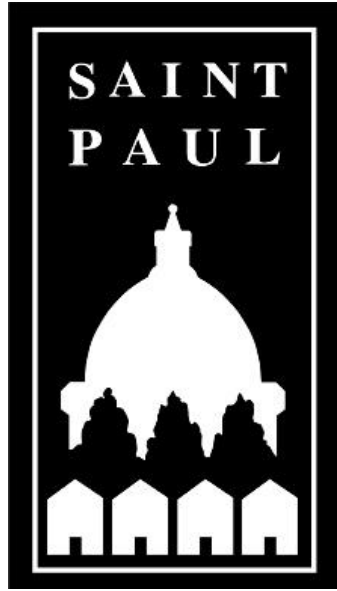
PD Costs Expended to Date as of Jan. 1, 2019

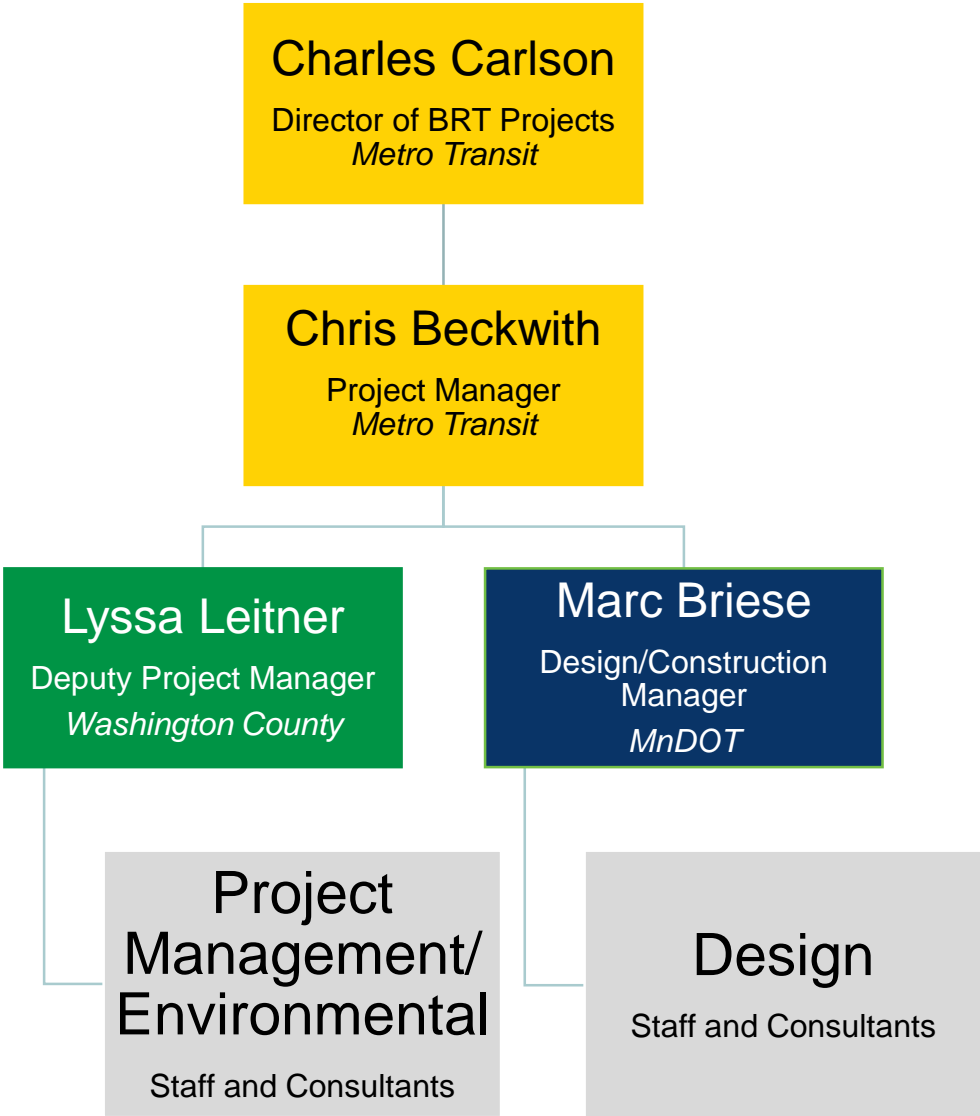


(in Millions)

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%

34.6% expended (\$8.7M of \$25M)
~47% complete with PD Phase





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)

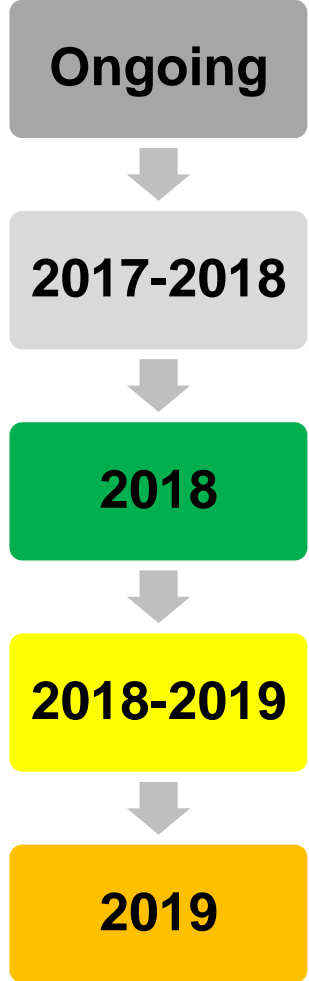
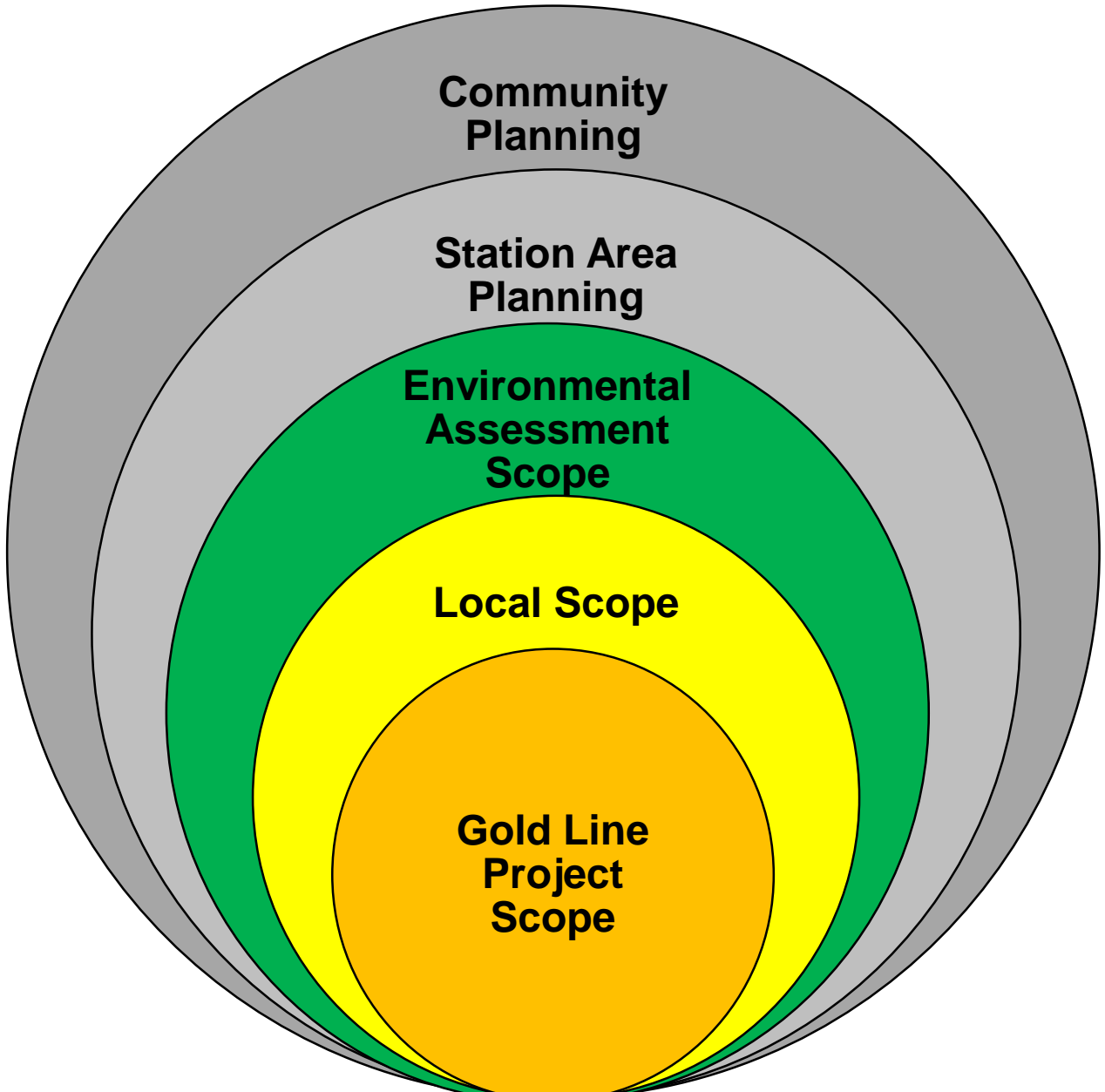
Corridor Management Committee (CMC)

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

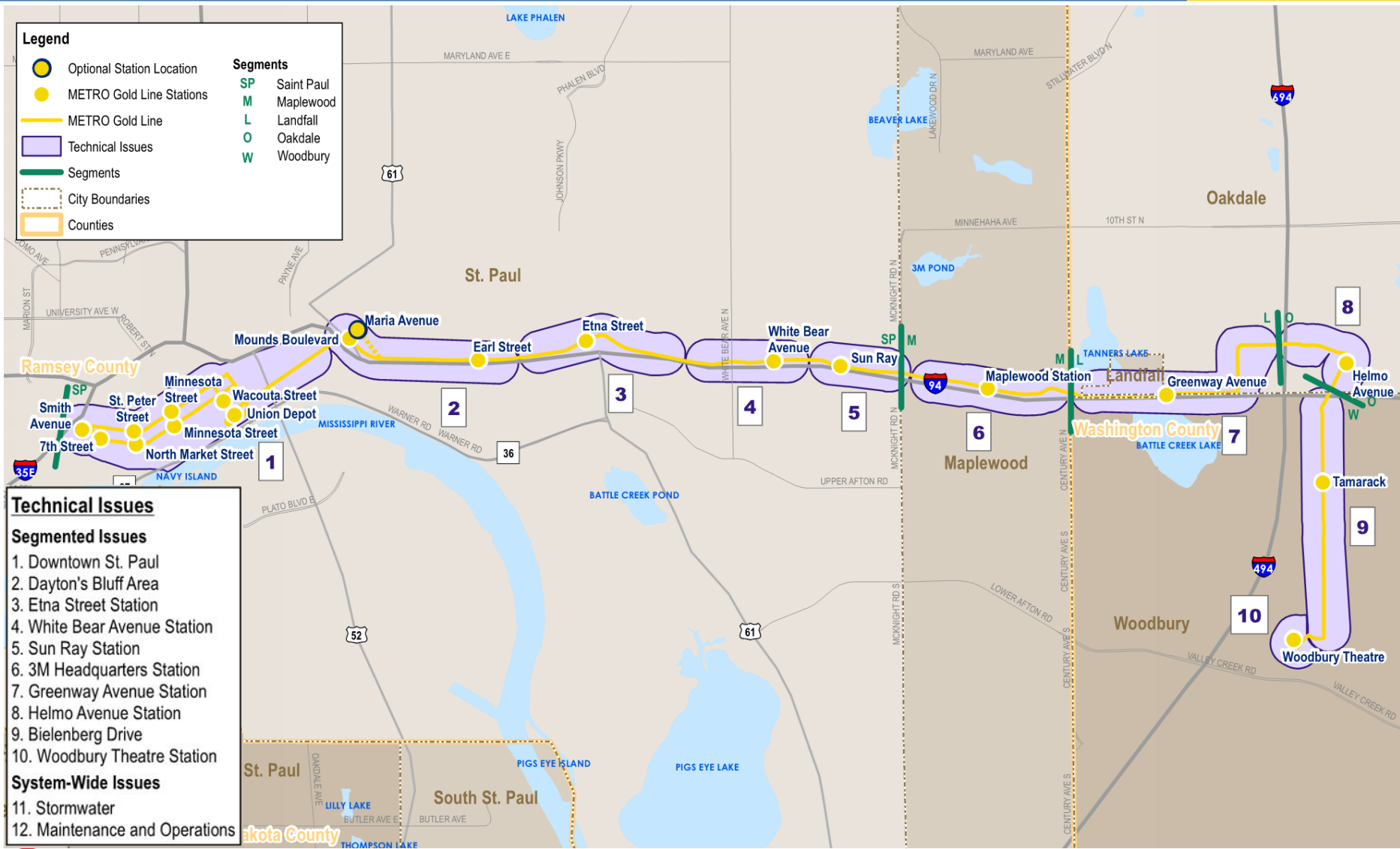


Legend

- Optional Station Location (Yellow circle with black outline)
- METRO Gold Line Stations (Yellow circle)
- METRO Gold Line (Yellow line)
- Technical Issues (Purple shaded area)
- Segments (Green line)
- City Boundaries (Dashed line)
- Counties (Orange shaded area)

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



Summer Stakeholder Engagement



- 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



Summery Stakeholder Engagement



- Door Knocking
- One-on-One Meetings
- Community Events



July 31 East Metro Garage Open House

Flyer Translation into Hmong Language



ZEJ ZOG KEV SAB LAJ: Txog Chav Tos Nce Tsheb ntawm Mounds Boulevard los yog Maria Avenue

Xav tau koj li tswv yim. METRO Gold Line Bus Rapid Transit (BRT) thov los soj ntsuam ob qhov chaw xaiv lost sim chav tos nce tsheb rau ntawm txoj kev Mounds Boulevard thiab Maria Avenue. Koj puas xav kom lub chav to nce tsheb ntawm Mounds Boulevard ze rau txoj kev 3rd Street los yog Maria Avenue ze rau txoj kev Conway Street?

Koj li tswv yim yuav pab peb los txiav txim rau cov kev tseem ceeb no.

Mus koom zej zog kev sab laj:

- Pab tawm tswv yim txog qhov chaw tsim kho chav nce tsheb rau Gold Line BRT thiab cov kev ntawm Mounds Boulevard thiab Maria Avenue
- Kom paub txog txoj kev txhim kho no, ua tau mus li cas lawm, thiab cov kauj ruam tom ntej
- Tham nrog cov neeg ua hauj lwm thiab nug laww
- Kom puaq saib yuav taug qab txoj kev txhim kho no tau li cas

▼ Txoj kev Thov Txhim Kho Gold Line



Upon request, the Gold Line project will provide reasonable accommodations for interpreters and persons with disabilities at community meetings. Submit requests seven business days prior to the meeting date. Liz Jones: 651-602-1977 • elizabeth.jones@metrotransit.org

A petición, el Gold Line project proporcionará acomodaciones razonables para intérpretes y personas con discapacidades en las reuniones de la comunidad. Las solicitudes deben presentarse siete días hábiles antes de la fecha de la reunión. Liz Jones: 651-602-1977 • elizabeth.jones@metrotransit.org

Haddi la codsawd, Gold Line project waka zy idiin heli karaan turjubaano iyo adeeg gaar ah loo fidiyo dadka naafada ah ee ka qeyb galaya shirkaha dadweynaha. Codsiyada waa in la soo gudbiyaa todoba cisho ka hor oo ah maalmaha shaqada adinka oo codsiyada ku soo diraya Liz Jones: 651-602-1977 • elizabeth.jones@metrotransit.org

Yog xav tau, Gold Line project mam li pab kom tsim nyog txog kev pab tshais lus los pab tau cov neeg xiam oob khab thuum tuaj koom rooj sab laj. Thov tuaj ua ntej li nqa hnuab ua ntej hnuab teem tuaj sab laj. Liz Jones: 651-602-1977 • elizabeth.jones@metrotransit.org

ວິນິດໄສ, Gold Line ຈະເຊີນສະໜອງການປະຕິບັດບາງຢ່າງເພື່ອຊ່ວຍໃຫ້ບຸກຄົນທີ່ມີຄວາມສາມາດຕ່ຳລົງ ຫຼື ບຸກຄົນທີ່ມີຄວາມສາມາດຕ່ຳລົງ ສາມາດເຂົ້າຮ່ວມການປະຕິບັດໄດ້. ຈົ່ງສອບຖາມເພື່ອຮຽນຮູ້ເພີ່ມເຕີມກ່ຽວກັບການປະຕິບັດເຫຼົ່ານີ້. Liz Jones: 651-602-1977 • elizabeth.jones@metrotransit.org

Hnub Tuesday, July 31 5:00-7:00 p.m.

Eastside Enterprise Center
804 Margaret Street, Saint Paul
Cov tsheb npav no tuaj txog
61, 74

Tsis tau npaj yuav nthuav dab tsi lawm
raws sij hawm. Cov neeg yuaj koom
thaum twg los tau.

Yog tuaj tsis tau los yog xav tawm tswv yim ua ntej rooj sab laj?

Mus luj hauv computer ntawm:
[surveymonkey.com/fr/GoldLine4](https://www.surveymonkey.com/fr/GoldLine4)

Txoj kev METRO Gold Line yuav npaj
txhim kho cuaj-mile Bus Rapid Transit
(BRT) txov kev no yuav mus txog Saint
Paul, Maplewood, Landfall, Oakdale
thiab Woodbury generally along
Interstate 94. Txoj kev Gold Line yuav
yog Minnesota thawj txoj kev BRT uas
siv feem ntau yog nrog txoj kev uas
cov tsheb npav siv.

UA KOM PAUB TXOG

Cuv npe kom xa email tuaj qhia:
www.metrotransit.org/gold-line

Xa Email tuaj rau peb ntawm:
goldline@metrotransit.org

Hu xov tooj tuaj rau peb ntawm:
651-602-1955

Saib peb ntawm:
@GoldLineBRT

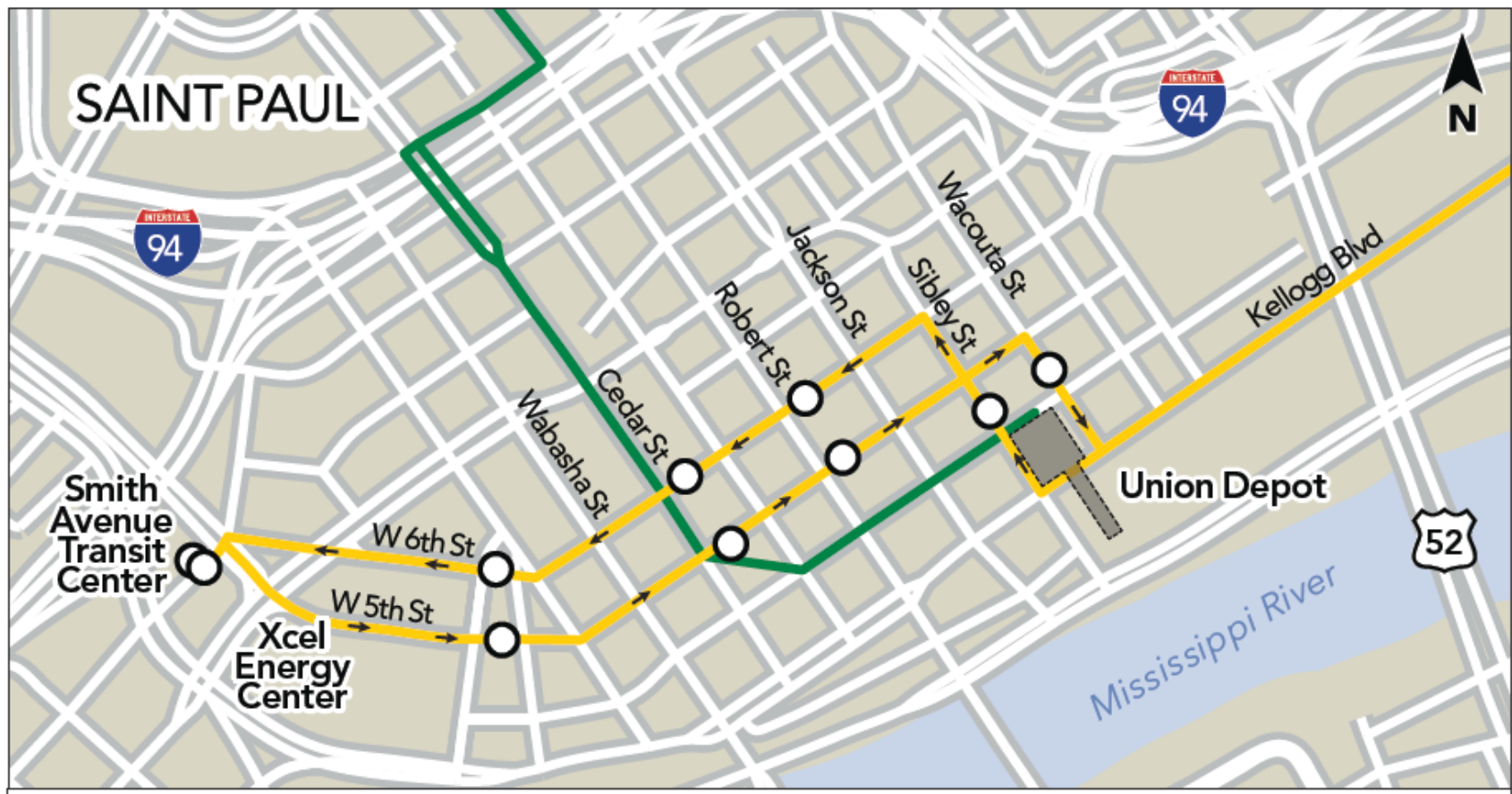
f @MetroTransitMN

Review of Downtown Alternatives: DT Routing



ALTERNATIVE: ROUTE THROUGH DOWNTOWN Locally Preferred Alternative

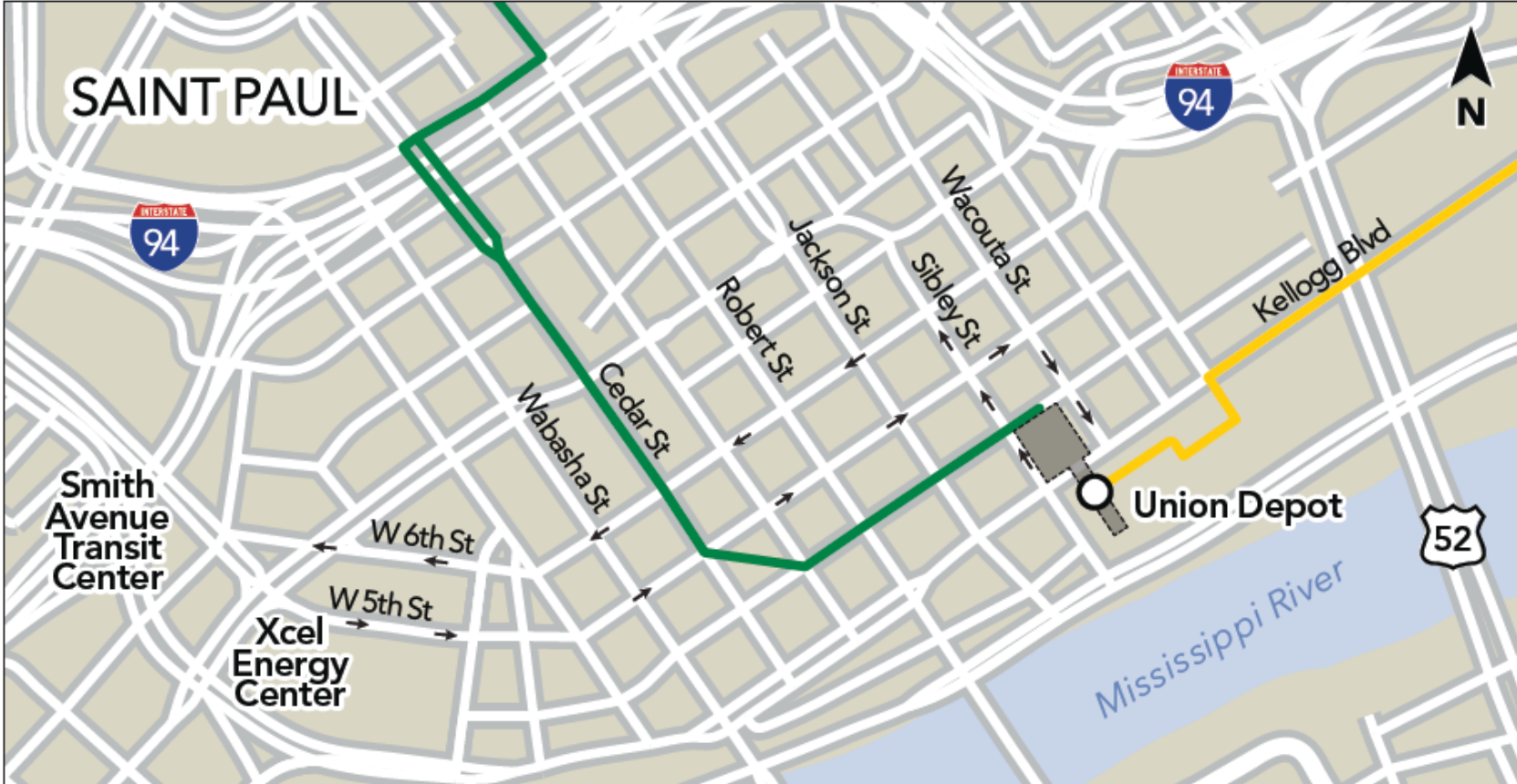
The METRO Gold Line BRT will begin (eastbound) or end (westbound) at Smith Avenue Transit Center, providing a one-seat ride through downtown that will also have a stop in front of Union Depot on Wacouta and Sibley streets. Between the stops at Union Depot and Smith Avenue Transit Center, the Gold Line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



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

Outreach Activity

Dayton's Bluff Elementary

Sun Ray Library

Woodbury Central Park/Library

Securian Farmer's Market

Woodbury Lutheran Park and Ride

Yoga at Union Depot

Sun Ray Transit Center

Green Line Central Station

Oakdale Library

Open House 1 (Skyway, Alliance Bank)

Open House 2 (Union Depot)

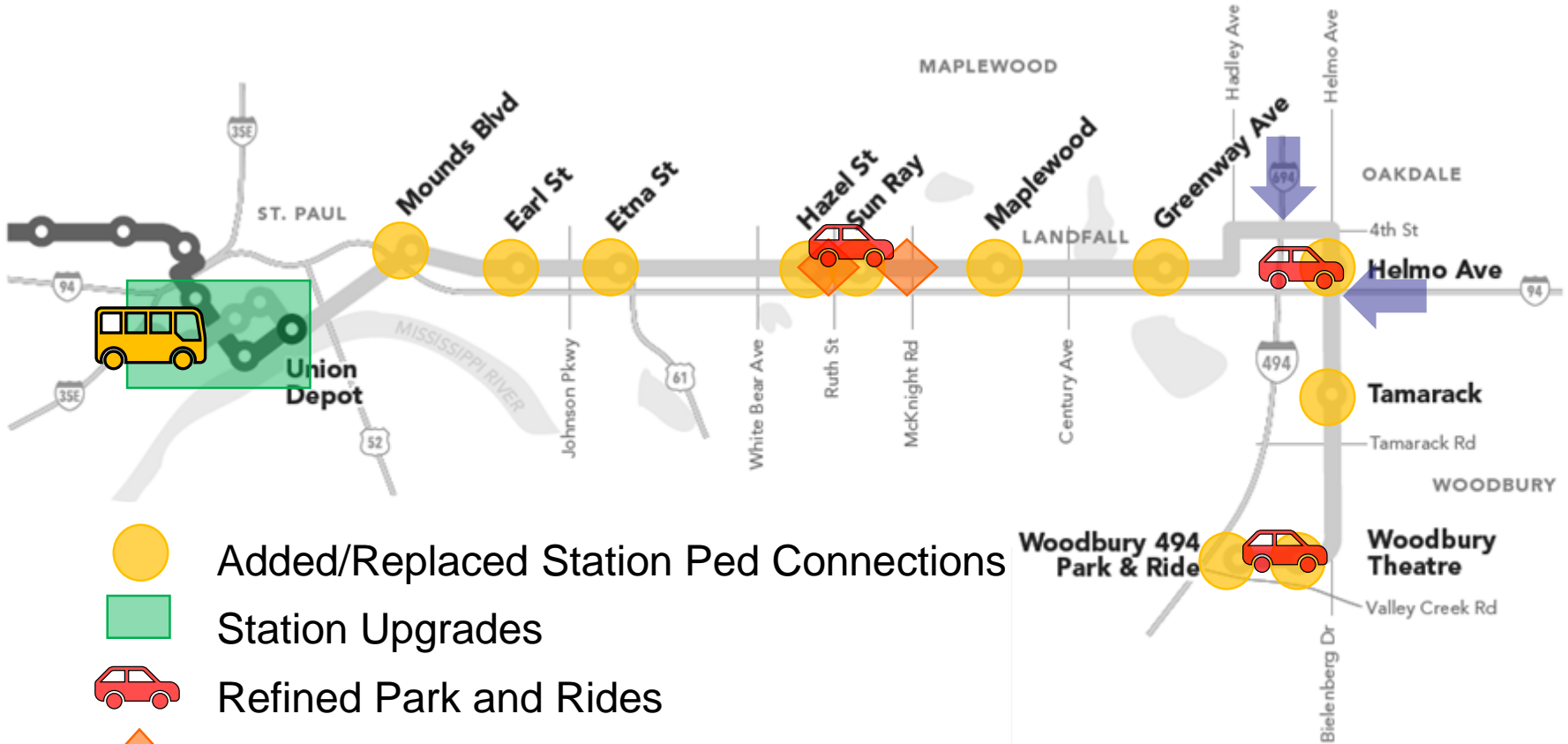
Online Survey







Comments via email

Engagement Summary:

- Report with all comments was prepared
- People preferring End at Depot: ~22%
 - Lower cost
 - Would transfer or walk
 - Live/work near Depot
- People preferring Downtown Routing: ~78%
 - Going to destinations throughout downtown
 - Would not take Gold Line if they had to transfer or walk from Depot

2018 Design Refinements



-  Added/Replaced Station Ped Connections
-  Station Upgrades
-  Refined Park and Rides
-  Added BRT Grade Separation
-  Reviewed Bus Propulsion Assumptions
-  Roadway/BRT/Ped Bridges Funding



Level Boarding

- 14" curb
- Buses to dock within 3 inches of curb
- Ramp deployment-TBD
- Premium Service for BRT bus only



Near Level Boarding

- 9" curb
- Ramp is deployed
- Premium BRT Service & compatibility with all bus models



Standard Boarding

- 6" curb (standard sidewalk height)
- Ramp is deployed
- Compatibility with all bus models

- Pre-Project Development cost estimate (\$420.7M) assumed 11 hybrid buses
- Regional transition toward electric vehicles underway
 - Focused initially on bus rapid transit lines
 - 2023-2024 may include up to 100% electric vehicles
- Gold Line decision mid-2019 to establish cost for FTA project rating
 - 12 hybrid buses are currently included
 - Costs being developed to provided up to 100% electric propulsion



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

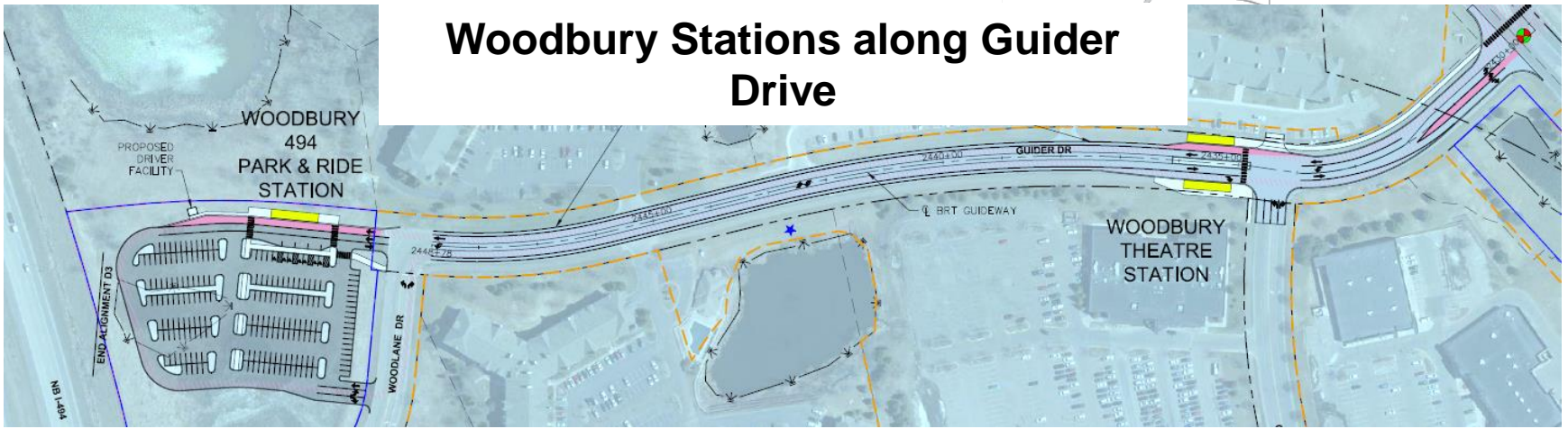


Q4 2019
Apply for Entry into Engineering

Gold Line Terminus Change



Woodbury Stations along Guider Drive



Gold Line Terminus Change

- Project change grew out discussions with the City of Woodbury
- Resolutions of support by City of Woodbury and Washington County expected in January/February 2019, prior to release for public comment by Metropolitan Council
- Change does not change project cost, just shifts costs within the project budget
- Local outreach and engagement showed support for project change



For more information:

www.metrotransit.org/gold-line-project

Metro Transit

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Deputy Project Manager

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Marc Brieese

Manager of Design & Construction

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