



Agenda
Gold Line Partners
October 11 – 4:00-5:30 PM

Woodbury City Hall
Council Chambers
8301 Valley Creek Road
Woodbury, MN 55125

<u>Item</u>	<u>Requested Action</u>
1. Introductions	Information
2. Consent Items* a. Summary of July 26, 2018 Meeting b. Checks and Claims	Approval
3. Gold Line Partners Audit*	Information
4. Automated Shuttle Bus Pilot Project – MnDOT	Information
5. 2019 Partners Work Plan and Budget – First Reading*	Discussion
6. San Diego Peer Region Visit*	Discussion
7. New Starts Economic Development Rating*	Information
8. Project Updates* a. Project Development Activities b. BRTOD Project Update c. Communications Update	Information Information Information
9. Tentative 2019 Meeting Dates	Information
10. Adjourn	Approval

*Attachments



**Gateway Corridor Commission
Draft July 26, 2018 Meeting Summary
Woodbury City Hall, Birch Room**

Members	Agency	Present
Stan Karwoski	Washington County	X
Rafael Ortega	Ramsey County	X
Mary Giuliani Stephens	Woodbury	X
Jane Prince	St Paul	X
Paul Reinke	Oakdale	X
Bryan Smith	Maplewood	X
Tami Fahey	Lakeland	
ALTERNATE MEMBERS		
Victoria Reinhardt, Alternate	Ramsey County	
Lisa Weik, Alternate	Washington County	X
Richard Bend, Alternate	Afton	
Kristen Cici, Alternate	Oakdale	
Amy Scoggins, Alternate	Woodbury	
Dave Schultz, Alternate	West Lakeland	
Richard Glasgow, Alternate	Lakeland	

Ex-Officio Members	Agency	Present
Mike Amundson	Baytown Township	
Paris Dunning	East Side Area Business Association	
Shannon Watson	Saint Paul Area Chamber of Commerce	
Ed Shukle	Landfall Village	
Randy Kopesky	Lakeland Shores	
Bill Burns	Oakdale Area Chamber of Commerce	
Tim Ramberg	WI Gateway Coalition	
Doug Stang	3M	
Jason Lott	Woodbury Chamber of Commerce	

Others	Agency
Jan Lucke	Washington County
Hally Turner	Washington County
Sara Allen	Washington County
Chris Beckwith	Metro Transit
Corrin Wendell	Metropolitan Council
Brian McClung	MZA + Co.
Andrew Burmeister	Lockridge, Grindall, Nauen P.L.L.P.

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Don Arambula	Crandall Arambula
Linda Stanton	Woodbury Resident
Janelle Schmitz	City of Woodbury
Elizabeth Abrahamson	Met Council
Heather McDougall	Ramsey County
Laurie Staiger	Woodbury Chamber of Commerce

The Gateway Corridor Commission convened at 2:05 p.m. by Chair Karwoski.

Agenda Item #1. Introductions

Introductions were made but there was not yet quorum, so the meeting began with agenda item #4.

Agenda Item #4. Peer Region Trip

Sara Allen indicated that during April's Gold Line Partners meeting, San Diego's South Bay (Bus Rapid Transit) BRT system was chosen as the next peer region visit site. Due to time constraints and the desire to see the system fully operational, the peer region visit will now take place in January or February 2019. The BRT system's current timeline is to begin operation in the fall of 2018 and be fully operational by the New Year. Ms. Allen requested partner members share preferences on potential dates in January or February 2019 for a visit. Staff will follow up with an email and dates will be finalized in time for October's meeting.

Mayor Stephens was curious about what topics the trip would focus on. She explained this would allow her to determine which staff members should attend. Ms. Allen responded that the visit would be similar to the Partners' prior visit to Eugene, Oregon. During the Eugene trip, Metro Transit representatives were interested in operations – while other attending members examined TOD and its effects. A variety of topics similar to those from Eugene would be explored in San Diego.

Agenda Item #5 Project Updates

Item 5a. Project Development Activities

Chris Beckwith, from the Gold Line project office, reminded members that project development began in January 2018, and will continue for two years. The project is making excellent progress and is on schedule. Issue resolution teams (IRTs) convened for meetings, and many Commission members are involved. IRT duties include; resolving project issues that arise for cities, counties, Metro Transit, and Minnesota Department of Transportation (MnDOT). Public engagement conducted through open houses and targeted neighborhood meetings. A technical advisory committee (TAC) consists of technical staff from involved cities, counties, Metro Transit, MnDOT, Metropolitan Council, and the Federal Highway Administration (FHWA). The TAC began meeting in March and receives updates from the IRTs. TAC passes along their recommendations to the Community Business and Advisory Committee (CBAC). CBAC has met twice as an organization and is co-chaired by Darrell Paulsen and Steve Morris. The Corridor Management Committee (CMC), a group of policy makers, has met twice and will meet again next week.

Ms. Beckwith discussed the environmental component of the project. She explained that the concept is moving along and studies will be done in fall 2018. An updated cost estimate to be completed by the end of the year.

Mayor Stephens asked what major themes had emerged from community meetings. Ms. Beckwith replied

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many in the public are looking for information on the project, or were learning about it for the first time. Community members voiced specific concerns over perceived safety issues, and the difference between BRT and local express routes. Chair Karwoski commended staff for their recent project open houses at Guardian Angels Church in Oakdale, and at Grace Lutheran in St. Paul. One aspect the Chair appreciated, was the aerial plan depicting a rigid line showing where the roadway will be located. He also appreciated the communication between staff and the public.

Item 5b. BRTOD Project Update

Corrin Wendell, of the Metropolitan Council (the Council), summarized a two-day workshop hosted in June as a result of the the Council's in-kind contribution to the Bus Rapid Transit-oriented Development (BRTOD) planning grant. The workshop was attended by 35 individuals with various transit interests, and consisted of a walking tour on the first day and an in-house workshop on the second. On day one, workshop attendees boarded a Metro Transit bus and visited future light rail stops in Brooklyn Park and Minnetonka. The second day of workshops was in-house in Woodbury, with a presentation by Lyle Wray, Executive Director of the Capitol Regional Council of Governments in Connecticut. Mr. Wray spoke about preparation for BRT and its many stages. Lance Bernard, HKGI, led facilitated group discussion. Chair Karwoski expressed appreciation for the workshop. Commissioner Weik attended both days of the workshop and commended the presentation given by Mr. Wray.

Ms. Allen emphasized the difference between project development, which concerns the designing and engineering itself of the line, from BRTOD work, which is the process of creating a larger vision. She explained that Ms. Beckwith is engaged in project development work, while Don Arambula, from Crandall Arambula, performs BRTOD work.

Don Arambula, Crandall Arambula, presented a summary of Gold Line BRTOD planning work. He indicated the 18-month BRTOD planning process, of which they are three-quarters of the way into, is occurring concurrently with other work. The focus of Crandall Arambula's analysis is on half-mile radii from each of the ten stations. He went on to say that the half-mile scope is sometimes broadened when considering such aspects as an area's bike network. He then explained that the station furthest along in the process is the Helmo station. Helmo's station area plan was recently completed, and serves as a template for other stations.

Mr. Arambula explained the BRTOD stakeholder engagement process, developed through an engagement plan created in collaboration with corridor cities and counties. Engagement consisted of three parts, including stakeholder meetings, city and district council sessions, and community meetings. Online engagement particularly successful. There have been 126 project management meetings, 48 city meetings, and 8 summaries for commission updates.

The project includes study of TOD opportunity sites, ranging from vacant lots to redevelopment sites. In addition, education destinations, shopping, and employment opportunities, were also examined and mapped.

Other analyses examined sidewalks and bus routes as well as a market analysis and feasibility study to help craft a final action plan. The action plan will be formed by a gap assessment, currently in process. An inventory identifying gaps in the system has been completed. The action plan will then utilize policies to fill the gaps.

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Mr. Arambula noted that the physical design process was complete. The next step is to think about how each station relates to the others. Stations must have direct, safe, and convenient access. The Helmo Station was used as an early example moving forward in the process. The Helmo Station location changed its original proposed location to improve TOD opportunities for Oakdale.

Creation of circulation plans to emphasize walking and biking. The idea of a five minute bike and walk time to stations is crucial, because of its correlation with increased transit usage. As a result, multimodal corridors have been prioritized. While multimodal corridors are not possible at all stations, they still remain the goal.

Three types of uses are long term development, destinations, and near term development. Transit supportive uses are most prevalent within a quarter mile. This is especially true in communities like St. Paul, Landfall, and Woodbury. Infill developments or the “missing-middle” consisting of housing of duplexes and triplexes, are characteristic of these communities. Most intense developments should be within 1/8 mile of the station. Places like retail and amenities are vital for these zones, as well as a diverse housing mix.

Chair Karwoski thanked Mr. Arambula and noted that there was now quorum. Mayor Reinke expressed appreciation for responsiveness to citizen concerns. Commissioner Ortega asked for the presentation to be sent to members. Ms. Allen stated that the presentation would be posted online, and emailed to members.

Councilmember Prince voiced concern about the lack of turn out to community meetings, as well as plan implementation by cities. Mr. Arambula explained that the report is crafted to fit the unique needs for each of the communities. Ms. Allen shared that alternative forms of public engagement were to take place at Harding High School, and Wilson High Rise apartments. Councilmember Commissioner Ortega explained the need to reflect the diversity of the St. Paul neighborhoods. Mr. Arambula agreed with the point and said that a big focus will be put on St. Paul in future phases. Chair Karwoski encouraged Ms. Beckwith and her colleagues to utilize their engagement staff to find ways to better connect with communities. Councilmember Prince mentioned that door knocking materials are available in languages other than English which can be distributed if requested.

Agenda Item #2. Consent Items

Item 2a. Summary of April 12, 2018 Meeting

Quorum was met at 2:41 p.m. A motion was made by Commissioner Ortega to approve the April 11, 2018 meeting summary. The motion was seconded by Councilmember Smith. All were in favor. **Approved.** Motion carried.

Item 2b. Checks and Claims

Ms. Allen explained the FTA grant was spread out between Crandall Arambula and sub-consultant staff. Motion made by Mayor Reinke to approve the checks and claims. The motion was seconded by Councilmember Smith. All were in favor. **Approved.** Motion carried.

Agenda Item #3. Federal Government Relations Contract.

Ms. Lucke described a contract with Infra Strategies to help guide the Gold Line project through the Federal approval process, as a strategic and policy resource. Jeff Boothe, the company’s principal, is an attorney and

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transit specialist on federal policies. The \$15,000 contract covers the remainder of 2018. One of Mr. Boothe's duties is to provide information and analysis on the FTA and other DOT programs, policies, and grants. He will assist with the preparation of letters, memos, and communication materials about Gold Line priorities and the impacts of federal policies. Additionally, he will assist in planning meetings or events to emphasize priorities. A critical task will be coordination with Andy Burmeister from the firm of Lockridge, Gridnal, Nauen P.L.L.P. (LGN), in order to ensure consistent messaging to congressional members in Washington DC.

Mayor Reinke asked about the relationship between Mr. Boothe and LGN. Ms. Lucke responded that both have held contracts with the County Transit Improvement Board (CTIB) and have a good relationship and are used to working together. Mr. Booth is a transit expert and LGN is engaged in policy work.

Motion made by Mayor Reinke to approve the federal government relations contract. The motion was seconded by Commissioner Ortega. All were in favor. Approved. **Motion carried.**

Item 5c. Federal Legislative Update

Mr. Burmeister provided an update on events in Washington D.C., and elaborated on work he does with Mr. Boothe on technical policy issues.

Item 5d. Communications Update

Brian McClung, MZA + Co., provided an update on the May close of the legislative session. Mr. McClung shared that social media and the website had been updated to reflect the new Gold Line Partners name and logo. An editorial by the St. Paul Pioneer Press was included in the packet.

Agenda Item #6. Other

Item 6a. Social Media and Website Update

Ms. Allen reiterated that social media totals were shared in the meeting packet.

Item 6b. Media Articles

Ms. Allen reiterated that media articles were shared in the meeting packet.

Agenda Item #7. Adjourn

Motion made by Mayor Reinke to adjourn. The motion was seconded by Councilmember Smith. All were in favor. **Approved.** Motion Carried. The meeting adjourned at 3:10 p.m.

GOLD LINE
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Agenda Item #2b

DATE: October 1, 2018
TO: Gold Line Partners
FROM: Staff
RE: Checks and Claims

FTA BRTOD Contract (Crandall Arambula)

July 2018	\$32,813.47
August 2018	\$39,427.03
September 2018	\$53,493.18

Contract Utilization = 58.2%

Total **\$125,733.68**

Detailed invoices can be made available upon request.

Action Requested: Approval

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Agenda Item #3

DATE: October 1, 2018
TO: Gold Line Partners
FROM: Staff
RE: Gold Line Partners Audit Results

Clifton Larson Allen has contracted with Washington County Regional Railroad Authority (WCRRA) on behalf of the Partners to perform the 2017 audit. There were no material weaknesses or significant deficiencies identified. A representative from Clifton Larson Allen will present the findings of the audit at the meeting.

Action Requested: Information

Gateway Corridor Commission, Minnesota

Audit Presentation

Year Ending December 31, 2017

October 11, 2018

WEALTH ADVISORY | OUTSOURCING | AUDIT, TAX, AND CONSULTING

Investment advisory services are offered through CliftonLarsonAllen Wealth Advisors, LLC,
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We promise to *know you and help you.*

Agenda

- Introduction
- Required Communications
- Internal Control
- Minnesota Legal Compliance
- Financial Results
- Key Issues/Summary



Introduction

WEALTH ADVISORY | OUTSOURCING | AUDIT, TAX, AND CONSULTING

Investment advisory services are offered through CliftonLarsonAllen Wealth Advisors, LLC, an SEC-registered investment advisor

Audit Team

Your audit team consisted of the following professionals specializing in governmental accounting with auditing experience:

- Doug Host – Principal
- Daniel Loch – Senior
- Jack Stearns– Associate



Required Communications

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Required Communications

See separate letters issued in accordance with applicable statements on auditing standards.



Internal Control

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Internal Control

Material Weaknesses – No deficiencies in internal control noted during 2017.

- **None in the prior year either.**



Minnesota Legal Compliance

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Minnesota Legal Compliance

Performed applicable tests and completed a 25 page checklist to verify that the Commission complied with the applicable Minnesota State Statutes.

2017 Findings:

- **None**



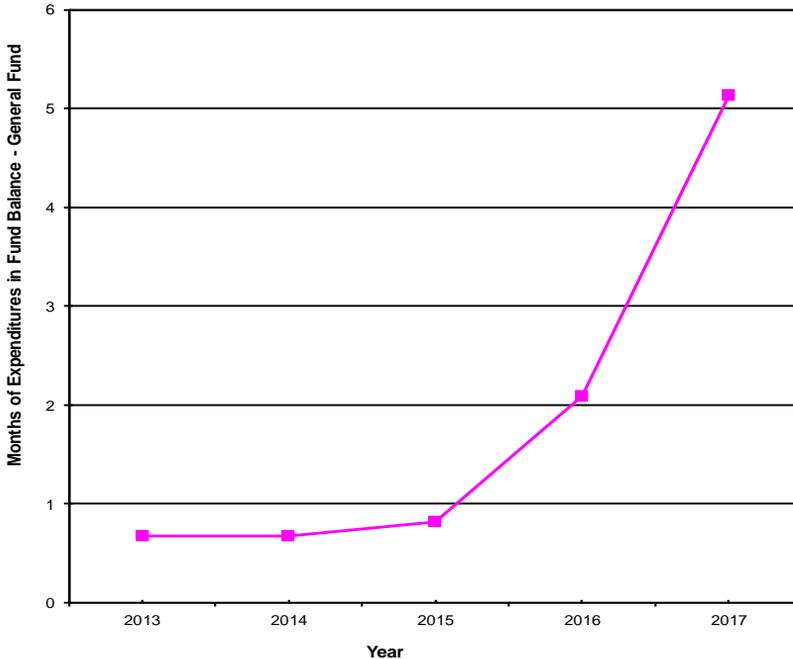
Financial Results

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Financial Results

Months of Expenditures in



MN Office of the State Auditor recommends no less than 5 months for the General Fund.

This calculation is not necessarily a requirement for the Commission as you are not reliant on taxes.

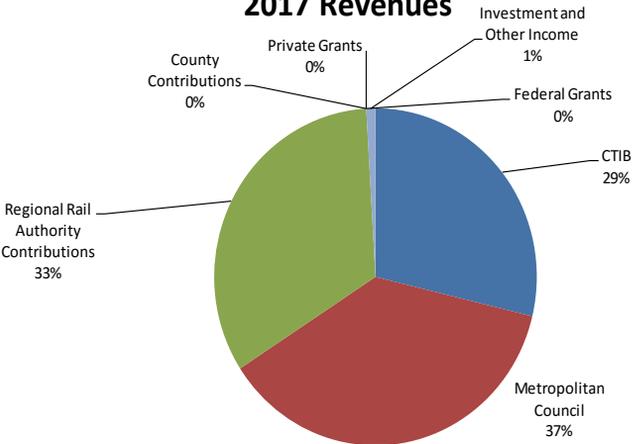
Appears reasonable based on operations and grant funding being the primary revenue source.

	2013	2014	2015	2016	2017
Expenditures	\$ 866,934	\$ 1,557,871	\$ 1,552,236	\$ 1,168,869	\$ 731,997
Unrestricted Fund Balance	48,559	87,852	105,411	203,630	312,959

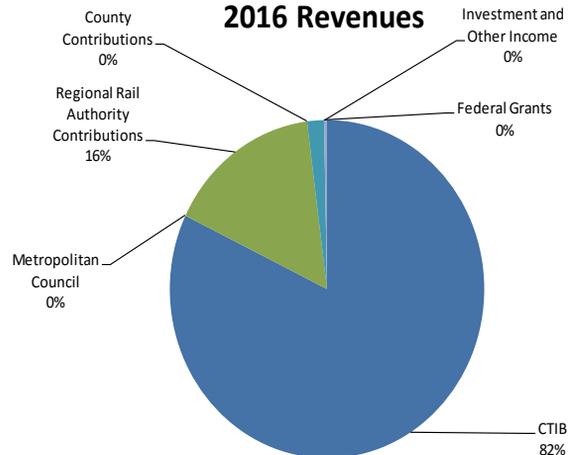
Financial Results

General Fund Revenues

2017 Revenues



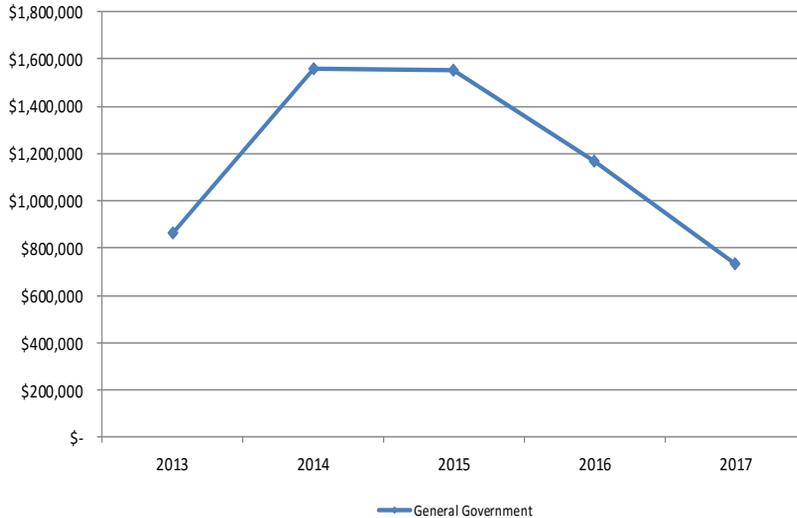
2016 Revenues



- Sources of revenues can vary greatly from year to year based on funding (i.e., CTIB, Met Council, Federal Grants, etc.).
- Majority of the Commission’s revenues are “intergovernmental” in nature.

Financial Results

General Fund Expenditures



- Expenditures can vary widely based on state of operations.
- 2014 and 2015 increases are due to DEIS expenditures.

	2013	2014	2015	2016	2017
General Government	\$ 866,934	\$ 1,557,871	\$ 1,552,236	\$ 1,168,869	\$ 731,997



Key Issues/Summary

WEALTH ADVISORY | OUTSOURCING | AUDIT, TAX, AND CONSULTING

Investment advisory services are offered through CliftonLarsonAllen Wealth Advisors, LLC, an SEC-registered investment advisor

Key Issues/Summary

- Management letter overall “clean”.
- \$835K decrease to operating grants due to the dissolution of CTIB and resulting disbursements to the County’s Metro Gold Line Fund.
- No material weaknesses.
- No passed adjustments.
- Everyone was great to work with!

**Thank you to all for helping to get
this audit completed timely and for
allowing us to serve you!**

Contact Information:

Doug Host, CPA

218-825-2948

doug.host@CLAconnect.com





Agenda Item #4

DATE: October 1, 2018
TO: Gold Line Partners
FROM: Staff
RE: MnDOT Automated Shuttle Bus Pilot Project

Connected and Automated Vehicle technology is rapidly advancing around the country and the world. These vehicles have the potential to reduce crashes by minimizing human factors during driving. As the technology advances, [Minnesota is monitoring and testing](#) how this technology works in cold and winter weather conditions.

Why a shuttle bus? Minnesota is a mass transit state. The population in the Twin Cities Metropolitan Area alone is expected to double by 2040, increasing the need for public transit in the state. Currently, many mid- to high-end personal vehicles for sale include some level of automated and connected features, but there is little research being done with transit buses.

A presentation will be made by MnDOT Automated Shuttle Bus Pilot Project Director, Jay Heitpas.

Action Requested: Information



The Future of Automated and Connected Vehicles

Gold Line Partners Meeting

Presentation Overview

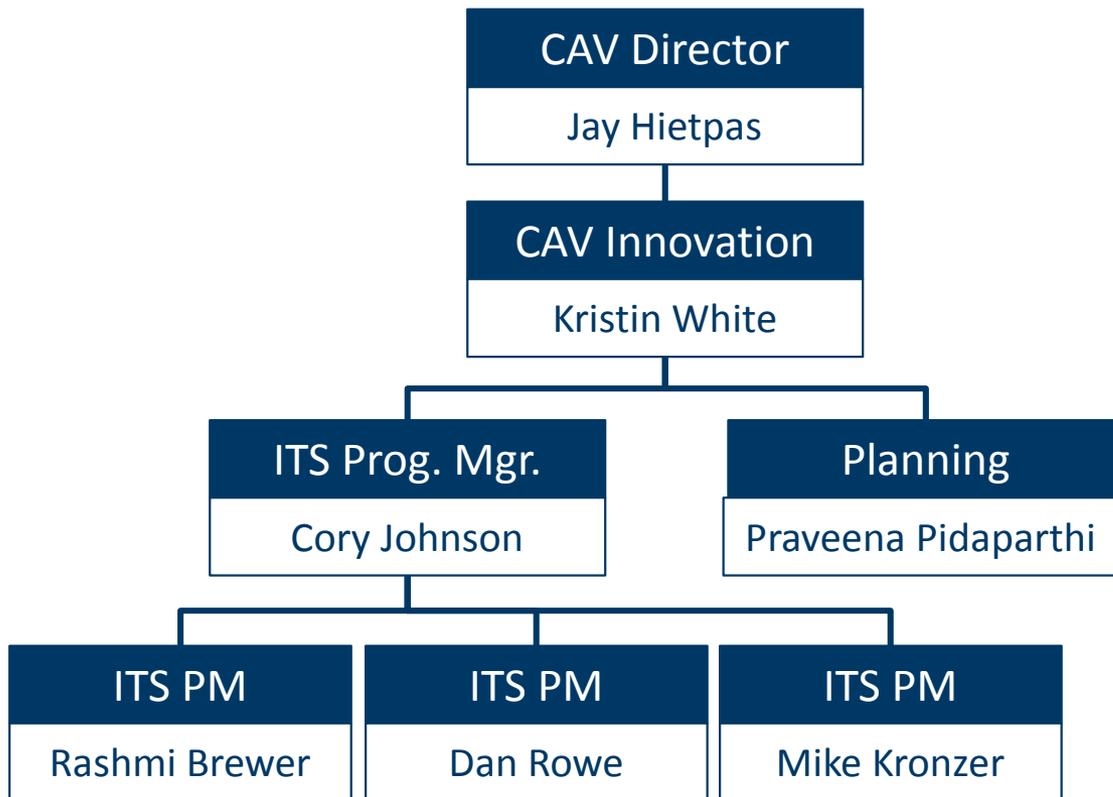
List Presentation Items

- CAV 101
- MnDOT Automated Shuttle
- Other Items

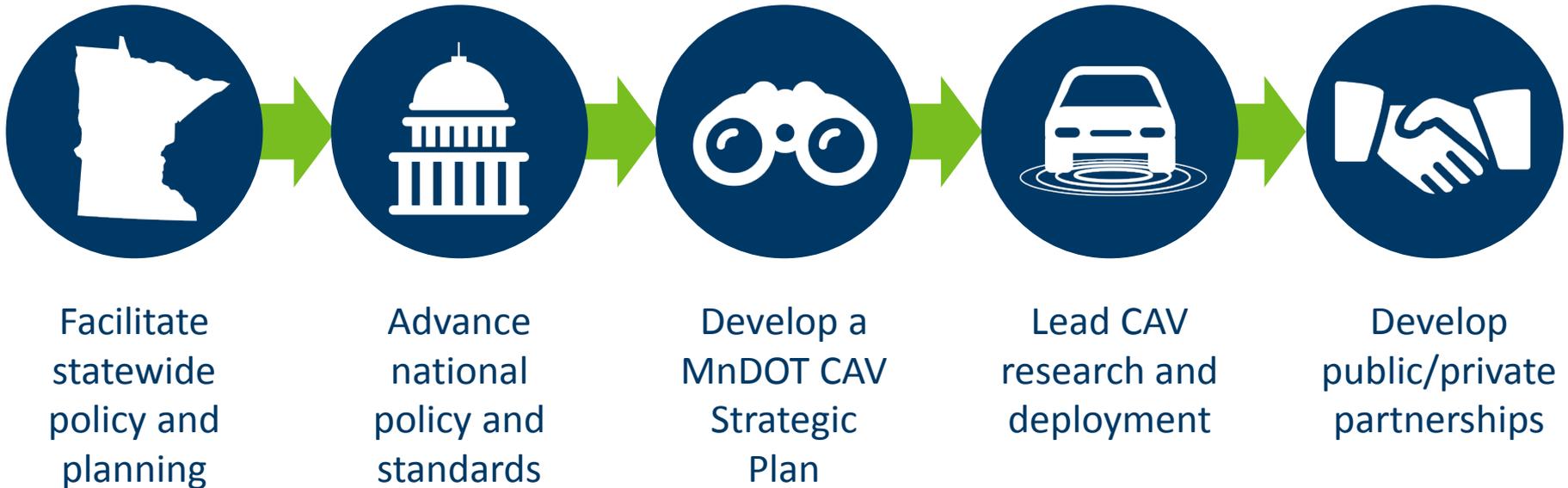


Connected and Automated Vehicles 101

MnDOT CAV-X Office



CAV-X Major Areas of Focus



4 Primary Elements



Automated



Electric

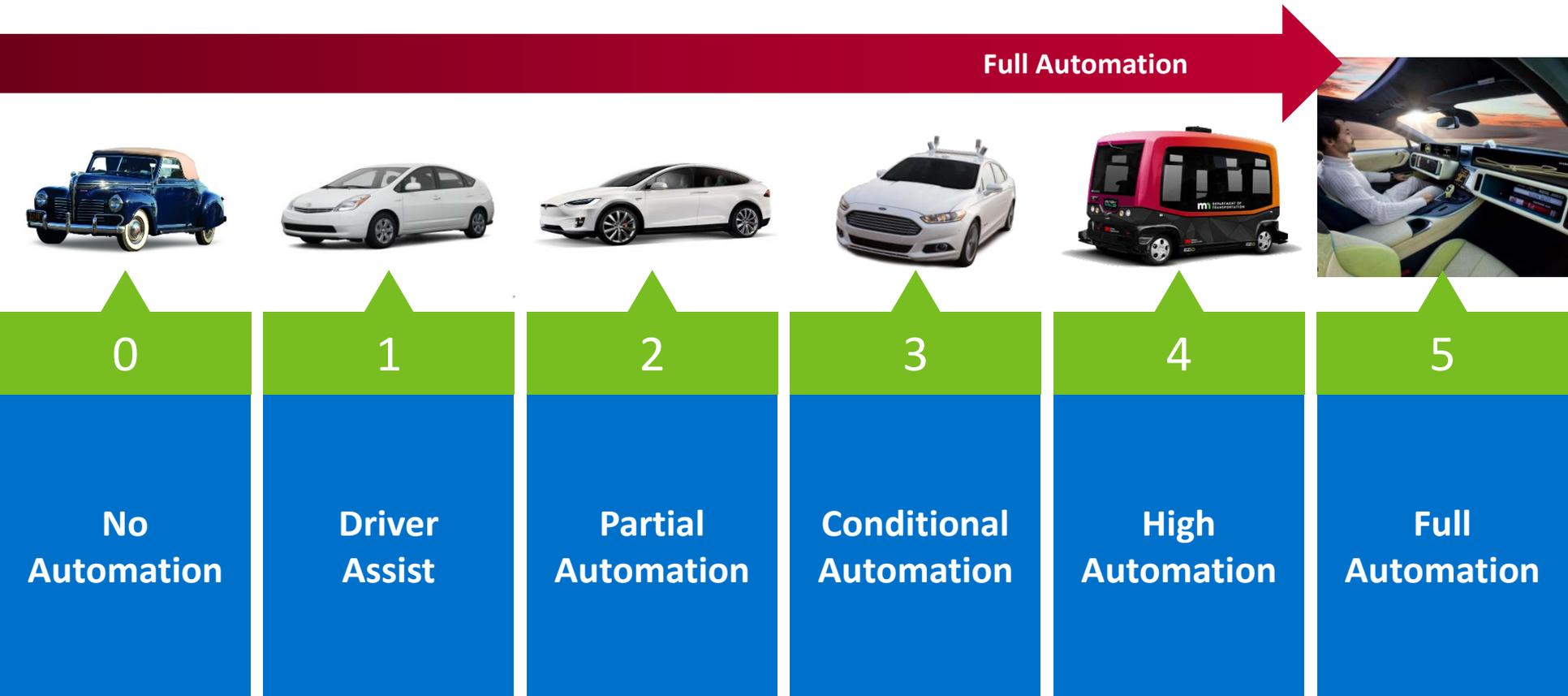


Connected

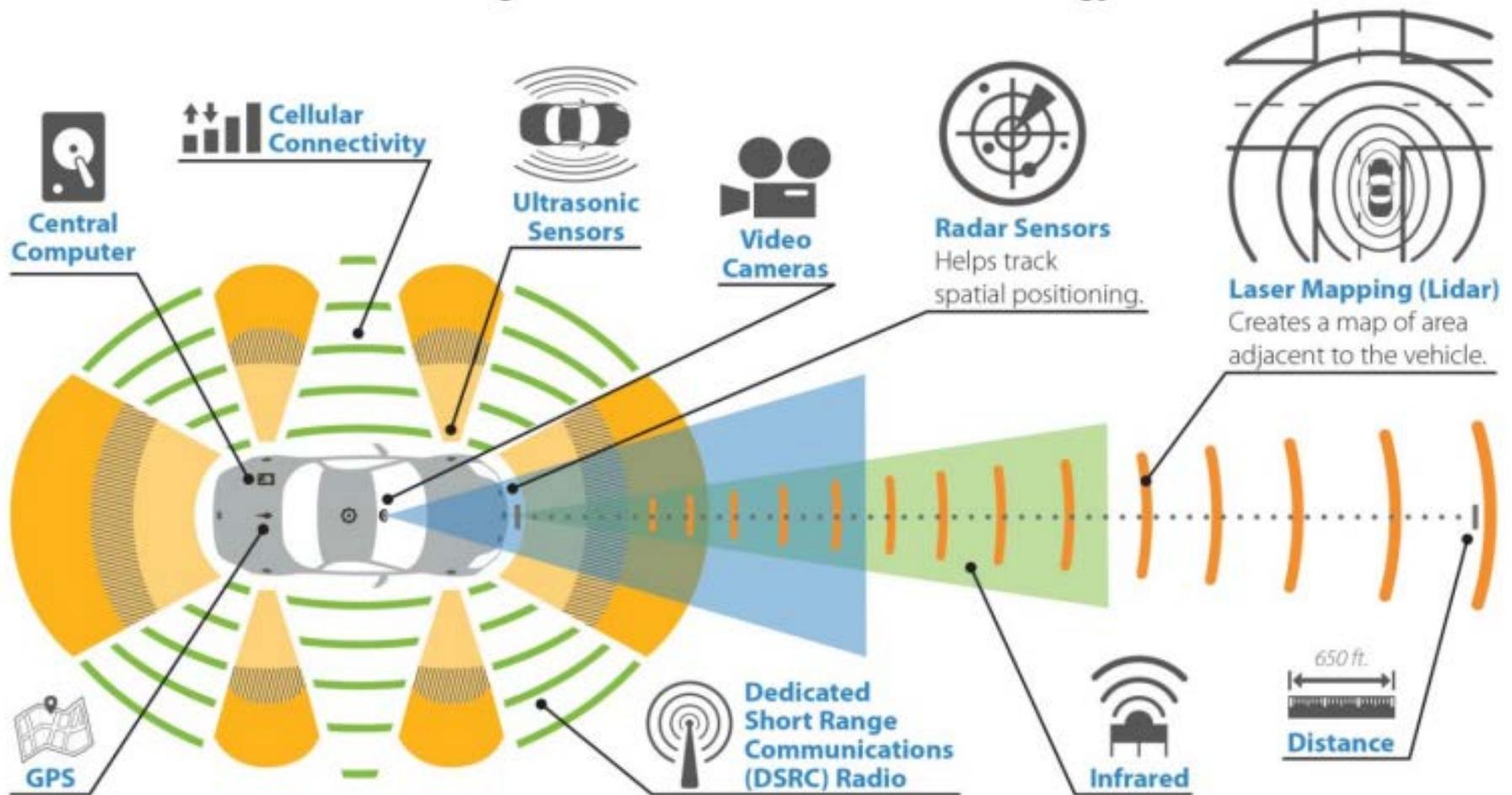


Shared

Society of Automotive Engineers (SAE) Levels of Automation



How does it work?



Automated Transit



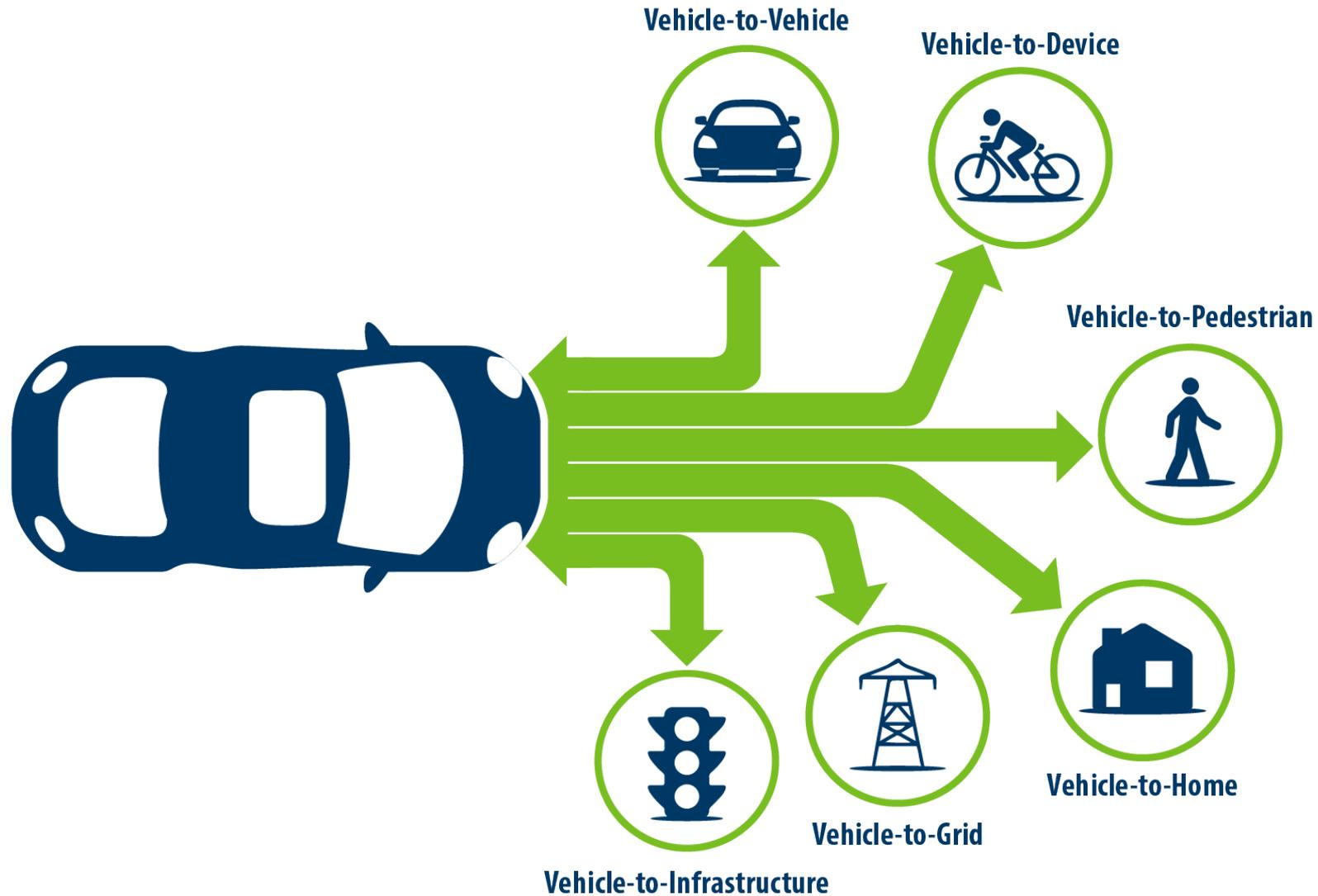
Low Speed Shuttles



Larger Transit Fleets



Connected Vehicles



Pieces of CV Already Available



MnDOT Preparations



-  Long Range Planning
-  Capital Needs
-  Research
-  Partners
-  Regulation
-  Operations
-  Strategic Staffing
-  Multi-Modal
-  Outreach



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TRANSPORTATION

Minnesota
Automated
Vehicle
Winter Weather
Testing and
Demonstrations



AV Winter Weather Testing

Project Goals

Snow and Ice Testing

Identify Infrastructure

Understand Operations Impacts

Improve Future Mobility Options

Increase Minnesota's Influence

Develop Partnerships

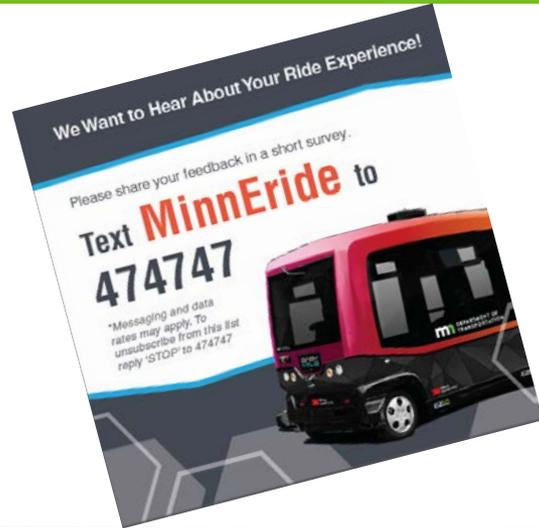
Public Feedback



Phase I – MnRoad Testing



Phase II – Public Rides During Superbowl LII Events



1279 Riders Over 3 Days

Other CAV Related Activities

TH 55 Connected Corridor

MN CAV Challenge

Automated MnROAD Truck



Policy Position Papers

AV Testing

Truck Platooning

Testing Locations

Testing Opportunities with
Minnesota Companies



Thank you!

Jay Hietpas

Jay.Hietpas@state.mn.us

GOLD LINE
P A R T N E R S

Agenda Item #5

DATE: October 1, 2018
TO: Gold Line Partners
FROM: Staff
RE: 2019 Commission Work Plan and Budget – First Reading

A draft 2019 work plan and budget is attached for discussion. This is the first reading of the draft work plan and budget. Updates will be made to the work plan and budget and final action is anticipated to take place at the next Gold Line Partners meeting in January 2019.

Action Requested: Discussion

DRAFT Gold Line Partners 2019 Work Plan and Budget

Gold Line Partners Priorities for 2019

- Continue to collaborate with Metropolitan Council, Metro Transit, and Minnesota Department of Transportation (MnDOT) to complete the environmental document and Project Development
- Oversee and guide the work of Gold Line Partners communication consultant in the execution of the strategic communication plan
- Monitor legislative activities at the state and local level regarding impacts to implementing the Gold Line
- Continue to engage the business community, community advocacy groups, and the various other stakeholders in the corridor
- Finalize the role for financial oversight of the Ramey and Washington County Gold Line capital funds

Work Plan

1. Partnerships

Gold Line Partners will work with corridor municipalities, Metropolitan Council, Metro Transit, MnDOT, Federal agencies, and public-private partnerships such as East Metro Strong to promote the advancement of the Gold Line. To accomplish this, Gold Line Partners will do the following:

- A. Offer guidance, monitor progress and prepare formal comments on studies that could have an impact on activities in the corridor
- B. Coordinate activities with the University of Minnesota through Humphrey School of Public Affairs, the Center for Transportation Services (CTS) and the Transitways Impacts Research Program (TIRP)
- C. Work with the public-private partnerships such as East Metro Strong to catalyze job growth and economic development opportunities within the corridor

2. Advocacy and Communications

Gold Line Partners will communicate about and advocate for improved transit to serve the corridor and the Twin Cities region. In addition to advocacy, Gold Line Partners will reach out to other interested parties who are also working towards improvements in the corridor and increase awareness of the project. Gold Line Partners activities include:

- A. Coordinate a legislative strategy to inform local, state, and federal elected officials of the need for transitway improvements in the corridor and build bi-partisan support for the project
- B. Promote increased transit funding to improve and expand the existing transit service in the corridor
- C. Monitor legislative activity and specific requests on legislative initiatives that affect the corridor

- D. Coordinate a visit to bus rapid transit system that operates in a dedicated guideway as a learning opportunity, particularly in the area of station area planning and early design decisions

To aid in advocacy and outreach activities, Gold Line Partners will continue in 2019 to utilize the services of a communication consultant. Some of the key items that the communications consultant will assist with would include:

- Coordinate with the Gold Line project office communications staff
- Strategic messaging and material development
- Assist in broadening social media reach and activities
- Website architecture and maintenance
- Media relations strategies and engagement
- Legislative coordination
- Updating Gold Line Partners strategic communication plan, as necessary

3. Project Development

Gold Line is in the Project Development (PD) phase of the federal transitway development process. This phase includes preliminary engineering, which brings the project up to approximately 30% design and completion of the environmental document. Gold Line Partners will work with Metropolitan Council, Metro Transit, and MnDOT to advance PD work.

4. Financial Oversight and Administrative Activities

Gold Line Partners activities will include, but not be limited to the following:

- A. Finalize the approach for financial oversight of the capital contributions from Ramsey and Washington Counties
- B. Prepare and adopt a yearly work plan and budget
- C. Prepare annual financial statements
- D. Review insurance needs and procure appropriate insurance
- E. Provide Gold Line Partners and staff administration
- F. Manage Gold Line Partners expenses
- G. Manage the consultants selected for any of the various work tasks undertaken by Gold Line Partners

Gold Line Partners will also continue contracted services with a consultant familiar with the Federal grant process. The consultant is key to helping local agencies interpret Federal Transit Administration guidance and develop responses to proposed changes to policies and procedures.

As part of the financial oversight and administrative process, Gold Line Partners will contract with a consultant to assist in ongoing strategic planning in the absence of the Counties Transit Improvement Board (CTIB). Work will include working with Ramsey County and the Metropolitan Council to outline agreements in preparation for entry into Engineering in late 2019.

Gold Line Partners

2019 Revenues

Revenues	Amount
Regional Railroad Authorities (RRA)	
Ramsey County	\$ 100,000
Washington County	\$ 100,000
TOTAL	\$ 200,000

2019 Expenditures

Expenditures	Amount
Advocacy and Communications	
Communications and State Government Relations Contract	\$ 100,000
Printing / Events / Advertising / Supplies / Misc Meeting Materials	\$ 8,000
Peer Region Trip	\$ 30,000
Financial Oversight and Administrative Activities	
Insurance / Audit	\$ 11,000
New Starts Technical Assistance Contract	\$ 15,000
Financial Oversight and Legal Policy Development	\$ 21,000
Contingency	\$ 15,000
TOTAL	\$ 200,000

GOLD LINE PARTNERS

Agenda Item #6

DATE: October 1, 2018
TO: Gold Line Partners
FROM: Staff
RE: San Diego Peer Region Visit

Background

The draft 2019 Gold Line Partners' work plan and budget includes visiting a peer region. The purpose of the trip will be to experience a BRT system operating in a dedicated guideway and learn about their engineering, construction, and station area planning processes, challenges and solutions. The trip will include meeting with elected officials, project staff and project partners to gain a variety of perspectives.

Peer Region Selection

A visit to the [South Bay BRT system](#) in San Diego, CA is proposed to take place from **Wednesday, February 6** through **Friday, February 8, 2019**. The destination was selected at the previous Gold Line Partners meetings in April and July.

Cost of Trip and Attendee Stipends

The draft 2019 budget has designated \$30,000 for the peer region trip. The Partners will need to discuss the stipend amount per attendee. For the 2014 Los Angeles and 2017 Eugene trips, attendees were provided a \$750 stipend, and the average total trip cost was between \$1,000 and \$1,200. The budget for the Eugene trip was \$20,000. If \$1000 stipends were distributed out of the \$30,000 budget, 30 people can receive a stipend.

An estimation of trip costs has been compiled. The costs are based on the following itinerary:

- Day 1: Mid-morning flight into city, spend the afternoon on tours or meetings
- Day 2: Full day of tours and meetings
- Day 3: Morning debrief, afternoon return flight

Below are the general cost assumptions for a trip cost:

Hotel (\$250 each night for two nights)	\$500
Flight and ground transportation	\$550
Meals (two breakfasts, three lunches, two dinners):	\$150
Total:	\$1,200

Trip Attendees

To keep within the \$30,000 budget, staff recommends trip stipends be prioritized to one elected official and one staff person from each commission member (including ex-officio partners), with priority going to the cities, counties, and businesses directly along the corridor. It is also recommended that Washington County have two staff stipends because they will be leading the coordination of the trip. The Partners should discuss whether stipends should be provided to project partners, such as: East Metro Strong, Metropolitan Council, Metro Transit, and MnDOT. If there are more than 30 people interested in attending, the Partners should discuss if priority should be given to specific partners as outlined above.

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Action Requested:

- A. Stipend to provide to attendees
- B. Guidance on priority attendees based on available budget

Action Requested: Discussion

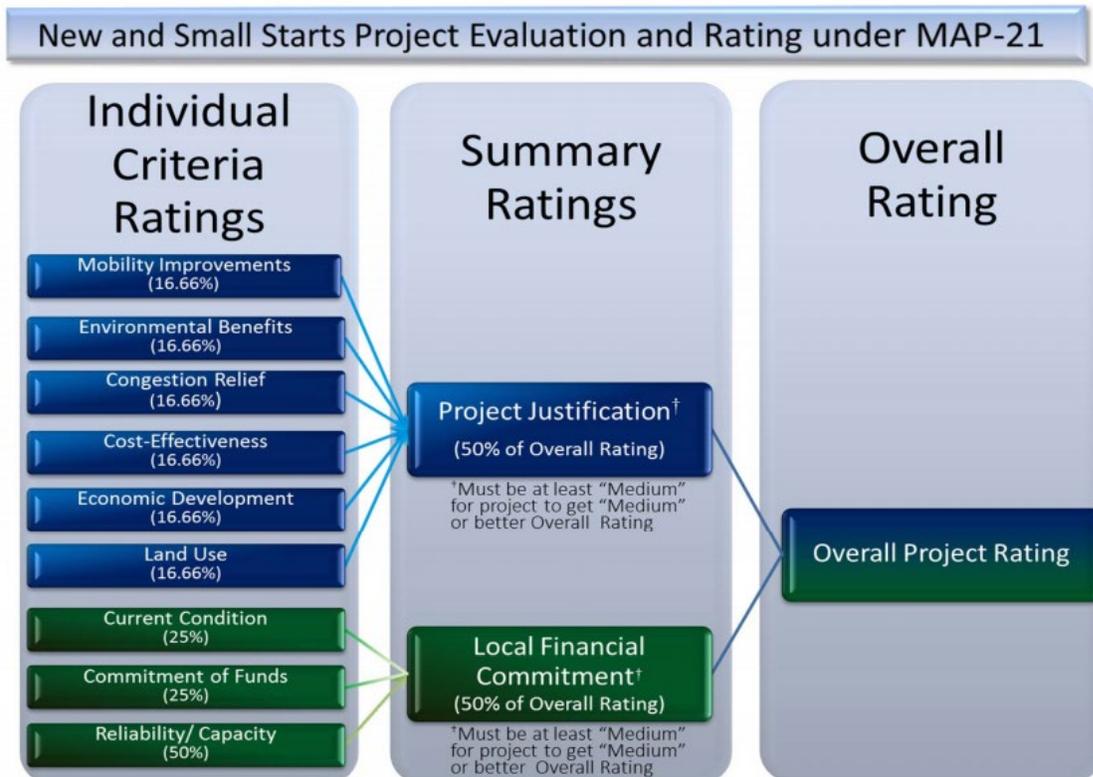
DATE: October 3, 2018
TO: Gold Line Partners
FROM: Staff
RE: New Starts Economic Development Rating

New Starts Rating Background

Current planning efforts, namely city comprehensive plans and the Bus Rapid Transit Oriented Development (BRTOD) station area plans, give Gold Line an opportunity to improve our rating to compete for Federal funding. Gold Line falls under the Federal New Starts evaluation and rating process to determine eligibility for federal funding. This evaluation process is competitive and results in the Gold Line being evaluated against projects from around the United States. Evaluation criteria are broken up into two broad categories

- **Project Justification** includes scores for mobility, environmental benefits, congestion relief, economic development, land use, cost effectiveness
- **Local Financial Commitment** is the acceptable degree of local financial commitment including evidence of stable and dependable financing sources

These measures allow various ways for projects to achieve a satisfactory overall project rating. A project can be lower in one category and higher in another to balance out to a satisfactory overall project rating. The image below demonstrates how individual criteria flow into summary and overall ratings.





Economic Development

Older models of economic development concentrated on businesses finding the least expensive land, labor, and capital. Today's economy even for "old economy" industries relies heavily on technology, a skilled and flexible workforce, and civic and institutional infrastructure. Since economies are increasingly more regional, connecting all workers regardless of skill level is essential to a region's economic success.

Transit is a critical component to ensuring access to a skilled and flexible workforce. A well-connected transit system can extend reach around a region to give employers a competitive advantage in recruiting and retaining high-quality employees since employees within a larger catchment area can reach their place of employment within a reasonable commute time.

Transportation historically has been a critical factor in determining where investments are made and jobs created. Transit once again increasingly has an important roles in connecting the workforce with potential employers. New transit routes, particularly fixed guideway systems like Gold Line, connect potential employees with jobs and allow planners to evaluate transit's role in the regional jobs-housing balance. Transit's ability to connect residential parts of a region with major job centers and employers can help mitigate disparities at a local level.

With Gold Line, development in the areas around each station present rare opportunities to evaluate each community's role in the region for both housing and economic development. The BRTOD station area plans currently in progress is a valuable process to adopt transit-supportive plans with long-term visions for each community and the corridor as a whole.

New Starts Ratings Information

The following background on the New Starts economic development and land use ratings was compiled for the Gateway Corridor Commission in 2016 by SRF Consulting.

Economic Development

The following qualitative characteristics were assessed as part of the estimated New Starts economic development rating:

- Growth Management Policies
- Transit Supportive Corridor Policies
- Supportive Zoning near Transit
- Tools to Implement Transit-Supportive Plans and Policies
- Performance of Transit-Supportive Plans
- Potential Impact of Transit Project on Regional Development
- Plans and Policies to Maintain or Increase Affordable Housing in the Corridor

GOLD LINE PARTNERS

Overall, the estimated economic development rating for Gold Line BRT in 2016 was **medium**. A summary of ratings is provided in Table 1.

Table 1. Summary of Economic Development Rating. Economic Development Criteria	
Category	Rating
Growth Management Policies	Medium
Transit Supportive Corridor Policies	Medium to Medium-High
Supportive Zoning near Transit	Medium Low
Tools to Implement Transit-Supportive Plans and Policies	Medium
Performance of Transit Supportive Plans	Medium
Potential Impact of Transit Project on Regional Development	Medium
Plans and Policies to Maintain or Increase Affordable Housing in the Corridor	Medium High

The performance of plans and policies was determined by the demonstrated cases of development affected by transit-supportive policies and station area development proposals and status. At the time of the 2016 rating, only the City of Saint Paul had adopted station area plans.

Land Use

Overall, the estimated land use rating for Gold Line BRT in 2016 was **medium**. A summary of ratings is provided in Table 2.

The following quantitative characteristics were assessed as part of the estimated New Starts land use rating:

- The existing employment served by the system
- Existing station area population density
- Existing Central Business District (CBD) parking supply per employee
- Existing CBD daily parking cost
- Proportion of existing “legally binding affordability restricted” housing within a half mile of stations to the proportion of “legally binding affordability restricted” housing in the counties through which the project travels

Table 2. Summary of Land Use Rating		
Category	Quantity	Rating
Employment served by system	79,890	Medium (70,000 - 139,000)
Average population density (persons/square mile)	4,394	Medium-Low (2,561 - 5,759)
CBD typical parking cost per day	\$ 10.79	Medium (\$8-\$12)
CBD parking spaces per employee	0.46	Medium-Low (0.4 - 0.5)
Proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels	2.51	High (≥ 2.50)



Increasing the Gold Line Ratings

The estimated project ratings in 2016 were performed by consultants familiar with FTA's project rating system as guidance for identifying the BRT alignment. The Federal Transit Administration's first official rating of Gold Line BRT will be in Fall 2019 based on updated information provided by the Gold Line Project Office. This gives project partners limited time to ensure their comprehensive plans and BRTOD station area plans with language clearly outlining transit-supportive policies are complete and adopted. Communities can also explore where there are opportunities to also update zoning, housing policies, and bicycle and pedestrian plans.

Gold Line Partners staff are able to meet with each city to discuss strategies to include transit-supportive policies in planning documents.

Action Requested: Information

GOLD LINE PARTNERS

Agenda Item #8a

DATE: September 28, 2018
TO: Gold Line Partners
FROM: Gold Line Project Office Staff
RE: Project Development Activities

On January 19, 2018, the Federal Transit Administration (FTA) granted the METRO Gold Line entry into the Project Development (PD) phase of the federal New Starts program, which is the first step to securing federal funding. This approval allows the project to advance design and engineering, environmental work, and community outreach over the next two years.

Gold Line is about 33% of the way through the PD Phase. The Gold Line Project Office (GPO) has been involved in the following activities since the April update to the Gold Line Partners:

- Executing the committee structure:
 - Technical Advisory Committee (TAC)
 - Made up of staff from cities, counties, Minnesota Department of Transportation (MnDOT), Metro Transit, Metropolitan Council, and the FHWA
 - Have been meeting monthly to review issues resolutions
 - Confirmed the Environmental Scope in July
 - Community and Business Advisory Committee (CBAC)
 - CBAC has one business and one community representative from each station plus five at-large members
 - Co-chairs have been serving on the Corridor Management Committee
 - Reviewed Environmental Scope in August and provided feedback to CMC
 - Corridor Management Committee (CMC)
 - CMC serves a similar role as the previous Policy Advisory Committee
 - Meetings were held in August and September to review the proposed scope to be studied in the Environmental Assessment. CMC confirmed the Environmental Scope on September 6
 - CMC will review the downtown alternatives this fall and a cost estimate update later this year. The CMC will approve the final environmental scope next summer.
 - Issue Resolution Teams (IRTs)
 - Made up of staff from specific issue areas (ex: Maplewood IRT has members from Maplewood, Ramsey County, MnDOT, and project office)
 - IRTs continue to meet weekly or every other week to resolve technical issues and refine design
 - IRT issues will continue be brought to public, TAC, CBAC, and CMC for input
 - Environmental Assessment (EA) Scope
 - With the CMC approval of the EA scope in September technical staff have been moving quickly on assembling the draft document. After local review, the first draft will be submitted to FTA in January
 - The first draft submitted to the FTA should indicate the preferred alternative between the two downtown options to maintain the project's schedule during Project Development

GOLD LINE PARTNERS

- An Environmental Assessment document would be published mid-2019 with a public outreach occurring next summer

Staff will provide more information on these items at the commission meeting.

Action Requested: Information

DATE: September 28, 2018
TO: Gold Line Partners
FROM: Jason Graf, Crandall Arambula
RE: METRO Gold Line BRTOD Plans

Key Work Activities/Progress for the month of July 2018

Meetings and Engagement

- PMT Meeting- BRTOD Plans briefing and Open House materials review (July 5)
- Greenway Avenue Community Meeting Engagement- BRTOD Concepts Community Center, City of Landfall (July 11)
- PMT Meeting- Gateway Commission slideshow review (July 13)
- Corridor-Wide Open House Engagement—St Paul-Ramsey County at Grace Lutheran Church (July 17)
- Corridor-Wide Open House Engagement —Oakdale-Washington County at Guardian Angels Catholic Church (July 18)
- PMT Meeting- BRTOD Plans briefing and project update (July 20)
- PMT Meeting- Review White Bear, Sun Ray and Etna stations presentations (July 24)
- Gold Line Partners Commission Meeting and BRTOD Plans Update presentation at Woodbury City Hall (July 26)
- WCRRA & City Meeting to review White Bear, Sun Ray and Etna stations presentation for District 1 Community Council (July 31)

Other Project Activities

- Prepared draft and final Open House Materials
- Prepared draft and final Gateway Commission Meeting presentation
- Prepared draft and final White Bear, Sun Ray and Etna Station BRTOD Concepts presentations, response sheets, and meeting materials

Key Work Activities/Progress for the month of August 2018

Meetings and Engagement

- PMT Meeting- 3M Survey Wrap Up Coordination (August 1)
- PMT Meeting- BRTOD Plans briefing (August 2)
- PMT Meeting- Woodbury Stations Update (August 3)
- PMT Meeting- Mounds, Earl and Etna Slideshow (August 9)
- PMT Meeting- BRTOD Plans briefing (August 16)
- Gold Line TOD- Ridership Model Conference Call (WCRRA and HNTB) (August 29)
- PMT Meeting- BRTOD Plans briefing (August 30)
- Greenway Station Next Steps Meeting with Cities and WCRRA (August 6)
- Phase 2 Engagement White Bear and Sun Ray Station- District 1, Sun Ray Shopping Center (August 6)
- Phase 2 Engagement Etna Station- Wilson Hi-Rise resident council, Wilson Hi-Rise building (August 7)
- Phase 2 Engagement Summary Meeting- WCRRA, 3M & City of Maplewood (August 23)

Other Project Activities

- Coordinate Greenway Station Infrastructure Plan (Sambatek)
- Coordinate Greenway and Maplewood Station Cost Estimates and Corridor Trail Designation (WSB)
- Prepare final White Bear and Sun Ray Meeting presentation and on-line materials
- Prepare draft Etna Station materials for Harding High School engagement
- Prepare Greenway and Maplewood Station discussion draft BRTOD Plans

Key Work Activities/Progress for the month of September 2018

Meetings and Engagement

- WCRRA and City Meeting to review Mounds, Earl and Etna (District 4 Community Council) presentation and meeting preparation (September 11)
- WCRRA Meeting to review discussion draft Greenway Station BRTOD Plan
- City conference call to discuss land use and circulation elements for Greenway Avenue station (September 12)
- PMT Meeting- BRTOD Plans briefing and project update (September 14)

-
- Phase 2 Engagement Mounds, Earl and Etna Stations- District 4, East Side Enterprise Center (September 17)
 - New Starts/Capital Investment Grant ratings meeting- WCRRA and HNTB (September 19)
 - WCRRA & Cities Meeting to review Greenway station presentation for Joint Council work session (September 20)
 - Gold Line Union Depot Station Area Planning meeting- WCRRA and Ramsey County (September 25)
 - Landfall and Oakdale Joint Council work session- Greenway Station draft BRTOD Plan circulation and land use elements review, Oakdale City Hall (September 25)
 - Phase 2 Etna Station-Harding High School Engagement Content Review (September 25)

Other Project Activities

- Phase 2 Etna Station-Harding High School Engagement October 4 and October 8
- Sambatek preparing draft infrastructure plan for Greenway station development concept draft due 1st week of October.
- WSB preparing draft cost estimate for Hudson Boulevard, Hadley Avenue & 4th Street trail draft due 1st week of October.
- WSB preparing draft Corridor Trail designation and Maplewood Bridge Crossing partnership and funding strategy- draft due 2nd week of October.
- Preparing discussion draft Maplewood Station BRTOD Plan and circulation and land use elements

Project Management Upcoming Activities

- Phase 3 Engagement Maplewood Station City Council work session (October 25)
- Phase 3 Engagement White Bear and Sun Ray Stations District 1 Community Council Land Use Committee meeting (November 5)
- Phase 3 Engagement Mounds, Earl, and Etna Stations District 4 Community Council meeting (November 19)

GOLD LINE PARTNERS

Agenda Item #8c

DATE: October 1, 2018
TO: Gold Line Partners
FROM: Brian McClung, MZA+Co
RE: Gold Line Partners Communications and Government Relations Update

At our last meeting in June, we discussed our transition from the Gateway Corridor Commission to “Gold Line Partners.”

During the time since then, we have continued to expand on that brand transition, including conversations with East Metro Strong and the Saint Paul Area Chamber of Commerce about the work Gold Line Partners is doing to build support for this project through grasstops and grassroots outreach, media relations, and lobbying efforts at the local, state and federal levels.

The reaction to the name change has been very positive. Feedback from business organization leaders has focused on the importance of continuing to share information about Gold Line BRT to keep community groups and citizens apprised of the benefits of BRT. They noted that there has been positive buzz around the Snelling Avenue “A Line” arterial bus rapid transit route. That increased awareness of BRT in general has been helpful as we talk about the amenities that will come with Gold Line BRT – including the ease of use with regular stops and the cost-effective nature of BRT.

Strategic Communications & Social Media – We continue to regularly engage via Twitter and Facebook, including promoting community engagement around project and station area planning.

As we made the move to @GoldLinePrtnrs we have seen the number of Twitter followers we have continue to grow – we were at 232 in April, 241 in June and we are now at 255 followers. That’s a good sign that people are interested in the information we are providing and are tracking the transition to the new name for this group.

Our most recent top tweet was about getting to the MN State Fair – earning 1,862 impressions. Our most recent top “media tweet” was a link that allowed people to submit feedback about how people would like to access the White Bear Avenue and Sun Ray stations – that tweet earned 1,769 impressions

The number of engaged users we have on Facebook has also increased. We are now at 902 likes and 893 followers.

Government Relations – There was a joint hearing of the Minnesota House Transportation Finance Committee & House Transportation and Regional Governance Policy Committee on Sept. 25. The issues

were not specific to Gold Line BRT, but we did send a representative and track the committee conversation. The agenda for the hearing was:

1. Safety and security on the Metro Transit system
2. Details on the agreement between the Met Council and with the Twin Cities & Western Railroad (TCW) in the Southwest light rail (SWLRT) corridor and how this impacts the future operations budget for the Met Council
3. Hiring issues at Metro Transit and impacts to service and budget

On the bus driver hiring issue, Metro Transit said that they hope to be at full force by January.

Judy Cook and Jim Girard from our team are working to have conversations with legislators and candidates in the three Minnesota House districts along the Gold Line route – the goal is to complete those conversations by the middle of October.

GOLD LINE P A R T N E R S

Agenda Item #9

DATE: October 1, 2018
TO: Gold Line Partners
FROM: Staff
RE: Tentative 2019 Meeting Dates

Gold Line Partners is required to have regularly scheduled meetings as set annually by the members. The schedule was altered in 2018 to better accommodate member schedules and was determined to meet quarterly on the second Thursday of the month from 4:00 to 5:30 pm.

Staff recommends continuing the quarterly schedule. Accordingly, the proposed 2019 meeting dates would be:

January 10
April 11
July 11
October 10

Action Requested: Discussion

NEWS > GOVERNMENT & POLITICS

Lose the Loop? Gold Line officials torn over St. Paul downtown route



Artist's concept of a Gold Line rapid-transit bus and station. (Courtesy of Metro Transit)

By **BOB SHAW** | bshaw@pioneerpress.com | Pioneer Press

PUBLISHED: October 2, 2018 at 5:00 am | UPDATED: October 2, 2018 at 8:50 am

Gold Line officials are facing a decision: Love the loop, or lose the loop.

A proposed two-mile loop through downtown St. Paul — an extension of the rapid-transit bus line — is in doubt after two Ramsey County commissioners said they oppose it.



Ramsey County Commissioner Rafael Ortega. (Pioneer Press: John Doman)

“Seeing all the congestion in downtown St. Paul, I don’t see how adding buses will make things any easier,” said Commissioner Rafael Ortega. He and Jim McDonough are both county commissioners and members of the Gold Line Management Committee — which is making decisions about the route of the project.

Both of them say the \$10 million cost for the loop is probably not worth the money, and the loop would duplicate other transit options.

But loop proponents say it is necessary to boost ridership, in order to qualify for federal funding that will cover half of the \$420 million cost.

Lisa Weik, representing Washington County on the committee, said the loop would add about 1,000 riders a day. “Without the loop, we would not be competitive with places like Portland or Charlottesville,” she said.

The St. Paul loop will be discussed at a meeting Thursday of the Gold Line Committee.

WHAT IS THE GOLD LINE?

The Gold Line would run from downtown St. Paul through Maplewood, Oakdale and Woodbury. The rapid-transit service — the first in the state — would run buses every seven minutes during rush hours.

Most the way, buses would travel at 45 mph on their own dedicated roadways. At other times, they would travel on existing streets and bridges.

Originally, plans called for ending the Gold Line at the Union Depot. That plan was for a nine-mile route, with 11 local stops.

But Weik said that in 2016, the two-mile downtown loop was added.

Buses would continue from Union Depot west on Sixth Street to Smith Avenue, then return along Fifth Street. The loop would add six downtown stops — mini-stations that are being called “Enhanced Station Stops.”

LOOP COST: \$10 MILLION

The \$420 million cost includes about \$10 million for the loop, according to Metropolitan Council spokesman John Schadl. Adding the loop, he said, “comes down to a straight-up cost/benefit analysis.”

Half the money would come from the federal government, and roughly half would come from Ramsey and Washington counties.

And that’s why the loop is necessary, said committee member Weik.



The federal money comes with its own set of standards — including guarantees that enough people will ride each project. Without the loop, she said, the projected ridership of 7,000 a day is only high enough to give the project a “medium-low” rating.

But if the loop is included, riders would find it more convenient to simply remain on the Gold Line all the way to their downtown destinations, rather than get off at Union Depot and transfer.

She said the additional riders would push the project’s rankings up to “Medium.” “Projects are not eligible if they dip below ‘Medium,’ ” said Weik.

Weik said it might be possible to add another 1,000 riders without the loop. She is exploring the possibility of including new riders served by other bus routes that connect with Gold Line stations.

ORTEGA: PRESERVE FUNCTION

Commissioner Ortega said that the original plans called for ending the Gold Line at the Union Depot — which he still prefers.

The station, refurbished in 2012 at a cost of \$243 million, is the natural transit hub for the area, he said. Gold Line riders should be able to transfer there to other buses or to the Green Line light rail.

“We need to make sure that Union Depot is the transit hub for St. Paul,” said Ortega. “The function of the Gold Line is not be a circulator in the city.”

Ortega also objects to the downtown mini-stations.

“The stations outside the city are very nice. But the ones in the city are glorified bus stops,” said Ortega. He said the quality of stations should be the same from one end of the Gold Line to the other.

OTHER ROUTE DECISIONS MADE

The Met Council’s Schadl said the fate of the loop is one of many decisions being made. Some previously debated options have been settled, including:

- Running the line along Mounds Boulevard in St. Paul between Wilson Avenue and East Seventh Street. The Met Council rejected an alternate route along Maria Avenue.
- Building an overpass above McKnight Road. Officials considered running buses at ground level, along Hudson Road at McKnight. The costs were close; officials picked the overpass.

Another decision remains, he said: Building a station along Hudson Road at either Van Dyke Street or Hazel Street. That choice will be made after more meetings, he said.

Schadl said the loop, and many other details about the Gold Line, are being hammered out over years of work by the Gold Line committees.

“We ask people,” said Schadl, “to stay tuned.”

Tags: [Downtown St. Paul](#) [St. Paul](#) [Transportation](#)

[Woodbury](#)

Bob Shaw

Bob is a 40-year veteran (yes, he is grizzled) who edited one Pulitzer Prize winner and wrote two that were nominated. He has also worked in Des Moines, Colorado Springs and Palo Alto. He writes about the suburbs, the environment, housing, religion -- anything but politics. Secret pleasures: Kayaking on the Mississippi on the way to work, doughnuts brought in by someone else. Best office prank: Piling more papers onto Fred Melo's already trash-covered desk.

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VIEW COMMENTS

EAST METRO

Tiny mobile home city of Landfall warily awaits Gold Line bus-rapid transit

By Janet Moore (<http://www.startribune.com/janet-moore/10645476/>) Star Tribune |

JULY 31, 2018 — 7:11AM

For Mayor Stan Suedkamp, the tiny mobile home city of Landfall is a little-known — and unusually affordable — gem in Washington County that will only get better when mass transit comes to town.

In 2024, the Gold Line bus rapid transit (BRT) line will begin serving the community of some 742 residents, many of whom are families earning modest wages, or retirees on a fixed income. Suedkamp wants to keep his [community](http://cityoflandfall.com/) (<http://cityoflandfall.com/>) accessible to those who can't afford the skyrocketing rents and home prices that now define the Twin Cities burgeoning real estate market.

“We are a unique little owner-occupied piece of property in the middle of these rapidly growing suburbs, and now we're getting an additional amenity with the bus rapid transit,” he said.



(http://stmedia.startribune.com/images/ows_153298471779011.j)
RICHARD TSONG-TAATARI, STAR TRIBUNE

Holly and Buddy are a couple canine residents of Landfall, the tiny mobile home park city in the east metro, is on the verge of a serious...

Others in the pleasant lakeside community say they'll wait to see how the line plays out once it begins service, although two open houses held earlier this month were well-attended. Another open house is planned for Tuesday, and Metro Transit representatives will attend community events, such as National Night Out and the Washington County Fair, to spread the word and gather input about the Gold Line.

Plans call for the Gold Line to link Union Depot in downtown St. Paul to Woodbury, with [stops](https://www.metrotransit.org/gold-line-stations) (<https://www.metrotransit.org/gold-line-stations>) in the Capital City's East Side, Maplewood, Oakdale and near Landfall — mostly skimming the northern flank of Interstate 94.

Bus rapid transit service is similar in some ways to light rail, but with a price tag of \$420 million, it will be built for a fraction of the cost. Passengers pay before boarding and wait for more-frequent service in shelters that are heated in winter, brightly lit and more secure than ordinary bus stops.

While the Gold Line will technically be the metro area's third bus rapid transit project behind the [Red](https://www.metrotransit.org/metro-red-line) (<https://www.metrotransit.org/metro-red-line>) and [Orange](https://www.metrotransit.org/metro-orange-line) (<https://www.metrotransit.org/metro-orange-line>) lines, it's unusual because much of its route is slated to travel in dedicated lanes. In Landfall, however, it will trundle down Hudson Road in mixed traffic.

“I don't think I'll use it because I need my car for work,” Landfall resident Hugo Morales said one recent afternoon. “But I know someone who uses the bus, and she might use it.”

The Metro Transit bus currently serving Landfall connects to Maplewood Mall to the north and the Sun Ray shopping center just west of town. But service is fairly infrequent, especially on nights and weekends.

“We currently have a bus service that picks people up here, but then you have to make a connection to make a connection to make a connection to get anywhere,” Suedkamp said.



(http://stmedia.startribune.com/images/ows_153298471779011.j)
RICHARD TSONG-TAATARI, STAR TRIBUNE

Landfall, the tiny mobile home park city on a lake in the east metro, is on the verge of a serious boost in transit service. The Gold Line BRT...

Edward Goetz, director of the Center for Urban and Regional Affairs at the University of Minnesota, said people who depend on transit probably rule out living Landfall because bus service is a bit infrequent.

“If enhanced transit is built nearby, it may make the place a little more accessible,” he added. “In the future, you may have potential residents moving in who don’t have an automobile.”

Opportunities to develop

The prospect of new transit projects coming to communities often causes transit planners and real estate developers to salivate at the prospect of “transit-oriented development.”

Landfall is unusual because it’s essentially built out at 300 mobile homes, with all but two occupied. There are two commercial properties within city borders along Hudson Road, home to Harley-Davidson and Indian motorcycle dealerships, and a few other businesses.

Regarding possible development, “it’s up to those business owners to do what they want,” said Christine Beckwith, Gold Line project manager. “They may see opportunities in the future to do something with their space. We’ve told them they could get approached by developers.”

Tom Giannetti, owner of St. Paul Harley-Davidson, says the promise of real estate development is part of the “sales pitch” planners use to gin up support for expensive public transit projects.

“They’re betting a lot of money on it,” he said. “I’m not a real believer myself, I don’t necessarily buy into everything they say [the Gold Line] will do. I think some money should go into repairing roads.”

Giannetti, who serves on a Gold Line advisory [committee](https://www.metrotransit.org/gold-line-committees) (<https://www.metrotransit.org/gold-line-committees>), doesn’t expect the line to boost his business. “I don’t think I’ve ever sold a motorcycle to someone who got off a bus,” he said.

Fear of displacement

The Gold Line has some residents fearing the whole city will be bought out by private developers, or that rents will rise. This comes after the widely publicized sale last year of the Lowry Grove mobile home park in St. Anthony, which displaced nearly 100 households.

But mobile home parks like Lowry Grove are privately owned and are vulnerable to redevelopment in a hot real estate market. In contrast, Landfall is owned by Washington County, an arrangement that will end by early 2024 when the city will take over. But either way, “the City Council will not allow [a sale or hefty rent hike],” Suedkamp said.

“Everyone is looking for this to be a mobile home park in perpetuity,” he said. “We work very hard to keep rents low. That’s important to us.”

The maximum income permitted for a family of four in Landfall is \$47,000 a year. Residents own their mobile homes, but pay \$275 to \$340 a month to cover rent and some utilities.

“Nobody’s really talking about it,” said Jeff Altendorfer, a 20-year Landfall resident, when asked about the Gold Line. “If people who don’t drive have more options it will be better for them. I don’t think I’ll take it.”

Altendorfer was fishing one morning last week at the Landfall dock on Tanners Lake, which borders the city’s west side.

“Until they break ground and start digging, you won’t hear anything,” he added as he heartily cast his line.

Gold Line planners seek feedback at open house

By [William Loeffler](#) on Jul 24, 2018 at 8:28 p.m.



Mary Dicke of Hudson, Wisconsin, studies a map of the proposed Gold Line bus rapid transit route during a July 18 open house at Guardian Angels Catholic Church in Oakdale. The event was hosted by the Metropolitan Council. William Loeffler / RiverTown Multimedia

OAKDALE — The Metropolitan Council is moving ahead with the public engagement phase for the Gold Line Bus Rapid Transit project.

Last week, the council hosted the first of a series open houses intended to gather community comment on the nine-mile, round-trip route that will run from St. Paul to Woodbury.

About 60 people attended a July 18 open house at Guardian Angels Catholic Church in Oakdale.

The Gold Line will run from Union Depot through the East Side of St. Paul, Maplewood, Landfall, Oakdale and Woodbury.

The impact on communities along the route is significant, since the busses will run primarily along new bus-only lanes. Ten new stations are planned, including a proposed Tamarack Road Station and Woodbury Theatre Station near Bielenberg Road.

Feedback from the cities, businesses, neighbors and future riders will help determine where exactly the stations will be located, Met Council spokesman John Schadl said. Other issues could include "whether or not we leave space for a city to build a bike path."

"This is an iterative process," Schadl said. "As we move forward with it and get more and more detailed with the design and engineering, it will change. Which is one of the reasons we have to keep engaging the public."

Mary Dicke came to the open house from her home in Hudson, Wisconsin. She scanned maps of the course, laid out miniature railroad style on tables.

"I live in Wisconsin, so it doesn't go far enough," she said.

But Dicke said the Gold Line would save her from driving all the way to her job at Hennepin Health in Minneapolis. She could drive from Hudson to Woodbury and take the Gold Line to Union Depot, where it connects with Green Line light rail transit.

"I think it looks good," she said.

The Gold Line is expected to be in service by 2024 with construction beginning in 2022.

Last year, the Met Council took over management of the project from the Gateway Corridor Commission, now renamed Gold Line Partners.

More information is available at www.metrotransit.org/gold-line-project (<http://www.metrotransit.org/gold-line-project>). Visitors can also sign up for a project newsletter and

updates.

William Loeffler

William Loeffler is a playwright and journalist from Pittsburgh, Pennsylvania. He worked 15 years writing features for the Pittsburgh Tribune-Review. He has also written travel stories based on his trips to all seven continents. He and his wife, Michelle, ran the Boston Marathon in 2009.

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