



Agenda
Gold Line Partners
April 11 – 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. Consent Items	Approval
a. Summary of January 10, 2019 Meeting*	
b. Checks and Claims*	
3. Kellogg Bridge and 4th Street Letters of Support	Discussion
4. Financial Oversight and Administrative Process	Discussion
5. 2019 Peer Region Visit – San Diego Recap	Information
6. Project Updates*	
a. Project Development Activities	Information
b. BRTOD Project Update	Information
c. Communications Update	Information
7. Media Articles	Information
8. Next Meeting	Information
July 11, 2019 4:00-5:30 PM, Woodbury City Hall	
9. Adjourn	Approval

*Attachments

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January 10, 2019 Meeting Summary Woodbury City Hall, Birch Room

Members	Agency	Present
Stan Karwoski	Washington County	X
Rafael Ortega	Ramsey County	X
Anne Burt	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
Emily Jorgensen	Washington County
Joe Ayers-Johnson	Washington County
Chris Beckwith	Gold Line Project Office
Brian McClung	MZA + Co.
Don Arambula	Crandall Arambula
Jason Graf	Crandall Arambula
Mike Rogers	Ramsey County
Tabatha Hansen	Washington County
Rick Barstow	Fractional Toy Store - Oakdale
Josh Straka	Office of Betty McCollum
Janelle Schmitz	City of Woodbury
Tom Cook	Metropolitan State University

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

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Linda Stanton	Woodbury Resident
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Agenda Item 1. Introductions

Introductions were made by those present.

Chair Karwoski acknowledged former Woodbury Mayor Giuliani Stephens and thanked her for her service to the Partners and on the Policy Advisory Committee.

Agenda Item 2. 2019 Elections

Item 2a. Chair of Commission

Item 2b. Vice Chair of the Commission

Motion made by Mayor Reinke to confirm Commissioner Karwoski as Chair of the Commission. The motion was seconded by Commissioner Ortega. All were in favor. **Approved.** Motion carried.

Motion made by Chair Karwoski to confirm Commissioner Ortega as Vice Chair. The motion was seconded by Councilmember Prince. All were in favor. **Approved.** Motion carried.

Agenda Item 3. Consent Items

Item 3a. and 3b. Summary of October 11, 2018 Meeting and Checks and Claims

Motion made by Commissioner Ortega to approve consent item 3a. The motion was seconded by Councilmember Smith. All were in favor. **Approved.** Motion carried.

Motion made by Commissioner Ortega to approve consent item 3b. The motion was seconded by Councilmember Smith. All were in favor. **Approved.** Motion carried.

Agenda Item 4. 2019 Partners Work Plan and Budget

Washington County Planning Director Jan Lucke directed members to the packet for changes to work plan. She indicated that both changes focus on adding legislative strategy and coordination to the Partners' work plan. Lucke stated that last session didn't have as many opportunities, but that there were two big potential opportunities for this year.

- City of St. Paul requesting funding for Kellogg Bridge.
 - Not explicitly a part of Gold Line project, but important to the success, as the bus collocates here.
 - Could present a schedule delay if the timing is not in sync with the Gold Line project.
- Washington County is looking to request funding for roadway lanes and bike/pedestrian lanes for a reconstructed 4th St bridge

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- State funding would allow us to rebuild bridge and perhaps lead to federal money.

Commissioner Ortega asked whether two motions would be appropriate or one. Commissioner Ortega suggested Councilmember Prince could make a motion to support a legislative ask for the Kellogg Bridge and Mayor Reinke could make a motion to support a legislative ask for the Oakdale Bridge.

Councilmember Prince made a motion for board support of the City of St. Paul's request for funding for the Kellogg Bridge in the State Legislature. The motion was seconded by Commissioner Ortega. All were in favor. **Approved.** Motion carried.

Mayor Reinke made a motion that collaboration between Washington County and Oakdale regarding the funding and expansion of the 4th Street Bridge be a part of the Gold Line Partners 2019 work plan and budget. The motion was seconded by Commissioner Ortega. All were in favor. **Approved.** Motion carried.

Ms. Lucke brought attention to another, related work plan item. The 2019 revenues and expenditures will be \$60,000 less than the anticipated actuals for 2018 thanks to the work becoming more streamlined and lower expenditures. Therefore, there will be a reduction in the fees collected from Ramsey and Washington County Regional Rail Authority in 2019. The allocations remain largely the same, although the communications budget has been dropped in addition to reductions in financial oversight and legal policy development. Revenues and expenditures are both reduced in the 2019 work plan and budget.

Ms. Lucke pointed out the work plan does continue to support items like consultation with New Starts funding specialist Jeff Booth, who will advise the Gold Line Project on how best to work with FTA and gain the appropriate federal approvals the project needs to move forward. Mr. Booth was not used as much in 2018, but 2019 is a year in which we may need more assistance.

The Chair opened the floor for questions.

Commissioner Karwoski commented it makes sense to lower the budget and approved of the approach and expertise of Mr. Booth, which he views as a wise investment.

Mayor Reinke commended the financial responsibility of the board, and commented that this was a good opportunity to publicly acknowledge the project's responsible use of public funds, if an appropriate way to do so could be identified.

There was general agreement on that point.

Shannon Watson made a motion to approve work plan and budget. The motion was seconded by Mayor Reinke. All were in favor. **Approved.** Motion carried.



Later in the meeting, staff noticed an error in motioning during this agenda item – Ms. Watson is an ex-officio board member, and ex-officio members cannot make motions. The items were revisited, resulting in the following:

Councilmember Smith moved to approve the work plan and budget. The motion was seconded by Councilmember Prince. All were in favor. **Approved.** Motion carried.

Agenda Item 5. 2019 Insurance Renewal

Ms. Lucke presented the annual insurance renewal to the board. The premium for 2018 was \$3,068, and was included in the approved budget. The board's risk manager recommended that Partners not waive limits of the statutory tort limit.

Commissioner Ortega made a motion to continue insurance through the League of Minnesota Cities and to not waive the statutory tort limits. Councilmember Smith seconded the motion. All were in favor. **Approved.** Motion carried.

Agenda Item 6. BRTOD Presentation

Don Arambula, of Crandall Arambula consultants, gave a progress report on the Bus Rapid Transit Oriented Development Plan process. The BRTOD plan focuses on the half mile around each station, including station access and land use.

Of the four phases, almost all have been completed. Stakeholder engagement has been conducted in person, at community meetings and opening houses, as well as online and via social media. The entire project has been very collaborative with the project office and Partners.

The corridor wide vision is three-part: (1) to be multimodal, (2) to increase ridership, and (3) to achieve development potential. Ultimately, it comes down to livability and creating great places that people want to be.

Each station was assigned a typology that expresses the diversity of the stations, but together create a unified whole. First and foremost, people who live in the corridor need to be served.

Four typologies:

- Neighborhood
- Mixed use
- Employment
- Commerce

Mr. Arambula then presented about the access hierarchy for stations, including:

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- Corridor trail
- Collector trail
- Station access
- Neighborhood access

The deliverables are as follow:

- Station assessments
- Vision
- Circulation plans
- Development plans
- Implementation recommendations

Each city will receive a completed set of documents, which will be delivered by end of February.

Mr. Arambula summarized some of the characteristics and features of specific stations.

Mr. Arambula went over development plans and outlined what needs to be done next. He stated that equitable growth and anti-displacement strategies need to be put in place. It is important to consider St. Paul home and storefront improvement plans and not price out residents. Additional planning needs to be done with MnDOT parcels. Also, missing middle housing studies should be considered.

For circulation plans, a feasibility study needs to be conducted. Consider enhancement improvements, such as trails, that may need lighting and landscaping. Capital improvement plans need to be integrated. Important to coordinate with the Metropolitan Council regional bike and pedestrian network plans.

Mr. Arambula summarized the benefits of the plan:

- \$1.3 billion in private investment
- New daily riders to be determined
- Over 50% annual fuel savings for residents
 - o \$725 a year per household
- Annual green dividend per station
 - o \$4 million recirculated locally
 - o 25% reduction in vehicle miles

The floor was then opened to questions or comments.

Mayor Burt commented that she thought that Woodbury had a third station. Ms. Lucke informed the group that the Met Council Technical Advisory Committee recently took an action to amend the Transportation Policy Plan to include the third station in Woodbury, but it has not been formally approved, as of yet.

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Commissioner Ortega asked how the new station will affect the budget. Ms. Lucke stated that the proposal is to remove the structured parking facility at Woodbury Theatre site and instead build two surface lots. Therefore, there are no additional costs.

Councilmember Smith asked where the third station would be. Ms. Lucke informed the group that it would be right next to the 494 freeway, about a block away from the current terminus. The thought was that the station could serve as a location to consolidate express bus riders and offered an opportunity to bring two needs together in a larger vision, including a potential future slip ramp onto 494.

Chair Karwoski mentioned that this new station could bring high visibility for the Gold Line. May draw more riders with increased visibility.

Councilmember Smith asked whether this will impact the environmental study. Ms. Lucke stated that it would not.

Councilmember Prince stated that property owners there would be concerned with the renderings of the stations. They might see the renderings and think that the project is wiping out entire areas of the neighborhood. Mr. Arambula responded that the renderings have been vetted with community members and St. Paul staff members, and that they are not finalized plans. He expressed that he wants to make sure that concerns are addressed.

Agenda Item 7. Peer Region Visit – San Diego

Item 7a. Itinerary

Item 7b. Stipend Allocation

Joe Ayers-Johnson introduced the upcoming trip to San Diego to visit the newly opened South Bay Rapid BRT line. He summarized the trip itinerary, highlighting different parts of the system the group would be looking at including security, design, Transit-Oriented Development, and transit/pedestrian bridges over freeways. The tour includes guided and self-guided tours.

Mr. Ayers-Johnson then opened the floor for questions.

Commissioner Ortega asked for specifics about addresses for arrivals. Mr. Ayers-Johnson stated a packet would be provided in the upcoming weeks that included those specifics.

Chair Karwoski asked if elected officials could be available during the tour. Mr. Ayers-Johnson responded that the group is in talks with partners in San Diego, and that he would let them know that that was something they hoped could be arranged.

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Councilmember Smith confirmed that former Mayor Slawik would no longer be joining the trip and that there is currently no Maplewood representation, but they are searching for a replacement. That replacement could be a representative or a local resident.

Ms. Lucke presented the list of attendees, highlighting those who would be receiving stipends from the Gold Line Partners, including a handful of members from the Gold Line Community Business Advisory Committee.

Ms. Lucke asked Chair and Vice-Chair for approval to authorize additional stipends on a first come, first served basis upon a priority system of (1) cities who have yet to identify anyone, (2) community members and organizations, or (3) additional city and county representatives.

Commissioner Ortega made a motion to approve that prioritization for additional stipends. Mayor Reinke seconded. No additional discussion was made about the additional stipends. All were in favor. **Approved.** Motion carried.

Mr. Ayers-Johnson presented a list of questions pertinent to the Gold Line to forward to the partners in San Diego. He reviewed the changes that had been made since the packet had been produced. He then requested feedback on the list of questions.

Commissioner Weik asked about adding a question about bringing bicycles onto the vehicle, rather than the front of the bus. It was added to the list of questions.

Chair Karwoski recommended sending the list of questions to those going on the trip for feedback. Staff agreed to do so.

Agenda Item 8. Project Updates

a. Project Development Activities

Gold Line Project Manager Chris Beckwith introduced project updates for the past year. She introduced the new Gold Line map. She stated that they are amending the Transportation Policy Plan to go from 10 stations to 21 stations. This is because of the addition of the enhanced bus stops in downtown St. Paul. They are currently working on capital cost estimate and operating costs.

Ms. Beckwith stated that they are about halfway through project development phase and are on schedule. Beckwith explained project development costs expended to date. 34.6% has been expended and they are about 47% through project development. Ms. Beckwith walked through a presentation to bring attention to the good work that happened this year.

Mayor Reinke asked whether Helmo/Bielenberg and 4th street bridges were included in cost. Ms. Beckwith stated that the Helmo/Bielenberg bridge is included in the \$420 million cost, but there is a question as to whether the roadway itself is eligible for a federal match. Ms. Lucke

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jumped in to explain the regional solicitation process to the group, and how it could be used to fund the bridge, and also be used as match to federal funds.

Commissioner Weik asked whether we are at a hard stop with the federal government shutdown, or if there was anything we can do to move ahead during shutdown.

Ms. Beckwith informed the group that the project was at a hard stop with the environmental review, but that the project was still moving forward on design. There is a handful of Federal Transit Administration staff still working, but Small Starts staff are not deemed critical.

b. BRTOD Project Update

Ms. Lucke invited consultants to speak about upcoming BRTOD meetings. The consultants spoke about the meetings, highlighting a January 16th meeting for District 1 Community Council. On January 28th, the Maplewood BRTOD plan will be presented to the City Council. On February 18th, a meeting with District 4. Finally, on February 26th, a presentation for the joint cities of Landfall and Oakdale.

c. Communications Update

Brian McClung presented the communications update. He stated that Minnesota currently has a divided legislature, the only state in the nation. It is the first time since 1914 that this has happened. The upcoming legislative session should be active and noisy. Transportation and transit will be a hot topic. Gas tax and transit will be a large part of the Governor's plan. There are a lot of new members, and a lot of new educating to be done. The three Minnesota house seats that are closest to the Gold Line have new legislators. The communications team has been scheduling meetings with these representatives and working to educate them about Gold Line Partners.

Social media has seen growth on Facebook and Twitter. The top tweets have been about autonomous vehicles and what the Sun Ray area may look like in the future. Facebook currently has 904 likes.

New coalition has been formed, called "Keep MN Moving". They are advocating on transit broadly and focusing on four areas in particular:

- Advancing modern Arterial BRT
- Improve current bus system
- Fully funding greater MN transit needs
- Fully funding Metro Transit core needs

There seems to be a broader approach to funding transit at the capital, which bodes well for the Gold Line. The mood in general is upbeat, pragmatic, and trying to avoid being like the federal government.



Chair Karwoski asked if there was an opportunity to get funding for the Gold Line from the state of MN with the new Governor.

Mr. McClung stated that Gov. Walz emphasized interconnectedness of MN transportation. He interpreted this as a positive sign that Gov. Walz understands how Metro region transit is impactful to the whole state.

Commissioner Ortega emphasized that Ramsey County would take the position that the whole transit system is important, not just the Gold Line. Ramsey County would lobby for the entire system, but not any one specific line.

Agenda Item 9. Media Articles

Chair Karwoski presented an article that appeared in the Woodbury paper, which listed the Gold Line as one of its top ten stories of the year. It shed a positive light on the Gold Line.

Agenda Item 10. Adjourn

Commissioner Ortega made a motion to adjourn, seconded by Mayor Reinke. **Approved.**

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Agenda Item #2b

DATE: April 4, 2019
TO: Gold Line Partners
FROM: Staff
RE: Checks and Claims

FTA BRTOD Contract (Crandall Arambula)

January 2019	\$115,206.68
February 2019	\$46,682.05
March 2019	\$31,201.19

Contract Utilization = 91.4%

Communications Contract (MZA + Co)

January 2019	\$2,700.00
February 2019	\$7,244.72

Contract Utilization = 32.0%

Total **\$203,034.64**

Detailed invoices can be made available upon request.

Action Requested: Approval

GOLD LINE P A R T N E R S

Agenda Item #3

DATE: April 5, 2019
TO: Gold Line Partners
FROM: Staff
RE: Letters of Support

Proposed letters of support for the Kellogg Bridge and 4th Street Bridge state bond requests, requested per action at the last Gold Line Partners meeting, are included in the packet. The letters were signed and distributed prior to the Partners meeting, due to timing with a Capital Investment Committee meeting.

The letters were addressed to the Chairs of the Committee: Rep. Mary Murphy and Sen. David Senjem.

Action Requested: Discussion

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April 5, 2019

Dear Rep. Mary Murphy and Sen. David Senjem:

On behalf of the Gold Line Partners, I am writing to express support for the \$48 million bonding request to rebuild the Kellogg-Third Street Bridge in Saint Paul.

The longest bridge owned by Saint Paul, the Kellogg-Third Street bridge was built in 1982. In 2014, cracks were found in the cantilevers, or support arms extending from the bridge piers, and the bridge was narrowed to three center lanes as a precautionary measure.

The Minnesota Department of Transportation estimates nearly 14,000 vehicle trips occur daily across the half-mile-long bridge. The bridge would also be utilized as part of the route for the METRO Gold Line, a 10-mile Bus Rapid Transit (BRT) line that will connect Saint Paul, Maplewood, Landfall, Oakdale and Woodbury, beginning in 2024.

Gold Line Partners is comprised of local elected officials from the cities and counties along the line, along with business and community leaders. Our mission is to engage with the public to inform them about METRO Gold Line, and work to ensure benefits of this project are spread throughout our communities.

Gold Line Partners believes that the Kellogg-Third Street Bridge is an important connection that needs attention and deserves state support.

Thank you for your consideration.

Sincerely,

Stan Karwoski
Chair, Gold Line Partners
Washington County Commissioner, District 2

GOLD LINE PARTNERS

April 5, 2019

Dear Rep. Mary Murphy and Sen. David Senjem:

On behalf of Gold Line Partners, I am writing to express support for the \$4 million bonding request for general purpose automobile-use lanes and pedestrian and bicycle infrastructure on an improved 4th Street Bridge over I-694 in Oakdale.

With a combination of state and federal funds, the 4th Street Bridge would be reconstructed and improved in conjunction with the METRO Gold Line Bus Rapid Transit project.

The new bridge would include two lanes of general-purpose automobile-use, pedestrian and bicycle lanes, along with dedicated lanes for METRO Gold Line BRT.

The \$4 million bonding request is for the general-purpose automobile-use and pedestrian and bicycle lanes, only.

Gold Line Partners is comprised of local elected officials from the cities and counties along the line, along with business and community leaders. Our mission is to engage with the public to inform them about METRO Gold Line, and work to ensure benefits of this project are spread throughout our communities.

Gold Line Partners believes that these improvements to the 4th Street Bridge are important to firmly establish strong connections within our communities, and a robust economy. We urge you to support this funding request.

Thank you for your consideration.

Sincerely,

Stan Karwoski
Chair, Gold Line Partners
Washington County Commissioner, District 2



Agenda Item #4

DATE: April 4, 2019
TO: Gold Line Partners
FROM: Staff
RE: Financial Oversight and Administrative Process

In the approved January 2019 Gold Line Partners work plan, financial oversight and administrative activities were detailed. As part of the financial oversight and administrative process, Gold Line Partners has contracted with a consultant to assist in ongoing strategic planning in the absence of the Counties Transit Improvement Board (CTIB). Work includes collaborating with Ramsey County and the Metropolitan Council to outline agreements in preparation for entry into Engineering in late 2019.

A discussion will take place at this meeting to provide an overview of work performed to date, and a preview of what to expect during 2019.

Action Requested: Approval



DATE: April 4, 2019
TO: Gold Line Partners
FROM: Staff
RE: San Diego, California, BRT Trip Lessons Learned

Background

The Commission’s 2019 budget and work plan identified visiting a peer region as a priority, in large part because of current station area planning activities and project development and engineering phases. The trip’s purpose was to experience another BRT system operating in a dedicated guideway and learn lessons from another system’s engineering, construction, and station area planning processes. San Diego’s successful South Bay *Rapid* BRT system was selected because it operates in a dedicated lane and there is suburban development surrounding the new South Bay *Rapid* stations.

A summary of the trip attendees, stipends used, and key takeaways is described below. A video summarizing trip highlights has been produced by MZA + Co and will be presented to the Partners meeting.

Trip Attendees

Name	Affiliation	Stipend
Allen, Sara	Washington County	No
Arnoldi, Andrea	Kimley Horn - GPO	No
Ayers-Johnson, Joe	Washington County	No
Beckwith, Chris	Metro Transit - GPO	No
Brandt, Mary	Gold Line CBAC	Yes
Brasson, Antoinette	Metro Transit	Yes
Breise, Marc	MnDOT - GPO	No
Carlson, Charles	Metro Transit - GPO	No
Cook, Tom	Metropolitan State	Yes
Corbid, Kevin	Washington County	No
Cove, Marc	Oakdale Area Chamber of Commerce	Yes
Date, Andrea	Woodbury	Yes
Fosmo, Tracy	Kimley Horn - GPO	No
Gitzlaff, Andy	Ramsey County	No
Green, Denzel	Darrell Paulson Aide	Yes
Gustafson, Torin	Gold Line CBAC	Yes
Hansen, Tabatha	Washington County	No
Hanson, Dave	Metro Transit	Yes
Isaacson, Brian	Ramsey County	No
Johnson, Lowell	Washington County	No

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Name	Affiliation	Stipend
Johnson, Wayne	Washington County	No
Karwoski, Stan	Washington County	Yes
Kutzke, Tony	Woodbury	Yes
Lamothe, Craig	HNTB - GPO	No
Leitner, Lyssa	Washington County	No
Love, Steve	Maplewood	Yes
Lucke, Jan	Washington County	No
Mathys, Brian	3M	No
McClung, Brian	MZA + Co	No
McDonough, Jim	Ramsey County	Yes
Nelson, Rebecca	Dayton's Bluff Community Council, St. Paul	Yes
Ortega, Rafael	Ramsey County	Yes
Paulsen, Darrell	Maplewood	Yes
Reinke, Paul	Oakdale	Yes
Rippel, Regina	Gold Line CBAC	Yes
Searles, Eric	Woodbury	Yes
Streetar, Bob	Oakdale	Yes
Theisen, Don	Washington County	No
Tobolt, Darren	Ramsey County	Yes
Valens, Nyagatare	Gold Line CBAC	Yes
Wall, Lisa	Kimley Horn - GPO	No
Watson, Shannon	Saint Paul Area Chamber of Commerce	Yes
Weik, Lisa	Washington County	Yes

Stipend Reimbursements

At the January, 2019, Partners meeting, up to 30 people were allowed a \$1,000 stipend. Twenty-three trip attendees submitted stipend requests, although there was variation in the amounts requested. A total of **\$24,553.89** in stipend reimbursement has been requested and processed.

Key Takeaways

In San Diego, the Gold Line Partners delegation was provided background information by San Diego Association of Governments (SANDAG) staff, took a tour of the newly opened South Bay *Rapid* BRT, toured station areas, and participated in a panel discussion with San Diego's MTS transit agency, operations, and city staff, and regional elected officials. Delegation members were actively engaged throughout the trip, and there were opportunities for questions and discussion. Some of the key takeaways:

- Importance of thoughtful and intentional partnerships with the private sector
- Cooperation among government entities involved in the project

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- Focus on recruiting choice riders and marketing the line to new users
- Connectivity to the community
- Specific training for BRT drivers

Partner members who attended the trip will be asked to provide more information about what they learned while in San Diego.

Action Requested: Discussion of lessons learned.

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Agenda Item #6a

DATE: March 29, 2019
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 January 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
 - Reviewed project scope and cost items
 - Received update on 2019 field work assumptions
 - Discussed platform height expectations
 - 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
 - A new co-chair was selected to replace Steve Morris. Mary Brandt, the business representative from the Mound Boulevard Station is the new co-chair.
 - CBAC met once since January and discussed engagement opportunities for 2019 and provided input on scope and cost.
 - Corridor Management Committee (CMC)
 - CMC serves a similar role as the previous Policy Advisory Committee
 - The CMC has been focusing on scope and cost information and provided feedback for station design.
 - Design Advancement and Refinement Teams (DARTs)
 - Made up of staff from specific issue areas (ex: Maplewood DART has members from Maplewood, Ramsey County, MnDOT, and project office)
 - DARTs met weekly or every other week to resolve technical issues and refine design
 - DARTs have focused on refining issues throughout the entire corridor.
 - Project office has begun to review comments on the 15% plans.
 - Environmental Assessment (EA) Scope
 - With the CMC approval of the EA scope in September technical staff assembled the draft document and submitted to FTA on January 1
 - Due to the federal shutdown, the EA will now be published in October as opposed to summer 2019



- 15% Design
 - Project partners submitted their comments on 15% plans. The project office is responding to these comments and will incorporate relevant comments into the 30% plans
 - A Value Engineering workshop was held in early April with multi-disciplinary experts from the counties, MnDOT, and national consultants to review the 15% plans and provide feedback to incorporate into the 30% plans. A full Value Engineering report will be completed later this spring

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

Action Requested: Information

DATE: March 29, 2019
TO: Gold Line Partners
FROM: Jason Graf, Crandall Arambula
RE: METRO Gold Line BRTOD Plans

Key Work Activities/Progress for the month of January 2019

Meetings and Engagement

- PMT Meeting - Gold Line Partners BRTOD Plans slideshow review (Jan. 1)
- PMT Meeting - BRTOD Plans briefing and project update (Jan 4, 18, 25, & 31)
- Conference Call -District 1 Community Mtg review w/ City & WCRRA (Jan. 9)
- Conference Call – Discussion Draft Greenway Avenue Plan w/City & WCRRA (Jan. 11)
- Conference Call - District 4 Outreach w/Lissa Jones-Lofgren & WCRRA (Jan. 15)
- Conference Call - Maplewood BRTOD Plan slideshow review w/ City & WCRRA (Jan. 18)
- Conference Call - Greenway Avenue BRTOD Plan- Landfall Review w/ City and WCRRA (Jan. 22)
- Conference Call - Greenway Avenue BRTOD Plan- Oakdale Review w/ City and WCRRA (Jan. 22)
- Engagement- Gold Line Partners BRTOD Plans Update presentation (Jan. 10)
- Engagement- District 1 Community Meeting-White Bear & Sun Ray Stations (Jan. 16)
- Engagement- Maplewood BRTOD Plan- City Council Meeting (Jan. 28)
- Metro Transit Meeting - Kathryn Hansen & WCRRA- BRTOD Opportunity Sites Briefing (Jan. 28)

Other Project Activities

- Discussion Draft Woodbury Stations BRTOD Plan for City review (Jan. 8)
- Discussion Draft Greenway Station BRTOD Plan for Cities staff review (Jan. 9)
- Discussion Draft Greenway Station BRTOD Plan-Revised for Oakdale staff review (Jan. 25)
- Discussion Draft Greenway Station BRTOD Plan-Revisions and Appendices for Oakdale staff review (Jan. 29)
- Discussion Draft Gold Line BRTOD Plan Summary document for RCRRRA review (Jan. 30)
- Prepared Final Maplewood BRTOD Plans – Document, appendices and supplemental materials for City-Sharefile
- Prepared Revised Greenway Avenue Implementation Summary Memo-Landfall

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- Prepared Revised Greenway Avenue Implementation and BRTOD Plans Memo-Oakdale
 - Prepared Phase 4 Maplewood BRTOD Plan Overview materials, web page management and engagement summary
 - Prepared Phase 4 Saint Paul District 1 (White Bear Avenue, & Sun Ray Stations) Meeting Overview materials, web page management and engagement summary
 - Prepared outreach materials for Saint Paul District 4 meeting (Mounds, Earl and Etna Stations)
 - Prepared graphic illustrations of 4th Street Bridge-Helmo Station for WCRRA grant submittal

Key Work Activities/Progress for the month of February 2019

Meetings and Engagement

- PMT Meeting- BRTOD Plans briefing and project update (Feb 14)
- Conference Call Meeting-District 4 Community Mtg slideshow review w/ City and WCRRA (Feb. 04)
- Engagement- District 4 Board Council Meeting-Mounds, Earl, Etna Stations (Feb. 18)

Other Project Activities

- Discussion Draft Gold Line BRTOD Summary for RCRRRA review (Feb. 1)
- Discussion Draft Greenway Station BRTOD Plan Refinements for Oakdale staff review (Feb 13, 15, & 28)
- Prepared Saint Paul Stations District 4 Engagement Summary
- Prepared Final Saint Paul BRTOD Plans – Document, appendices and supplemental materials for City
- Prepared Greenway Avenue Community Meeting Slideshow for review
- Prepared Phase 4 District 4 Meeting Overview materials, web page and engagement summary
- Prepared Sharefile folder for completed Gold Line project deliverables
- Prepared Woodbury files (appendices and BRTOD Plans-Greenway and Helmo) for City Staff review
- Prepared Greenway Avenue Infrastructure Sanitary Plan update
- Prepared Greenway Avenue and Maplewood Station illustrations
- Completed reviews for Gold Line BRTOD Summary Document

Key Work Activities/Progress for the month of March 2019

Meetings and Engagement

- PMT Meeting - BRTOD Plans briefing and project update (Mar. 1, 15, & 28)
- Conference Call - Greenway Avenue BRTOD Plan slideshow review w/ City & WCRRA (Mar. 1)
- Conference Call – Helmo Avenue Station Modified Option A Recommendations review with City & WCRRA (Mar. 6)
- PMT Meeting – Woodbury Stations BRTOD Plans Update from City Staff (Mar. 7)
- Engagement- Greenway Avenue BRTOD Plan- Neighborhood Meeting (Mar. 21)
- Conference Call – Greenway Avenue BRTOD Plan Joint Council Meeting slideshow review w/ Cities & WCRRA (Mar. 28)

Other Project Activities

- Prepared discussion drafts and updates for Woodbury Stations BRTOD Plan document
- Finalized Woodbury Stations BRTOD Plan document
- Prepared discussion drafts and updates for Greenway Avenue BRTOD Plan documents for Landfall and Oakdale
- Prepared Helmo Avenue Station modified Option A alternative development plan and park-and-ride CAD drawings and refinement recommendations memorandums
- Prepared Greenway Avenue BRTOD Plans Community Meeting outreach, overview handouts, response sheet and slideshow in English and Spanish translation
- Prepared Phase 4 Greenway Avenue BRTOD Plan Community Meeting web page management, and on-line survey

Project Management Upcoming Activities

- Engagement - Greenway Avenue BRTOD Plan Joint Council meeting (April 9)
- Finalize Greenway Avenue BRTOD Plans engagement summaries and update website with final materials and Greenway Avenue BRTOD Plan (Apr. 16)
- Review and finalize Overall BRTOD Plans engagement summary (Apr. 23)
- Review and finalize Helmo Avenue BRTOD Plan with City and WCRRA
- Prepare all final materials and post entire project deliverables to Sharefile (Apr. 30)



Agenda Item #6c

DATE: March 29, 2019
TO: Gold Line Partners
FROM: Brian McClung, MZA+Co
RE: Gold Line Partners Communications and Government Relations Update

The 2019 Minnesota legislative session is now entering the home stretch to the May 20 constitutional adjournment deadline. There have been a couple of Special Elections since session began – Republicans increased their majority in the State Senate from 34-33 to 35-32 when Rep. Jason Rarick won the District 13 seat vacated by Tony Lourey, who became Commissioner of Human Services. Republicans also won the Special Election to backfill Rarick’s seat.

Government Relations – Our team has been meeting with legislators including the three new legislators along the METRO Gold Line route – Rep. Tou Xiong (HD 53A, DFL-Maplewood), Rep. Steve Sandell (HD 53B, DFL-Woodbury) and Rep. Shelly Christensen (HD 39B, DFL-Stillwater).

Governor Walz’s budget proposal includes \$1.3 billion in recommended bonding projects. House DFLers have included room for approximately \$1.4 billion in a bonding bill. Senate Republicans have said they don’t expect to introduce a bonding bill this year and will focus on bonding in the 2020 session.

Two of the new members from the East Metro delegation, Rep. Tou Xiong and Rep. Sandell, authored HF 2677, which would appropriate \$4 million for the 4th Street Bridge over I-694. This bonding request is for the general-purpose automobile-use and pedestrian and bicycle lanes, only. The bill was introduced on March 25.

Overall, transportation and transit have been one of main topics during this legislative session. Governor Walz proposed a \$1.5 billion transit package that would create a comprehensive investment strategy focused largely on the region’s bus system. The package includes addressing the structural budget issues created by the growth in demand for Metro Mobility, the region’s mandated public transit service for people with disabilities.

Governor Walz’s transit funding proposal includes funding to open one bus rapid transit (BRT) line each year for the next decade and allow for regular route transit to grow between 3% and 5%, a potential

40% growth in regional ridership. The Administration says this investment will connect people to another 500,000 jobs.

On April 4, Metropolitan Council Chair Nora Slawik led a tour of the Gold Line route as part of her series of meetings in Met Council districts across the region. A large group of leaders joined in and had the opportunity to learn more about Gold Line's future and development opportunities along the route.

We will continue to monitor legislative hearings and meetings as the session enters its final weeks.

Strategic Communications & Social Media – In February we provided support for the educational visit to San Diego. San Diego opened the latest leg of their Rapid Bus System – South Bay Rapid – on January 27, 2019. Similar to plans for METRO Gold Line, South Bay Rapid improves travel times by utilizing dedicated transit-only lanes, traffic signal priority, limited station stops, and real-time passenger information. It also connects a suburban region and a downtown with modern, comfortable vehicles and amenities such as improved riding quality, upgraded interiors, and Wi-Fi service.

Our team led a wrap-up session on the trip to discuss lessons learned and best practices. We also discussed the language we're using when we describe the benefits of Gold Line and how best to ensure that the benefits of Gold Line will be spread throughout our communities.

We also drafted letters of support from Gold Line Partners for the Kellogg Bridge and Fourth Street Bridge projects, as discussed at the January meeting.

We continue to regularly engage via Twitter and Facebook. The number of followers on our Twitter account – @GoldLinePrtnrs – continues to grow. Our top tweet from the past three months was about the City of Maplewood's approval of station –

@GoldLinePrtnrs: The Maplewood City Council approved preliminary development plans for a Gold Line bus rapid transit stop in front of the 3M campus on Hudson Road via @lillienews

That tweet earned 1,316 impressions.

The Facebook post with the most impressions (2,149 people reached) was on March 15 – about the March 21 meeting at the Landfall Community Center for the Greenway Station Neighborhood Meeting.

EAST METRO

In tiny Landfall, Minnesota, leaders prepare to deal with the pros and cons of self-ownership

On the verge of paying off its debt, mobile home community readies for self-ownership

By Mara Klecker (<http://www.startribune.com/mara-klecker/386835651/>) Star Tribune |

FEBRUARY 19, 2019 — 10:27PM

Three girls on a recent evening stepped out of a teen center, gripping cellphones to capture the best shot of a sunset over snow-blanketed Tanners Lake. For all the motorists on nearby Interstate 94 knew, the girls could have been in Oakdale or Woodbury or Maplewood.

But they were in Landfall, population 742, one of only two incorporated cities in Minnesota that consists primarily of mobile homes, and a city that was founded to save affordable housing.

Now leaders are trying to figure out how to better market their distinct burg as it prepares in a few years to take the reins of ownership from Washington County, its landlord since the late 1990s.



LEILA NAVIDI • STAR TRIBUNE

Carey Garcia-Heublein worked with Sofia Sanchez, left, and Evelyn Diaz Hernandez at the teen center in Landfall, Minn., a city

"We are trying to create that sense of who we are and where we are," said City Administrator Ed Shukle. "We want to recognize the people who live here and why they live here."

Dispelling that anonymity might start with erecting a "Welcome to Landfall" sign that's visible from I-94, something for which the City Council has set aside money in this year's budget.

Once a mobile home park in danger of being snatched up by developers, Landfall has survived as a rare pocket of low-income housing in the east metro.

The 53-acre community, now more than half Hispanic, occupies the southwest tip of Oakdale, sits hard by Maplewood and across the interstate from Woodbury — all majority-white suburbs with median household incomes at least twice that of their tiny neighbor.

Despite its general obscurity, Landfall is well-known among limited-income families looking for a low bar to homeownership and a close-knit suburban community.

"I've got people who call every day hoping to hear about an opening," said Mary Brown, manager of the mobile home park.

Mayor Stan Suedkamp said he wants people to know the ways that Landfall defies many of the stereotypes — unsafe, unkempt, undesirable — about mobile home parks.

Moreover, the city's youth initiatives, which have drawn national recognition from an organization that aims to improve high school graduation rates, help make it an appealing home for families.

"This is not just a place for low life," Suedkamp said. "This is a place for good, quality family life."

In about five years, city officials expect to pay off the long-term bonds that Washington County used to buy the city in the 1990s to save its affordable housing. When that happens, Landfall will officially take ownership of all its 300 lots.

Some in Landfall fear that once the balance is fully paid, the city will invite in developers and sell its property. That worry is compounded by the expected arrival of mass transit in Landfall in 2024 (<http://www.startribune.com/gold-line-bus-rapid-transit-coming-to-tiny-mobile-home-city-of-landfall/489552641/>), when the Gold Line bus rapid transit is set to make a stop on the city's edge.

But Landfall's leaders are quick to allay concerns.

"The intent is to continue as a public body, a city where residents pay their rent and continue to live in owner-occupied homes," Shukle said.

'That small-town feel'

To live in Landfall, applicants must pass a background check and meet income guidelines: a family of four can't make more than \$47,000 to qualify.

While residents own their homes, they pay an average of \$300 monthly for their lot and city utilities. The City Council has opted against raising that rate for the last 15 years, Shukle said.

"We're a good deal," he said. "Generally families stay because they like it. They like the area, they like the view of the lake and the closeness to shopping and services. But they also stay because they can actually afford to."

In Landfall, people know their neighbors and maybe even join them on the dock for an afternoon of fishing, Suedkamp said. Honor roll students are recognized at City Council meetings. Families picnic near the lake in the summer and gather for a community dinner with Santa in the winter.

"It really gives you that small-town feel within these bigger cities," Brown said.

Landfall was founded by James and Mitzi Olson, who moved into a small cottage on the site in the 1950s. They had lived in a mobile home during World War II and, finding a shortage of affordable housing, developed the property into a mobile home park. To obtain municipal services, Landfall — entirely owned by the Olsons — petitioned for incorporation and became a city in 1959.

In 1991 Mitzi Olson, by then a widow, decided to sell. Residents worried about eviction and the prospect of a developer razing the community. With no bonding capability, they asked the Washington County Housing and Redevelopment Authority to buy the city as a way to shield their affordable housing.

County officials agreed, using long-term bonds to be paid off through rents collected from residents leasing the lots.

Freeing up the money going to the county will supplement the city budget, ideally protecting against the need to raise rents, Suedkamp said.

Landfall buys its water from Oakdale and its sewer services from the Metropolitan Council. As those costs rise, the city will "scrape and scratch together every penny" to avoid passing those costs onto residents, the mayor said.



Landfall has won awards for its after school programs, one of which enabled Abi Diaz to craft a bowl.

"We want to allow people to live a middle-income life at a lower-income price," Suedkamp said. "That's really what we are trying to do here."

Bringing equity home

On a recent afternoon just after school, the lower level of Landfall's periwinkle City Hall was strewn with various board games and Lego creations, the favored activities of a dozen grade-school kids. Down the road in an old maintenance garage turned teen center, a group of youths gathered in a space of their own.

Both elementary and teen programs are the result of a longstanding partnership between Landfall and [FamilyMeans](https://www.familymeans.org/landfall-cimarron.html), (https://www.familymeans.org/landfall-cimarron.html) a Stillwater-based nonprofit.

FamilyMeans' involvement in Landfall began in 1992, when its assessment showed residents were concerned about juvenile crime and the lack of youth activities in the community. In the decades since, Landfall has three times won America's Promise Alliance designation as one of the nation's 100 best communities for young people.

The city pays \$10,000 to FamilyMeans to provide afternoon and summer activities and support a teen bicycle program, which teaches bike repair and promotes fitness. Grant funding has enabled Landfall's youth to try kayaking, rock climbing, theater production and gardening.

"Throughout [FamilyMeans'] history here, one of our goals has been to bring equity to the community," said Tom Yuska, FamilyMeans' director of youth programs. "We want to give kids the opportunities to do things their parents might not be able to afford."

Supporting the city's young adults is an investment in Landfall's future, Yuska and Shukle said.

"Who knows, when they grow up they might participate in city government or run for City Council," Shukle said.

Mara Klecker covers Washington County for the Star Tribune. She previously spent two years covering social services for the Omaha World-Herald.

mara.klecker@startribune.com 612-673-4440 MaraKlecker

EAST METRO

Maplewood considers bridge over 94 to increase access to Gold Line bus route

The site for the city's rapid transit stop was selected primarily to serve the 3M campus and its roughly 12,000 employees.

By Greg Stanley (<http://www.startribune.com/greg-stanley/484708631/>) Star Tribune |

FEBRUARY 8, 2019 — 7:56PM

With Maplewood's only bus rapid transit station to go up practically on the campus of the 3M Co., city officials are trying to find ways to make sure that residents who don't work for the manufacturing giant can easily get to and from the bus stop.

One option the City Council is considering is a multimillion-dollar biking and walking bridge that would cross Interstate 94 and connect the homes near Battle Creek Regional Park to the proposed Gold Line bus route, which will use dedicated lanes to connect bus riders to downtown St. Paul or Woodbury once it opens in 2024.

Before construction begins in a few years on the route, Maplewood will need to decide if it wants to build the pedestrian bridge or otherwise connect residents to the station, the site for which was selected primarily to serve the 3M campus and its roughly 12,000 employees.

"The key to these stations is connectivity," said City Council Member Bryan Smith. "The big dream is to connect north and south Maplewood. That's been the challenge for decades, with the big barrier [I-94] that runs through the center of our city."

The Gold Line is a 10-mile express bus route planned to run generally along I-94 between downtown St. Paul and Woodbury, connecting Maplewood, Landfall and Oakdale.

The proposed location for the Maplewood stop can be tricky to reach, tucked as it is between 3M and the freeway on a one-way frontage road that runs between Century Avenue and McKnight Road.

The frontage road doesn't allow for public parking nor does it have sidewalks or bike lanes, though a 10-foot-wide bike trail is planned to go in concurrently with the bus route.

Neither McKnight nor Century was designed with pedestrians in mind and can be difficult to cross. The 3M buildings block access from the north and I-94 cuts the station off from neighborhoods to the south, Smith said.

But a pedestrian bridge could connect hundreds of residents within a half-mile to the station, Smith said, while also allowing bus riders entering Maplewood to quickly hop over the freeway and connect to the regional biking and hiking trails that run through Battle Creek.

"Opening access to Battle Creek and all its trail systems could really make sense," he said. "We're not talking about a bridge with a chain-link fence and concrete, or something like that. If we're going to do it, we should do it with some landscaping and art, something to make it iconic."

City officials will begin studying costs and potential plans for the bridge, as well as options for upgrading bike lanes and sidewalks along roads near the station.

A bridge would almost certainly need the cooperation of 3M, since an entrance point would likely need to be built on the company's property. Conversations with 3M have been ongoing for months, Smith said.

"They want to keep their campus secure and have understandable concerns about people walking across it," Smith said. "But I think they'll be interested in the community benefits of the Gold Line and want to make sure their folks can take advantage of it."



GLEN STUBBE - STAR TRIBUNE

The proposed location for the Gold Line's Maplewood stop is between 3M and the freeway on a one-way frontage road that runs

Greg Stanley is an environmental reporter for the Star Tribune. He has previously covered water issues, development and politics in Florida's Everglades and in northern Illinois.

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Maplewood approves plans for Gold Line station

Submitted by admin on Wed, 02/06/2019 - 12:00am

By: [Solomon Gustavo \(/by/solomon-gustavo\)](#)

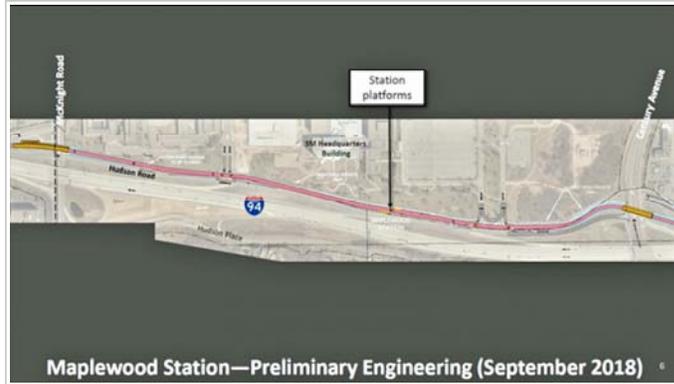


The Maplewood City Council approved preliminary development plans for a Gold Line bus rapid transit stop in front of the 3M campus on Hudson Road.

The Gold Line Bus Rapid Transit project will have 11 stations total, connecting nine miles of bus line between Woodbury, Oakdale, Landfall, St. Paul's east side, Union Depot in downtown St. Paul, and

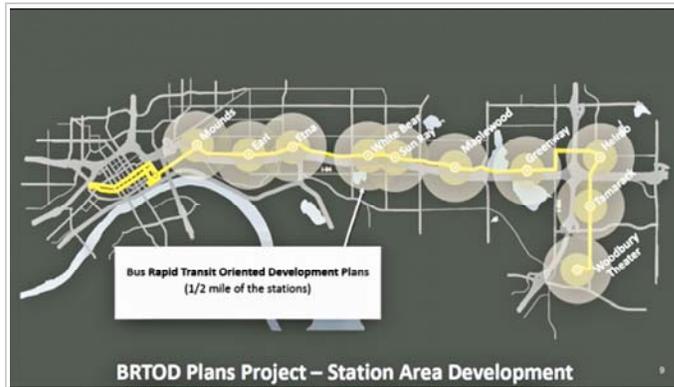
[\(/articles/2019/02/06/maplewood-approves-plans-gold-line-station\)](#)

graphics courtesy City of Maplewood An artist's rendering of the the Gold Line Bus Rapid Line stop in front of 3M on Hudson Road, which was included in preliminary development plans approved by the Maplewood City Council Jan. 28.



[\(/articles/2019/02/06/maplewood-approves-plans-gold-line-station\)](#)

A map of the Gold Line running along Interstate-94 on Hudson Road and the stop in front of 3M.



[\(/articles/2019/02/06/maplewood-approves-plans-gold-line-station\)](#)

courtesy City of Maplewood A map of the \$420 million, nine-mile Gold Line project. The double circles represent half- and quarter-mile radiuses around each station.

employees. The trail and bridge would improve employee walking and biking access to nearby shopping and recreation.

The bridge would cost the city a projected \$7 million. Being so far down the road, the price tag is not set in stone. "Don't write it down," joked Arambula.

Worries about

prioritizing 3M

What gave the council more pause than the price was a plan seemingly appeasing 3M above all else.

Maplewood. A federal grant has made it possible; the project will cost \$420 million.

The line is still in the planning stages — it won't be around until 2024.

The station plan was approved, but not before council members expressed concerns the station planning was being tailored to the needs of 3M and not greater Maplewood.

"What I would hate to see happen is this becomes the 3M station and not the Maplewood station," said council member Bryan Smith during the Jan. 28 council meeting. "Right now, it feels a little bit more like the 3M station."

Plans presented to the Maplewood council by project consultant Don Arambula, from Portland-based urban design firm Crandall Arambula, had nothing to do with transit lines or buses. It also had nothing to do with the station, said Arambula, but focused on an idea of "what happens around it."

The ambition is to provide safe and comfortable access to the station in the hopes of increasing the number of bus riders, and a policy guide for implementing the city's 2040 comprehensive plan in relation to it.

Specifically, Arambula said planners put together a study, which included resident input, for development impact and opportunities for a half-mile radius around the station, with a special focus within a quarter mile. He added that 80 percent of transit users who walk to a station live within that quarter-mile radius.

Arambula showed the council a map of the line running along Interstate-94 on Hudson Road, with an artist's rendering of the 3M station with a trail for people to get there on bike or foot, and a wide, landscaped bridge across the freeway. The trail and bridge would connect to Battle Creek Regional Park. The station could be a trail head into Battle Creek, said Arambula.

He said placing the "employment station" at 3M is "pretty obvious," considering the company's 12,000

Arambula noted that Maplewood community members and staff took issue with the lack of direct walking or biking access to the station from neighborhoods north and south of it. 3M bans public walking or biking across its campus.

"It's their land," said Smith, "a large portion of the ridership coming in and out of that station will be their folks."

3M, said Smith, has a relatively conservative culture that doesn't reward risks. He said he's had conversations with wary 3M security and facilities people who see risk in elements of the project. "Their jobs are to be protective of the property."

More bluntly, Smith said connecting Lions Park, for example, to the station and allowing the public to walk through its campus "gives [3M security] hives right now."

Council member Kathleen Juenemann said the council needs to somehow "strike a note" that indicates to 3M that the station "is not all about them."

Unless 3M is willing to partner with the city, said Smith, basics — like getting a sidewalk from the road to the station — will be more challenging.

Arambula said his firm is considering how to connect the 3M station to the greater neighborhood.

After noting its concerns, the council approved the plan. Smith said he believes the city and the right people at 3M will be able to open up conversation.

"I don't mean to sound doom and gloom about this," he said.

Said Juenemann, "If you want doom and gloom, come to me."

Arambula said the next steps would be a feasibility study to find potential funding partners — like 3M, Ramsey County and the Metropolitan Council — as well as determining exact costs, designs and what steps to take after that.

—Solomon Gustavo can be reached at sgustavo@lillienews.com (<mailto:sgustavo@lillienews.com>) or 651-748-7815.

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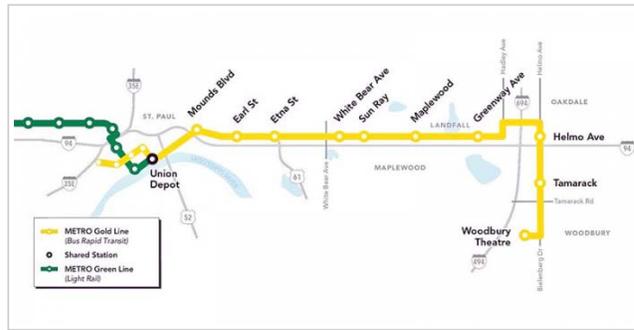
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Station-area plans being finalized for Gold Line transit corridor

Submitted by admin on Mon, 01/28/2019 - 12:00am

By: [Hannah Burlingame \(/by/hannah-burlingame\)](#)
[\(/articles/2019/01/28/station-area-plans-being-finalized-gold-line-transit-corridor\)](#)

courtesy of Gold Line Partners The Gold Line Bus Rapid Transit corridor will run between downtown St. Paul and Woodbury along Interstate 94. As a part planning for the project, an urban planning



consulting firm was hired to help create station

area plans, which will help guide future development along the transit corridor.



(articles /2019/01/28/station-area-plans-being-finalized-gold-line-transit-corridor)

images

courtesy of Gold Line Partners Most of the development suggestions for the Sun Ray station involved redeveloping the Sun Ray shopping center in phases, creating high-density housing and retail.



(articles /2019/01/28/station-area-plans-being-finalized-gold-line-transit-corridor)

Of the suggestions presented by the consulting firm during a Jan. 16 meeting, it was suggested that a parcel of land east of the new apartment buildings on Hazel Street be turned into a park, giving direct line-of-sight to the future bus station, which will be between the parcel of land and Interstate 94.

With planning well underway for the Gold Line bus rapid transit corridor, station-area plans are beginning to wrap up, serving to lead potential future development along the corridor.

The Gold Line is a transit corridor that will run from downtown St. Paul along Interstate 94 to Woodbury. The transitway, which will consist of buses running in their own dedicated lanes, is estimated to begin operations in 2024.

There are five stops on the East Side — Mounds Boulevard/Maria Avenue, Earl Street, Etna Street, White Bear Avenue and Sun Ray.

Gold Line Partners, the group of city and county officials representing their communities in the creation of the Gold Line, hired an urban planning consulting firm to help create a Bus Rapid Transit-Oriented Development Plan to serve as a guide for future development around the stations.

Portland-based Crandall Arambula made suggestions for accessibility, connections, safety, housing and jobs near the stations.

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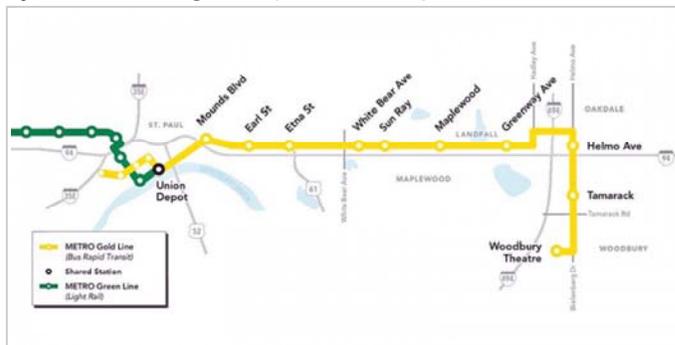
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Station-area plans being finalized for Gold Line transit corridor

Submitted by admin on Mon, 01/28/2019 - 12:00am

By: [Hannah Burlingame \(/by/hannah-burlingame\)](#)



With planning well underway for the Gold Line bus rapid transit corridor, station-area plans are beginning to wrap up, serving to lead potential future development along the corridor.

The Gold Line is a transit corridor that will run from downtown St. Paul along Interstate 94 to Woodbury.

[\(/articles/2019/01/28/station-area-plans-being-finalized-gold-line-transit-corridor\)](#)

courtesy of Gold Line Partners The Gold Line Bus Rapid Transit corridor will run between downtown St. Paul and Woodbury along Interstate 94. As a part planning for the project, an urban planning consulting firm was hired to help create station-area plans, which will help guide future development along the transit corridor.



[\(/articles/2019/01/28/station-area-plans-being-finalized-gold-line-transit-corridor\)](#)

images courtesy of Gold Line Partners Most of the development suggestions for the Sun Ray station involved redeveloping the Sun Ray shopping center in phases, creating high-density housing and retail.



[\(/articles/2019/01/28/station-area-plans-being-finalized-gold-line-transit-corridor\)](#)

Of the suggestions presented by the consulting firm during a Jan. 16 meeting, it was suggested that a parcel of land east of the new apartment buildings on Hazel Street be turned into a park, giving direct line-of-sight to the future bus station, which will be between the parcel of land and Interstate 94.

from past plans due to the recent construction of a new apartment building off Hazel between I-94 and Old Hudson Road.

The transitway, which will consist of buses running in their own dedicated lanes, is estimated to begin operations in 2024.

There are five stops on the East Side — Mounds Boulevard/Maria Avenue, Earl Street, Etna Street, White Bear Avenue and Sun Ray.

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Top 10: Gold Line secures federal approval

By Jackie Renzetti on Dec 29, 2018 at 5:00 a.m.



1 / 2 One stop on the Gold Line will be at the 3M Headquarters. Courtesy of Metro Transit



Editor's note: This story is part of a series looking back at some of the biggest stories of 2018. Find the rest of the series here: [Top Ten 2018](#)

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In January, the Federal Transit Administration accepted the "Starts" program, which meant the bus rapid transit project would be matched federal funding.



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The announcement drew attention from top policy makers in the state.

"This announcement is great news for the East Metro region and for our state. The Gold Line will improve transit choices for over a half million Minnesotans," Gov. Mark Dayton said at the time. "It will connect workers with good jobs, encourage business expansions and reduce commuter congestion."

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"Gold Line BRT is critical to the future development of our region," said U.S. Rep. Betty McCollum in a statement. "Gold Line will provide frequent, all-day transit service in both directions to connect people who are headed to work, school, medical appointments, to pick up their kids or to get to sporting or arts events. I am pleased the FTA has approved this important next step for this project."

The Met Council and the Gateway Corridor Commission worked for about eight years to get to this step, Washington County Transportation Planning Manager Jan Lucke said at the time.

Once the Gold Line's design is completely finished — a milestone the project is set to reach in 2021 — planners can apply for federal funding, she said.

Most projects in the program end up receiving the funding, she said.

Getting into the program was the biggest milestone for the project in 2018, she said.

The Gold Line is planned to begin running in 2024, which would make it the state's first bus rapid transit system to use a designated bus lane.

The route stretches nine miles with 11 stops between Woodbury and St. Paul.

Washington County Commissioner Stan Karwoski emphasized that the Gold Line would help attract jobs to the area.

"All you have to do is look at the current competition for the , that large employers want to locate near modern, efficient tra the commute goes both ways," he said in a statement. "You Metro traveling into the core cities for jobs, as well as people in the rest of the region coming east to work at companies like 3M, or in the medical and hospitality industries in Washington County."

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