



Application

17066 - 2022 Transit Expansion

17692 - I-494 Park & Ride Structure

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

Submitted Date:

04/11/2022 3:47 PM

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## Primary Contact

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Pronouns First Name Middle Name Last Name

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**Address:** 11660 Myeron Rd  
11660 Myeron Rd  
\* Stillwater Minnesota 55082  
City State/Province Postal Code/Zip

**Phone:\*** 651-430-4338  
Phone Ext.

**Fax:**

**What Grant Programs are you most interested in?** Regional Solicitation - Bicycle and Pedestrian Facilities

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## Organization Information

**Name:** WASHINGTON CTY

**Jurisdictional Agency (if different):**

**Organization Type:**

**Organization Website:**

**Address:**

PUBLIC WORKS

11660 MYERON RD

\*

STILLWATER

Minnesota

55082

City

State/Province

Postal Code/Zip

**County:**

Washington

**Phone:\***

651-430-4325

Ext.

**Fax:**

**PeopleSoft Vendor Number**

0000028637A10

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## Project Information

**Project Name**

I-494 Park & Ride Structure

**Primary County where the Project is Located**

Washington

**Cities or Townships where the Project is Located:**

Woodbury

**Jurisdictional Agency (If Different than the Applicant):**

Metro Transit

The proposed I-494 parking structure is located at the intersection of Woodlane Dr and Guider Dr near the I-494/Valley Creek Road interchange in Woodbury and is co-located with the planned Woodbury 494 Park & Ride Station at the eastern terminus of the METRO Gold Line BRT.

The METRO Gold Line is expected to begin service in 2025 and offers a package of transit enhancements that combine to create a faster trip and an improved experience compared to regular route or express service. It will connect people across the region to job centers, housing options, transit stations and key destinations in the I-94 corridor. The proposed parking structure is a critical element of the Woodbury 494 Park & Ride Station and was added to the Gold Line project based on close, ongoing coordination and strong recommendations from the Federal Transit Administration and the City of Woodbury to address increased parking capacity needs.

**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)**

The three-level parking structure will expand the Woodbury 494 Park & Ride Station's parking capacity by approximately 512 parking stalls and reduce the land use impact of surface parking - both ensuring greater access to transit for those beyond walking and biking distance of a station and optimizing adjacent land for future transit-oriented development and people-oriented uses.

The structure leverages the considerable multimodal investments that local and federal agencies have already put into the METRO Gold Line BRT project and capitalizes on the synergy between the park-and-ride and neighboring Woodbury Village shopping center, connecting more commuters and transit riders to the goods

and services that they need. Washington County is also planning a service center across Guider Dr which will provide basic county services (including WIC, workforce, licensing, probation services, etc) to the regional population. While existing bike/ped facilities in the project area are limited to a trail on the south side of Guider Dr, connections between adjacent multifamily housing, Woodbury Village, and the Woodbury 494 Park & Ride Station will be strengthened as the planned bike/ped trails associated with the METRO Gold Line project begin to be implemented. Once complete, the proposed parking structure at the Woodbury 494 Park & Ride Station will operate as a true mobility hub, leveraging the robust amenities of a BRT transitway with additional transit connections and bike/ped accommodations including comfortable walk-up service, bike parking, pedestrian lighting, and connections to local and regional trails as well as adjacent housing and commercial centers.

*(Limit 2,800 characters; approximately 400 words)*

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.**

Approximately 512 stall parking structure and access roads at the intersection of Woodlane Dr and Guide Dr

*Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).*

**Project Length (Miles)** 0.1

*to the nearest one-tenth of a mile*

## Project Funding

**Are you applying for competitive funds from another source(s) to implement this project?** No

**If yes, please identify the source(s)**

**Federal Amount** \$7,000,000.00

**Match Amount** \$14,679,457.00

*Minimum of 20% of project total*

**Project Total** \$21,679,457.00

*For transit projects, the total cost for the application is total cost minus fare revenues.*

**Match Percentage** 67.71%



Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

**Source of Match Funds**

County Funds

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

**Preferred Program Year**

Select one:

2026

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

**Additional Program Years:**

2023, 2024, 2025

Select all years that are feasible if funding in an earlier year becomes available.

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**For All Projects**

**Identify the Transit Market Areas that the project serves:**

III, Emerging II, II and I

See the "Transit Connections" map generated at the beginning of the application process.

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**For Park-and-Ride and Transit Station Projects Only**

**County, City, or Lead Agency**

Washington County is leading with the support of Metro Transit

**Zip Code where Majority of Work is Being Performed**

55125

**(Approximate) Begin Construction Date**

03/01/2023

**(Approximate) End Construction Date**

03/01/2024

**Name of Park and Ride or Transit Station:**

Woodbury 494 Park and Ride Station

*e.g., MAPLE GROVE TRANSIT STATION*

**TERMINI: (Termini listed must be within 0.3 miles of any work)**

**From:**

**(Intersection or Address)**

**To:**

**(Intersection or Address)**

*DO NOT INCLUDE LEGAL DESCRIPTION*

**Or At:**

**(Intersection or Address)**

Southwest quadrant of Woodlane Drive and Guider Drive

**Primary Types of Work**

GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, LIGHTING, PED RAMPS, PARK AND RIDE STRUCTURE

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.*

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**Requirements - All Projects**

**All Projects**

*1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).*

**Check the box to indicate that the project meets this requirement. Yes**

*2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.*

This project is compliant for the following goals, objectives, and strategies in the Metropolitan Council's 2040 Transportation Policy Plan.

Goal: Transportation System Stewardship, pg 58  
Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.

Objectives A. Efficiently preserve and maintain the regional transportation system in a state of good repair.

B. Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations.

Strategies: Regional transportation partners will place the highest priority for transportation investments on strategically preserving, maintaining, and operating the transportation system.

**Briefly list the goals, objectives, strategies, and associated pages:**

Goal: Safety and Security, pg 60  
The regional transportation system is safe and secure for all users.

Objectives A. Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Strategies Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, operation.

Goal: Access to Destinations, pg 62  
People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

Objectives E. Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Strategies: Regional transportation partners will promote multimodal travel options and alternatives to single occupant vehicle travel and highway congestion through a variety of travel demand management initiatives, with a focus on major job, activity, and industrial and manufacturing concentrations on congested highway corridors and corridors served by regional transit service.

Goal: Healthy Environment, pg 66 The regional transportation system advances equity and contributes to communities livability and sustainability while protecting the natural, cultural, and developed environments.

Objectives C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles. D. Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations.

*Limit 2,800 characters; approximately 400 words*

*3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.*

This project is compliant with the goals, policies, and strategies of the Washington County 2040 Comprehensive Plan.

Goal: Support the growth of attractive urban communities while preserving rural functions and appearances. Pg 3-5

Policies: Encourage transit-oriented development (TOD), pedestrian-oriented, neotraditional, suburban style growth that uses land in an efficient manner in locations that connect to transportation and transit systems.

Strategies: Encourage communities to adopt higher densities and mixed land uses within the Metropolitan Urban Service Area that support multimodal transportation, transit-oriented development.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

Goal: Promote land uses throughout the county that encourage active and sustainable living. Pg 3-5

Policies: Support land use patterns that efficiently connect housing, jobs, transportation, transit, and retail and commercial centers.

Strategies: Support development that accommodates nonmotorized travel and provides connections to housing, services, jobs, and open space.

Goal: Plan, build, and maintain an interconnected and accessible transportation system that considers all users and modes of travel. Pg 3-8

Policies: Coordinate transportation mobility and choice to meet a diversity of needs while considering appropriate system levels of service.

Pursue federal, state, regional, and local funding opportunities to preserve, maintain, expand, and modernize the transportation network. Advocate and promote long-term investments in transit including METRO Gold Line, Red Rock Corridor, Rush Line Corridor Extension, and TH 36 Corridor to provide reliable and efficient transit services.

Strategies Support levels and types of transit service that match specific needs of the community based on ridership forecasts, development patterns, and mobility needs. Integrate non-motorized accommodations into the design of roadway and transit facilities to increase access to destinations. Identify opportunities to collaborate with intracounty and local partners to achieve Washington County 2040 Comprehensive Plan goals through investments in the transportation system. Coordinate with Metropolitan Council, MnDOT, and municipalities through project development, engineering, and construction of METRO Gold Line to improve transit access and multimodal networks. Collaborate with local communities on station planning, park and rides, land use, streetscape, and other transit-related amenities. Implement recommendations from county-led transportation and transit studies. This project is compliant with the related goals, policies, and strategies in the Woodbury 2040 comprehensive plans that were not included due to character limits.

*Limit 2,800 characters, approximately 400 words*

*4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. Unique project costs are limited to those that are federally eligible.*

**Check the box to indicate that the project meets this requirement. Yes**

*5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.*

**Check the box to indicate that the project meets this requirement.** Yes

6. Applicants must not submit an application for the same project elements in more than one funding application category.

**Check the box to indicate that the project meets this requirement.** Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

**Transit Expansion:** \$500,000 to \$7,000,000

**Transit Modernization:** \$500,000 to \$7,000,000

**Travel Demand Management (TDM):** \$100,000 to \$500,000

**Check the box to indicate that the project meets this requirement.** Yes

8. The project must comply with the Americans with Disabilities Act (ADA).

**Check the box to indicate that the project meets this requirement.** Yes

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

**The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.** Yes

**Date plan completed:** 09/30/2015

**Link to plan:** <https://www.co.washington.mn.us/DocumentCenter/View/8045/Washington-County-Transition-Plan-Draft-20150616?bidId=>

**The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation:**

**Date self-evaluation completed:**

**Link to plan:**

**Upload plan or self-evaluation if there is no link.**

*Upload as PDF*

**(TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.**

10. The project must be accessible and open to the general public.

**Check the box to indicate that the project meets this requirement.** Yes

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017. Unique projects are exempt from this qualifying requirement.

**Check the box to indicate that the project meets this requirement.** Yes

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

**Check the box to indicate that the project meets this requirement. Yes**

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

**Check the box to indicate that the project meets this requirement. Yes**

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

**Check the box to indicate that the project meets this requirement. Yes**

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## Requirements - Transit and TDM Projects

### For Transit Expansion Projects Only

1. The project must provide a new or expanded transit facility or service. Applications cannot include the reinstatement of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

**Check the box to indicate that the project meets this requirement. Yes**

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.

**Check the box to indicate that the project meets this requirement. Yes**

### Transit Expansion and Transit Modernization projects only:

3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

**Check the box to indicate that the project meets this requirement. Yes**

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

**Check the box to indicate that the project meets this requirement. Yes**

### Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

**Check the box to indicate that the project meets this requirement.**

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

**Check the box to indicate that the project meets this requirement.**

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## Specific Roadway Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00

Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$615,337.00
Support Facilities	\$17,350,877.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$100,000.00
Vehicles	\$0.00
Contingencies	\$3,613,243.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$21,679,457.00</b>

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## Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

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## Totals

Total Cost	\$21,679,457.00
Construction Cost Total	\$21,679,457.00
Transit Operating Cost Total	\$0.00

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## Measure A: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 11776

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 0

Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment"

*Please upload attachment in PDF form.*

Existing Post-Secondary Enrollment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment"

*Please upload attachment in PDF form.*

Explanation of last-mile service, if necessary:

*(Limit 1,400 characters; approximately 200 words)*

Upload Map 1649187567547\_Pop Employ 494 Park and Ride.pdf

*Please upload attachment in PDF form.*

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## Measure B: Transit Ridership

Existing transit routes directly connected to the project 351, 353, 355

*Select all routes that apply.*

Planned Transitways directly connected to the project (mode and alignment determined and identified in the Current Revenue Scenario of the 2040 TPP) METRO Gold Line (Gateway Dedicated BRT)

*Select all transitways that apply.*

Upload Map 1649187601794\_Transit Connections 494 Park and Ride.pdf

*Please upload attachment in PDF form.*

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## Response

*Met Council Staff Data Entry Only*

Average number of weekday trips 0

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## A Measure: Usage

Service Type Transitways

New Annual Ridership (Integer Only) 160680

Assumptions Used: See Excel Attached.

*(Limit 2,800 characters; approximately 400 words)*

**Describe Methodology: How Park-and-Ride and Express Route Projections were calculated, which Urban and Suburban Local Route(s) were selected, and how the third year of service was estimated**

*(Limit 2,800 characters;  
approximately 400 words)*

Based on the criteria below, for the I-494 PRN Station, I have interpolated the daily ridership at 723 total trips (in 3rd year of operations: 2028). Of the 723 total trips, 515 trips will be new transit trips (this fraction of total . The annualization factor is 312 for this project. So the New Annual Transit Ridership is  $312 * 515 = 160,680$  trips

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## **Measure A: Engagement**

*i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.*

*ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.*

*iii. Describe the progression of engagement activities in this project. A full response should answer these questions:*

**Response:**

The proposed project is located within an area of above average concentration of poverty or population of color. It is the eastern terminus of the METRO Gold Line BRT, which will begin service in 2025, and serves adjacent areas of concentrated poverty, and areas of concentrated poverty with over 50% population of color. Public input has been central throughout the Gold Line planning process. Elected officials, business stakeholders, and community members along the corridor have had opportunities to participate on policy and community advisory committees. Online engagement opportunities have been available throughout project development in multiple languages. Gold Line staff provided engagement opportunities for accommodate all lifestyles and levels of governmental trust. Hundreds of in-person engagement opportunities were held in a variety of neighborhoods at varying times of day. These opportunities ranged from informal pop-ups and neighborhood group meetings to formal open houses, individual business or property owner meetings, and city council meetings. Each stage of design is subject to public review and comment; and project materials and surveys are translated into several languages representing the constituents along the corridor.

The structured parking element of the Woodbury 494 Park & Ride Station emerged through close coordination and strong recommendations from the FTA and the City of Woodbury to address increased parking capacity needs. It is also identified as part of the future vision for the station in the Woodbury Gold Line BRTOD station area planning process, which included in-person and online outreach, work sessions with partner agencies, stakeholder meetings, surveys, and community open houses.

(Limit 2,800 characters; approximately 400 words):

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## **Measure B: Equity Population Benefits and Impacts**

*Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:*

*This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.*

*Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.*

*Below is a list of potential negative impacts. This is not an exhaustive list.*

The proposed parking structure is a critical element of the METRO Gold Line terminus at the Woodbury 494 Park & Ride Station and was added to the Gold Line project based on close, ongoing coordination and strong recommendations from the FTA and the City of Woodbury to address increased parking capacity needs. The three-level parking structure will have approximately 512 parking stalls and combine with significant multimodal connections to form a mobility hub at the eastern terminus of the Gold Line. The Gold Line is located within an area of above average concentration of poverty or population of color, and serves adjacent areas of concentrated poverty, and areas of concentrated poverty with over 50% population of color. Gold Line project staff have taken great care to engage with community members throughout project development and attempt to ensure the community members engaged are representative of the populations throughout the corridor.

**Response:**

The Gold Line will help address the spatial mismatch between jobs and housing and will connect folks to employment opportunities and the larger transit network. It will support a more concentrated land use development pattern in some primarily auto-centric east metro communities, allowing for more car-free or car-light lifestyle choices. This is complemented by planned bikeways parallel to the transitway as well as many connecting local trails.

The proposed parking structure expands the Woodbury 494 Park & Ride Station's parking capacity and reduces the land use impact of surface parking, ensuring greater access to transit for those beyond walking and biking distance of a station and optimizing adjacent land for more transit-oriented development and people-oriented uses. Washington County is also planning a service center across Guider Dr which will provide basic

county services (including WIC, workforce, licensing, probation services, etc) to the regional population.

Due to its location in a vacant lot adjacent to I-494, construction impacts associated with the proposed parking structure will be minimal and alternative routes are readily available should the road need to be closed temporarily. Once complete, Woodlane Dr and Guider Dr will experience an increase in traffic associated with the Gold Line and the Woodbury Theatre and Woodbury 494 Park & Ride Stations. The Gold Line project office has been working diligently with the City of Woodbury, the Met Council, and the FTA to design a roadway that mitigates any negative impacts associated with the increase in traffic.

*(Limit 2,800 characters; approximately 400 words):*

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## **Measure C: Affordable Housing Access**

*Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).*

*Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:*

*This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.*



**Response:**

Approximately 20% of housing within METRO Gold Line station areas is legally binding affordability restricted. However, the Gold Line project also benefits residents of affordable housing beyond its footprint due to its connectivity to the broader transit network. The METRO Gold Line BRT will connect people across the region to job centers, housing options, transit stations and key destinations in the I-94 corridor - home to several concentrations of jobs ranging from service and manufacturing to research and development. In many cases these employment centers have been out of reach to those living elsewhere in the metro area without access to a car. This contributes to a spatial mismatch of housing and jobs, as areas with high concentrations of jobs are often inaccessible to areas with high concentrations of affordable housing. The METRO Gold Line BRT will not only serve suburban commuters looking to access the city, it will also bridge the housing/job spatial mismatch to connect families, employees, and customers elsewhere in the region to employment, recreational, and commercial opportunities in the east metro.

The proposed parking structure will expand the Woodbury 494 Park & Ride Station's parking capacity by approximately 512 parking stalls and reduce the land use impact of surface parking - both ensuring greater access to transit for those beyond walking and biking distance of a station and optimizing adjacent land for future transit-oriented development and people-oriented uses.

Woodbury's BRTOD station area plan suggests that, should the parking structure be built, the existing park-and-ride service at the Woodbury Theatre could be consolidated at the Woodbury 494 Park & Ride Station, and the Woodbury Theatre site would be targeted for future TOD

around the Woodbury Theatre Station. When that site develops, the city has a suite of tools to incentivize developing affordable units that would be directly adjacent to the METRO Gold Line, connecting residents to a major regional transitway as well as multimodal trail connections and a nearby regional commercial center.

*(Limit 2,800 characters; approximately 400 words):*

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## Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure. 1649188454313\_Socio Economic 494 Park and Ride.pdf

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## Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	723
Distance from Terminal to Terminal (Miles)	10.0
VMT Reduction	7230.0
CO Reduced	17279.7
NOx Reduced	1156.8
CO2e Reduced	2650518.0
PM2.5 Reduced	36.15
VOCs Reduced	216.9
Total Emissions Reduced	2669208.0

---

## Measure A: Roadway, Bicycle, and Pedestrian Improvements

**Response**

The proposed three-level parking structure is a critical element of the METRO Gold Line terminus at the Woodbury 494 Park & Ride Station and was added to the Gold Line project based on close, ongoing coordination and recommendations from the Federal Transit Administration and the City of Woodbury to address increased parking capacity needs. The METRO Gold Line project will begin service in 2025 and offers a suite of transit enhancements that will create a faster trip and an improved experience compared to regular route or express service. Within the Gold Line project, park-and-ride spaces offer transit access to residents beyond walking and biking distance to transit stations, and this parking structure is designed to minimize the land use impacts of parking while comfortably accommodating standard park-and-ride service. However, the parking structure will go beyond the standard park-and-ride to function as a true mobility hub, leveraging the robust amenities of a BRT transitway with additional transit connections and bike/ped accommodations including comfortable walk-up service, bike parking, pedestrian lighting, and connections to local and regional trails as well as adjacent housing and commercial centers.

During Woodbury's Gold Line BRTOD planning process, the Woodbury 494 Park & Ride Station was envisioned as a commerce station, as it is immediately adjacent to the Woodbury Shopping Center with access to many more additional restaurants and retail locations. As such, the park-and-ride parking structure will not only serve commuters, but it's a destination and will facilitate multimodal users traveling to shop and recreate. While existing bike/ped facilities in the project area are limited to a trail on the south side of Guider Dr, connections between nearby housing and commercial centers and the Woodbury 494 Park &

Ride Station will be strengthened as bike/ped trails associated with the Gold Line project begin to be implemented. More than \$20 million of Gold Line's project cost is for trails and sidewalks. Once Gold Line is constructed, someone will be able to use a contiguous trail from the White Bear Avenue Station in St. Paul to the 494 Park and Ride Station. This trail will be known as the Gold Line Corridor Trail and is on the RBTN. Integral to Woodbury's BRTOD plan is the Station Area Circulation Plan, which identifies Woodbury I-494 Park & Ride Station connections to both the Gold Line Corridor Trail along Guider Dr as well as two local collector trail routes on Woodlane Dr and Queens Dr. The Gold Line Corridor Trail is classified as a RBTN T1 Alignment, and all three of these trail connections will connect users to the METRO transit network and ensure safe and comfortable bike/ped experience.

*(Limit 2,800 characters; approximately 400 words)*

---

## Transit Projects Not Requiring Construction

*If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

*Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

**[Check Here if Your Transit Project Does Not Require Construction](#)**

---

## Measure A: Risk Assessment - Construction Projects

### 1. Public Involvement (20 Percent of Points)

*Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.*

**Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.**

Yes

100%

**At least one meeting specific to this project with the general public has been used to help identify the project need.**

50%

**At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.**

50%

**No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.**

25%

**No outreach has led to the selection of this project.**

0%

*Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.*

**Response:**

Washington County, Metro Transit, the Gold Line Corridor Management Committee, and the Gold Line Partners have added the Woodbury 494 park-and-ride to the Gold Line BRT project based on close, ongoing coordination and strong recommendations from the Federal Transit Administration and the City of Woodbury. Public input has been central throughout the Gold Line planning process. Elected officials, business stakeholders, and residents along the corridor have had opportunities to participate on policy and community advisory committees; Gold Line project staff have held hundreds of pop-ups and open houses in corridor communities; each stage of design is subject to public review and comment; and project materials and surveys are translated into several languages representing the constituents along the corridor. The Woodbury Gold Line BRTOD station area planning process included a variety of strategies to involve and get input from community stakeholders including in-person and online outreach, work sessions with partner agencies, stakeholder meetings, surveys, and community open houses. The structured parking element of the Woodbury 494 Park & Ride Station is identified in the station area plan as part of the future vision for the station as it will help address parking needs and consolidate express bus and Gold Line park-and-ride services, as well as reduce the land use impacts of surface parking.

(Limit 2,800 characters; approximately 400 words)

## 2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; \* city and/or county limits; existing ROW, labeled; existing signals; \* and bridge numbers\*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width; \* proposed signals; \* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. \*If applicable

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements).

Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1649707208226\_GBRT-494-SitePlan\_Renderings.pdf

Please upload attachment in PDF form.

Additional Attachments

1649707208218\_RPT\_GBRT 494 Parking Ramp Basis of Design Report\_R00-00\_20210915.pdf

Please upload attachment in PDF form.

## 3. Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

**Historic/archeological property impacted; determination of no adverse effect anticipated**

80%

**Historic/archeological property impacted; determination of adverse effect anticipated**

40%

**Unsure if there are any historic/archaeological properties in the project area.**

0%

**Project is located on an identified historic bridge**

#### **4.Right-of-Way (25 Percent of Points)**

**Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired** Yes

100%

**Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete**

50%

**Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified**

25%

**Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified**

0%

#### **5.Railroad Involvement (15 Percent of Points)**

**No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)** Yes

100%

##### **Signature Page**

*Please upload attachment in PDF form.*

**Railroad Right-of-Way Agreement required; negotiations have begun**

50%

**Railroad Right-of-Way Agreement required; negotiations have not begun.**

0%

---

## **Measure: Cost Effectiveness**

**Total Annual Operating Cost:** \$0.00

**Total Annual Capital Cost of Project** \$433,589.00

**Total Annual Project Cost**

\$433,589.00

Assumed 50-year useful service life. Did not include operating cost; project is not a transit

**Assumption Used:**

service project. Did not include full Gold Line project cost; project has independent utility.

*(Limit 1400 Characters; approximately 200 words)*

**Points Awarded in Previous Criteria****Cost Effectiveness**

\$0.00

**Other Attachments**

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
01 2022 Fact Sheet 494 Park and Ride.pdf	494 Park-and-Ride Summary Sheet	397 KB
02 Existing Conditions - 494P&R.pdf	Gold Line 494 Park-and-Ride Site Existing Conditions	397 KB
2022-023 Regional Solicitation Grant.pdf	Washington County Board of Commissioners Resolution	239 KB
Copy of Gold Line BRT - Station Level Boardings_20210903_SHS_JRH_20220329.xlsx	Gold Line BRT Ridership Methodology	16 KB
GoldLineBRT-StationLevelBoardings.pdf	Gold Line Ridership Methodology as a pdf file	147 KB
Woodbury - Resolution - 3-23-2022.pdf	City of Woodbury Resolution of Support	57 KB
Woodbury Parking Structure 2022 Regional Solicitation Letter of Support.pdf	Metro Transit Letter of Support	448 KB



# Population/Employment Summary

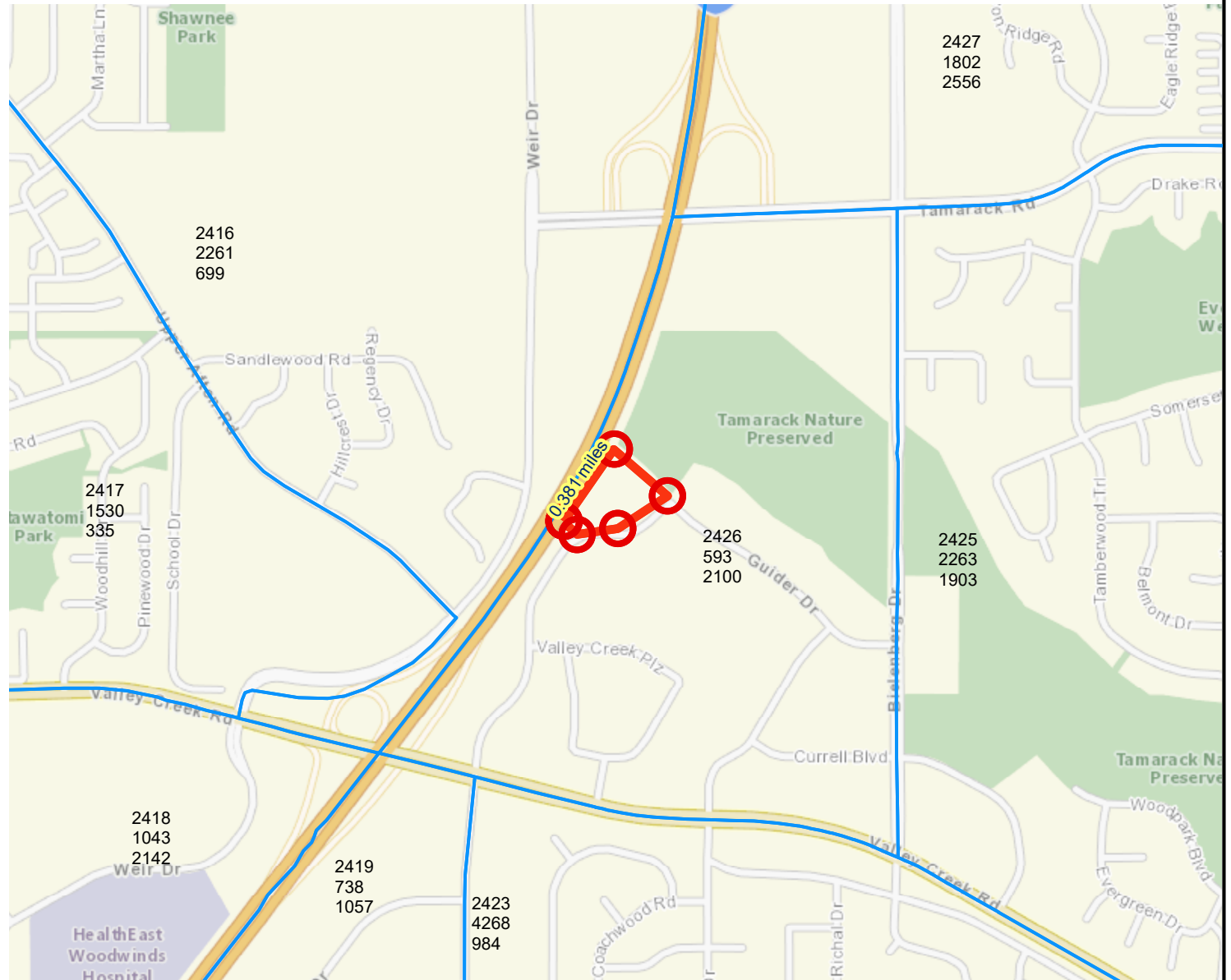
Transit Expansion Project: I-494 Park & Ride Structure | Map ID: 1647981022040

## Results

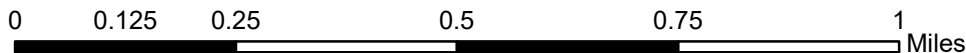
Within QTR Mile of project:  
 Total Population: 4384  
 Total Employment: 3134  
 Postsecondary Students: 0

Within HALF Mile of project:  
 Total Population: 14498  
 Total Employment: 11776  
 Postsecondary Students: 0

Within ONE Mile of project:  
 Total Population: 14498  
 Total Employment: 11776



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 3/22/2022  
 LandscapeRSA4



For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



# Transit Connections

Transit Expansion Project: I-494 Park & Ride Structure | Map ID: 1647981022040

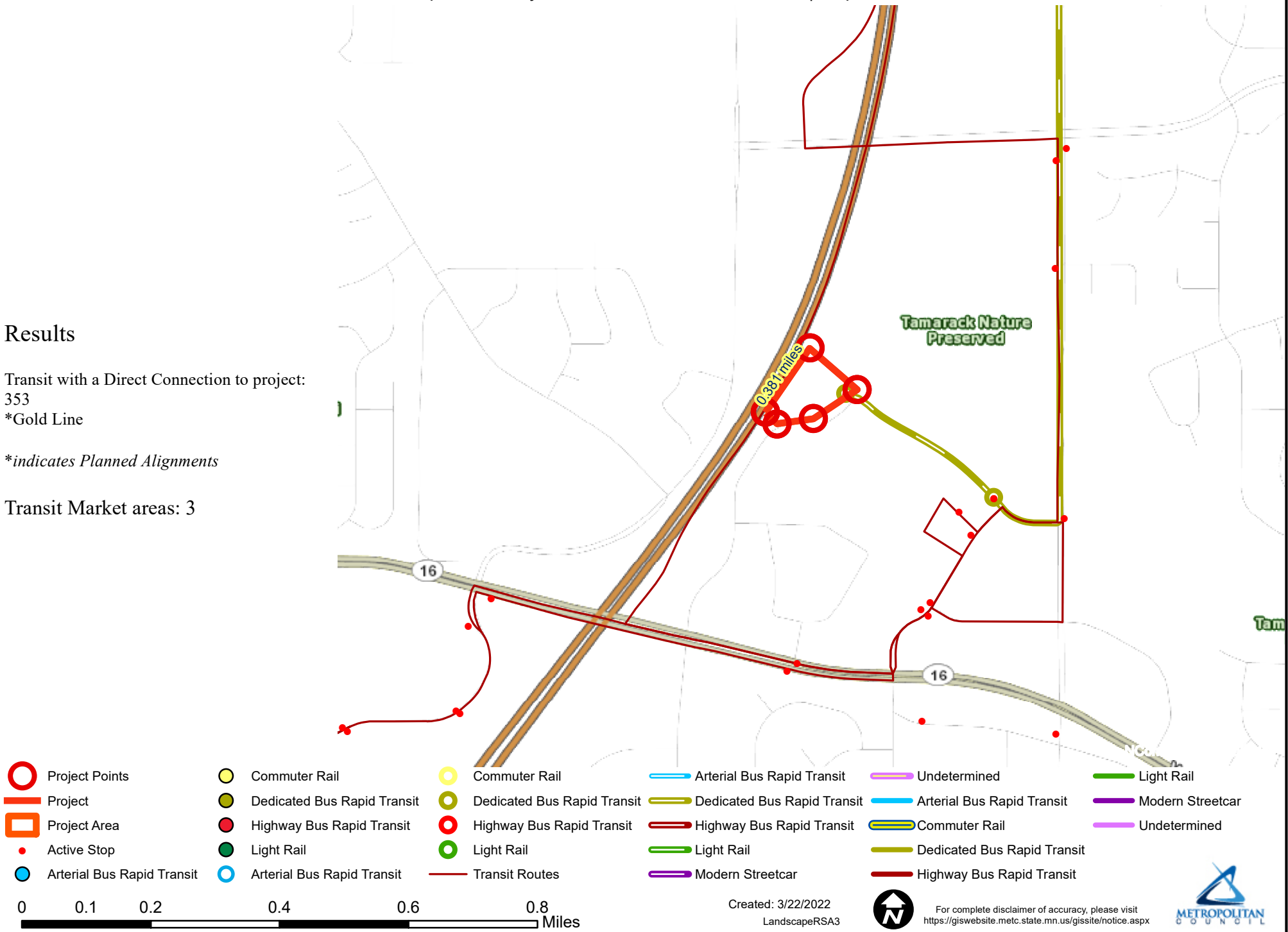
## Results

Transit with a Direct Connection to project:  
353

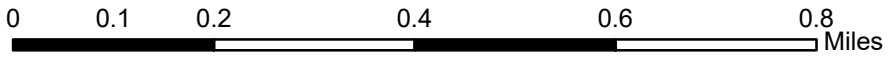
\*Gold Line

\*indicates Planned Alignments

Transit Market areas: 3



- |  |                            |  |                             |  |                             |  |                             |  |                           |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
|  | Project Points             |  | Commuter Rail               |  | Arterial Bus Rapid Transit  |  | Undetermined                |  | Light Rail                |
|  | Project                    |  | Dedicated Bus Rapid Transit |  | Dedicated Bus Rapid Transit |  | Arterial Bus Rapid Transit  |  | Modern Streetcar          |
|  | Project Area               |  | Highway Bus Rapid Transit   |  | Highway Bus Rapid Transit   |  | Commuter Rail               |  | Undetermined              |
|  | Active Stop                |  | Light Rail                  |  | Light Rail                  |  | Dedicated Bus Rapid Transit |  | Highway Bus Rapid Transit |
|  | Arterial Bus Rapid Transit |  | Transit Routes              |  | Modern Streetcar            |  |                             |  |                           |



Created: 3/22/2022  
LandscapeRSA3



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<https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



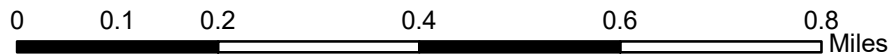
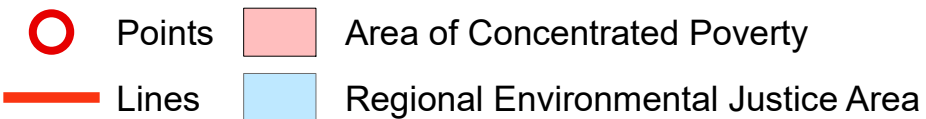
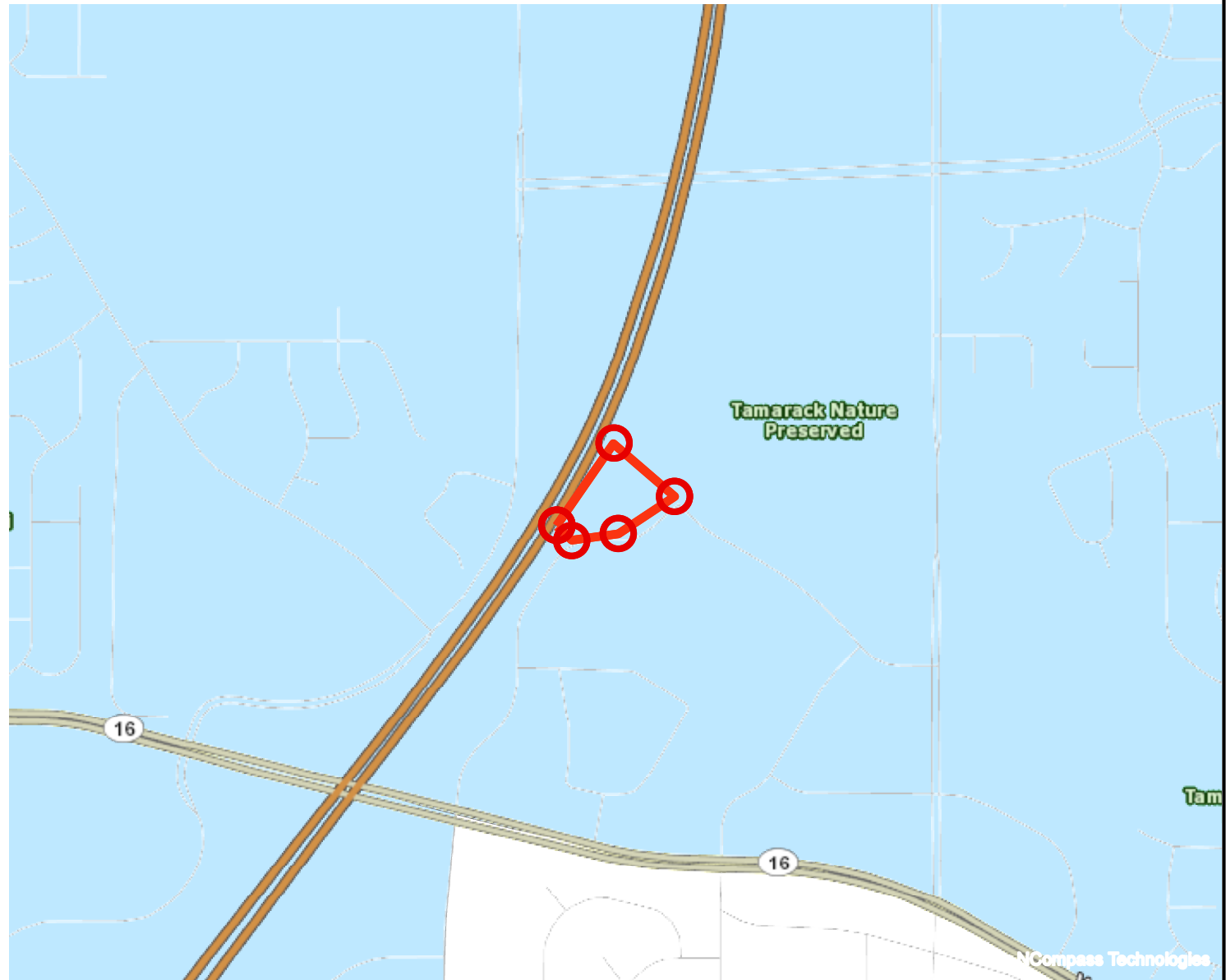
# Socio-Economic Conditions

Transit Expansion Project: I-494 Park & Ride Structure | Map ID: 1647981022040

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 166

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



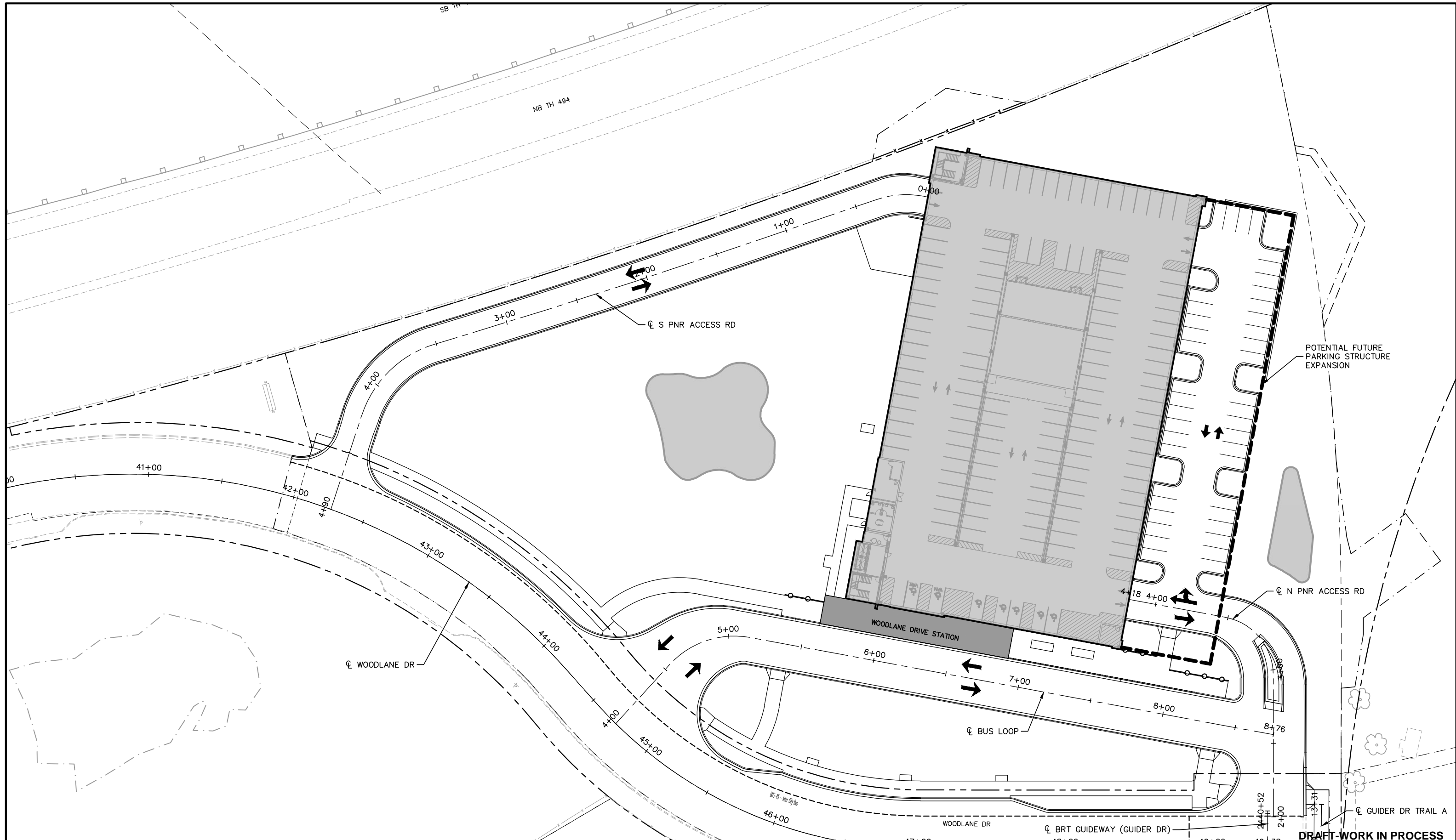
Created: 3/22/2022  
LandscapeRSA2



For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gis/notice.aspx>



Jan, 18 2022 02:51 pm C:\eaddib\pw\gic3d\d0250153\494-PnR-FutureExpansion.dwg By: Cattie.Miller



POTENTIAL FUTURE PARKING STRUCTURE EXPANSION

☉ N PNR ACCESS RD

WOODLANE DRIVE STATION

☉ BUS LOOP

☉ WOODLANE DR

☉ S PNR ACCESS RD

☉ GUIDER DR TRAIL A

☉ BRT GUIDEWAY (GUIDER DR)

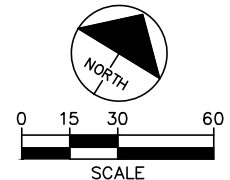
DRAFT-WORK IN PROCESS



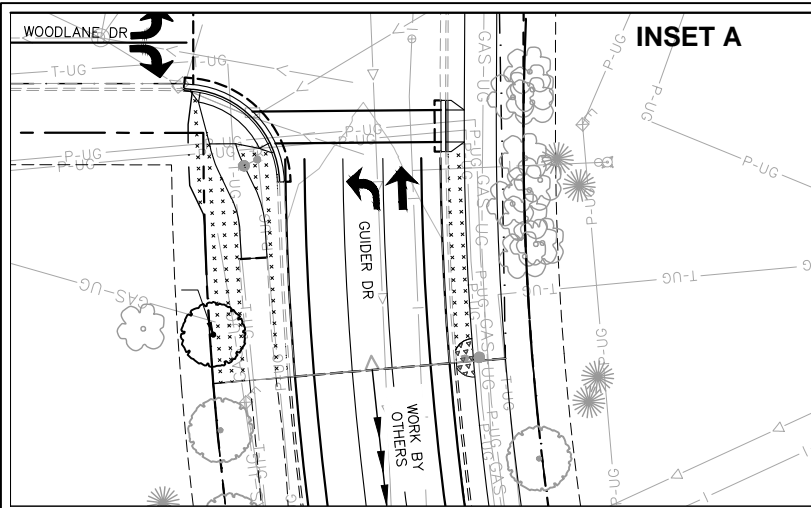
# WOODLANE DRIVE STATION PARK & RIDE

POTENTIAL FUTURE PARKING STRUCTURE EXPANSION

1/18/2022



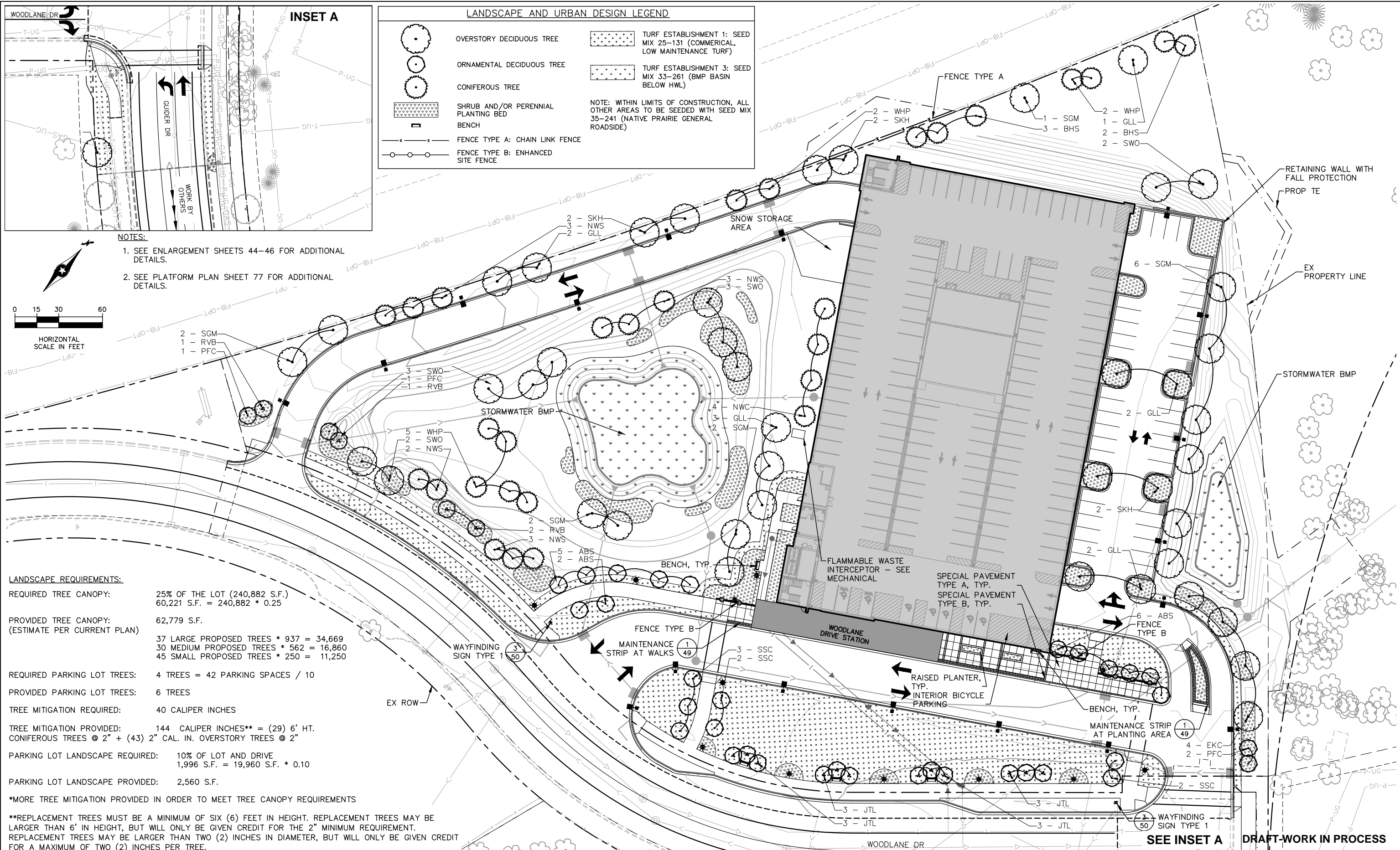
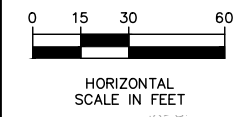




### LANDSCAPE AND URBAN DESIGN LEGEND

	OVERSTORY DECIDUOUS TREE		TURF ESTABLISHMENT 1: SEED MIX 25-131 (COMMERCIAL, LOW MAINTENANCE TURF)
	ORNAMENTAL DECIDUOUS TREE		TURF ESTABLISHMENT 3: SEED MIX 33-261 (BMP BASIN BELOW HWL)
	CONIFEROUS TREE	NOTE: WITHIN LIMITS OF CONSTRUCTION, ALL OTHER AREAS TO BE SEEDED WITH SEED MIX 35-241 (NATIVE PRAIRIE GENERAL ROADSIDE)	
	SHRUB AND/OR PERENNIAL PLANTING BED		
	BENCH		
	FENCE TYPE A: CHAIN LINK FENCE		
	FENCE TYPE B: ENHANCED SITE FENCE		

- NOTES:**
1. SEE ENLARGEMENT SHEETS 44-46 FOR ADDITIONAL DETAILS.
  2. SEE PLATFORM PLAN SHEET 77 FOR ADDITIONAL DETAILS.



**LANDSCAPE REQUIREMENTS:**

**REQUIRED TREE CANOPY:** 25% OF THE LOT (240,882 S.F.)  
60,221 S.F. = 240,882 \* 0.25

**PROVIDED TREE CANOPY:** (ESTIMATE PER CURRENT PLAN)  
62,779 S.F.

37 LARGE PROPOSED TREES \* 937 = 34,669  
30 MEDIUM PROPOSED TREES \* 562 = 16,860  
45 SMALL PROPOSED TREES \* 250 = 11,250

**REQUIRED PARKING LOT TREES:** 4 TREES = 42 PARKING SPACES / 10

**PROVIDED PARKING LOT TREES:** 6 TREES

**TREE MITIGATION REQUIRED:** 40 CALIPER INCHES

**TREE MITIGATION PROVIDED:** 144 CALIPER INCHES\*\* = (29) 6' HT. CONIFEROUS TREES @ 2" + (43) 2" CAL. IN. OVERSTORY TREES @ 2"

**PARKING LOT LANDSCAPE REQUIRED:** 10% OF LOT AND DRIVE  
1,996 S.F. = 19,960 S.F. \* 0.10

**PARKING LOT LANDSCAPE PROVIDED:** 2,560 S.F.

\*MORE TREE MITIGATION PROVIDED IN ORDER TO MEET TREE CANOPY REQUIREMENTS

\*\*REPLACEMENT TREES MUST BE A MINIMUM OF SIX (6) FEET IN HEIGHT. REPLACEMENT TREES MAY BE LARGER THAN 6' IN HEIGHT, BUT WILL ONLY BE GIVEN CREDIT FOR THE 2" MINIMUM REQUIREMENT. REPLACEMENT TREES MAY BE LARGER THAN TWO (2) INCHES IN DIAMETER, BUT WILL ONLY BE GIVEN CREDIT FOR A MAXIMUM OF TWO (2) INCHES PER TREE.

Dec. 16 2021 05:55 pm C:\caddlib\p\glic3d\0291509\494-ARCH-PLN.dwg By: Billy.Acheson

NO.	REVISIONS	BY	APP	DATE

DRAWN: \_\_\_\_\_  
DESIGNED: **Kimley»Horn**  
CHECKED: \_\_\_\_\_

**METRO Gold Line**  
60% SUBMITTAL  
12/21/2021

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

CERTIFIED BY \_\_\_\_\_  
LIC. NO. \_\_\_\_\_ DATE \_\_\_\_\_

**LANDSCAPE & URBAN DESIGN PLAN**  
WOODLANE DRIVE STATION PARK & RIDE

**SEE INSET A DRAFT-WORK IN PROCESS**

43 OF 208





VIEW OF GARAGE/SHELTER  
SOUTH PERSPECTIVE

DRAFT - WORK IN PROCESS



Gold Line BRT - Parking Garage  
Perspective View

January 14, 2022







VIEW OF GARAGE/SHELTER  
EAST PERSPECTIVE

DRAFT - WORK IN PROCESS

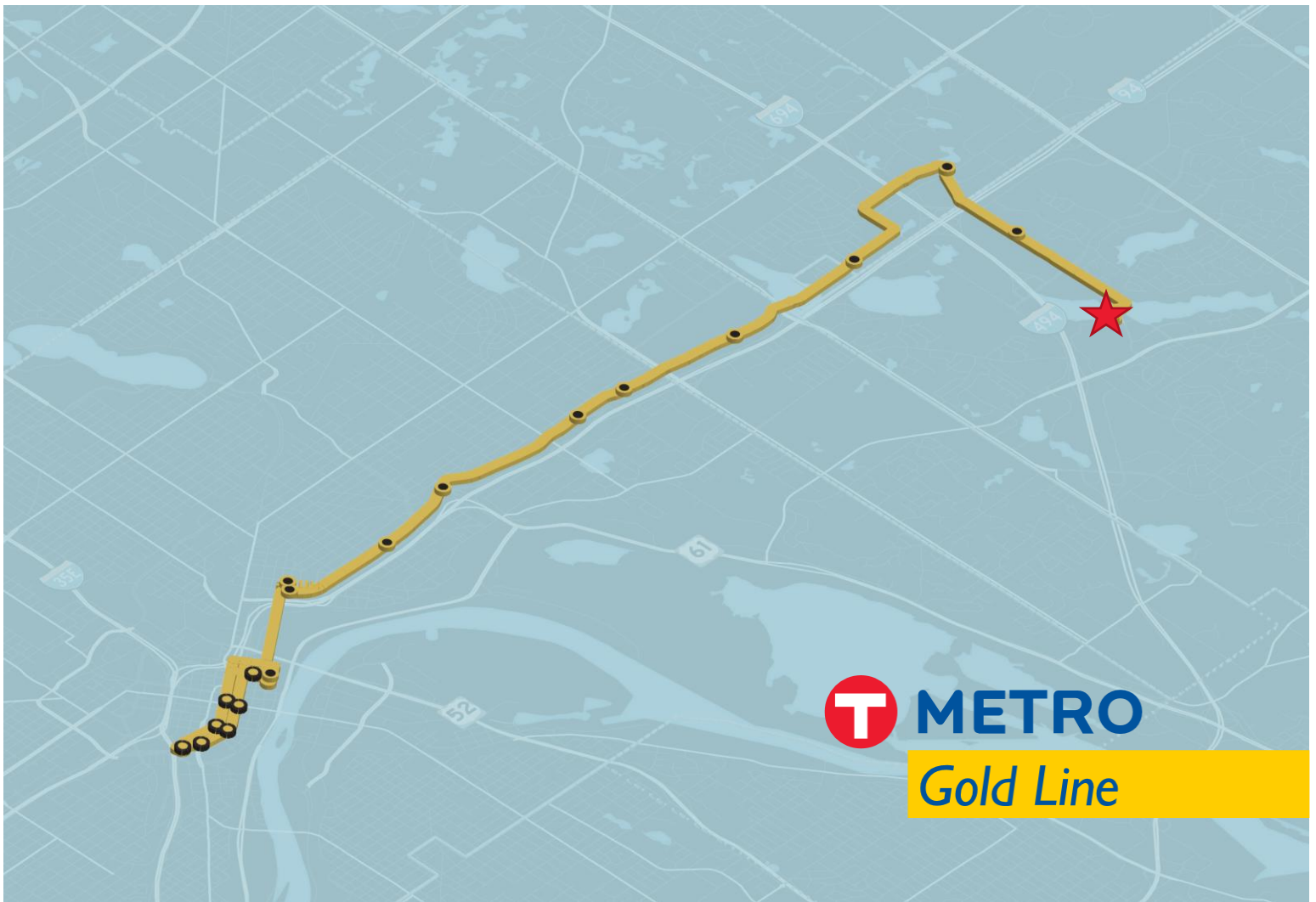


Gold Line BRT - Parking Garage  
Perspective View

January 14, 2022







# Basis of Design

## 494 Parking Ramp

Prepared for



Prepared by



SEPTEMBER 3, 2021



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2.2.1 Functional and Dimensional Details.....	2
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# 1. Project Overview

The Metro Transit Gold Line Bus Rapid Transit project will have an end of the line station near the intersection of Woodlane Drive and Guider Drive. Based on anticipated ridership, a Park and Ride facility is required to support the anticipated parking demand of 512 stalls at this station. Based on the available real estate at this location, structured parking will be required.

## 2. Parking Ramp Concept

### 2.1 Selected Parking Ramp Concept

Multiple parking ramp concepts were reviewed with project stakeholders, taking into account multiple site design scenarios, multiple Woodlane Drive alignments, and other project variables. The following parking ramp concept has been selected:

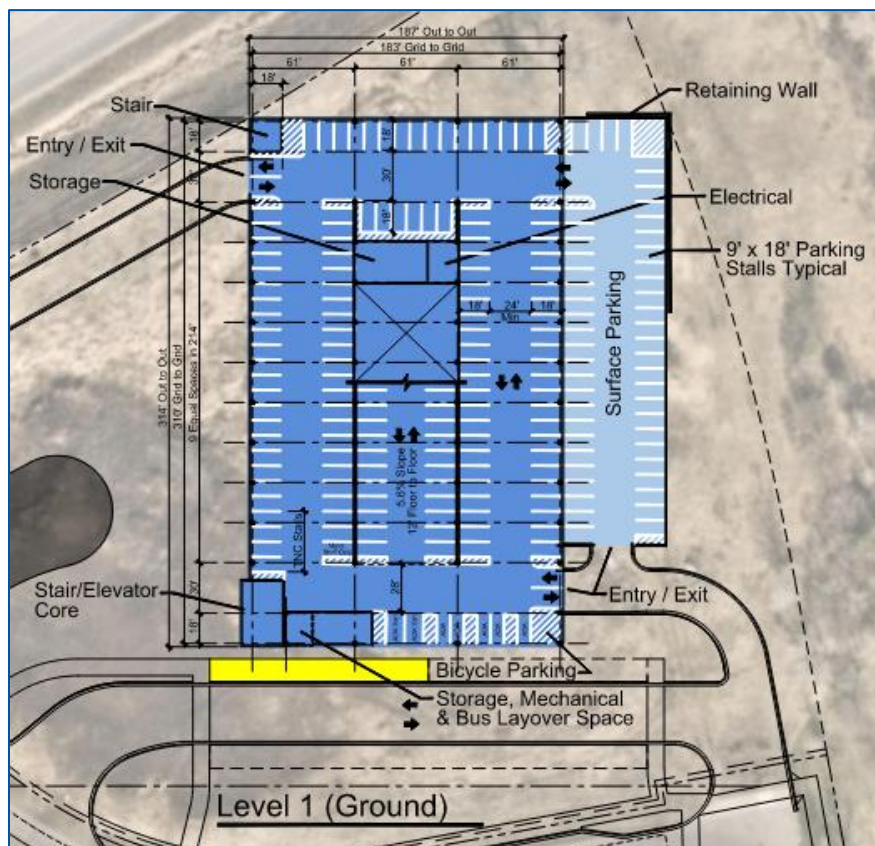


Figure 1 – Preferred Concept - Level 1 Plan

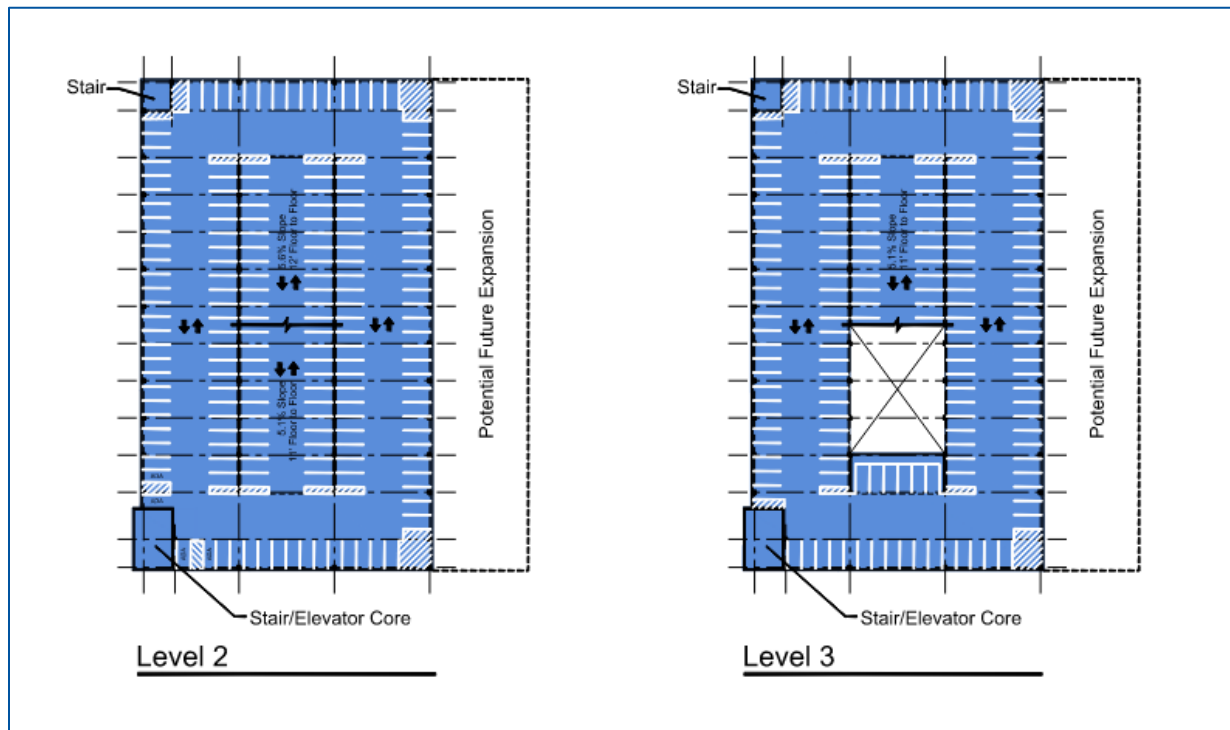


Figure 2 – Preferred Concept - Level 2 and 3 Plan

## 2.2 Functional, Dimensional, and Program Details

The following functional, dimensional, and program details have been defined during the conceptual design phase.

### 2.2.1 Functional and Dimensional Details

- The parking ramp will be 3-bays wide as this provides an improved exterior aesthetic appearance due to the flat exterior bays. The interior bay will be a sloping bay used for vertical circulation of vehicles within the parking ramp.
- Interior sloped bay:
  - Slope of interior bay:
    - Level 1 to 2: Approx. 5.6%
    - Level 2 to 3: Approx. 5.1%
    - Maximum slope permitted by IBC for parking on sloped floors: 6.67%
- 9'-0" x 18'-0" stall size (City minimum is 8'-9" wide).

- 90-degree parking stalls.
- Two-way drive aisles.
- 24'-0" drive aisles.
- 28'-0" end bay drive aisles.
- Using head-in parking at end of bays to maximize parking efficiency.
- Number of entry/exit drive lanes: 3
- Required minimum clearance:
  - 8'-2" – ground level (for Van accessible spaces).
  - 7'-0" – upper levels.
- Accessible Stalls
  - Accessible stalls shall make up 2% of all parking stalls: 11 total accessible stalls.
  - Accessible Van stalls: 1 of every 6 accessible stalls shall be Van accessible: 2 van stalls.
  - All ADA stalls will be located near the stair/elevator core—which is the closest accessible route to the proposed BRT Transit Station.
  - Minimum width of 96" for ADA stalls and access aisle.
    - Stripe ADA stalls and access aisle the same width as typical stalls (9'-0") for ease of future restriping.
- The parking structure will be required, by the City of Woodbury, to be setback from the rear and side property lines by 5'-0" minimum. Figure 1 does not depict this setback.

## 2.2.2 Other Program Details

---

### BUS LAYOVER SPACE

- Up to 1,000 square feet of space will be provided on the ground level for bus layover space, and for utility rooms and other supporting functions:
  - A custodial closet with the following will be provided within this space:
    - Mop sink.
    - Floor drain.
    - Storage space for cleaning equipment; three rows of secured shelves on the wall for paper product and cleaning product storage.
    - Outlet to charge the auto-scrubber.
    - Storage space for the auto-scrubber (Advance-SC401 17-inch or Tenant T668).
  - A kitchen space with the following will be provided:
    - One row of upper and lower cabinetry.
    - Sink.
    - Space for a table and chairs.
  - 2 unisex restrooms will be provided.
  - This space will be accessed through a secure door at the back of the station/shelter.
  - This space will be fully conditioned.

### STORAGE SPACE UNDER SLOPED BAY

- Metro Transit Facilities would like to use as much of the storage space as is available.
- Intended for storage of:
  - Gold Line attic stock, such as an extra bench, glass, etc.
  - Snow equipment, various hardware that's portable, etc.
- Access (double doors, overhead doors, etc.) - overhead doors that roll up are preferred.

### SNOW REMOVAL

- Contractors use pickups and bob cats to remove the snow on park and ride top floor.
- Snow removal equipment kept at facility if Metro Transit completes the snow removal themselves.
- At this point, snow removal would be contracted, but that might change in the future.
- Snow will be dumped from the top level of the structure to the plan NE corner of the parking structure and left to melt or hauled away.

### FUTURE SOLAR ARRAY

- The parking ramp shall be designed to accommodate future rooftop solar.

### FUTURE VERTICAL AND HORIZONTAL EXPANSION

- The parking ramp will be designed to expand horizontally one bay to the plan east.
- The parking ramp will be designed to expand vertically by two floors, for a total of five levels, four of them being structured levels.
- The total facility size, with the vertical and horizontal expansion, to yield a total of approximately 1,000 stalls.

### ELEVATORS

- Two hydraulic elevators will be provided.
- One of the two elevators will be stretcher compliant.
- The elevator cab entry to be glass or partial glass if possible.
- Glass-backed not required.
- Elevator shaft ventilation shall be secure and shall not be accessible to the public.

## OTHER REQUIREMENTS

- Emergency telephones will be provided outside the stair and stair/elevator cores on each level.
- Electric vehicle charging will not be provided within this facility.
- Water spigot on outside of ramp for landscaping. A water spigot will be confirmed with Metro Transit to be provided on or near the platform as well.
- Interiors of all parking ramps and decks, stairwells and any pedestrian ways within parking ramps or decks will have a surface color with a minimum reflective value of 75 percent or more as indicated by standard paint color charts.
- An emergency generator will not be provided.
- Real-time signage for the GBRT buses will be provided at the bus station platform. This signage is not anticipated to be provided within the footprint of the parking ramp or in the stair/elevator core building.

### 2.2.3 *Parking Ramp Aesthetic Details*

---



*Figure 3 – Exterior Façade*

## EXTERIOR FAÇADE

The exterior of the ramp will be primarily constructed with precast concrete panels on all sides. The palette includes the following:

- Dark grey brick faced precast concrete panels between Ground Level and Level Two.
- Dark grey infilled anodized aluminum storefront or painted steel framework in the openings at Ground Level.



- Vertical light buff colored brick faced precast concrete column covers will be installed from the base of Level Two to the horizontal precast cornice at Level Three.
- Vertical light buff-colored precast concrete columns will be placed between the vertical brick faced columns from level 2 to the underside of the level 3 horizontal precast panels.
- Buff colored precast concrete horizontal panels will be installed at Level Three.
- A lighter buff colored precast concrete cornice will be installed at the top of the exterior walls on all sides.

#### STAIR AND ELEVATOR TOWERS

- Two stair towers will be included in the project. One at the southwest will be a stair and elevator tower, and a second at the north portion of the ramp will be a stair tower.
- The exterior of the towers will be an aluminum/glass storefront system from Ground Level to Level Three.
- Interior stairs will be a metal pan and concrete fill with painted steel railings and guard rails.
- The stair, and stair/elevator towers will also include grey brick faced precast concrete wall panels on the “divider wall” as shown in the illustration. The balance of the exterior enclosure to be a buff-colored precast concrete panel system.

#### 2.2.4 Station Shelter Aesthetic Details

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*Figure 4 – Station Shelter*

The Station Shelter is based on the prototypical Gold Line Shelter Design and includes the following elements:

- The shelter enclosure will match the GBRT shelter type 3 and will be approximately 7'-4" X 30'-0". The walls are to be constructed with an anodized aluminum and glass panel storefront system to provide wind screen/climate enclosure on all sides. This system will extend from a cast-in-place concrete curb wall to the underside of the roof deck.
- Primary structure for the roof to be painted steel columns with steel outriggers/support beams. Steel tiebacks will be installed to support the cantilevered roof. These will be structurally supported from the precast concrete spandrel panel above.
- Roof is approximately 13' X 56' and is constructed with steel decking with tapered insulation. Roof drains to be external to the structural columns so that they are accessible for maintenance.
- The ceiling will be constructed of CLT decking and will include four (4) infrared heaters and linear LED light fixtures.
- Two benches will be located within the enclosed area of the structure.



# METRO Gold Line I-494 Park & Ride



## Project Location

The I-494 Park & Ride structure will be located adjacent to I-494 in Woodbury at the intersection of Woodlane Drive and Guider Drive at the I-494 Park & Ride Station of the METRO Gold Line



## Funding Request

- ◆ Federal: \$ 7,000,000
- ◆ Local Match: \$ 14,679,457
- ◆ Project Total: \$ 21,679,457



## Project Goals

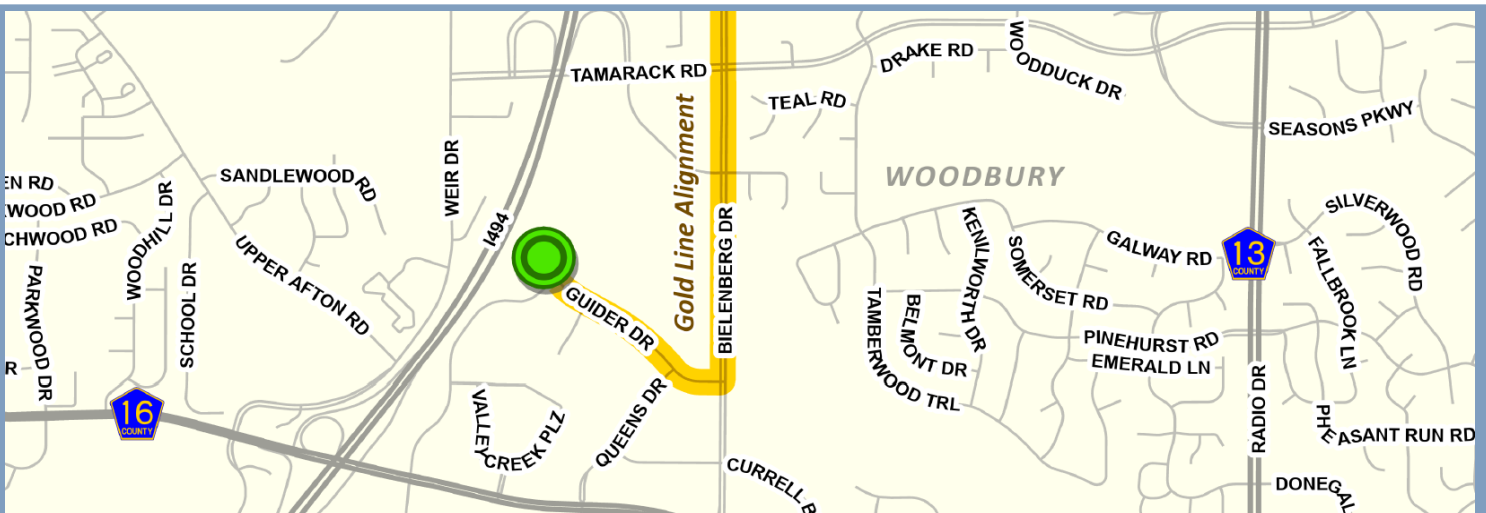
- ◆ Creation of a safe, comfortable, and active station environment
- ◆ Encourage ridership and remove barriers to transit
- ◆ Optimizing adjacent land uses

## Project Summary

The METRO Gold Line is expected to begin service in 2025 and serve as a great connector for the East Metro community to the greater metropolitan transit system. I-494 Park & Ride was born out of the station area planning process for METRO Gold Line stations. Structured parking at this location will support local land use goals and transit project needs. The structure will have 3 levels with approximately 512 parking stalls. The structure is designed with a space for drop-off riders. This project includes sidewalk to access the structure which will connect to existing trails and those to be built as part of the METRO Gold Line BRT project. The BRT will operate in mixed traffic on Guider Drive from the Woodbury Theater Station to the I-494 Park & Ride Station.

## Summary of Benefits

- ⇒ Leverage the significant federal and local investments in the area
- ⇒ The I-494 Station has direct pedestrian, bicycle, and transit connections to commercial areas, a county service center, and future transit-oriented development
- ⇒ Expanded Park & Ride capabilities to facilitate mode choice changes for single occupancy vehicle commuters
- ⇒ Optimizing adjacent land use development opportunities



# I-494 Park & Ride Transit Expansion

## Existing Conditions

Image 1. Site Location at corner of Woodlane Dr and Guider Dr

- Currently an empty lot
- Terminus of planned METRO Gold Line BRT
- Planned Park & Ride



**BOARD OF COUNTY COMMISSIONERS  
WASHINGTON COUNTY, MINNESOTA**

RESOLUTION NO. 2022-023

DATE March 15, 2022

DEPARTMENT

Public Works

MOTION

SECONDED BY

BY COMMISSIONER Karwoski

COMMISSIONER

Miron

**RESOLUTION AUTHORIZING SUBMITTAL OF APPLICATIONS TO THE METROPOLITAN  
COUNCIL FOR FUNDING UNDER THE 2022 REGIONAL SOLICITATION PROGRAM**

**WHEREAS**, the Regional Solicitation process started with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991; and

**WHEREAS**, as authorized by the most recent federal surface transportation funding act, FAST ACT, projects will be selected for funding as part of three federal programs: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Transportation Alternatives Program (TAP); and

**WHEREAS**, pursuant to the Regional Solicitation and the regulations promulgated thereunder, eligible project sponsors wishing to receive federal grants for a project shall submit an application first with the appropriate metropolitan planning organization (MPO) for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

**WHEREAS**, the Metropolitan Council and the Transportation Advisory Board (TAB) act as the MPO for the seven county Twin Cities region and have released the Regional Solicitation for federal transportation funds for 2026 and 2027; and

**WHEREAS**, Washington County is an eligible project sponsor for Regional Solicitation funds; and

**WHEREAS**, Washington County is proposing to submit grant applications to Metropolitan Council as part of the 2022 Regional Solicitation for the following projects:

1. Reconstruction of Trunk Highway (TH) 120 with multimodal improvements between Interstate 694 and TH 244 in the City of Mahtomedi.
2. County Road 19A/100<sup>th</sup> Street realignment between Innovation Road and Jamaica Avenue in the City of Cottage Grove.
3. Hardwood Creek Regional Trail Extension from Falcon Court to 130<sup>th</sup> Street in the City of Hugo.
4. County State Aid Highway (CSAH) 5 Pedestrian Facility: Addition of a pedestrian facility along CSAH 5 between Owens Avenue and Pine Tree Trail in the City of Stillwater.
5. I-494 Park and Ride Parking Structure: Construction of shared parking structure west of the Woodbury Theatre in the City of Woodbury.

**WHEREAS**, the projects will be of mutual benefit to the Metropolitan Council, Washington County, Ramsey County, and the cities of Cottage Grove, Hugo, Mahtomedi, Stillwater, and Woodbury; and

**WHEREAS**, Washington County is committed to providing the county share of the costs if the projects are selected as part of the 2022 Regional Solicitation; and

**WHEREAS**, Washington County is committed to completing the project, if selected, and funding is provided as part of the 2022 Regional Solicitation.

**NOW, THEREFORE, BE IT RESOLVED**, that Washington County is requesting funding from the federal government through the Metropolitan Council’s 2022 Regional Solicitation and the county is committed to completing the projects identified above and providing the county share of funding.

**ATTEST:**

*Kevin Corbid*

**COUNTY ADMINISTRATOR**

*Wayne A. Johnson*

**COUNTY BOARD CHAIR**

**YES                      NO**

<b>MIRON</b>	<u>X</u> _____	_____
<b>KARWOSKI</b>	<u>X</u> _____	_____
<b>KRIESEL</b>	<u>X</u> _____	_____
<b>JOHNSON</b>	<u>X</u> _____	_____
<b>WEIK</b>	<u>X</u> _____	_____

**Gold Line BRT - "Adjusted" Summary of Daily Transit Riders by Access Mode and Station Draft**

3/9/2021

Station Name	Gold Line BRT Scenarios									
	Current Year 2019					Horizon Year 2040				
	Walk	Kiss-Ride	Park-Ride	Transfer	All	Walk	Kiss-Ride	Park-Ride	Transfer	All
Smith Ave at 5th St (EB Only)	144	12	-	12	168	87	9	-	10	106
5th St at Market St/Rice Park (EB Only)	313	1	-	72	386	375	1	-	152	528
5th St at Cedar St (EB Only)	182	-	-	19	201	220	-	-	22	242
5th St at Robert St (EB Only)	80	-	-	65	145	48	-	-	50	98
Wacouta St at Union Depot (EB Only)	286	-	-	175	461	307	-	-	201	508
Sibley St at Union Depot (WB Only)	286	-	-	175	461	307	-	-	201	508
6th St at Robert St (WB Only)	80	-	-	65	145	48	-	-	50	98
6th St at Minnesota St (WB Only)	182	-	-	19	201	220	-	-	22	242
6th St at Washington St/Hamm Plaza (WB Only)	313	1	-	72	386	375	1	-	152	528
Smith Ave at 6th St (WB Only)	144	12	-	12	168	87	9	-	10	106
<b>Downtown Stations Total Boardings</b>	<b>2,010</b>	<b>24</b>	<b>-</b>	<b>682</b>	<b>2,716</b>	<b>2,074</b>	<b>18</b>	<b>-</b>	<b>866</b>	<b>2,958</b>
Mounds Blvd Station	422	4	-	-	426	493	2	-	-	495
Earl St Station	183	1	-	23	207	208	1	-	24	233
Etna St Station	212	8	-	1	221	233	8	-	1	242
White Bear Ave Station	124	7	-	4	135	141	7	-	5	153
Sun Ray Station	620	35	190	55	900	660	38	190	74	962
3M Headquarters Station	76	5	-	2	83	79	6	-	2	87
Greenway Ave Station	49	4	-	54	107	57	5	-	80	142
Helmo Ave Station	3	32	175	-	210	4	35	175	-	214
Tamarack Rd Station	7	6	-	2	15	9	7	-	3	19
Woodbury Theatre Station	8	66	95	1	170	12	84	190	2	288
I-494 PNR Station	8	66	628	1	703	12	84	648	2	746
<b>Total Boardings</b>	<b>3,722</b>	<b>255</b>	<b>1,088</b>	<b>825</b>	<b>5,890</b>	<b>3,982</b>	<b>294</b>	<b>1,203</b>	<b>1,058</b>	<b>6,537</b>

Notes: Subtotals may not add up due to rounding

5,900

6,550

2,547.97

New Trip	Total Trips			
41.27	2550	6550	0.389312977	290.43
205.55	2550	3,581	0.71	531.22
94.21				
38.15				
197.76				
197.76				
38.15	Total New Transit Trips	514.8422228		
94.21				
205.55	Annualization Factor	312		
41.27	Annual Total Trips	160,680		

**Resolution 22-62**

**Resolution of the City of Woodbury  
Washington County, Minnesota**

**Municipal Support for Washington County's 2022 Solicitation of Federal Funds  
through the Metropolitan Council's Regional Solicitation Program for a parking structure  
at the METRO Gold Line I-494 Park and Ride Station**

WHEREAS, Washington County intends to apply for funds to construct a parking structure at the METRO Gold Line I-494 Bus Rapid Transit (BRT) Park and Ride Station; and

WHEREAS, the proposed project includes the construction of a new parking structure at the METRO Gold Line BRT station near Woodlane Drive and Guider Drive; and

WHEREAS, this improvement will provide an important opportunity for increased METRO Gold Line BRT rider parking at this constrained station site; and

WHEREAS, these improvements are consistent with both the City's and the County's 2040 comprehensive plans; and

WHEREAS, the City will work with County staff and the Gold Line Project Office to develop the design and plans for the park and ride parking structure with a deliberate focus on integrating the station and parking structure within a single structure; and

WHEREAS, the City will work with County staff and Metro Transit to study the feasibility, impacts and alignment of the trail on the west side of Woodlane Drive, south to Valley Creek Road; and

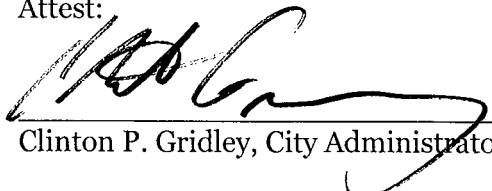
WHEREAS, a separate approval and entitlement process will be required for the parking structure before construction can begin; and

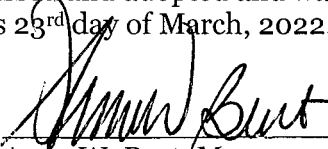
WHEREAS, the required local match for the parking structure would be made through the funding commitment between Ramsey and Washington Counties, and maintenance of the parking structure would be the responsibility of Metro Transit.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Woodbury, Washington County, Minnesota, that the City of Woodbury extends its support for the application by Washington County for the 2022 Solicitation of Federal Funds through the Metropolitan Council's Regional Solicitation program for a parking structure at the METRO Gold Line I-494 Park and Ride Station.

This Resolution was declared duly passed and adopted and was signed by the Mayor and attested to by the City Administrator this 23<sup>rd</sup> day of March, 2022.

Attest:

  
\_\_\_\_\_  
Clinton P. Gridley, City Administrator

  
\_\_\_\_\_  
Anne W. Burt, Mayor

(SEAL)





April 11, 2022

Wayne Sandberg  
Public Works Director/County Engineer  
Washington County Public Works  
11660 Myeron Road  
Stillwater, MN 55082

RE: Support for Washington County's Regional Solicitation Application for the Gold Line I-494 Park-and-Ride Parking Structure in the City of Woodbury

Dear Mr. Sandberg:

The purpose of this letter is to express Metro Transit's support for Washington County's 2022 solicitation of federal funds through the Metropolitan Council's Regional Solicitation program for a parking structure at the Gold Line I-494 Park and Ride Station.

The proposed project includes construction of a new parking structure at the Woodbury Gold Line station near the Interstate 494/Valley Creek Road interchange. This improvement will provide an important opportunity to increase transit access and consolidate existing park-and-ride needs into one structure. These improvements are consistent with the County's 2040 comprehensive plans and the METRO Gold Line BRTOD plans.

Thank you for your consideration. If you have any questions, please contact me at 612-349-7507 or [nick.thompson@metrotransit.org](mailto:nick.thompson@metrotransit.org)

Sincerely,

A handwritten signature in blue ink, appearing to read 'Nick Thompson', written over a white background.

Nick Thompson  
Deputy General Manager – Capital Programs

A service of the Metropolitan Council