

METRO Gold Line Corridor Management Committee
Met Council Chambers
Notes for the April 26, 2018 Meeting

Members Present: Chair Alene Tchourumoff, Lisa Weik, Stan Karwoski, Rafael Ortega, Paul Reinke, Stan Suedkamp, Andrea Date, Brian Lamb, Brian Isaacson

Members Absent: Harry Melander, Jim McDonough, Jane Prince, Bryan Smith

1. CALL TO ORDER

Chair Alene Tchourumoff called the April 26, 2018 meeting of the METRO Gold Line BRT Corridor Management Committee to order at 2:32 p.m. at the Council Chambers at the Metropolitan Council.

2. APPROVAL OF MINUTES

This is the first meeting of the METRO Gold Line BRT Corridor Management Committee.

3. CHAIR'S UPDATE

Chair Tchourumoff thanked everyone for being here for the first Corridor Management Committee for the Gold Line Project. She is excited to be here and thanked all of the committee members for their leadership, time and attention to this committee. She noted that the Community and Business Advisory Committee (CBAC) had received many qualified applications and looks forward to getting that committee started soon as well. The Gold Line Project Office has a collaborative structure with County staff embedded in the project office.

4. WELCOME AND INTRODUCTIONS

The committee members introduced themselves.

Chair Tchourumoff stated the importance of transit investments in our region, considering the expected 700,000 people by 2040. We need to be strategic about these investments to support current and future riders. This is one reason why an investment like the Gold Line is so important. She had the opportunity to meet with cities along the corridor over the past week and learned about opportunities within each of these cities.

5. PROJECT OVERVIEW

Chris Beckwith, the Gold Line Project Manager, provided an overview of the project. Chris has worked in three light rail project offices for Metro Transit but also spent half of her career working at MnDOT as a project engineer. She explained that the Gold Line is part of the regional transit system. The estimated capital cost is \$420 million and is anticipated to open in 2024. She introduced the Gold Line Project Office leadership team. Charles Carlson is the Senior Project Manager. Chair Tchourumoff noted that Charles Carlson just received the Ray La Hood award from WTS today for his inclusive leadership. Marc Briese is the Manager of Design and Construction and has an

extensive professional network and experience along this corridor. Lyssa Leitner is the Deputy Project Manager and managed the pre-Project Development planning phase and brings these years of experience working with many of you as valuable member within the team. The Project Management Consultant and Engineering Services Consultant are also shown and include experienced staff.

Chris Beckwith explained the project is currently in the Project Development phase, this is a \$25 million, two-year phase. The Federal Transit Administration sets this two-year window and the project is approximately six months into this phase. The Project Development phase includes completion of the environmental review process and advancement of design for the project. The next phase is Engineering that can be one and a half to two years, followed by the Construction phase.

The goals and objectives were developed in the planning phase of the project and are still the basis for decision making in the current phase. The purpose and need statement for the project includes providing 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, responding to the demand for more frequent service and population and employment growth within the region.

6. CMC ROLES AND RESPONSIBILITIES

Chris Beckwith provided a copy of the draft CMC Charter (reference *Charter of the METRO Gold Line BRT Corridor Management Committee (CMC)* provided during meeting). She reviewed the membership, which is structured to follow the CMCs for other projects. Most of the decisions and recommendations are made on a consensus basis. Votes will be taken as needed. Voting may be held for decisions affecting cost and schedule. In these cases, the majority of votes from funding partners would need to be made to adopt the change. These are recommendations and not binding decisions. However, recommendations from the CMC historically are given strong consideration by the Council and County boards. Quorum would be one member from each of the funding partners.

Mayor Sudekamp asked if we are starting with a target goal for the cost estimate? Is there a projection for ridership needed to make this profitable? Chris Beckwith responded that the \$420 million cost estimate will be used as the design is advanced and updated after 15% and 30% plans are completed. Mayor Sudekamp asked what are expectations during operations without having to subsidize operations? Brian Lamb responded that Metro Transit has a hierarchical system of regular bus, ABRT, dedicated lane BRT system and rail lines and they all have some level of subsidy. The goal is to provide a system that provides capacity to minimize subsidy going forward. Future presentations will include projections of ridership, operating costs and net subsidy. Typically, there are two sources of subsidy, motor vehicle sales tax and expectation of continued county participation.

Chair Tchourumoff asked for formal adoption of the CMC charter. Motion by Brian Isaacson, seconded by Paul Reinke. Motion carried.

Chris Beckwith asked members to fill out a form for their availability for scheduling future CMC meetings during the first week of the month (reference *CMC Member Availability* form provided during meeting).

Chris Beckwith reviewed the Gold Line Project committee structure. She explained that the CBAC is being formed. Strong applications have been reviewed thus far. The CBAC co-chairs will join the

CMC. Chair Tchourumoff expressed her appreciation for the hard work that goes into these committees and how effective they are in engaging in the project.

7. CURRENT PROJECT BASELINE: SCOPE AND COST ESTIMATE OVERVIEW

Chris Beckwith explained the project is in the Project Development phase between 1% and 15% design and the cost estimate will evolve. The FTA will set the budget for subsequent phases based on cost estimates and risk assessments completed by the project office. The project baseline is a point in time for cost, schedule and scope of the project. It was developed during the pre-Project Development phase. It provides a framework to manage changes but does not necessarily represent what would be designed and constructed. It provides a context for managing scope adjustments while maintaining a focus on funding and schedule constraints.

Marc Briese reviewed the project baseline scope and many of the issues are being addressed through the ongoing issue resolution process. He noted it is not a final representation of what will be designed and constructed.

He reviewed the baseline for the guideway and stations first. The project has a significant amount of dedicated guideway where buses are running in their own lanes. There would be six enhanced downtown stops in St. Paul, stops at Union Depot and Wacouta and 10 new stations. Stations would include concrete platforms, unique shelters, off-board fare collection, landscaping, lighting, heated shelters, security systems, information displays, benches, bike racks, and trash receptacles. Not included are in-slab heat for station platforms and public art. Public art is no longer an FTA eligible expense. Five stations would include bus bypass lanes, important for incorporating Express Buses at the stations. All locations are being evaluated for safety and right-of-way impacts.

There would be three primary park and ride facilities in the baseline at the existing Sun Ray Transit Center, the new Helmo Station and the existing Woodbury Theatre Park & Ride, which currently includes Express Bus parking. Two Driver Layover Facilities are also included in the baseline cost estimate.

There are three BRT-only bridges at Johnson Parkway, Etna/TH 61 and Century Avenue. The Helmo Avenue/Bielenberg Drive Bridge would include two roadway lanes, two BRT lanes and a pedestrian connection. This connection has been included for years in the cities of Oakdale and Woodbury comprehensive plans and is an important local connection. Several roadway only bridges would be reconstructed including the Earl Street Bridge, northbound TH 61 Ramp to Westbound TH 94 and the new White Bear Avenue bridge over BRT. Several pedestrian bridges are also included in the baseline. The first is the existing Maple Street/Mounds Street pedestrian bridge between Mounds and Earl Street. Over TH 94, the second is a new pedestrian bridge over the eastbound 94 ramp to southbound TH 61. The third is the reconstruction of the Hazelwood Street pedestrian bridge over 94.

Civil elements include roadway reconstruction of Bielenberg Drive in Woodbury. Rehabilitation in mixed traffic areas includes Hudson Road from Century Avenue to Greenway. Pedestrian facilities are currently shown in the baseline, additional information will be provided at future CMC meetings on this topic. There are a number of existing noise walls, generally from the Mounds Blvd. area to White Bear Avenue that may be impacted. Retaining wall reconstruction would primarily occur in the areas of bridges and approaches to bridges. Other civil elements include parking lot reconfiguration at the Sun Ray Shopping Center and Sun Ray Lanes bowling alley to allow for relocation of the

frontage road. The project is looking at options to avoid these impacts. Other elements include a plaza at Helmo Avenue and parking reconfigurations at HOM Furniture and Hartford loading dock driveway.

Utilities will be evaluated for relocation at project cost under several conditions. A comprehensive assessment of utilities will be completed to determine what utilities need to be relocated. Private utility relocation costs that are within the public right-of-way will be determined based on existing agreements that the utility has to be located within the public right-of-way.

There is an issue resolution team looking at stormwater mitigation. There will be contaminated material removal, currently anticipated to be 10-20% of the alignment. The Response Action Plan and Construction Contingency Plan will identify areas of contamination and the process to address any issues.

Functional landscaping and urban design elements are included. Non-functional landscape elements and public art are not included. Lighting would meet Metro Transit's design criteria and existing lighting impacted would be replaced.

There are seven new traffic signals. Three would be required for center running guideway along Bielenberg Drive in Woodbury. There would be five modifications to existing traffic signals generally located in the Mounds/Dayton's Bluff area.

Stan Karwoski asked if heated concrete platform would be included? Marc Briesse responded that these are not included in the baseline cost estimate. Chris Beckwith reported these were installed on the Green Line and are federally eligible but have not been included in the baseline cost estimate at this time. Stan Karwoski commented that we are challenged more under the bus transit system to look at the comfort of those waiting, as well as the maintenance of shoveling and delay and would like the project to think about this seriously before moving forward. Second, at Helmo Station and a few other stops, there is a curvature to the dedicated lanes rather than right turns and would like to see enhanced curvature going into stations to make more comfortable and simulate light rail. Lastly, use discretion in potentially changing the exit point to capture savings for pedestrian bridges. Marc Briesse appreciated these comments and reported that the project is looking into the pedestrian bridges and Earl Street bridge.

Paul Reinke asked about the lack of a pedestrian crossing at Century Avenue and if a discussion could be started on this without jeopardizing funding for the project? Marc Briesse responded that the project met last week with city to address this issue.

Andrea Date asked what is the difference between functional landscaping and non-functional landscaping? Chris Beckwith responded that non-functional elements would be installed only for visual or aesthetic appeal are not included and items that are delineating stations and providing screening would be included. Lyssa Leitner reported that FTA defines these terms this way. Landscaping to prevent runoff and help with stormwater would be included. Median landscaping is non-functional. There are opportunities to add these elements, but the cost would not be included in the FTA portion of the project. Andrea Date asked if shade would be considered functional? Lyssa Leitner responded that it would not.

Lisa Weik asked if bike lanes are being looked at along the route and if this is being addressed in an issue resolution team? Lyssa Leitner stated these topics are being brought through the Station Area Planning effort through the TOD grant. If the cities want to pursue a bike trail, this would need to be a local trail connection process because the Council does not implement a trail network by statute. The project is having these discussions with the cities, as well as discussing shorter bike/pedestrian connections between the stations. The project is looking at this corridor-wide to consider similarities between cities.

Stan Suedkamp is concerned about a sound barrier going up and blocking view from the commercial district in Landfall. The building themselves provide good sound barriers already and asked that this be considered if sound barriers are being considered in Landfall. He agrees with Stan Karwoski on heating platforms at stations, both for safety and convenience. Lastly, Hudson Road in front of Landfall is very narrow and added traffic will make this more constricted. There also is not a sidewalk currently in this location and asked that adding a sidewalk be looked at for access to the Greenway Station. Lyssa Leitner responded that no new soundwalls are planned to be constructed where they don't already exist. Only existing sound walls that are being impacted would be replaced. At the Greenway Station, the project is having discussions on adding screening at station due to its proximity to 94, however the project is aware of importance of views to and from existing businesses. She clarified that heat is included in the shelters, but not in the slab under station. The sidewalk connection is being looked at.

Stan Karwoski commented that there is tremendous appeal to ride a bus line in very bad weather and we need to go the extra mile in Minnesota. Heated stations, keeping your feet dry are important. Shaded vegetation provides a necessary function in the summer where the station roof does not. He would like key trees included as function of the shelter during warmer months. He agrees with comments from Paul Reinke and Lisa Weik to capture multi-modal opportunities such as the pedestrian bridge to 3M and bike/pedestrian connections.

8. MUNICIPAL COLLABORATION

Lyssa Leitner referred to the April 17 memo distributed to the Committee. The memo describes the process for collaboration throughout Project Development and the entire project. There is a robust committee structure in place, however project staff also want to be responsive to city councils, planning commissions and other organizations. The Issue Resolution Team meetings are ongoing on a recurring basis. The 15% design plans will be submitted to the cities in early 2019 for formal comment. Council will be looking for the option for the counties and cities to provide a resolution of support in the second quarter of 2019, if they choose to. This formal opportunity would allow opportunity for the cities and counties to validate their understanding of what will be going into the environmental document. The Environmental Assessment is planned to be posted for public comment in the third quarter of 2019. This earlier resolution of support by the cities and counties would not be linked to comments that could be submitted on the environmental document.

State statute has municipal consent necessary for both Trunk Highway and County State Aid impacts, where applicable. This project does pass by, through and adjacent to trunk highways and county state aid roadways. This process would occur in early 2020 with 30% design plans. The Technical Advisory Committee (TAC) has seen the memo, and it has been updated to reflect their comments.

9. STAKEHOLDER AND PUBLIC ENGAGEMENT

Lyssa Leitner stated that engagement on this project is very important. The short-term need is to reintroduce the project to people. There has been a lot of work behind the scenes in 2017. In 2018 the project office has been offering presentations to various groups. Design updates will be brought through a robust community engagement process this summer, including design changes and refinements. Public engagement is always ongoing and important to make the project the most it can be.

10. DISCUSSION AND NEXT STEPS

Chair Tchourumoff had opportunity to travel to D.C. several weeks ago with a delegation including Commissioner Ortega, Commissioner McDonough, Hennepin County commissioners, and business leaders to talk with FTA of where we are at at Federal level. We had a positive conversation with Acting Administrator Jane Williams who has a very positive impression of our region being unified in its commitment to develop transit within the region. The Acting Administrator shared with us how we are engaging with the private sector in terms of direct investment or partnerships. The group shared several examples including the \$8 billion of private investment along current LRT lines and a significant amount of interest in development along planned LRT lines. She noted the Purple Line in Maryland is being developed as a public-private partnership and challenged us to engage the private sector. We will be engaging the CBAC shortly to address this and asked the CMC to continue to think about ways that we can engage with the private sector.

She also noted that the Governor provided \$50 million in investment in ABRT in his bonding plan and articulated how successful the A-Line has been. Metro Transit is in construction on the C-Line and looking to develop the D-Line. This is a \$75 million investment, with \$40 million secured. If successful in obtaining funding through the bonding proposal, some of this funding could be invested in other regional projects such as the Gold Line.

Paul Reinke commented that maintenance of the guideway will be important to understand, as well as elements for convenience of the rider such as Wi-Fi. He asked about construction of the Kellogg Bridge. Lyssa Leitner responded that the City of Saint Paul has a bonding proposal in for reconstruction of this bridge. The Gold Line would run in general traffic across this bridge and does not include bus-only lanes. If the bridge is not reconstructed prior to opening, there is a detour route along 7th that could be used during construction.

Stan Karwoski complimented staff on the feeling of ownership of the project and structure of the CMC. Chair Tchourumoff resonated these comments and thanked the staff, cities and counties for all of their support.

11. ADJOURN

Chair Tchourumoff adjourned the meeting at 3:50 pm.

Meeting Materials Provided:

PowerPoint Presentation, April 26, 2018

Charter of the METRO Gold Line BRT Corridor Management Committee (CMC), April 26, 2018



Gold Line

CMC Member Availability

Municipal Collaboration Memo, April 17, 2018

Next CMC Meeting: TBD

Respectfully Submitted,
Nani Jacobson, Recording Secretary

METRO Gold Line Corridor Management Committee (CMC)

Meeting Agenda

Met Council Chambers

April 26, 2018, 2:30 PM – 4:00 PM

Discussion Topics

1. Welcome and Introductions
2. Project Overview
 - a. Funding
 - b. Schedule
 - c. Goals and Objectives
3. CMC Roles and Responsibilities
 - a. Draft CMC Charter Discussion
 - b. GBRT Committees
4. Current Project Baseline: Scope and Cost Estimate Overview
5. Municipal Collaboration
6. Stakeholder and Public Engagement
7. Discussion & Next Steps



Charter of the METRO Gold Line BRT Corridor Management Committee (CMC)

PURPOSE

The Gold Line BRT Corridor Management Committee (CMC) will advise the Metropolitan Council, the federal grantee and eventual owner and operator, and Ramsey and Washington Counties, the local funding partners, on the design and construction of the Gold Line BRT project. The Committee will utilize technical and community input to address issues relating to the environmental review, project development, engineering, final design, and construction of bus rapid transit in the corridor.

RESPONSIBILITIES

The monthly meeting will provide an important vehicle for seeking project partner input, discussing project concerns and identifying opportunities to mitigate impacts. Each CMC member is responsible for:

1. Attending CMC meetings. If the member cannot attend, they should coordinate with their alternate.
2. Identifying project related concerns or issues.
3. Assisting in the development of solutions to issues or impacts.
4. Actively participating in discussion by sharing ideas and expertise.
5. Listening to and respecting the viewpoints of others.

MEMBERSHIP

The CMC membership is based off the membership list established in state statute for LRT projects. The CMC membership includes elected and appointed officials from each city and county where the corridor is located as well as the Metropolitan Council, MnDOT, Metro Transit, and the Co-Chairs of the Community and Business Advisory Committee:

- Metropolitan Council (two members)
- Ramsey County (two commissioners)
- Washington County (two commissioners)
- City of Saint Paul
- City of Maplewood
- City of Landfall
- City of Oakdale
- City of Woodbury
- Minnesota Department of Transportation (MnDOT) Commissioner or designee
- Metro Transit General Manager or designee
- Co-Chairs of Community and Business Advisory Committee

If a representative is unable to attend a CMC meeting, a previously designated alternate can participate in the meeting. Members and alternates need to be elected or appointed officials except for the MnDOT, Metro Transit, or CBAC members.

If an appointed member is no longer able to serve on the CMC, the Metropolitan Council Members will invite the city/county/organization to nominate a replacement.

LEADERSHIP STRUCTURE AND VOTING

The Metropolitan Council Chair or members will serve as Chair and Vice-Chair of the CMC. A majority of the city members and at least one representative of the Metropolitan Council and of each project county member need to be present for quorum. While the CMC is anticipated to make most of its recommendations on a consensus basis, as needed the committee will cast votes on key recommendations using the structure described below.

Each person on the CMC will get one vote. A simple majority is required to pass committee recommendations. The CMC will vote on scope decisions that may substantively impact project schedule or cost. In these cases, a majority of the votes from the primary funding partners (Ramsey County, Washington County, and Metropolitan Council) need to be in favor of the change. Because the CMC is an advisory body, votes of the CMC do not bind the project to any final capital or operating budget decisions but establishes an input process for project decisions.

If members are unable to attend a meeting, they can assign their vote to their previously established alternate or to the other member attending from their organization (example, a county commissioner can assign their vote to the other commissioner in attendance).

MEETINGS

The CMC will meet monthly on XXXXX and can be cancelled as needed. The CMC Chair, Vice-Chair, and members from each county will have input on the agendas and if a meeting should be cancelled. The final agenda will be set by the Chair of the CMC. Agendas will be distributed to all members five business days before the meeting. Meeting summaries will be taken at each meeting; summaries are not final until approved at the next CMC meeting. Summaries, agendas, and presentations will be distributed as PDF files and posted online.

Special meetings will be scheduled as needed, at the call of the CMC Chair.



Date: April 17, 2018
To: Gold Line Project Partners
From: Gold Line Project Office
Subject: Approach to Gold Line Project Collaboration with Corridor Cities, Counties, and MnDOT During Gold Line BRT Project Development Phase (2018-2019)

Summary

Gold Line BRT (GBRT) will be constructed and operated by Metropolitan Council and funded primarily by Ramsey and Washington Counties, and the federal government. The Gold Line has many other project partners, most notably the five corridor cities, two counties, and MnDOT, with whom the project will collaborate throughout the entire design and construction process. The next two years (2018-2019) include the Project Development phase, to define the project scope and obtain environmental approvals necessary to construct the project.

Through its *Thrive 2040* principle of collaboration, the Metropolitan Council seeks to include local partners and perspectives in the design and decision-making process of the Gold Line BRT project. The Gold Line's advisory committee structure reflects this close collaboration, including reoccurring meetings of Issue Resolution Teams, Technical Advisory Committee, Community and Business Advisory Committee, and the Corridor Management Committee.

Concept Design Review Process

In early 2019, the GBRT project will provide MnDOT, both counties, and each city with the Gold Line's 15 percent concept design and provide a 30-day review and comment period followed by time for GBRT staff to respond to comments. The concept design will include the location of planned construction and the size and features of project components. Following staff review, the Council and the project counties will encourage each city to pass a resolution supporting the project's concept design. This support helps affirm the project scope before the Council advances into the next project phase.

Each city, both counties, MnDOT, and all other interested parties may also submit formal comments on the Environmental Assessment (EA) in the summer of 2019. This timing is designed so the Metropolitan Council and Counties will have feedback on both the EA and 15 percent design from each city before entering the Engineering Phase which is anticipated to begin in 2020. Following is the anticipated timing of actions during Project Development:

- 15% staff level design review 1st quarter, 2019
- Resolution of Support 2nd quarter, 2019
- Comments on Environmental Assessment 3rd quarter, 2019

Collaboration Continues Through Design and Construction

While the Project Development phase defines the project scope and completes environmental review, project collaboration will continue through engineering and construction. This will include ongoing advisory committees and coordination through final design. Some project scope items may also require Trunk Highway and County State Aid Highway Municipal Consent approvals, and review of these components will follow 30 percent design. Design reviews by project partners will also continue during Engineering at key milestones (i.e. 60%, 90%).



METRO Gold Line Bus Rapid Transit (GBRT)

Metro Square | 121 7th Place East, Suite 102 | St. Paul, MN 55101

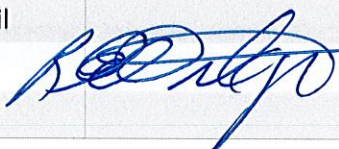


Meeting Sign-In Sheet

Title: Corridor Management Committee (CMC) – Meeting No. 1

Date: 4/26/2018

Time: 2:30 PM-4:00 PM

Initial	Name	Organization	Phone	Email
✓	Beckwith, Christine	GPO	(651) 602-1994	Christine.Beckwith@metrotransit.org
✓	Briese, Marc	GPO	(651) 602-1996	Marc.Briese@metrotransit.org
	Carlson, Charles	GPO	(651) 602-1044	Charles.Carlson@metrotransit.org
	Date, Andrea	City of Woodbury		andrea.date@woodburymn.gov
✓	Isaacson, Brian	MnDOT		Brian.Isaacson@state.mn.us
✓	Jacobson, Nani	GPO	(651) 602-1992	Nani.Jacobson@metrotransit.org
g	Johnson, Chelsa	GPO	(651) 602-1997	Chelsa.Johnson@metrotransit.org
	Karwoski, Stan	Washington Co		stan.karwoski@co.washington.mn.us
	Kauppi, Sheila	MnDOT		sheila.kauppi@state.mn.us
	Klein, Joe	GPO	(651) 602-1995	Joseph.Klein@metrotransit.org
✓	Lamb, Brian	Metro Transit		Brian.Lamb@metrotransit.org
✓	Leitner, Lyssa	GPO	(651) 602-1044	Lyssa.Leitner@metrotransit.org
	McDonough, Jim	Ramsey County		jim.mcdonough@co.ramsey.mn.us
	Melander, Harry	Metropolitan Council		Harry.Melander@metc.state.mn.us
✓	Ortega, Rafael	Ramsey County		Rafael.E.Ortega@co.ramsey.mn.us
	Prince, Jane	City of St. Paul		Jane.Prince@ci.stpaul.mn.us

METRO Gold Line Bus Rapid Transit (GBRT)

Metro Square | 121 7th Place East, Suite 102 | St. Paul, MN 55101



	Pulkrabek, Lori	City of Oakdale		lori.pulkrabek@ci.oakdale.mn.us
	Reinke, Paul	City of Oakdale		preinke@ci.oakdale.mn.us
<i>g.s.</i>	Shukle, Ed	City of Landfall		eshukle@cityoflandfall.com
	Slawik, Nora	City of Maplewood		nora.slawik@maplewoodmn.gov
	Smith, Bryan	City of Maplewood		bryan.smith@maplewoodmn.gov
	Suedkamp, Stan	City of Landfall		ssuedkamp@cityoflandfall.com
	Tchourumoff, Alene	Metropolitan Council		Alene.Tchourumoff@metc.state.mn.us
	Wall, Lisa	GPO	(651) 602-1984	Lisa.Wall@metrotransit.org
	Weik, Lisa	Washington Co		lisa.weik@co.washington.mn.us
<i>C.W.</i>	Weyer, Chris	GPO	(651) 602-1993	Christopher.Weyer@metrotransit.org
<i>G.W.</i>	Wyffels, Grant	GPO	(651) 602-1947	grant.wyffels@kimley-horn.com
	Zelle, Charles	MnDOT		

Other

	<i>MARK FINKEN</i>			
	<i>STANTON, LINDA</i>			
	<i>FUNK, BRIAN</i>	<i>Metro Transit</i>		
<i>DR</i>	<i>RYAN WILSON</i>	<i>MnDOT</i>		<i>ryan.wilson@stak.mn.us</i>
	<i>Jan Lucke</i>	<i>Wash Co</i>		<i>jan.lucke@co.washington.mn.us.</i>

ST. PAUL P.W. WOODBURY Re You have it



METRO Gold Line BRT CMC Meeting

April 26, 2018



- Welcome and Introductions
- Project Overview
- CMC Roles and Responsibilities
- Current Project Baseline: Scope and Cost Estimate Overview
- Municipal Collaboration
- Stakeholder and Public Engagement Update
- Other/Discussion and Next Steps

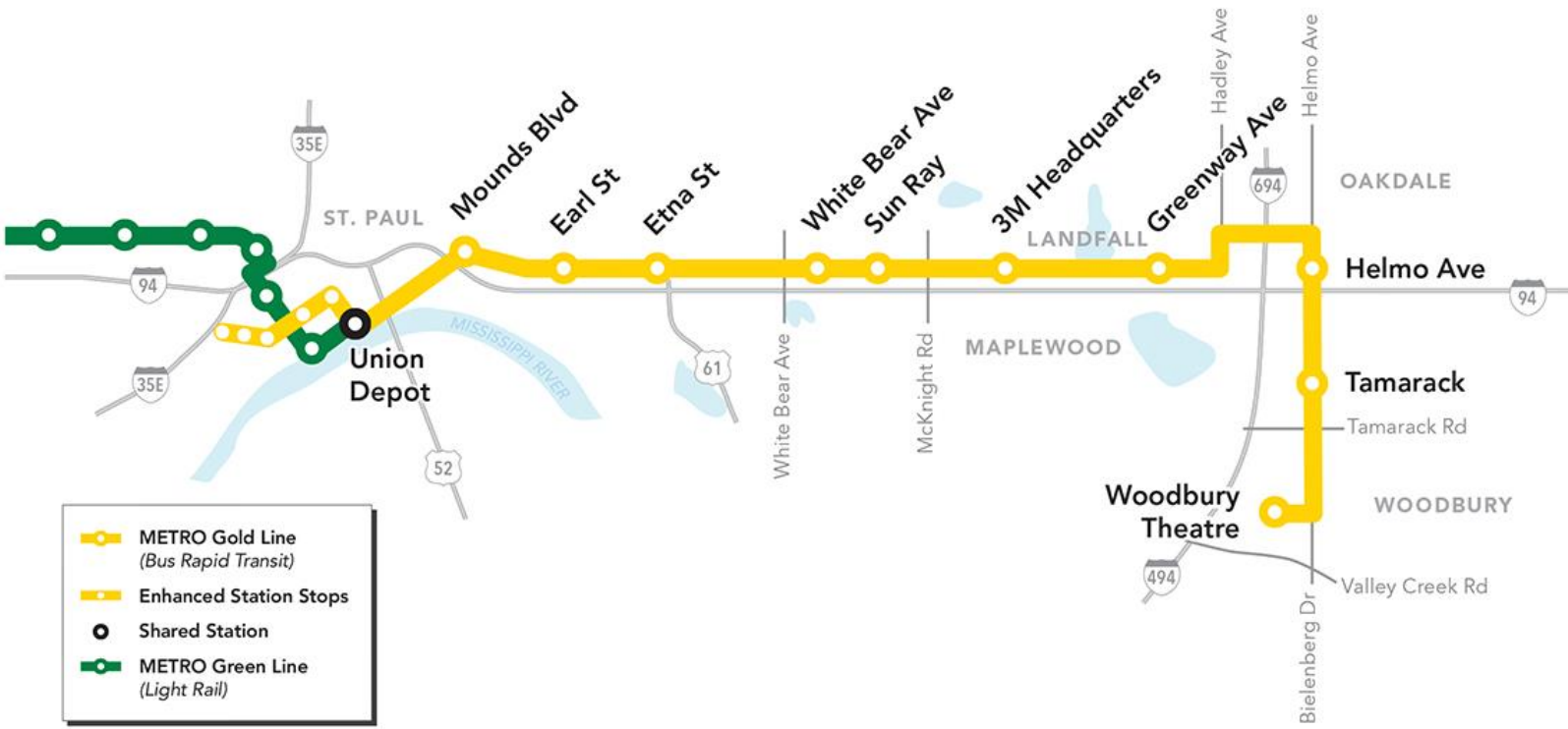


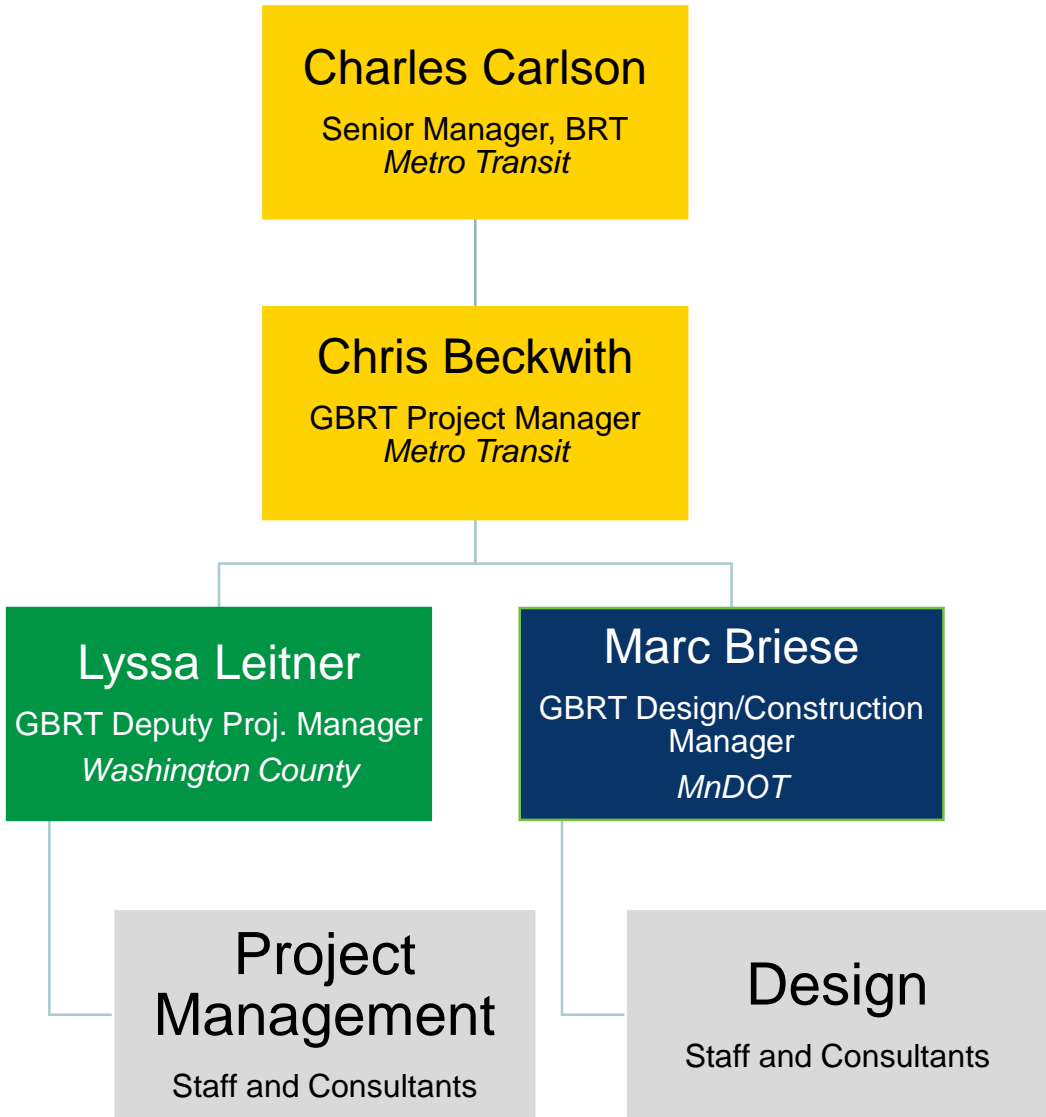
Project Overview

Gold Line BRT Overview



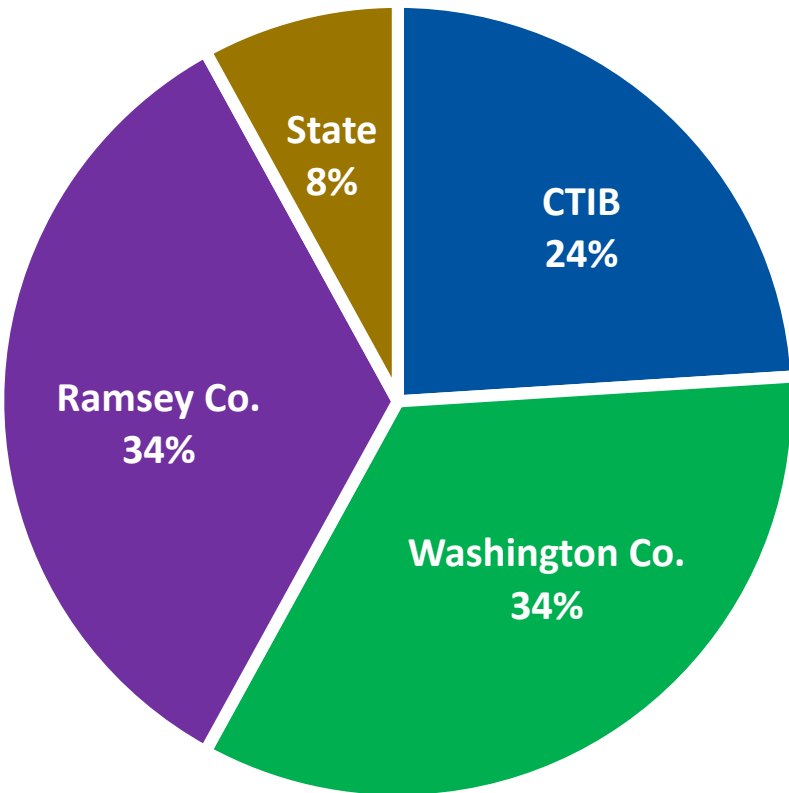
- 8,000 Est. Daily Riders (2040)
- \$420M Est. Capital Cost (YOE)
- \$5.1M Annual Operating Cost
- Opening 2024
- Serving the East Metro:
 - 2 counties, 5 municipalities
 - 301,000 jobs (2040)
 - 522,000 people (2040)



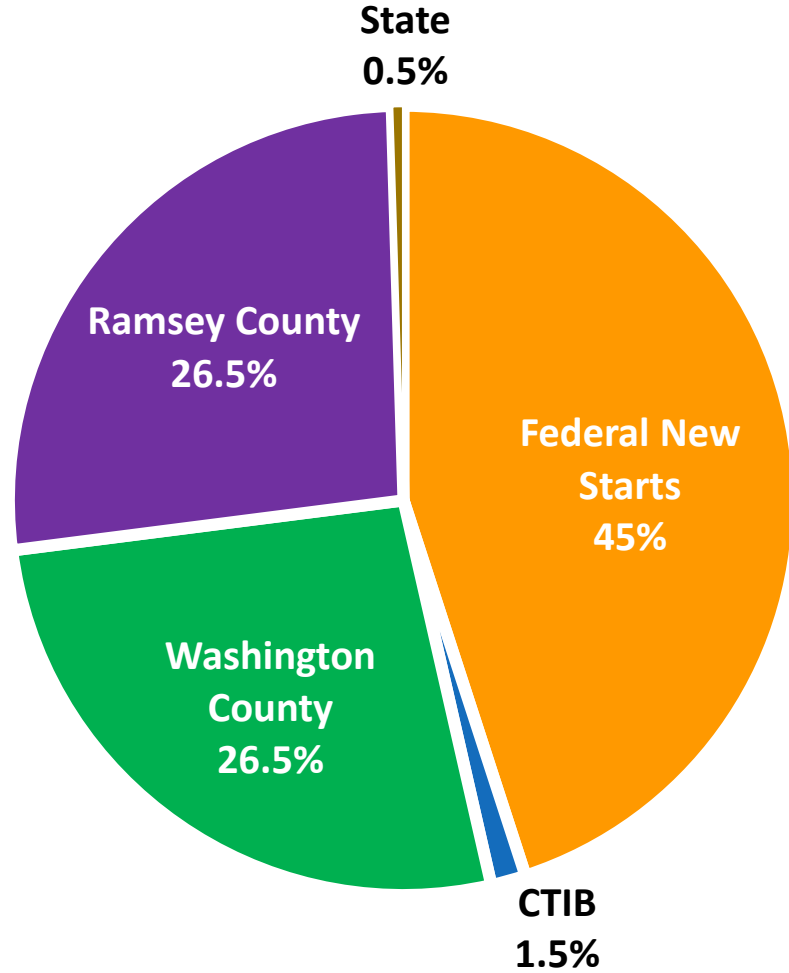




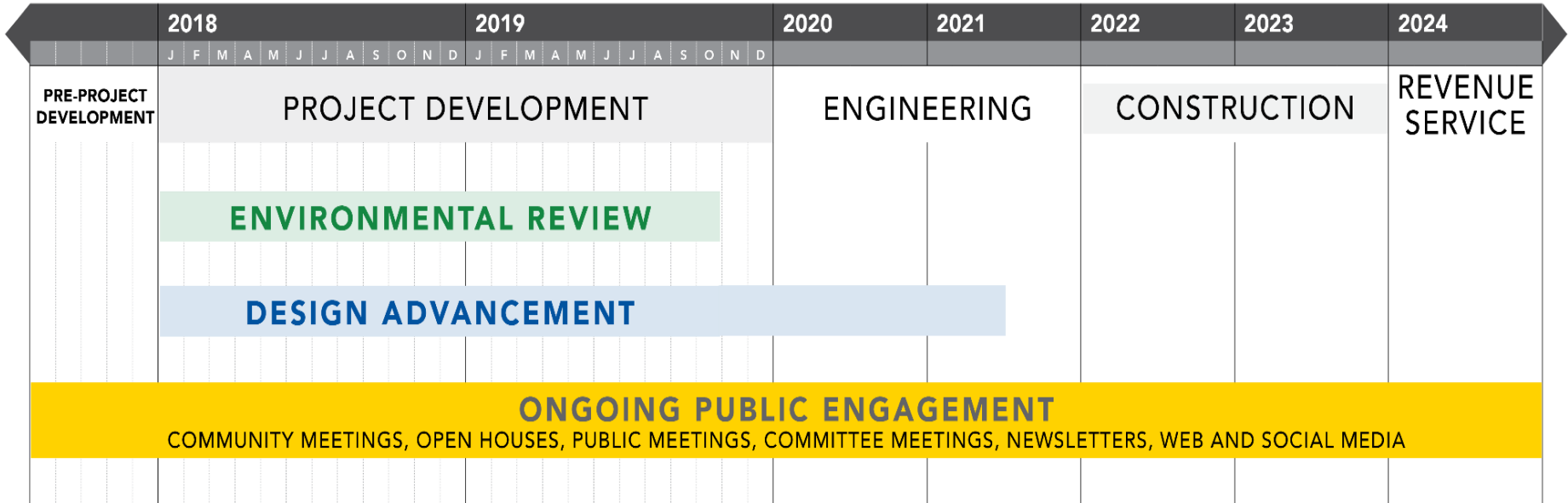
PD Funding (\$25M approved, authorized)



Overall Funding (\$420M anticipated, YOY)



Gold Line Bus Rapid Transit Project Timeline



- Goals and Objectives developed and reviewed by project partners during Alternatives Analysis

Goals	Objectives
Goal 1: Improve Mobility	<ol style="list-style-type: none">1. Maximize number of people served (future)2. Maximize transit ridership3. Maximize travel time savings4. Minimize traffic mobility impacts
Goal 2: Provide a Cost-Effective, Economically Viable Transit Option	<ol style="list-style-type: none">5. Minimize costs and maximize cost-effectiveness
Goal 3: Support Economic Development	<ol style="list-style-type: none">6. Maximize number of people served (existing)7. Maximize future development opportunities
Goal 4: Protect the Natural Environmental Features of the Corridor	<ol style="list-style-type: none">8. Minimize potential environmental impacts
Goal 5: Preserve and Protect Individual and Community Quality of Life	<ol style="list-style-type: none">9. Maximize potential benefits to and minimize potential impacts on the community10. Minimize adverse parking, circulation, and safety impacts

- Purpose and Need Statement developed and reviewed by project partners in 2014
- The purpose of the Gold Line 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.
- Need Statements:
 - Limited existing transit service throughout the day and demand for more frequent service over a larger portion of the day
 - Policy shift toward travel choices and multimodal investments
 - Population and employment growth, increasing access needs and travel demand
 - Needs of people who depend on transit
 - Local and regional objectives for growth and prosperity

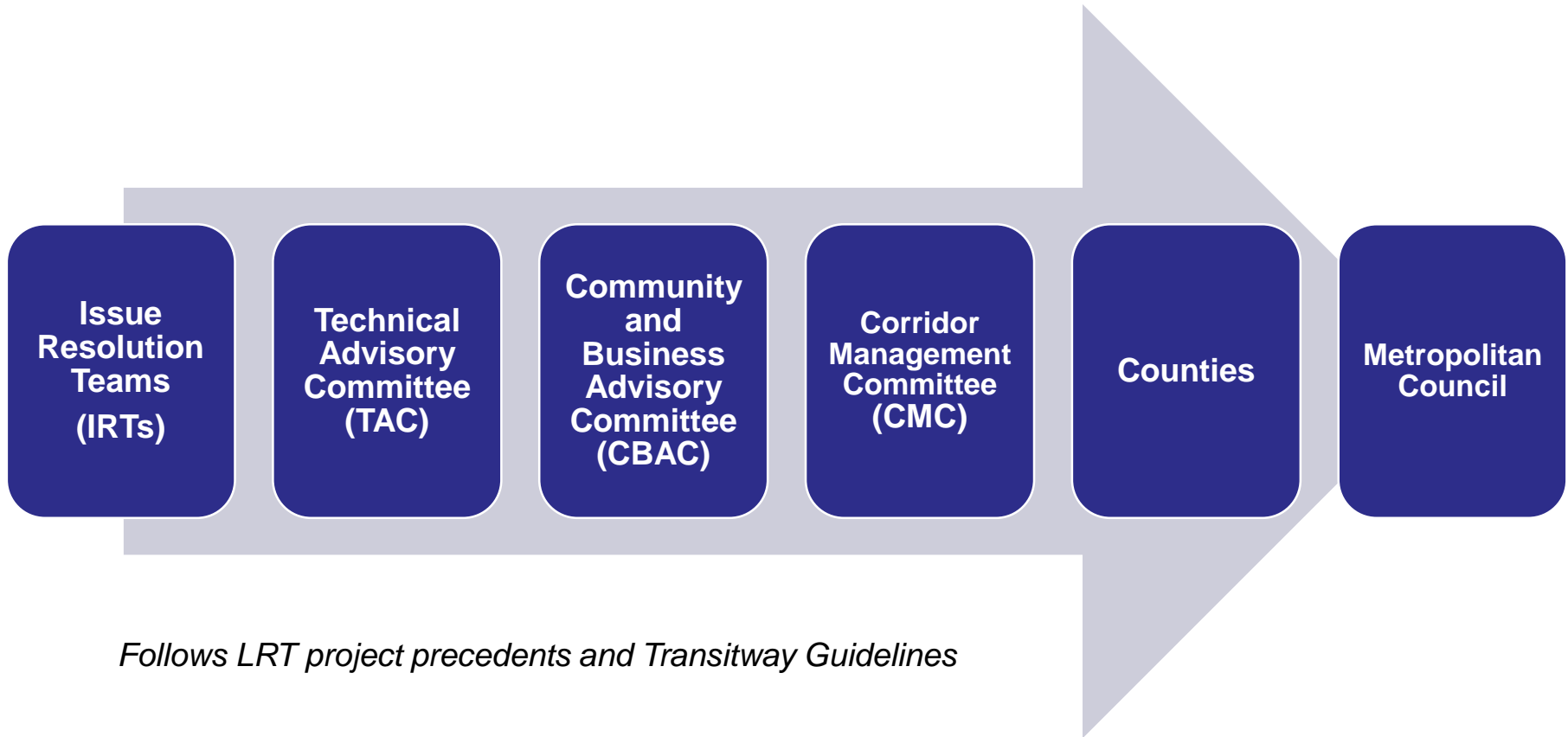


GBRT CMC Roles and Responsibilities

---See CMC Charter Handout---

- Purpose
 - To advise the Metropolitan Council, Ramsey County and Washington County on the design and construction of the Gold Line BRT project
 - To utilize technical and community input to address issues relating to the environmental review, project development, engineering, final design, and construction of the GBRT
- Membership and Leadership Structure
- Meetings

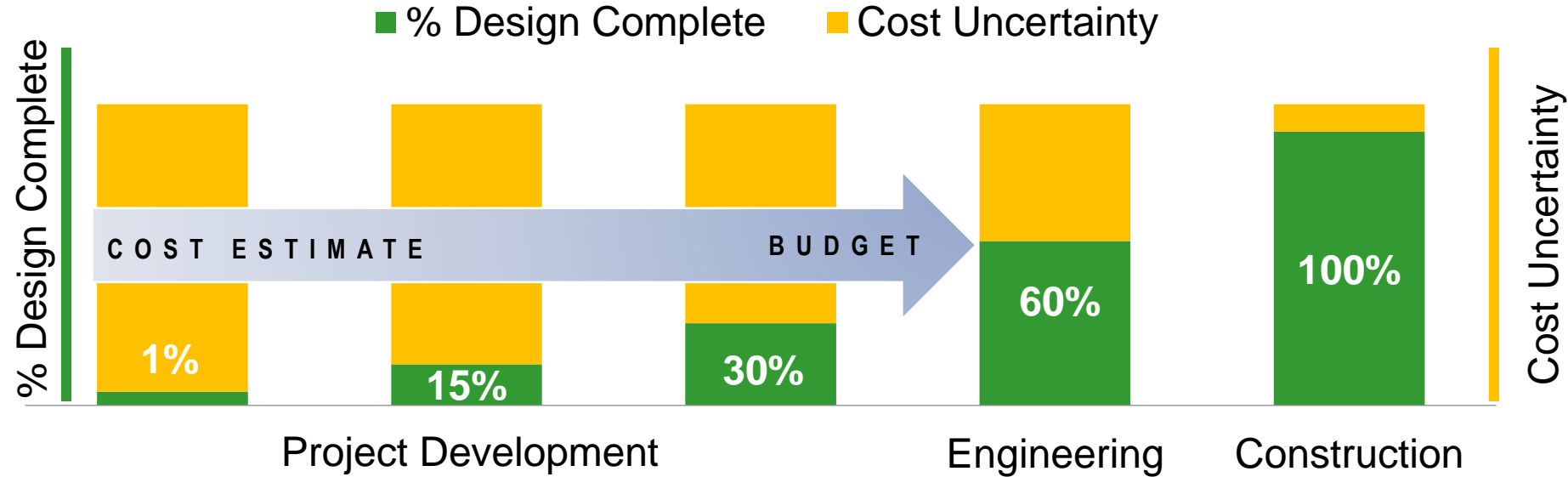
Gold Line Committee Structure





Project Baseline: Scope and Cost Estimate Overview

Cost Uncertainty by Project Phase



- What is a “Project Baseline”?
 - The **baseline** in project management refers to the initial cost, scope and schedule of the project.
 - Establishing a **baseline** happens before the project starts; otherwise, project managers will not have a system of measure for changes.
- What do we know about the “GBRT Project Baseline”?
 - It represents the point-in-time cost estimate, scope and schedule
 - Current baseline was established during the Planning/Pre-PD Phase
 - It is not a final representation of what will be designed and constructed
 - It provides a context for managing scope adjustments while maintaining a focus on funding and schedule constraints



EA/Planning Cost Estimate (1% Eng.)	\$420 M
Total Project Contingency	35%
Escalation Factor	3%
Base Year Estimate	2016
Forecast Year	Year of expenditure

- Mixed Traffic BRT Route (1.9 Miles, no roadway improvements)
 - Downtown St. Paul
 - Century Avenue to Greenway Ave
 - 4th Street Bridge
 - Bielenberg Drive south of Nature Path to Woodbury Theatre Station
- 2-Lane Dedicated BRT Guideway (5.1 Miles)
 - Mounds Boulevard to Century Avenue
 - Helmo Avenue
 - Concrete Pavement for Guideway
- Split Side Running BRT Guideway (0.8 Miles)
 - Greenway Avenue Station to 4th Street
 - Includes Pavement Rehabilitation

- 6 Enhanced Downtown Stops

- WB Minnesota Station
- WB Landmark Station
- Smith Avenue Transit Center
- EB 7th Street Station
- EB Landmark Station
- EB Minnesota Station

- Station amenities include: Pylon Sign, Off-Board Fare Collection, Small Shelter

- Union Depot Stop

- Pylon Sign & Off-Board Fare Collection

- Wacouta Stop

- Pylon Sign & Off-Board Fare Collection
- Includes Civil Improvements



- 10 New Stations



- New Stations Include:

- Concrete Platforms
- Unique GBRT Shelters
- Off-Board Fare Collection
- Landscaping (10% of Station Cost)
- Lighting (5% of Station Cost)

- Heat in Shelters
- Security Systems & Information Displays
- Benches, Bike Racks & Trash Receptacles

- Not Included:

- In-Slab Heat for Station Platforms
- Public Art

- 5 Bus Bypass Lanes (4-Lane Section at Stations)
 - Mounds Boulevard Station
 - Etna Street Station
 - White Bear Avenue Station
 - Sun Ray Station
 - Maplewood Station



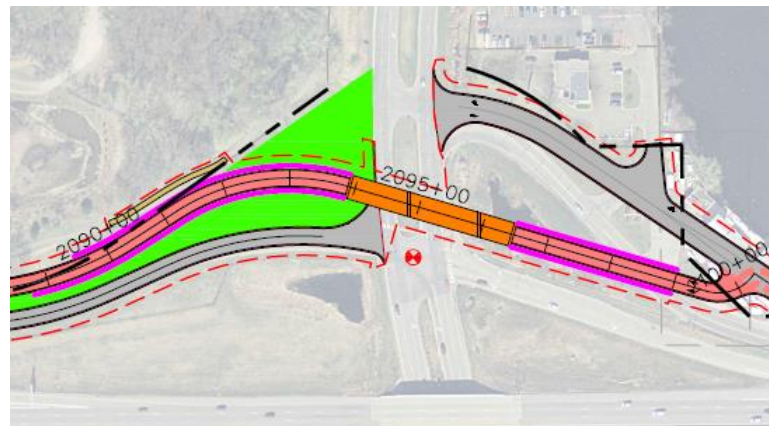
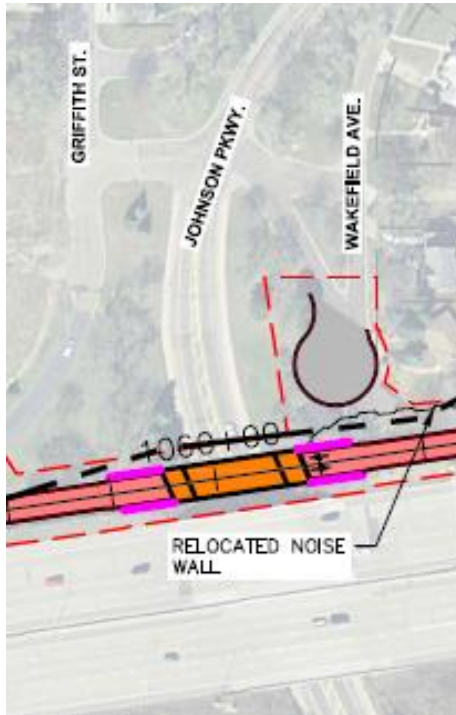
- Sun Ray Transit Center
 - Structured Parking – 500 Stalls
- Helmo Station Park & Ride
 - Surface Parking – 100 Stalls



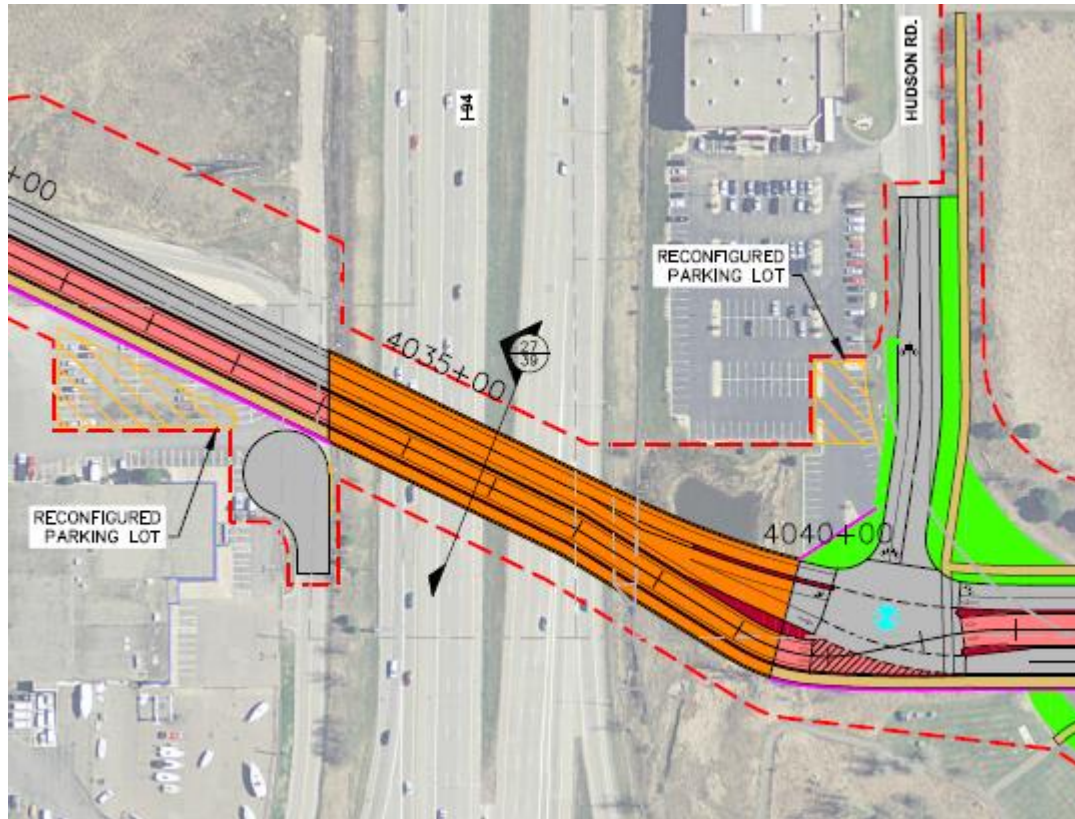
- Woodbury Theatre Station Park & Ride
 - Structured Parking – 250 Stalls
 - Reconstruction of Woodbury Theatre Parking Lot
- 2 Driver Layover Facilities Included



- BRT Bridges (No Pedestrian Facilities included)
 - Johnson Parkway Bridge
 - Etna/TH 61 Bridge
 - Century Avenue Bridge

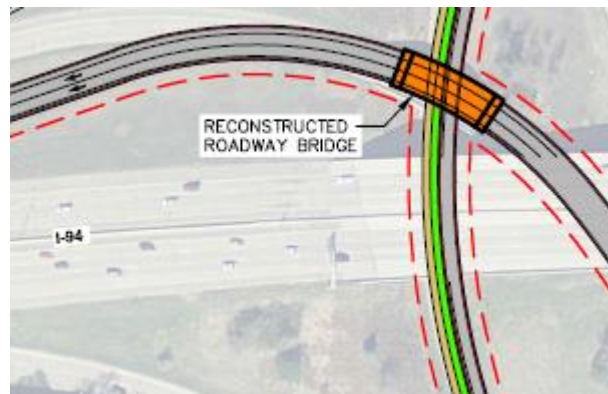
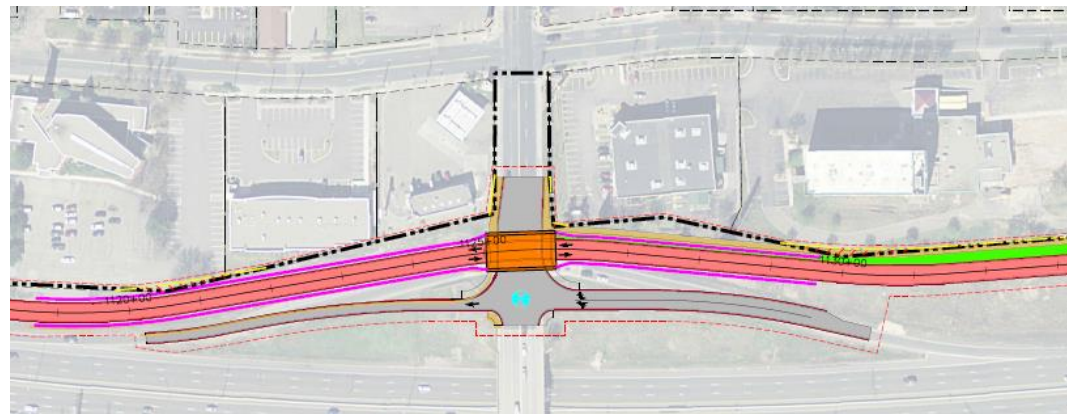
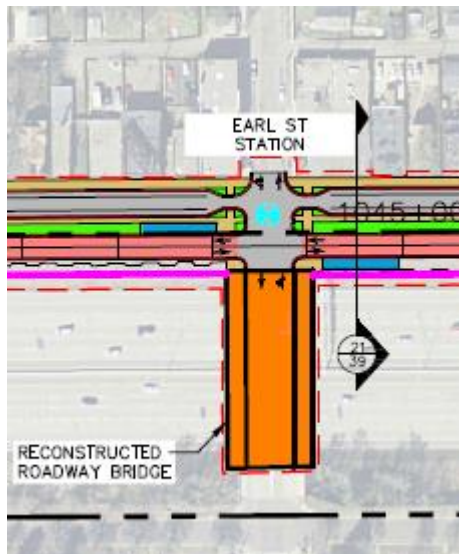


- BRT & Roadway Bridge
 - Helmo Avenue/Bielenberg Drive Bridge
(2 Roadway Lanes, 2 BRT Lanes & 1 Pedestrian Facility)



- Roadway Bridges

- Reconstruct Existing Earl Street Bridge & Includes Pedestrian Facilities
- Reconstruct Existing Northbound TH 61 Ramp to Westbound TH 94 (No Pedestrian Facilities Included)
- New White Bear Avenue Over BRT Bridge & Includes Pedestrian Facilities



- Pedestrian Bridges

- Reconstruct Existing Maple Street/Mound Street Pedestrian Bridge Over TH 94
- New Pedestrian Bridge over Eastbound TH 94 Ramp to Southbound TH 61
- Reconstruct Hazelwood Street Pedestrian Bridge Over TH 94



- Civil Elements as Shown in Pre-PD Plans
 - Roadway Reconstruction
 - Roadway Rehabilitation in Mixed Traffic Areas
 - Pedestrian Facilities
 - Noise Wall Relocations
 - Retaining Walls

- Other Civil Elements
 - Sun Ray Shopping Center Parking Lot Reconfiguration
 - Sun Ray Lanes Parking Lot Reconstruction (280 Stalls)
 - Reconstruct Existing Helmo Avenue Plaza
 - East Metro Sports Parking Lot Reconfiguration (Located West of Helmo Avenue and North of TH 94)
 - HOM Furniture Parking Lot Reconfiguration
 - Reconstruct Hartford Loading Dock Driveway

- Utilities will be evaluated for relocation at project cost under the following conditions:
 - Utility is located beneath a footing of a proposed parking structure, retaining wall and/or station
 - Utility is in conflict with proposed BRT systems or communications elements
 - Water and sewer do not meet cover requirements due to proposed BRT grading
 - Utility Review Zone Risk Assessment dictates utility must be relocated outside of the guideway
- Private utility relocation costs (within public right-of-way) will be determined based on existing agreements that the utility has to be located within public right-of-way

- Stormwater mitigation and floodplain protection required to support the project is included
- Contaminated material removal will be based on the Response Action Plan/Construction Contingency Plan. Current project costs assume 10-20% of the corridor has impacts.

- Functional landscaping and urban design elements are included (per FTA guidance)
- Non-Functional Landscape Elements (landscape elements installed solely for visual or aesthetic appeal) and Public Art are not included
- Lighting to meet Metro Transit's design criteria at stations, crossings and in the guideway is included
- Existing lighting impacted by the proposed construction will be replaced

- 7 New Traffic Signals
- 3 New Traffic Signals for Center Running Guideway
- 5 Modifications to Existing Traffic Signals
- 6 At-Grade Crossing Warning Devices for free right movements



Municipal Collaboration

---See Municipal Collaboration Handout---

- Advisory committees: CBAC, TAC, CMC – on-going
- IRTs – on-going
- 15% staff level design review – Q1, 2019
- Resolutions of Support – Q2, 2019
- Comments on Environmental Assessment – Q3, 2019

- Continued involvement with advisory committees: CBAC, TAC, CMC
- IRTs transition to Design Development/Refinement Teams
- Traditional 30%, 60%, 90% staff level design reviews
- Trunk Highway and County State Aid Municipal Consent (where applicable)



Stakeholder and Public Engagement Update

- Draft Stakeholder and Public Engagement Plan complete
- Short Term Need (Q1-Q2):
 - Re-introduce the public to the Gold Line
 - How/when input can be provided
 - Written content for newsletters, social media, media releases
 - When invited, project update presentations for project partners
- Medium Term Need (Q3)
 - Input on design updates
 - Engagement process to be discussed at IRTs
- Public Engagement will always be ongoing

For more information:

www.metrotransit.org/gold-line-project

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Reference Slides

Issue Resolution Teams

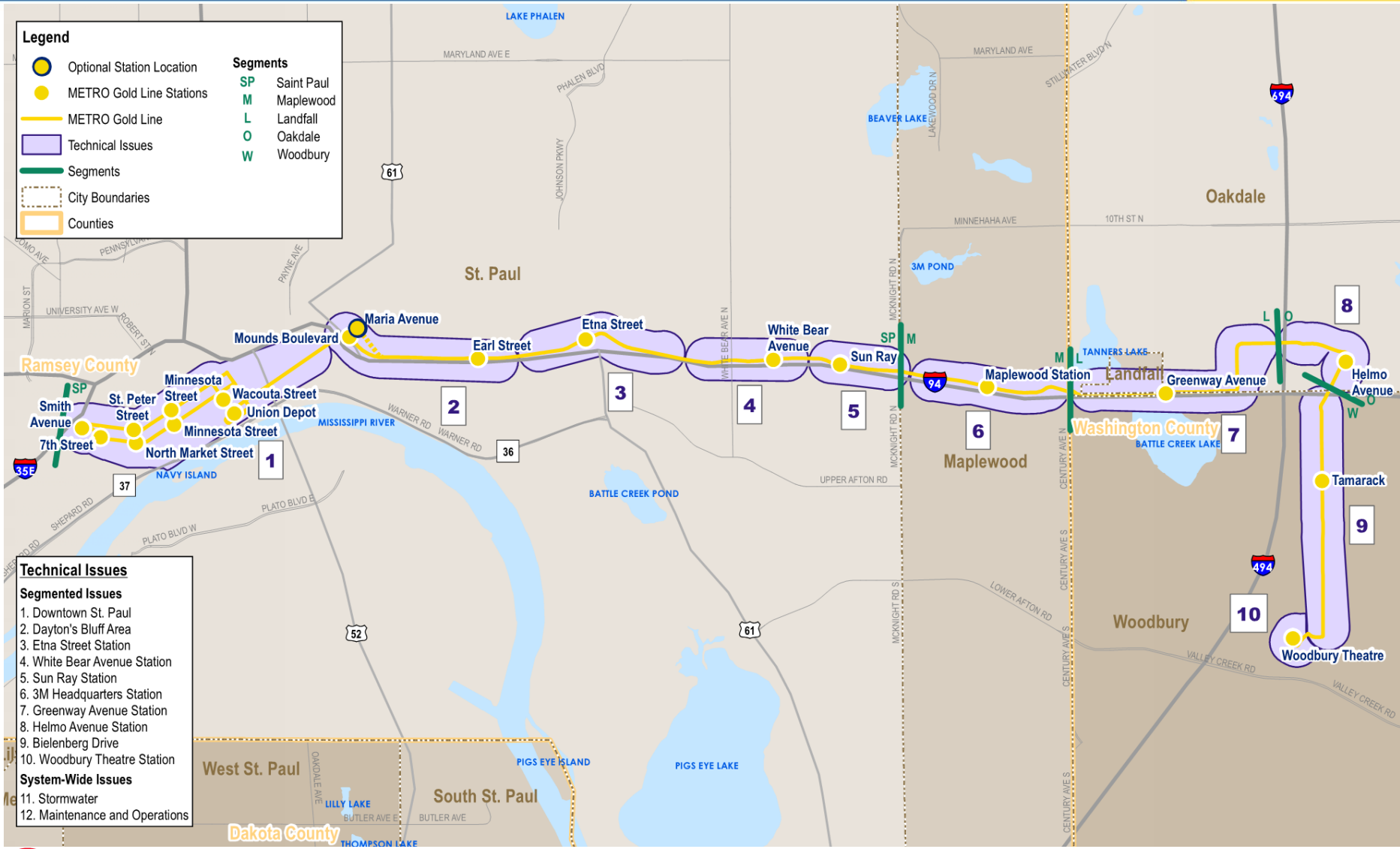


Legend

- Optional Station Location
- METRO Gold Line Stations
- METRO Gold Line
- Technical Issues
- Segments
- City Boundaries
- Counties

Segments

- SP Saint Paul
- M Maplewood
- L Landfall
- O Oakdale
- W Woodbury



- Technical Issues**
- Segmented Issues**
1. Downtown St. Paul
 2. Dayton's Bluff Area
 3. Etna Street Station
 4. White Bear Avenue Station
 5. Sun Ray Station
 6. 3M Headquarters Station
 7. Greenway Avenue Station
 8. Helmo Avenue Station
 9. Bielenberg Drive
 10. Woodbury Theatre Station
- System-Wide Issues**
11. Stormwater
 12. Maintenance and Operations



Segment	Technical Issue	Project Elements / Issues for Resolution
SAINT PAUL (SP)	1 Downtown St. Paul	Downtown Routing and Station Locations
		Kellogg Avenue/3rd Street/Mounds Boulevard intersection design and operations
	2 Dayton's Bluff Area	Potential Section 106 impacts relative to design in Dayton's Bluff area
		Guideway Location/Configuration
		Siting and location of Mounds Blvd and Earl Street Station
	3 Etna Street Station	Etna Street/TH 61 intersection design and operations
		Pedestrian facilities in TH 61 interchange area
		Siting and location of Etna Street Station
	4 White Bear Avenue Station	Location of pedestrian bridge west of White Bear Avenue
		Hudson Road visual and parking impacts
		White Bear Avenue underpass
		Siting and location of White Bear Avenue Station
	5 Sun Ray Station	Siting, location and size of potential park-and-ride facility
		Siting and location of Sun Ray Station
		Sun Ray Frontage Road Design

Technical Issues Resolution



Segment	Technical Issue	Project Elements / Issues for Resolution
MAPLEWOOD (M)	6 Maplewood Station	Pedestrian infrastructure at Century Avenue
		Guideway Crossing Control at 3M
		Siting and location of Maplewood Station
LANDFALL (L)	7 Greenway Avenue Station	BRT guideway and mixed traffic operations on east end of Century Avenue
		Siting and location of Greenway Avenue Station
OAKDALE (O)	8 Helmo Avenue Station	Traffic and BRT lane operations on Hadley Avenue and 4th Street Bridge
		Siting and location of park-and-ride facility
		Truck access to Country Hearth Building
		Helmo Avenue/Bielenberg Drive Bridge
WOODBURY (W)	9 Bielenberg Drive	Center running or side running BRT lanes on Bielenberg Drive
		Utility concerns near Hudson Road and Bielenberg Drive due to data centers in the area.
		Traffic operations at Tamarack and Bielenberg Drive
		Siting and location of Tamarack Station
	10 Woodbury Theatre Station	Siting, location and sizing of Park-and-Ride at Woodbury Theatre and integration with existing express bus routes

Segment	Technical Issue	Project Elements / Issues for Resolution
SYSTEM-WIDE (SW)	11 Stormwater	Stormwater treatments in the corridor
	12 Maintenance and Operations	Identification of facility and guideway maintenance requirements and mitigation/minimization strategies Maintenance agreements