



Agenda
Gold Line Partners
January 10 – 4:00-5:30 PM

Woodbury City Hall, Birch Room
8301 Valley Creek Road
Woodbury, MN 55125

<u>Item</u>	<u>Requested Action</u>
1. Introductions	Information
2. 2019 Elections* a. Chair of the Commission b. Vice-Chair of the Commission	Approval
3. Consent Items a. Summary of October 11, 2018 Meeting* b. Checks and Claims*	Approval
4. 2019 Partners Work Plan and Budget*	Approval
5. 2019 Insurance Renewal*	Approval
6. BRTOD Presentation	Information
7. Peer Region Visit – San Diego a. Itinerary b. Stipend Allocation	Information Approval
8. Project Updates* a. Pre-Project Development Activities b. BRTOD Project Update c. Communications Update	Information Information Information
9. Media Articles	Information
10. Adjourn	Approval

*Attachments



Agenda Item #2

DATE: December 12, 2018
TO: Gold Line Partners
FROM: Staff
RE: Election of Chair and Vice-Chair for 2019

The Gold Line Partners Joint Powers Agreement (JPA) calls for the election of a Chair and Vice-Chair at the first Gold Line Partners meeting of the calendar year. Also, based on the JPA, the Chair and Vice-Chair position shall consist of at least one financial member.

For 2018, the Chair was Washington County Commissioner Stan Karwoski and the Vice-Chair was Ramsey County Commissioner Rafael Ortega.

Action Requested:

- A. Election of 2019 Chair of the Gold Line Partners
- B. Election of 2019 Vice-Chair of the Gold Line Partners

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October 11, 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
Lori Pulkrabek, Alternate	Oakdale	
Amy Scoggins, Alternate	Woodbury	
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	X
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 and Emily Jorgensen	Washington County
Chris Beckwith	Metro Transit
Brian McClung	MZA + Co.
Linda Stanton	Woodbury Resident
Jay Hietpas	MnDOT

The Gold Line Partners convened at 4:01 p.m. by Chair Karwoski.

Agenda Item #1. Introductions

Introductions were made by those present.

Item 2. Consent Items

Item 2a. and Item 2b. Summary of July 26, 2018 Meeting and Checks and Claims:

For questions regarding this material, please contact Jan Lucke,
Washington County at (651) 430-4316 or at jan.lucke@co.washington.mn.us.



Motion made by Commissioner Ortega to approve the July 26 meeting summary and checks and claims. The motion was seconded by Mayor Reinke. All were in favor. **Approved.** Motion carried.

Agenda Item #3. Gold Line Partners Audit

Doug Host, Principal with CLA presented the 2017 Gold Line Partners audit summary with a PowerPoint presentation. Mr. Host introduced the audit team, three professionals specializing in governmental accounting with auditing experience. Mr. Host stated that separate letters for the required communications have been issued in accordance with applicable statements and auditing standards. No deficiencies in internal control were noted during 2017, this was the case for 2016 as well. The auditing team performed applicable tests and completed a 25 page checklist to verify that commission complied with applicable state statutes. There were no findings from the checklist. The financial results appear to be reasonable based on operations and grant funding being the primary revenue source. The majority of the Commission's revenues are intergovernmental in nature. The general fund expenditures can vary widely based on state of operations. There were increases in 2014 and 2015 due to Draft Environmental Impact Statement expenditures. The management letter is clean. There was a decrease in operating grants due to the dissolutions of Counties Transit Improvement Board which results in disbursements to the County's Metro Gold Line Fund. The audit found no material weaknesses or passed adjustments.

Chair Karwoski thanked Mr. Host, and Ramsey and Washington County staff for commission administration.

Agenda Item 4. Automated Shuttle Bus Pilot Project – MnDOT

Jay Hieptas, with Minnesota Department Of Transportation (MnDOT) presented on connected and automated vehicles (CAV). MnDOT has a new office for CAV which includes engineers, planners and attorneys. MnDOT is the lead state agency, working with the legislature and chambers of commerce to facilitate policy, local and nationwide. The office is working to develop a strategic plan. Automated, electric, connect and shared are the four primary elements of CAV. The levels of automation span from zero to five. A level five vehicle is still a long ways off. CAV use different types of technology to operate such as cameras, radios, LIDAR, GPS and others. The MnDOT pilot shuttle was a level four automated vehicle. Automated transit is in the future. A low speed shuttle was MnDOT's project. Large scale transit fleets are not yet available in the US. These fleets operate on pre-programmed routes at about 25 miles per hour. Connected vehicles can talk vehicle to vehicles, to devices, pedestrians, homes, the grid and other infrastructure. MnDOT is preparing a strategic plan to identify regulation, partners, investments, operations and other elements to implement CAV.

Mayor Stephens asked about the challenges. Mr. Hieptas stated that winter weather presents the biggest challenge. However, dedicated guideways offer a great opportunity. Mr. Hieptas noted that CAV could be a strong solution for first/last mile connections and a solution for the disabled community. The public perception and policy components are also challenges and barriers.

Mayor Stephens stated that the University of Michigan is using a CAV on campus and asked if they have lessons learned during winter. Mr. Hieptas stated that they have not yet demonstrated the technology in the winter weather.

Ms. Watson asked if roadway rutting would be a problem if the CAV doesn't deviate from path. Mr. Hieptas stated yes and that technology needs to be calibrated.



Chair Karwoski thanked Mr. Hieptas for his presentation.

Agenda Item 5. 2019 Partners Work Plan and Budget

Ms. Turner summarized the 2019 work plan. Tasks includes partnerships like continuing to work with the Metropolitan Council, Metro Transit, East Metro Strong (EMS) and other agencies to further the Gold Line. Staff will continue to monitor other commissions.

There will be a contract extension for MZA to assist with legislative strategy and communications for the commissions. Staff are always looking for opportunities to increase transit funding. MZA helps to engage businesses and community stakeholders through a strong web presence.

A trip to San Diego is planned for early 2019. This trip will allow the Partners to explore San Diego transit and its impacts.

The work plan also includes financial oversight and administrative activities. Mary Richardson is on contract to provide guidance on financial oversight. This contract will be extended. Jeff Booth's contract will also be extended to help with working at the federal level and understanding the New Starts program.

Ms. Turner summarized the 2019 budget. The 2019 revenue is a 50/50 split between Ramsey and Washington County. The dues have been budgeted in Washington and Ramsey County budgets for 2019. The budget's expenditures cover advocacy, communication, the peer region trip, financial oversight/administration and New Starts technical assistance. The budget has a slight decrease in administration from 2018. More information will be available after the BRTOD plan with Crandall Arambula is completed.

Chair Karwoski stated that everyone should be prepared to approve the contracts and budget in the New Year.

Agenda Item 6. San Diego Peer Region Visit

Ms. Turner stated that San Diego was selected to visit San Diego for peer region trip. The trip has been delayed until 2019. The San Diego system is just now being tested. The delay will also allow new elected officials to join the trip. It will be an opportunity to explore how a suburban community has retrofitted environment for transit. The proposed dates in February should be held on calendars.

Chair Karwoski encouraged the Partners to place the dates on their calendars. Ms. Turner stated that Washington County staff will be in touch about trip plans in the next few months. The trip budget increased to \$30,000 with a \$1,000 stipend per person. Staff is looking to Partners to confirm that the stipend is appropriate. Staff is looking for guidance on who should attend the trip.

Commissioner Ortega asked how many members on the partners. Ms. Turner stated there are 7 full members and 13 ex-officio members. Commissioner Ortega confirmed that Ramsey County would



receive 2 stipends and asked who would be considered a key stakeholder in this situation. Ms. Turner stated that EMS should be considered. Chair Karwoski concurred.

Mayor Stephens stated that the two chairs from Community Business Advisory Committee should be considered. Commissioner Ortega asked staff for a list of people to be considered. Chair Karwoski asked staff for a list of groups who should be considered for the partners to evaluate. Ms. Turner stated that a list with prioritized potential groups will be sent out. Ms. Turner confirmed that there was no resistance on a \$1,000 stipend at a minimum.

Agenda Item 7. New Starts Economic Development Rating

Ms. Lucke stated that Federal Transportation Administration rates projects annually. There are two criteria where cities would have a significant influence in the rating. Half of the rating is the project justification. The other half is the financial commitment. The cities are working on economic development and land use. Ms. Lucke thanked the cities in advance, their work will influence and build scores on economic development and land use. The FTA is looking for policies corridor-wide that will encourage transit use.

Currently, Gold Line is projected to be rated at a medium. Mayor Stephens asked if the projection analysis was done on the current alignment. Ms. Lucke confirmed it was. The Gold Line Project Office will be working with cities to update this information in summer 2019 to get a rating for federal funding. Chair Karwoski stated that it would be beneficial to see that score higher to achieve project approval from the federal level.

Councilmember Smith asked if zoning work needed to be done in advance. Ms. Lucke stated that some comprehensive plans have introduced different land uses around station areas. Mayor Reinke stated that Oakdale introduced new land uses for the station areas. These uses created a whole new category, definition and type of housing. This zoning was not part of the preliminary score calculated by Kimley Horn in 2016. Mayor Stephens stated that Woodbury did not do this in their 2040 comprehensive plan. Ms. Lucke stated that every community will have a different approach and these elements will significantly impact the rating.

Agenda Item 8. Project Updates

a. Project Development Activities

First, Ms. Beckwith gave an update on the Environmental Assessment (EA). The EA is critical to project success. There are many issues that could arise and impact the schedule. Thus far the EA is on schedule. The EA report will be sent to Federal Transit Administration in January and conclude in October 2019.

Ms. Beckwith shared that the Issue Resolution Team (IRT) process will conclude at the end of 2018. This process has worked well so far. The Design Resolution Team might begin in 2019.

The Corridor Management Committee is working on the downtown alternatives. Staff has been researching and conducting analyses. This process has been constrained with the EA simultaneously occurring and the EA can only include alternatives that have already been approved by the Corridor Management Committee. The next

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Corridor Management Committee is scheduled for Thursday, November 1st. Ms. Beckwith asked what information the Partners would like from staff. Chair Karwoski asked to see a summary of issues IRT addressed. Ms. Beckwith stated that that will be available.

b. BRTOD Project Update

Ms. Turner stated that since the July Gold Line Partners meeting staff have been coordinating with the Gold Line Project Office. Staff have been engaging with cities to make sure the most recent information is shared. There have been many different types of engagement to reach the targeted populations. Staff engaged students at Harding High School to get input on station area planning.

Staff anticipate finalizing the station area plans at the end of 2018. It is possible there might be an extension into 2019. Chair Karwoski asked if engagement was being tracked. Ms. Turner confirmed it was but stated that those engaged are not asked to self-identify. Gold Line Project Office also does not ask those engaged to self-identify. Chair Karwoski stated that tracking can benefit engagement.

c. Communications Update

Mr. McClung stated that the previous meeting was the first meeting as the newly named Gold Line Partners. Staff have been working on promoting the rebranding since that time. The Gold Line Partners social media has continued to be active. There was not a drop in communications after the rebranding. Recent popular tweets included information about the state fair. The 2019 Legislative Session is approaching quickly. The Communications team is getting prepared and prepping candidates.

Chair Karwoski stated that he hears a lot of concerns about safety from the public and asked for a strategy to address this concern. Mr. McClung stated that station design helps to influence behavior. As more people are in an area, that area is safer. Those concerns will be addressed.

Mayor Stephens stated that she has also heard safety concerns. The City of Woodbury expressed that those matters should be handled locally. Ms. Lucke stated that this has come up before and staff and Metro Transit have resources to address this concern and how to respond.

Commissioner Ortega stated that safety is a transit wide concern and that safety needs to be addressed agency wide. The work that has been done so far is not satisfactory and more needs to be done. Ms. Watson stated that a lot of this issue has to do with perception and that creates a negative image of transit. Councilmember Smith stated that it is a perception issue and there is a real issue of safety and that this issue can be addressed.

Agenda Item 9. Tentative 2019 Meeting Dates

Chair Karwoski asked for approval for the January meeting. Commissioner Ortega asked if 4:00 pm was a good time for all partners. Ms. Lucke stated that it was shifted to 4:00 pm to accommodate the partners with full time jobs. Chair Karwoski stated it could be revisited after the New Year.

Agenda Item 10. Adjourn

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Chair Karwoski asked for a motion to adjourn. Moved by Commissioner Ortega, seconded by Councilmember Smith. Approved.

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Agenda Item #3b

DATE: January 2, 2019
TO: Gold Line Partners
FROM: Staff
RE: Checks and Claims

FTA BRTOD Contract (Crandall Arambula)

October 2018	\$61,432.96
November 2018	\$99,885.30
December 2018	\$77,981.29

Contract Utilization = 76.6%

Communications Contract (MZA + Co)

July 2018	\$1,375.00
August 2018	\$1,375.00
September 2018	\$2,262.50
October 2018	\$2,578.00
November 2018	\$2,710.00
December 2018	\$2,700.00

Contract Utilization = 24.0%

Strategic Planning Contract (MRichardson Consulting)

September 2018	\$3,555.50
December 2018	\$1,075.00

Contract Utilization = 46.3%

Total **\$256,930.55**

Detailed invoices can be made available upon request.

Action Requested: Approval



Agenda Item #4

DATE: December 12, 2018
TO: Gold Line Partners
FROM: Staff
RE: 2019 Work Plan and Budget

At the October 2018 meeting the Partners discussed general items to include in the 2019 work plan and budget. A final 2019 work plan and budget is attached. Changes to the October 2019 Work Plan are highlighted in yellow, and were made as a response to legislative engagement needs in the upcoming legislative session. This is the second reading of the draft work plan and budget. Action on the work plan and budget will take place at this meeting.

Action Requested: Approval

FINAL 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
- Develop and implement a legislative coordination strategy to inform local, state and federal level elected officials of the need for transitway improvements in the Gold Line corridor
- 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. Develop a legislative coordination 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. Establish positions and specific requests on legislative initiatives that affect the Gold Line corridor.

E. 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.

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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

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Agenda Item #5

DATE: December 13, 2018
TO: Gold Line Partners
FROM: Staff
RE: 2019 Insurance Renewal

The Gold Line Partner's insurance policy with the League of Minnesota Cities is up for renewal in 2019. Coverage for the work of the Commission is currently held through the League of Minnesota Cities Insurance Trust. Coverage includes open meeting, municipal liability, auto, and crime. The premium last year was \$3,068 and was paid by the Partners.

At the time coverage was obtained, the Partners was asked to determine whether it would waive the statutory tort liability limits. The Partners chose **NOT** to waive such limits. This means that an individual claimant would be able to recover no more than \$300,000 on any claim. If the Partners chose to waive the limits, a claimant could recover up to \$1 million.

The League of Minnesota Cities Insurance Trust would like confirmation that the Partners would again chose not to waive the statutory tort liability limits. Insurance renewal cost is included in the Partners' 2019 draft budget.

The Washington County Risk Manager has reviewed the request and recommends that the Partners **DOES NOT WAIVE** the monetary limits on tort liability established by Minnesota statutes. This is also consistent with other commission insurance coverage plans.

The premium is included in the Partners' approved budget.

Action Requested: Continue insurance coverage with League of Minnesota Cities Insurance Trust for 2019 and that the statutory tort liability limits not be waived as recommended by the Washington County Risk Manager.



Agenda Item #6

DATE: January 2, 2019
TO: Gold Line Partners
FROM: Don Arambula, Crandall Arambula
RE: BRTOD Project Update

BRTOD Presentation

Crandall Arambula staff will present a summary of BRTOD Planning work performed under the FTA TOD Pilot Program grant; along with ways to measure the success of transit-oriented development (TOD) plans, and carry those outcomes forward past project conclusion on February 28, 2019.

A summary of recent BRTOD activities can be found under Item 10 – Project Updates, in this packet.

Action Requested: Information.

DATE: January 2, 2019
TO: Gold Line Partners
FROM: Staff
RE: San Diego, CA Peer Region BRT Trip

Background

The Partner's 2018-19 budget and work plan identified visiting a peer region as a priority, in large part because of station area planning activities, and project development (engineering and design) activities. The purpose of the trip is to experience another BRT system operating in dedicated guideway, and learn about engineering, construction, and station area planning processes. At the July 2018 Partners meeting, staff was given permission to pursue plans to visit the South Bay BRT system in San Diego, CA.

Draft Itinerary

Wed., Feb. 6

- Late AM-3:00 PM – Arrival and Hotel check-in, lunch on your own
- 3:00 PM – Welcome Meeting with San Diego Association of Governments (SANDAG)
- 4:30 PM – BRT ride to Group Dinner, University Heights neighborhood
- 6:00 PM – Group Dinner

Thurs., Feb. 7

- 8:00 AM – Board Southbound South Bay BRT service, ride to Otay Mesa Transit Center
- 9:00 AM – 11:00 AM Tour of South Bay BRT route
 - Tour Location #1 - Otay Mesa Transit Center
 - Interagency cooperation, interaction with State Highways, Security and Design
 - Tour Location #2 – Millenia Station/TOD
 - Public/private partnerships, suburban TOD, adapting plans to take full advantage of BRT opportunities
 - Tour Location #3 – Otay Ranch Town Center
 - Transit integration in existing commercial center
 - Tour Location #4 – Santa Venetia Station
 - New transit/pedestrian bridge over freeway, partnerships, funding mechanisms, maintenance agreements
 - Tour Locations #5 – Heritage Station
 - Station integration into surrounding developments, pedestrian/safety improvements, design features
- 11:15 AM – Lunch at Metropolitan Transit System (MTS) Office (MTS)
- 11:45 PM – Panel Discussion and break out discussion by topic
 - Panel includes elected officials, SANDAG staff and representatives, MTS and operations staff, business leaders, design and technical implementation staff

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- 1:30 PM – Board Orange Trolley back to Courthouse Station
 - Tour Location #6- Courthouse Station Development
 - Downtown transit terminus, new transit stations near government services, transfers, creative funding mechanisms
- 2:00 PM-5:00 PM – Self-Guided Tour
 - Explore additional transit facilities on your own, recommendations will be provided
- 5:00 PM – Walk to Group Reception and Dinner

Fri., Feb. 8

- 9:00 AM – Morning Debrief, closing discussion, parting remarks and key takeaways at Kimley Horn
 - 10:30 AM – Departure
-

Trip Attendees and Stipends

In October 2018, the Commission discussed who should attend the trip and who would be eligible for a stipend. According to the 2018 Work Plan and Budget, up to 30 people may receive a \$1,000 stipend from a \$30,000 budget. A list of attendees, thus far – will be provided at the meeting. At the time of publication, there are 15 people receiving stipends, leaving 15 unused stipends. Staff is looking for direction on how to use the remaining stipends.

Questions to Ask San Diego Staff and Officials

Staff started to compile a list of questions that we will provide in advance to our hosts in San Diego so they can make sure to cover things we are interested in while visiting. Partners will be asked to add additional questions during the meeting on January 10. The questions below are grouped by topic.

Planning and Construction

Transit Oriented Development (TOD) –

1. What are some examples of TOD in San Diego?
2. What agencies were responsible for planning around station areas? How was interagency cooperation achieved?
3. Were there any zoning or land use changes implemented to assist with TOD creation?
 - a. What worked well, what didn't?
 - b. Were there people or groups you felt were integral to engage early on in the transit supportive development process?
4. Have the cities performed any formal station area planning around present or planned stations?
5. What types of development around station areas has been the most successful?
 - a. What contributed to their success?
6. Has development focused on a specific demographic (affordable, millennial, families, mixed income, or mixed use)?
7. What types of incentives exist in San Diego to encourage development outside of market rate?

Engagement –

8. What types of community engagement took place to develop the transit system?
9. How did community or local business feedback influence the planning process?
10. Any successes with achieving community buy-in to the project?
 - a. If so, what worked well?

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- b. What do you wish you would have known early on? Would it have caused you to do anything differently?
 - c. How has planning and engagement on the South Bay BRT line been influenced by what you learned from your other BRT or transit projects?
11. Was there an effort to engage underrepresented communities? Where there any methods which worked well to do this successfully?

Construction –

12. How have you worked with businesses, residents, and organizations along the constructed route to minimize impacts, communicate plans, and encourage feedback?
- a. What methods work best to communicate to each different group?
 - b. What hasn't worked well?
13. Were there any unforeseen issues which arose during construction?
- a. How were they remediated?

Circulation and Operations

Bicycle and Pedestrian Planning –

1. Bicycles and pedestrians – in what ways has BRT service influenced bike/walk infrastructure in San Diego?
- a) What changes or updates do you envision in the future?
2. What are some challenges you have faced with improving biking and walking connection to the stations? How were they resolved?

Ridership –

3. What is ridership for San Diego? How does it differ between BRT, regular bus service, and rail?
- a) Which transit improvement elements influenced the most ridership growth?
4. Where are riders going to/coming from on BRT?
5. Once South Bay BRT opened, were there perceptible shifts in the way people travelled in the city? In other words, did access to transit make a difference in the methods people used to get around?
6. Have there been any strategies which have been useful in attracting choice riders?
7. What kind of feeder services does this system have?
- a) How have they influenced ridership? What is feeder system ridership?
8. How does South Bay BRT service compare to driving in travel time?

Operations and Maintenance –

9. What process was used to determine signal timing and priority?
10. Has there been any thought to allowing “driver-less” cars to operate in the guideway?
11. How does the one-lane guideway operations work? Would you implement this type of guideway again in a similar circumstance? Are there bus delays with the one-lane guideway?
12. Snow! How do you deal with winter weather accumulation?
- a) Who maintains the separated guideways? Potholes?
13. Who owns the right-of-way the BRT runs on and who maintains it?
14. Whose responsibility is it to maintain station areas? The city? SANDAG? Private owner?
15. Are there any public or public/private open or green spaces along the BRT route?
- a) Who's responsible for the maintenance of these particular spaces?

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Action Requested: Direction on unallocated stipend use. Feedback on a draft list of questions to send to San Diego in advance.

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Agenda Item #8a

DATE: December 31, 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 nearly halfway through the PD Phase. The Gold Line Project Office (GPO) has been involved in the following activities since the October 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
 - Break from meetings at the end of 2018 to allow GPO staff to complete 15% design with costs and draft EA for FTA review
 - The TAC will review costs and scope in Q1 2019
 - 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
 - Break from meetings at the end of 2018 to allow GPO staff to complete 15% design with costs and draft EA for FTA review
 - The CBAC will review costs and scope in Q1 2019
 - Corridor Management Committee (CMC)
 - CMC serves a similar role as the previous Policy Advisory Committee
 - Break from meetings at the end of 2018 to allow GPO staff to complete 15% design with costs and draft EA for FTA review
 - The CMC will review costs and scope in Q1 2019
 - 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 met weekly or every other week to resolve technical issues and refine design
 - IRTs concluded in 2018 and will be replaced by “Design Advancement and Refinement Teams” (DARTs) which will begin meeting in January 2019
 - Environmental Assessment (EA) Scope
 - With the CMC approval of the EA scope in September technical staff assembled the draft document and submitted to FTA in January
 - An Environmental Assessment document would be published mid-2019 with a public outreach occurring next summer

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- 15% Design
 - The 15% plans with associated costs was completed by the GPO team in late December and transmitted to project partners for review in January

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

Action Requested: Information

DATE: December 27, 2018
TO: Gold Line Partners
FROM: Jason Graf, Crandall Arambula
RE: METRO Gold Line BRTOD Plans

Key Work Activities/Progress for the month of October 2018

Meetings and Engagement

- PMT Meeting- BRTOD Plans briefing and project update (October 1)
- Gold Line Project Office Coordination Meeting (October 4)
- Phase 2 Etna Station-CFA facilitate Harding High School Engagement (October 8-9)
- PMT Meeting- BRTOD Plans briefing and project update (October 11)
- PMT Meeting- BRTOD Plans briefing and project update (October 29)
- WCRRA & City Meeting to review Maplewood Station Phase 3 presentation for City Council work session (October 16)
- Phase 3 Engagement Maplewood Station- City Council Work Session (October 25)
- WCRRA & City Conf. Call to review District 1- White Bear and Sun Ray Stations Phase 3 presentation (October 30)
- WCRRA & City Conf. Call Maplewood Neighborhood meeting date and mailer review (October 31)

Other Project Activities

- Sambatek updating draft infrastructure plan for Greenway station development
- CFA slideshow preparation for Etna Station Engagement Harding High School
- Excensus collect and prepare education gap analysis
- WSB updating draft cost estimate for Hudson Boulevard, Hadley Avenue & 4th Street trail
- WSB updating draft Corridor Trail designation and Maplewood Bridge Crossing partnership and funding strategy memo
- Preparing discussion draft Maplewood Station BRTOD Plan and circulation and land use elements
- Preparing discussion draft Greenway BRTOD Plan (Landfall)
- Preparing discussion draft Maplewood BRTOD Plan
- Preparing Maplewood and White Bear/Sun Ray engagement materials and graphics
- Prepare invoice for SHIP grant
- Prepare Maplewood, White Bear and Sun Ray engagement overviews and surveys.

Key Work Activities/Progress for the month of November 2018

Meetings and Engagement

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- PMT Meeting- BRTOD Plans briefing and project update (November 9)
 - PMT Meeting- Maplewood engagement materials review (November 13)
 - PMT Meeting- BRTOD Plans briefing and project update (November 26)
 - WCRRA & City Meeting to review Maplewood Mailer Content (November 5)
 - WCRRA & Cities Meeting for Greenway Station next Steps (November 19)
 - WCRRA & City Conf. Call to review presentation and Mtg Set-up (November 20)
 - Phase 3 Engagement District 1 (White Bear and Sun Ray Stations) Work Session (November 5)
 - Phase 3 Engagement Maplewood Neighborhood Meeting (November 27)
 - Discussion Draft Greenway Station BRTOD Plan for WCRRA review (November 16)
 - Discussion Draft Maplewood Station BRTOD Plan for WCRRA review (November 20)
 - Discussion Draft District 1-White Bear and Sun Ray Stations BRTOD Plan for WCRRA review (November 30)

Other Project Activities

- CFA preparation of White Bear, Sun Ray & Maplewood Phase 3 engagement overviews, web page content, and on-line posting
- CFA attend District 1 Works Session and meeting notes
- CFA facilitate meeting date for community engagement with District 4
- CFA prepare Maplewood content and attend Maplewood community meeting
- WSB updating draft Corridor Trail designation and Maplewood Bridge Crossing partnership and funding strategy memo
- Greenway Station draft market and gap reports and BRTOD Plan memorandums to City of Oakdale for Review (November 20)
- Preparing discussion draft Maplewood Station BRTOD Plan for WCRRA review
- Preparing discussion draft Greenway BRTOD Plan for WCRRA review
- Preparing Maplewood and White Bear/Sun Ray engagement materials
- Preparing Greenway Avenue station materials for City of Oakdale

Key Work Activities/Progress for the month of December 2018

Meetings and Engagement

- BRTOD Plans- District 1 Community Meeting Outreach—Conference Call with WCRRA and Betsy Mowry Voss (December 4)
- PMT Meeting- BRTOD Plans briefing and project update (December 6)
- Conference Call Meeting-Greenway Avenue BRTOD Plan Schedule Review w/ City of Oakdale and WCRRA (December 11)
- Conference Call Meeting- Discussion Draft Maplewood BRTOD Plan Staff Comments- City of Maplewood and WCRRA (December 18)
- PMT Meeting- Maplewood engagement materials review (December 21)
- Discussion Draft Maplewood Station BRTOD Plan for City staff review (December 10)

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- Discussion Draft District 1—White Bear and Sun Ray Stations BRTOD Plans for City staff review (December 7)
 - Discussion Draft District 1—White Bear and Sun Ray Stations BRTOD Plans for Ramsey County review (December 13)
 - Discussion Draft District 4— Mounds, Earl and Etna Stations BRTOD Plans for WCRRA review (December 13)
 - Discussion Draft District 4— Mounds, Earl and Etna Stations BRTOD Plans for City review (December 20)
 - Discussion Draft District 4— Mounds, Earl and Etna Stations BRTOD Plans for Ramsey County review (December 21)
 - Discussion Draft Maplewood Station BRTOD Plan for Ramsey County review (December 21)
 - Discussion Draft Tamarack and Woodbury Theatre Stations BRTOD Plan for WCRRA review (December 20)
 - Discussion Draft Gold Line BRTOD Plan Summary document for WCRRA review (December 24)

Other Project Activities

- Prepared discussion drafts and updates for St Paul’s Mounds, Earl, Etna, White Bear and Sun Ray Station BRTOD Plan
- Prepared discussion drafts and updates for Landfall and Oakdale- Greenway Avenue BRTOD Plan
- Prepared discussion drafts and updates for Tamarack and Woodbury Theatre Stations BRTOD Plan
- Prepared discussion drafts and updates for Gold Line BRTOD Plan Summary document
- Sambatek prepared all St Paul stations infrastructure plans

Project Management Upcoming Activities

- Gold Line Partners BRTOD Plans Update and Takeaways slideshow review (January 3)
- District 1-White Bear and Sun Ray Station BRTOD Plans slideshow review—City staff and WCRRA (January 7)
- Gold Line Partners Quarterly Meeting- BRTOD Plans Slideshow (January 10)
- Phase 4 Engagement- District 1-White Bear and Sun Ray Station BRTOD Plans Community Meeting (January 16)
- Maplewood BRTOD Plan slideshow review w/ City staff and WCRRA (January 17)
- Phase 4 Maplewood BRTOD Plan City Council Meeting (January 28)
- Planning for February Phase 4 Council Board Engagement District 4 (February 18) —Mounds, Earl and Etna Stations BRTOD Plans and Community Engagement Greenway Avenue BRTOD Plans
- Phase 4 Greenway Avenue BRTOD Plan Neighborhood Meeting (TBD, week of Feb. 18)
- Phase 4 Greenway Avenue BRTOD Plan Joint City Council work session (February 26)



DATE: Jan. 3, 2019
TO: Gold Line Partners
FROM: Brian McClung, MZA+Co
RE: Gold Line Partners Communications and Government Relations Update

It's a new year, with a new Governor sworn into office last week and a new legislative session underway.

Government Relations – Minnesota continues to have divided government at the State Capitol. There's always something unique about Minnesota elections and 2018 didn't disappoint. Our state is now the only state in the nation with a divided legislature, where one party controls each body. The last time there was only one divided state legislature in the country was 1914.

The DFL picked up 18 seats in the Minnesota House, ending up with a 75-59 majority. There are 39 new members of the Minnesota House – 34 DFLers and 5 Republicans. Much of the change occurred in the Twin Cities suburbs, especially near the Interstate 494-694 corridor, where DFL candidates beat incumbent Republicans in places like Burnsville, Eden Prairie, Edina, Lakeville, Plymouth, Rosemount, Stillwater and Woodbury.

The three Minnesota House seats closest to the Gold Line route have new members. Rep. JoAnn Ward (HD 53A) retired and has been replaced by **Rep. Tou Xiong**, a former Maplewood City Council Member. Rep. Kelly Fenton (HD 53B) was defeated by **Rep. Steve Sandell**, an author and former teacher. In the 2nd closest State House race in Minnesota, new DFL **Rep. Shelly Christensen** beat Rep. Kathy Lohmer (HD 39B) by 137 votes.

Republicans maintained their 34-33 majority in the Minnesota Senate, with Jeff Howe winning the special election in Senate District 13 in Central Minnesota.

Our team has shared information about the Gold Line and the work of the Gold Line Partners with the three new House members along the line and has had conversations with two of the three new members at this point, with plans to connect with the third shortly. The outreach has been positive, and we anticipate good working relationships with Rep. Xiong, Rep. Sandell and Rep. Christensen.

We also continue to coordinate with Washington County and Ramsey County staff and government affairs team members to schedule meetings with the new House members to talk about the work of Gold Line Partners and the benefits the project will bring to the East Metro and the entire region.

In addition, as we begin the legislative session, our team will provide a status update to all Gold Line area legislators – in both the House and the Senate – early in the session and serve as a resource on the project. Ongoing, we will provide any updated information on the Gold Line, as needed, and will work with staff to answer questions from legislators that may arise. We will also provide a status update to Committee Chairs and their staffs with jurisdiction related to BRT and the Gold Line early in the session and will serve as a resource on the project.

We will also monitor legislative hearings or meetings of interest to Gold Line Partners members and will provide reports and updates.

Transportation is certain to be one of the main topics of conversation during both the 2019 and 2020 legislative sessions and we'll be engaged in discussions in and around the State Capitol to make sure accurate information about Gold Line BRT is front and center.

Strategic Communications & Social Media – We continue to regularly engage via Twitter and Facebook. The number of followers on our Twitter account – @GoldLinePrtnrs – continues to grow. We were at 232 in April and we are now at 269. That growth occurred as we made the transition from @GoldLineBRT to the new Twitter handle aligned with the group's new name.

One of our top tweets from the past three months was from our Oct. Gold Line Partners meeting –

@GoldLinePrtnrs: Learning about automated transit opportunities at @GoldLinePrtnrs mtg. Transit may be one of earliest adopters of autonomous vehicle technology. MnDOT pilot project provided 1279 rides over 3 days during Super Bowl LII events. #transportation #transit

That tweet earned 2,651 impressions.

The top tweet in November, earning 1,404 impressions, was about how the Sun Ray area might look in the future with Gold Line BRT providing all day, frequent service and asking for online feedback by Nov. 19. December's top tweet, earning 1,908 impressions, was focused on soliciting feedback for the Maplewood/3M station.

The number of engaged users we have on Facebook has also increased. We are now at 904 likes. Our post featuring the year-end milestones for Gold Line BRT received 78 engagements.

A new coalition called “Keep MN Moving” – focused on advocating for a comprehensive transportation system – including more, better, and faster transit in the Twin Cities and Greater Minnesota, launched on Dec. 11 at the State Capitol. Keep MN Moving includes two organizations that have worked closely with Gold Line Partners – the Saint Paul Area Chamber of Commerce and East Metro Strong.

Keep MN Moving said they will be focused on four key initiatives in 2019:

- Advancing modern arterial Bus Rapid Transit (aBRT) service
- Improving the current bus system by funding the top projects in the Metro Transit Service Improvement Plan
- Fully funding Greater Minnesota Transit needs
- Fully funding core Metro Transit operation

We are in touch with our contacts at the Saint Paul Area Chamber and East Metro Strong to help ensure that messages are aligned with what we’ve been sharing regarding Gold Line BRT. With Gold Line BRT slated to be Minnesota’s first BRT line largely in a dedicated corridor, it will be helpful for people to learn more about the benefits of BRT and aBRT as the conversation continues during the next several months.

The announcement in late November that Orange Line BRT, running along Interstate 35W through Richfield and Burnsville, will receive federal funds via the FTA was also good news as we share information about Gold Line BRT. The federal funds in that project are \$74.1 million. Money from the former Counties Transit Improvement Board, the state, the Metropolitan Council, and Hennepin and Dakota counties bring the total investment to \$150.7 million. Messaging about the Orange Line BRT project noted that it will help support economic growth, similar to the jobs-focused messages we have shared regarding Gold Line.

This legislative session and the bonding year in 2020 will see a lot of action at the State Capitol. We are well-positioned to continue building on the broad support for Gold Line BRT we see in our communities, business partners and organizations, and policymakers.

NEWS > GOVERNMENT & POLITICS

Gold Line plans now include downtown loop

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

PUBLISHED: December 13, 2018 at 2:57 pm | UPDATED: December 13, 2018 at 2:58 pm

The proposed Gold Line will include a loop through downtown St. Paul, the Metropolitan Council announced Thursday.

The addition of the 2-mile loop [was announced in August](#), then reconsidered after two [Ramsey County commissioners said they were opposed](#).

Now the Gold Line's Corridor Management Committee has designated the loop as part of the "preferred route" to be presented for federal funding, according to Met Council spokesman John Schabl.

The proposed 11-mile line would connect St. Paul and Woodbury, with rapid-transit buses running mostly along dedicated roadways and making stops every seven minutes during rush hours. The route would include 10 stops in downtown St. Paul — in a loop from Union Depot to Smith Avenue and back — and 10 outside of downtown, on the East Side and in Maplewood, Oakdale and Woodbury.

The project is estimated to cost \$420 million, with roughly half paid by the federal government.

Construction is expected to begin in 2022 and be completed by 2024.



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.

[f](#) Follow Bob Shaw [bob.shaw.980967](#) [t](#) Follow Bob Shaw [@BShawPP](#)

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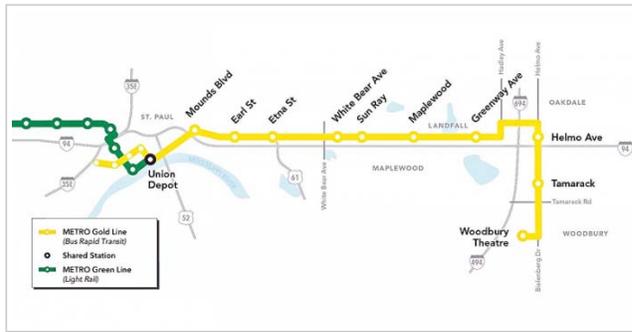
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Locations of Gold Line transit stations being refined, public feedback sought

Submitted by admin on Sun, 11/18/2018 - 12:00am

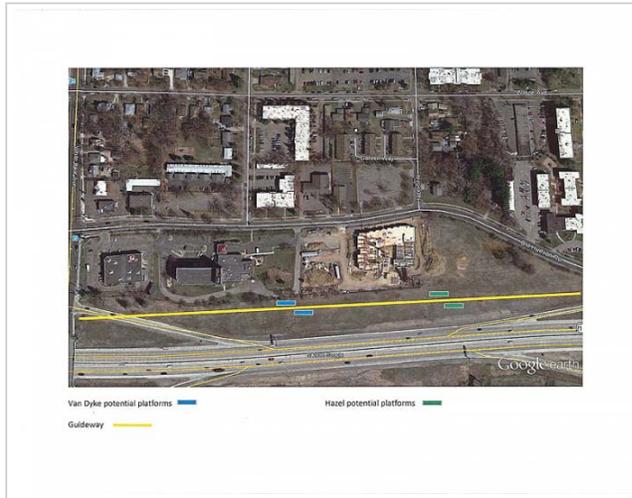
By: [Marjorie Otto \(/by/marjorie-otto\)](#)

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rtesy of City of St. Paul City planners are looking to amend the city's Gold Line Station Area Plans to move what is currently called the White Bear Avenue station from a location near Van Dyke Street to a location aligned with Hazel Street. Planners are seeking feedback on the change.

City planners are looking to amend plans regarding a Gold Line transit station near White Bear Avenue.

Due to a new apartment building going up at 1880 Old Hudson Road, the original plan to have a station near Van Dyke Street is being adjusted to move it to Hazel Street.

The St. Paul Planning Commission will hold a public hearing on the change on Friday, Dec. 14, at 8:30 a.m. in Room 40 at City Hall, 15 West Kellogg Blvd. Residents and potential users will have a chance to make comments on the move.

The Gold Line is a planned bus rapid transit line that will run from downtown St. Paul to Woodbury on a series of proprietary lanes and in mixed traffic along Interstate 94. In much of St. Paul the lanes will run in-between Old Hudson Road and the freeway.

According to planning documents, at the time that the Gold Line Station Area Plans were first adopted, back in 2015, there were no plans for an apartment building at the then-vacant lot of 1880 Old Hudson Road. With concerns of safety and crime, a station near Van Dyke was initially proposed because it would be in an area with "more eyes" to watch over it.

However, with the apartment building coming into fruition this year, it became apparent through the project's refinement stage, which has been going on all this year, that it would be best to consider an alternative.

According to city documents, Metro Transit worked on public outreach throughout 2018, door-knocking and holding meetings near the station site, where a majority of the neighbors were in favor of having it closer to Hazel Street due to the proximity to more apartments, more space for the station and the fact that Hazel Street is more of a natural pedestrian access point to the neighborhood.

However, neighbors noted they were worried about how notoriously dangerous the intersection of Hazel Street and Old Hudson Road can be; it's located downhill from a blind turn.

Following public interest to change the location, the city asked the District 1 Community Council to address the issue. On Oct. 1, the council's Land Use Committee voted to support amending the Gold Line Station Area Plans to have the White Bear Avenue station aligned with Hazel Street. The committee also voted to support the creation of a three-way stop at Hazel and Old Hudson Road to improve pedestrian safety and to address the safety concerns.

According to city planning documents, the Land Use Committee supported the change because residents nearby prefer the Hazel Street location as it's closer to more housing and because MnDOT owns the lot next to it, which could become a plaza or set up for other public uses. The committee added there are fewer parked cars near Hazel Street that could affect pedestrian safety.

Still in the planning stage

According to the Metro Gold Line website, the project is still in the development stage, which includes public feedback on station locations and environmental studies. It will move into the engineering stage in 2020. If the project progresses as planned, construction could begin in 2022 and the bus line will open in 2024.

There will be six new stations in St. Paul and four more between Maplewood, Landfall, Oakdale and Woodbury. In downtown St. Paul, already existing bus stops will be upgraded and included in the route.

New stations will be built near Mounds Boulevard, Earl and Etna streets, White Bear Avenue and Sun Ray.

In addition to the amendments to the station plan, planners are also seeking feedback on other stations along the route. Through Nov. 19, anyone can submit feedback about the Sun Ray station, which will be located east of Pederson Street between Ruth Street and McKnight Road and north of Interstate 94.

According to the project site, all stops will include heated shelters, bike parking, real-time bus arrival information, trash and recycling bins and an information kiosk. In terms of safety features, the stations will have an emergency telephone, security cameras and LED lighting.

Riders will be required to purchase tickets, which will cost the same as normal bus fare, before boarding the bus, similar to the light rail lines. All stops will be ADA compliant.

The transit line is estimated to cost some \$420 million.

Feedback

For those unable to attend the Dec. 14 public hearing, written comments can be submitted until Wednesday, Dec. 17. Comments can be sent to Bill Dermody via email at bill.dermody@ci.stpaul.mn.us (<mailto:bill.dermody@ci.stpaul.mn.us>) or through the mail to 1400 City Hall Annex, 25 W. Fourth St., St. Paul.

Information about the amendment to the city's Gold Line Station Area Plan can be found at www.stpaul.gov/GoldLineSAP (<http://www.stpaul.gov/GoldLineSAP>) or by calling Dermody at 651-266-6617.

To share feedback on the Sun Ray station, go to www.thegatewaycorridor.com (<http://www.thegatewaycorridor.com>). More information about the project can also be found at www.metrotransit.org/gold-line-project (<http://www.metrotransit.org/gold-line-project>).

–Marjorie Otto can be reached at 651-748-7816 or at eastside@lillienews.com (<mailto:eastside@lillienews.com>). Follow her on Twitter at @EastSideM_Otto.

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EAST METRO

Gold Line bus-rapid transit to offer six stops in downtown St. Paul



By [JANET MOORE](#), STAR TRIBUNE
November 01, 2018 - 10:11 PM

Gold Line bus-rapid-transit service should snake through downtown St. Paul, serving major employment hubs and entertainment and cultural hot spots, an advisory committee decided Thursday.

But the option of ending the \$420 million transit line at Union Depot — Ramsey County's preference — will continue to be studied as the project moves through the planning process.

This would require passengers to funnel through the neoclassical depot, which underwent a massive \$243 million restoration from 2010 to 2012.

The 9-mile Gold Line is expected to link downtown St. Paul to Woodbury, with service beginning in 2024. It is expected to be the state's first true bus-rapid transit line, meaning it will travel on a dedicated thoroughfare hugging Interstate 94 for most of the route. Other stops include those on the east side of St. Paul, Landfall, Oakdale and Maplewood.

“We do feel strongly that if people come downtown, if they want to take their kids to the Science Museum, it wouldn’t work if you had to walk from Union Depot,” said Jane Prince, a St. Paul City Council member who is on the Gold Line Corridor Management Committee.

But Ramsey County Commissioner Rafael Ortega said Union Depot was intended to be a transportation hub. “We want to make a good effort to enhance the utility of Union Depot by having as many transportation options as possible,” Ortega said. “We’ve got a great asset; we need to use it.”

The Gold Line would still stop at Union Depot, but only outside near the Green Line light-rail.

Janet Moore • 612-673-7752 @MooreStrib

Transportation reporter **Janet Moore** covers trains, planes, automobiles and buses, too. Moore has been with the Star Tribune for 21 years, previously covering business news, including the retail, medical device and commercial real estate industries.

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