



Agenda
Gold Line Partners
October 31 – 1:30-3:00 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 July 11, 2019 Meeting*	
b. Checks and Claims*	
3. Gold Line Partners Audit*	Information
4. Termination Agreement	Approval
5. Project Updates*	
a. Project Development Activities	Information
b. BRTOD Project Update	Information
c. Communications Update	Information
6. Media Articles*	Information
7. First Meeting of the Gold Line Joint Powers Board November 20, 2019 3:00-4:30 PM, Sun Ray Library	Information
8. Adjourn	Approval

*Attachments

GOLD LINE PARTNERS

July 11, 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	
Paul Reinke	Oakdale	X
Sylvia Neblett	Maplewood	X
Tami Fahey	Lakeland	
ALTERNATE MEMBERS		
Victoria Reinhardt, Alternate	Ramsey County	
Lisa Weik, Alternate	Washington County	
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	Present
Jan Lucke	Washington County	X
Andy Gitzlaff	Ramsey County	X
Sara Allen	Washington County	X
Chris Beckwith	Gold Line Project Office	X
Brian McClung	MZA + Co.	X
Brian Isaacson	Ramsey County	X
Laurie Staiger	Woodbury Chamber of Commerce	X
Tom Cook	Metropolitan State University	X
Ben Picone	Washington County	X
Doug Johnson		X
Linda Stanton	Woodbury Resident	



Agenda Item 1. Introductions

Introductions were made by those present.

Agenda Item 2. Consent Items

Item 2a. Summary of January 10, 2019 Meeting

Item 2b. Checks and Claims

Motion made by Mayor Paul Reinke to approve consent item 2a. The motion was seconded by Commissioner Ortega. All were in favor. **Approved.** Motion carried.

Agenda Item 3. Strategic Planning

Sara Allen introduced the strategic planning process, and explained the procedures for the next phase of the Gold Line. She explained that the agreements are in progress, and that they are being worked with city and county staff. The agreements will be ready in 2020.

Agenda Item 4. Updated Joint Powers Board

Jan Lucke briefed the group on work that the county has been doing over the past few months. She began with some background on the Gateway Corridor Commission. Ms. Lucke then went over a summary of the accomplishments made by the Commission, including leading planning studies, advocacy at the State and Federal level, and seamlessly transferring the project to the Metropolitan Council for Project Development.

Ms. Lucke explained the role of a newly formed Joint Powers Board, with membership from the funding partner counties, for the purpose of oversight. This provides the counties the opportunity to play an important role in fund management.

The Gold Line Project Office led Corridor Management Committee (CMC) and Technical Advisory Committee (TAC) are comprised of the cities along the corridor. Residents and businesses within a half mile of stations are a part of the Community and Business Advisory Committee (CBAC). This ensures stakeholders have direct access to decisions made by the project office.

Ms. Lucke stressed the importance of continuing momentum and support of the business community and coalitions who've helped shape the Gold Line to this point. She proposed the business community remain under the title of Gold Line Partners – an advocacy and educational group.

Ms. Lucke concluded with an overview of next steps for the commission if it's decided to move forward with this proposal. The final meeting for the commission in its current form would be in October, 2019.



Commissioner Ortega requested clarification on the cities' role in the Gold Line project, and how the Gold Line Partners fits in. Ms. Lucke confirmed that the cities are still involved on the CMC and TAC committees, and explained that because of the high brand recognition of the Gold Line Partners, the group should retain its name and reshape its function. Commissioner Ortega requested clarification on the organizational chart.

Agenda Item 5. Project Updates

Item 5a. Project Development Activities

Chris Beckwith presented a Gold Line Project Office update. 2018 was spent on the draft environmental assessment, now under review with the Federal Transit Administration (FTA), on track to be published for public comment in October.

Ms. Beckwith explained the current schedule, on track to finish within the allotted Project Development timeline.

Chair Karwoski asked about what percent of completion the project would be at the end of 2019. Ms. Beckwith said that the project would be around 20%.

Chair Karwoski asked for more detail about the milestones between 30% and 100%. Ms. Beckwith explained that risk assessment, advancing the design, procurement, and outreach to contractors were all big milestones between to the percentages of completion. Commissioner Ortega commended the practice of outreach disadvantaged communities. Ms. Beckwith spoke about events to connect subcontractors with contractors, but that the real strength was with the percentage requirements.

Mayor Reinke asked about opportunity for the cities to make decisions on specifics, such as lighting, and other construction details. Ms. Beckwith suggested bringing that topic to the Design Refinement Advancement Teams, made up of city and county staff, but that it may be premature for decisions to be made on some details.

Councilmember Neblett introduced herself as a new representative to the group from the City of Maplewood.

Item 5b. BRTOD Project Update

Sara Allen presented an update on station area planning. Station area plans were complete, and communication went out explaining the station area plans directing members to the website, where all plan documents are housed. Ms. Allen thanked city and county staff for all of their cooperation.

Item 5c. Communications Update

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

GOLD LINE

PARTNERS

Brian McClung presented a communications update and summary of the last legislative session. There was bipartisan support and he attributed this to the work of the Partners. Recent efforts have been to educate legislators, especially the newly elected. A bonding bill was introduced for the 4th Street Bridge. It was important to get the conversation going and keep the project fresh in legislator's minds. The bridge will now be a part of infrastructure tours.

He then moved on to social media and communications. He explained that a lot of the positive focus was from station area plans. He emphasized the importance of keeping these positive stories in the minds of the public. The project may be over a decade old, but it is still new for residents. He explained that continuing the positive conversation on jobs and access are critical for the success of the project.

Mayor Reinke asked if there was any room for support with writing letters to legislators. Mr. McClung offered assistance to any members interested in submitting a letter. Mayor Reinke and Mayor Burt asked for suggestions on timing, and asked for further guidance on suggested timing.

Commissioner Ortega asked about FTA visits of the corridor. It was confirmed that they would be in town in early August to tour some of the metro transit lines. Commissioner Ortega suggested involving all members in any tours.

Agenda Item 6. Media Articles

Ms. Allen directed the committee members to articles included in the packet, and welcomed questions.

Agenda Item 7. Next Meeting – October 10, 2019 4:00-5:30 PM, Woodbury City Hall

Agenda Item 8. Adjourn

Chair Karwoski adjourned the meeting.



Agenda Item #2b

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

FTA BRTOD Contract (Swanson Haskamp)

September 2019

\$69,805.67

Contract Utilization = 99.1%

Communications Contract (MZA + Co)

June 2019

\$4,092.50

July 2019

\$2,675.00

August 2019

\$1,037.50

Contract Utilization = 53.2%

Total

\$77,610.67

Detailed invoices can be made available upon request.

Action Requested: Approval



Agenda Item #3

DATE: October 1, 2019
TO: Gold Line Partners
FROM: Staff
RE: Gold Line Partners Audit Results

Clifton Larson Allen has contracted with Washington County Regional Railroad Authority (WCRRA) on behalf of the Partners to perform the 2018 audit. There were no material weaknesses or significant deficiencies identified. A representative from Clifton Larson Allen will present the findings of the audit at the meeting.

Action Requested: Information

Gold Line Partners, Minnesota

Audit Presentation

Year Ending December 31, 2018

October 10, 2019

WEALTH ADVISORY | OUTSOURCING | AUDIT, TAX, AND CONSULTING

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Create Opportunities

Agenda

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



Introduction

WEALTH ADVISORY | OUTSOURCING | AUDIT, TAX, AND CONSULTING

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

Audit Team

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

- Doug Host - Principal
- Daniel Loch - Senior
- Elizabeth Kisch - Associate
- Luke West - Intern



Required Communications

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Required Communications

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



Internal Control

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Internal Control

Material Weaknesses and Significant Deficiencies – No deficiencies in internal control noted during 2018

- **None in the prior year either**



Minnesota Legal Compliance

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Minnesota Legal Compliance

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

2018 Findings:

- **None**



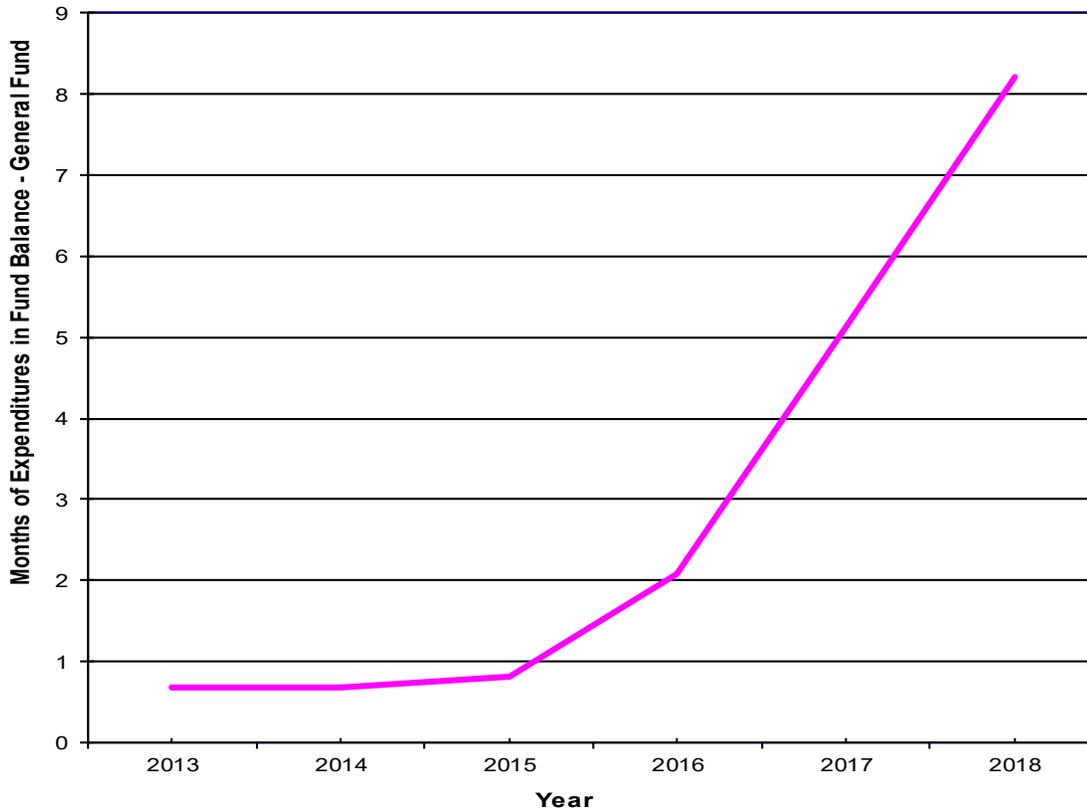
Financial Results

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Financial Results

Months of Expenditures in General Fund



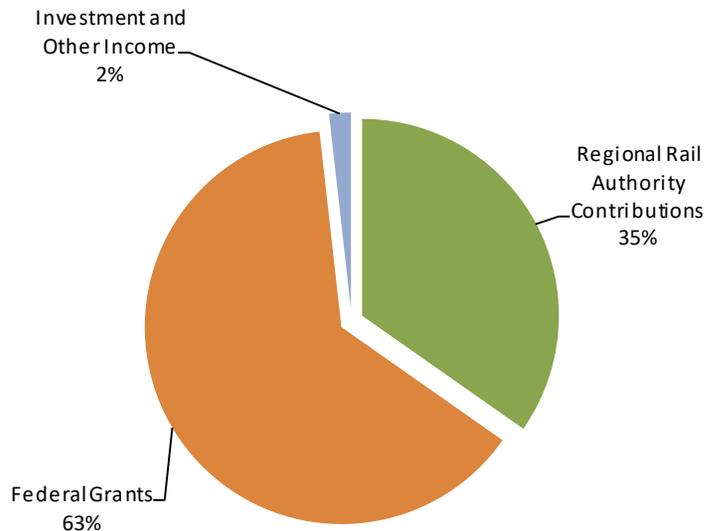
- Recommend no less than 5 months for the General Fund.
- This calculation is not necessarily a requirement for the Commission as you are not reliant on taxes.
- Appears reasonable based on operations and grant funding being the primary revenue source.

	2013	2014	2015	2016	2017	2018
Expenditures	\$ 866,934	\$ 1,557,871	\$ 1,552,236	\$ 1,168,869	\$ 731,997	\$ 762,972
Unrestricted Fund Balance	48,559	87,852	105,411	203,630	312,959	522,467

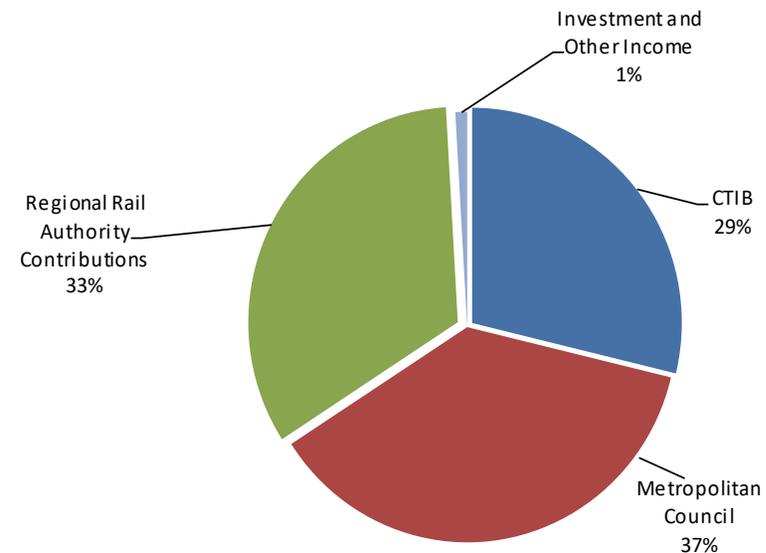
Financial Results

General Fund Revenues

2018 Revenues



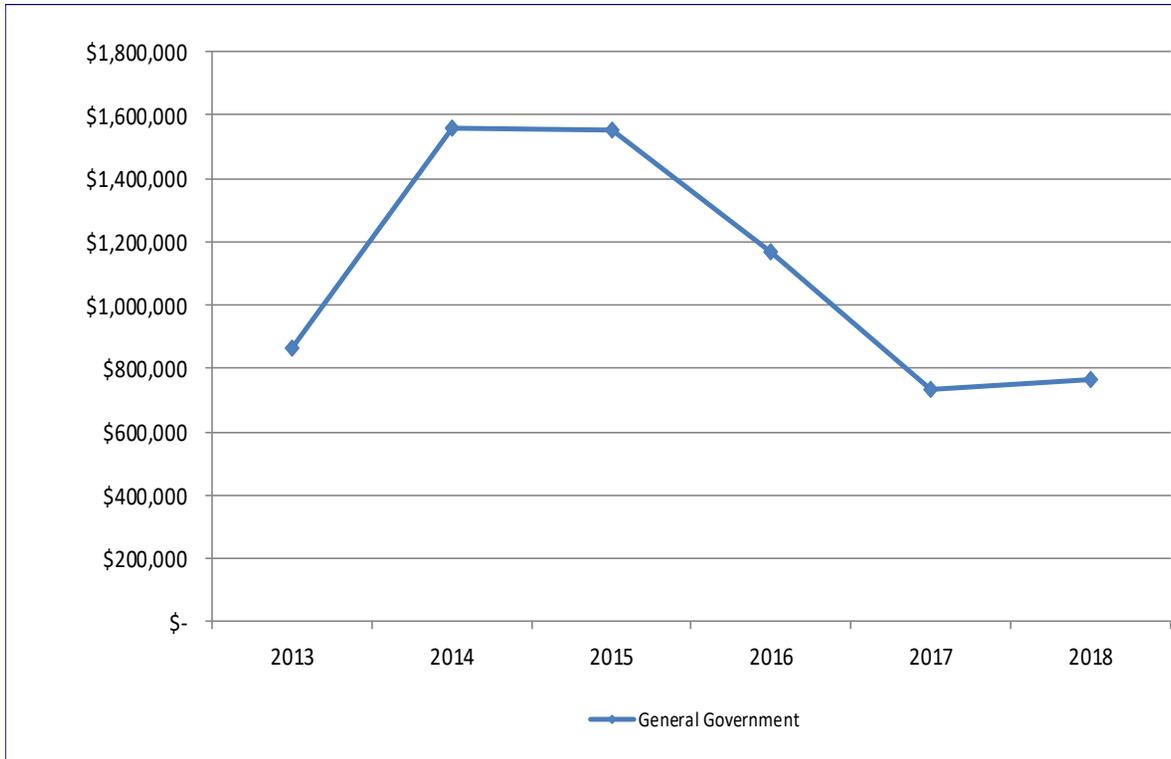
2017 Revenues



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

Financial Results

General Fund Expenditures



- Expenditures can vary widely based on state of operations.

	2013	2014	2015	2016	2017	2018
General Government	\$ 866,934	\$ 1,557,871	\$ 1,552,236	\$ 1,168,869	\$ 731,997	\$ 762,972



Key Issues/Summary

WEALTH ADVISORY | OUTSOURCING | AUDIT, TAX, AND CONSULTING

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

Key Issues/Summary

- Management letter overall “clean”
- No material weaknesses
- No passed adjustments
- Everyone was great to work with!

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

Contact Information:

Doug Host, CPA

218-825-2948

doug.host@CLAconnect.com



GOLD LINE PARTNERS

Agenda Item #4

DATE: October 24, 2019
TO: Gold Line Partners
FROM: Staff
RE: Gateway Corridor Commission Recommendation regarding Termination and Transfer of Funds

This action is to recommend that the Ramsey County and Washington County Regional Railroad Authorities (“Rail Authorities”) act to terminate the Joint Powers Agreement Establishing the Gateway Corridor Commission (“Agreement”) and that the Rail Authorities agree to transfer the remaining balance of the Commission’s funds, after payment of all outstanding obligations, to the newly formed Gold Line Joint Powers Board.

The Agreement provides that it may be terminated by resolution of the two Rail Authorities and such termination is effective when all obligations of the Commission have been paid in full. Pursuant to the terms of the Agreement, any remaining fund balance is to be distributed to the funding partners in proportion to their contributions. Note that the funding for the Commission was contributed by the Rail Authorities with each providing 50% of the annual budgets.

The new Gold Line Joint Powers Board was created in July of 2019, by agreement among Ramsey County, Ramsey County Regional Railroad Authority, Washington County and Washington County Regional Railroad Authority. The purpose of the new Board is to fund and oversee the next phase of work of the Gold Line Project. It will continue the successful efforts of the Gold Line Partners to guide the Gold Line BRT Project through engineering and construction to the start of revenue service.

Action Requested: See attached resolution

GATEWAY CORRIDOR COMMISSION TERMINATION AGREEMENT

WHEREAS, the Gateway Corridor Commission was formed by Joint Powers Agreement (“Agreement”), as revised and amended on September 9, 2010, among Washington and Ramsey County Regional Railroad Authorities and cities and townships along the Interstate 94 Corridor for the purposes of cooperatively analyzing the feasibility and planning for multi-modal transportation improvements along the Interstate 94 Corridor and for the related land use and development impacts; and

WHEREAS, in 2016, the counties and the cities in the corridor selected BRT in a dedicated guideway as the locally preferred alternative, which has become known as the METRO Gold Line BRT; and

WHEREAS, on October 24, 2018, the Metropolitan Council (“Council”) acted to include METRO Gold Line BRT in the regional Transportation Policy Plan; and

WHEREAS, the purpose of METRO Gold Line BRT is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all-day, bi-directional, station-to-station service that complements existing and planned bus service in the corridor; and

WHEREAS, the METRO Gold Line BRT is located in Ramsey and Washington Counties (“Counties”), Minnesota, and extends approximately ten miles, running between Saint Paul, Maplewood, Landfall, Oakdale and Woodbury; and

WHEREAS, the Council and the Counties are advancing design of the Project through the Gold Line Project Office (GPO), in partnership with the Minnesota Department of Transportation, and Saint Paul, Maplewood, Landfall, Oakdale and Woodbury (“Cities”); and

WHEREAS, the Council and the Counties are proposing to design and construct the METRO Gold Line BRT Project (“Project”), which will be owned and operated by the Council; and

WHEREAS, the Council is the local project sponsor and the Federal Transit Administration (FTA) grantee and therefore is responsible for the planning, designing, acquiring rights of way, constructing, equipping and commissioning the Project; and

WHEREAS, since January 2018, the Project has been advancing through the Project Development phase of the New Starts process by progressing and completing FTA requirements associated with the design and environmental processes; and

WHEREAS, after completing the requirements of the Project Development phase, the Council will request from FTA advancement of the Project into the Engineering Phase of the New Starts process; and

WHEREAS, on July 23, 2019, the Ramsey County Regional Railroad Authority, Ramsey County, Washington County Regional Railroad Authority and Washington County entered into a Joint Powers Agreement for the purpose receiving and distributing local funding for the pre-engineering, engineering and construction phases of the METRO Gold Line Project; and

WHEREAS, the Gateway Corridor Commission (also known as the Gold Line Partners) successfully guided the development of the METRO Gold Line Project through the Project Development phase, and the Gold Line Joint Powers Board will continue the Commission's efforts for the pre-engineering, engineering and construction phases pursuant to the new Joint Powers Agreement; and

WHEREAS, the Commission's joint powers agreement provides that the Agreement shall be terminated when Ramsey and Washington County Regional Railroad Authorities agree by resolution to terminate the Agreement and all obligations of the Commission have been paid in full; and

WHEREAS, the Agreement further provides that following the discharge of all obligations, any property interest remaining in the Commission, including any fund balance, be returned to the Ramsey and Washington County Regional Railroad Authorities in proportion to their contribution.

NOW, THEREFORE, BE IT RESOLVED that the Gold Line Partners recommend that the Ramsey County Regional Railroad Authority and the Washington County Regional Railroad Authority approve of the termination of the Joint Powers Agreement Establishing the Gateway Corridor Commission, in

accordance with Article 10.C.

BE IT FURTHER RESOLVED that the Gold Line Partners recommend that Ramsey County Regional Railroad Authority and Washington County Regional Railroad Authority transfer the remaining fund balance of the Gateway Corridor Commission to the newly formed Gold Line Joint Powers Board.

GATEWAY CORRIDOR COMMISSION

Commission Chair

Date

GOLD LINE PARTNERS

Agenda Item #5a

DATE: September 30, 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 over 20 months through the 24-month PD Phase. The Gold Line Project Office (GPO) has been involved in the following activities since the June 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 most months to discuss project issues
 - Received updates on project rating, costs and ridership
 - 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
 - CBAC provided input on scope and cost as well as station design but has not been meeting every month in 2019 due to lack of items
 - Membership will be refreshed and updated going into 2020
 - Corridor Management Committee (CMC)
 - CMC serves a similar role as the previous Policy Advisory Committee
 - The CMC provided a recommendation on scope and costs to include in the project in May
 - The CMC did not meet over the summer months due to lack of items
 - The CMC recently received updates on project rating, costs and ridership
 - The Project Rating will be announced by FTA in mid-Feb 2020 and the project office is estimating a Medium-High rating
 - 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
 - Some DARTs are pausing or meeting less frequently during the remainder of 2019 but will reconvene in 2020 to review the 30% design
 - Environmental Assessment (EA) Scope
 - The EA is on track to be published Oct 7 for a 30-day comment ending Nov 5

GOLD LINE PARTNERS

- Two open houses are scheduled for Oct 22 and Oct 23 as well as office hours at the Gold Line Project office on Oct 28.
- More information and details can be found on the environmental assessment website: www.metrotransit.org/gold-line-environmental
- The FTA and Met Council will respond to all substantive comments which will become part of the permanent record and will inform the final decision
- The federal decision document is anticipated in January 2020
- Project Development Schedule
 - There is no remaining schedule “float” in Project Development, the Federal shut-down consumed about 3 months of available schedule float
 - It will continue to be challenging to meet the PD schedule, but we believe we are on track to meet the requirements for Project Development within the 2 years
 - It will take several months, however, to apply and be accepted into the next phase (Engineering) but the benefit of deferring entry into Engineering is that it allows design to advance resulting in reduced risk in cost estimating

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

Action Requested: Information



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

Government Relations – During the legislative interim our team has been in touch with legislative staff regarding the upcoming bonding bill. The next legislative session is considered a “bonding” session (as opposed to the odd year sessions, which are budget sessions), and we anticipate the legislature will put together a significantly large bonding proposal.

We have worked closely with Washington County lobbyists regarding the 4th Street bonding request that was introduced as a bill during the 2019 session. Legislators are beginning tours of bonding projects now, as they look ahead to the start of the session on Feb. 11, 2020.

Strategic Communications & Social Media – The Gold Line BRT project continues to enjoy positive news coverage and engagement at community events. We will be sharing recent news stories and updates to the Gold Line Partners email list in an E-Newsletter this month. The news items featured in the E-Newsletter will include the results of a Transit Oriented Development Study showing growth along the Gold Line corridor, photos from recent community engagement events like “Big Truck Day” in Woodbury, an update on the Environmental Assessment study, and links to positive news stories about transit and Gold Line specifically.

We continue to see engagement on Twitter and Facebook around the Station Area Planning work that Gold Line Partners guided, as well as the results of the Transit Oriented Development study that Metro Transit completed.

Our top tweet from the past three months was about the Metro Transit study on TOD

Gold Line Partners @GoldLinePrtnrs

"Strategic development along existing and planned high frequency transit corridors can help ensure the Twin Cities don't just grow – they thrive." cc:

@woodburychamber @OACCMN @SPACC

[LINK to Metro Transit report on TOD: Developments succeed near high frequency transit]

That tweet earned 2,564 impressions. The other top tweets from the last 3 months were about station area plans.

The Facebook post with the most impressions (290 people reached) was a spotlight on the Helmo Avenue Station Area plan. Other top Facebook posts include a link to the Metro Transit study on TOD, and other posts about station area plans.

DATE: October 2, 2019
TO: Gold Line Partners
FROM: Sara Allen, Washington County, BRTOD Project Manager
RE: METRO Gold Line BRTOD Plans

BRTOD Activities

Contracts under the FTA Bus Rapid Transit Oriented Development Pilot Program have been completed, and staff is working closely with the Metropolitan Council to close out the grant according to Federal requirements.

Documents pertaining the Station Area Planning will continue to be accessible on the Gold Line Partners website, at: <http://thegatewaycorridor.com/station-area-planning/>

TRANSPORTATION

How would you use the Gold Line? Woodbury residents answer

The planned bus-rapid transit system could offer a welcome reprieve from driving and parking downtown any time of week.

Written By: Hannah Black | Oct 2nd 2019 - 8am.



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

When Adela Peskorz moved to Woodbury with her husband 30 years ago, she was forced to do something she'd never previously imagined: get a driver's license.

Peskorz grew up navigating public transit in New York City. Though she's adapted to a car-centric lifestyle over the years, she's more than a little excited about the METRO Gold Line bus-rapid transit project planned for the east metro.

The project is still in the early stages of development, but current plans have the backing of local governments and the project has secured the promise of matching funds from the Federal Transit Administration.

Express bus transportation to and from Minneapolis and St. Paul is currently limited in Woodbury to approximately 6-9 a.m. and 3:50-7 p.m. on weekdays only. With the Gold Line, Peskorz is looking forward to all-day service, seven days a week.

"Knowing I wouldn't have to keep checking my watch or leave by a specific time, both heading out from and returning home, represents a lot of freedom," she said.

A recent survey of people who said they would use Woodbury stations found 52% would take the Gold Line during the weekend and 45% would use it during rush hour on weekdays. Those who would use it during weekday evenings and nights totaled 33%, and 30% said they would use the line between 9 a.m. and 5 p.m. on weekdays.

The survey, conducted by Metro Transit earlier this year, was conducted both online and at community events, including the Woodbury Community Expo in March.

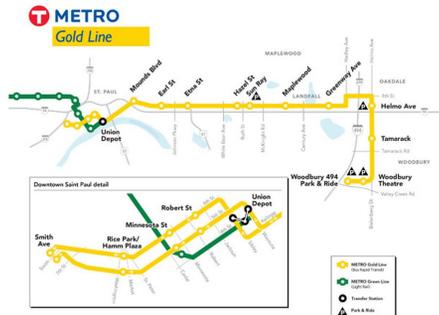
Mackenzie Stodola, a practitioner at Woodbury Family Chiropractic, moved to Woodbury from Minneapolis with her husband two years ago after they had their first child. Stodola said she could foresee them taking advantage of more frequent busing for family outings.

"I miss the city and the ease of hopping on a bus," she said.

Woodbury resident Thomas Wilkinson expects he may use the Gold Line to get to stadium events, such as Minnesota United games, a few times a year.

Resident Mike Spreigl sees himself using the line in a similar way, though more often than Wilkinson.

"For me, using the Gold Line would be a way to bridge the gap to the light rail lines, as well as a connection to downtown St. Paul," he said.



A map of the planned METRO Gold Line Bus Rapid Transit line. Courtesy of Metro Transit

As someone who frequents St. Paul to go to concerts and taprooms, Spreigl said the line would mean a safer way to get downtown and back. He added he could see himself using the line "at

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"So now, if I want to go to a day game on the weekend, it's another way to go to a game without congestion worries," Spreigl said.

Park & ride: the most popular option

The same Metro Transit survey found that a majority of people who live or work near one of the three planned Gold Line stations in Woodbury expect to drive and park at a Gold Line station at least some of the time.

Those who said they would drive and park at Gold Line stations made up 73% of respondents, while 53% said they considered walking an option. The survey asked respondents to "select all that apply" from a list of options by which they might access Gold Line stations.

The remaining options included biking (21%), transferring from another transit line (16%), being dropped off and picked up (15%), using a Lyft, Uber or taxi (6%) or other (5%). People who might use a scooter or a mobility device to get to a station each totaled 1% of respondents.

Related Topics

- THE BULLETIN
- WOODBURY
- GOLD LINE
- BUS RAPID TRANSIT
- METROPOLITAN COUNCIL
- METRO TRANSIT
- TRANSPORTATION

Suggested Articles



TRANSPORTATION
Sep 11th 2019 - 8am

Woodbury reaffirms support for Gold Line project



NEWS
Jul 24th 2018 - 8pm

Gold Line planners seek feedback at open house

Account

- Manage My Account
- Privacy Policy
- Terms and Conditions

Newspaper

- Subscribe to the Paper
- Access E-Paper
- Sign Up for E-Newsletters

Contact

- Contact Us
- Get Website Help
- Work with Us

More

- JobsHQ
- Motors
- HomesHQ
- Northland Outdoors
- Agweek
- Impact Magazine

Social

TRANSPORTATION

Woodbury reaffirms support for Gold Line project

City Council indicated it supports current plans for the bus rapid transit line, expected in 2024.

Written By: Hannah Black | Sep 11th 2019 - 8am.



A Metro Transit express bus stops at Woodbury Lutheran Church during an afternoon route. Hannah Black / RiverTown Multimedia

Progress on the METRO Gold Line project is rolling along in Woodbury.

Late last month, Woodbury City Council approved a resolution in support of the bus rapid transit line's "15 percent plan," or a partial concept design plan. The stated purpose of the 10-mile bus line is to connect downtown St. Paul to its eastern neighborhoods and suburbs Landfall, Maplewood, Oakdale and Woodbury with "frequent, all-day service in both directions, seven days a week."

The Gold Line, expected to begin servicing riders in 2024, would be the first of its kind in the state, running mainly in bus-only lanes just north of Interstate 94. It will have the same fare as light rail and local buses, according to [the Metro Transit website](#).

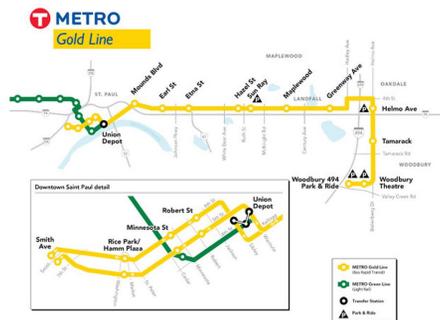
Transit systems aren't a cure-all for congestion, said John Schadt, a spokesperson for the Metropolitan Council. But they do provide an alternative to driving.

"What they give people is the option to opt out of the congestion and get to their destination in a timely manner, and they do take cars and trucks off the road," he said.

Metro Transit estimates the Gold Line will provide 8,000 rides per day. ("Rides" are expressed as individual trips, not unique riders.)

Existing express bus routes will be unaffected, according to Metro Transit. The express line currently serves Woodbury residents with morning and late afternoon routes to and from several locations in Minneapolis and St. Paul. Pickup and drop-off times are limited to approximately 6-9 a.m. and 3:50-7 p.m. on weekdays only.

Run time for the planned route is estimated at "under 40 minutes" from Woodbury to Union Depot in St. Paul, where it will connect with the Green Line light rail, Schadt said.



A map of the planned METRO Gold Line Bus Rapid Transit line. Courtesy of Metro Transit

Landfall, Maplewood, Oakdale and St. Paul, as well as Washington and Ramsey counties, "have indicated their continued support for the project," Schadt said.

An environmental assessment will be published and [open for public comment Oct. 7](#). The assessment will show the results of a study of the planned line's effect on area homes and businesses.

Design for local stations, which are more platform than building, and the surrounding area is expected to begin late this year, according to the city. Current plans include 21 stations along the bus line, with three in Woodbury: one at the Woodbury 494 Park and Ride on Woodlane Drive, one near Woodbury Theatre on Guider Drive and one on Tamarack Road. Parking will be available at the Woodbury 494 Park and Ride Station and the Woodbury Theatre Station.

Project funding

JobsHQ advertisement with categories: Tax Auditors, Community Service Officer, Receptionist, Program Coordinators, Administrative Clerk, Deputy Clerk/ Treasurer.

Advertisement with text: "Caring for Our Neighbors with Compassion & Respect"

The city plans to spend about \$20,000 on improvements to a portion of a trail on the south side of Hudson Road between Bielenberg Drive and Landau Drive. The city's 2020-2024 Capital Improvement Plan also shows a \$1,010,000 "placeholder" in the 2023 Municipal State Aid Roadway Construction Fund for "local improvements." Consulting costs to help identify land use around the stations are expected to be paid out of the city's Economic Development Authority's special revenue fund budget.

More about the city's portion of the bill will come into focus as progress is made on plans, and the budget is subject to change based on city direction, city engineer Tony Kutzke said.

A council workshop kicking off the master planning process of stations is planned for January 2020. Construction is expected to begin in 2022.

Voice your opinion

Representatives for the METRO Gold Line project will be at upcoming community events, including:

- 8 a.m. to 1 p.m. Sept. 15 at the Woodbury farmers market in the Central Park/YMCA parking lot in Woodbury
11 a.m. to 1 p.m. Sept. 18 outside the Gold Line Project Office in St. Paul during the Securian farmers market
9 a.m. to noon Sept. 28 at Big Truck Day in the Central Park parking lot in Woodbury

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