



# METRO Gold Line BRT Corridor Management Committee

September 26, 2019

## Proposed DRAFT CMC Agenda

- Welcome
- Review Notes from 5/2 Meeting
- CBAC Update
- FTA New Starts Submittal
- Schedule Update
- Environmental Assessment Update
- Next Steps
- Adjourn

# CBAC Update

Future Role and Membership of CBAC –  
2020 and Beyond

- Purpose
  - Serve as a voice for the community
  - Advise the Corridor Management Committee
  - Provide input on design: stations, operations, bike and pedestrian, bus lane locations
  - Serve as information resource and liaison to community
- Topics
  - 2018-2019 focused on broad, corridor-wide issues
  - 2020-2024 will be more area-specific issues
- Monthly meetings to-date, many have been cancelled

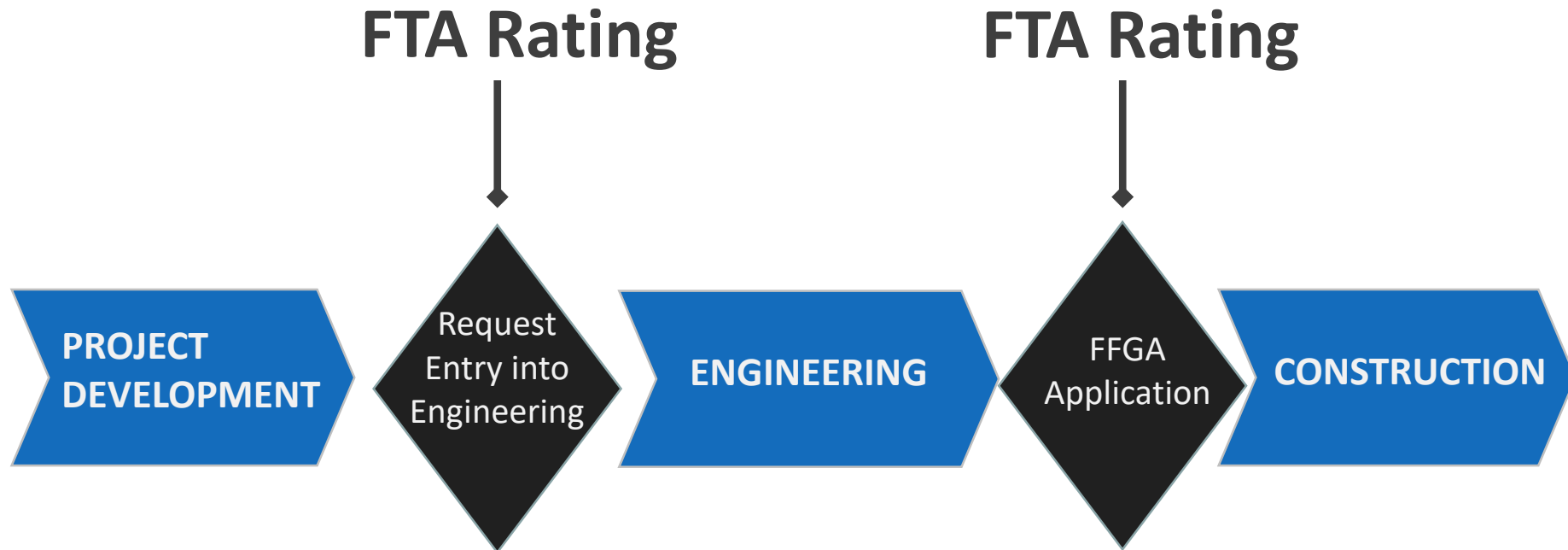
- Asked CBAC for feedback about future role and membership
- CBAC Input from August Meeting:
  - Members should be asked if they want to stay, replace as-needed
  - Hold geographically-focused meetings, as-needed, but invite all members
  - Hold corridor-wide meetings as-needed (approx. twice a year)
- Next steps
  - CMC feedback
  - Membership application process will be re-initiated



# FTA New Starts Submittal

# When Does FTA Rate?

- Annually and,
- FTA rates the project at two milestones:



# Gold Line Rating Timeline

- **August 23, 2019:** Rating materials submitted to FTA
- **February 2020:** Ratings for all projects are public in the annual CI&G report
- **Q1 2020:** Resubmit materials based on 30% plans



# New Starts Rating Criteria

## PROJECT JUSTIFICATION (50%)

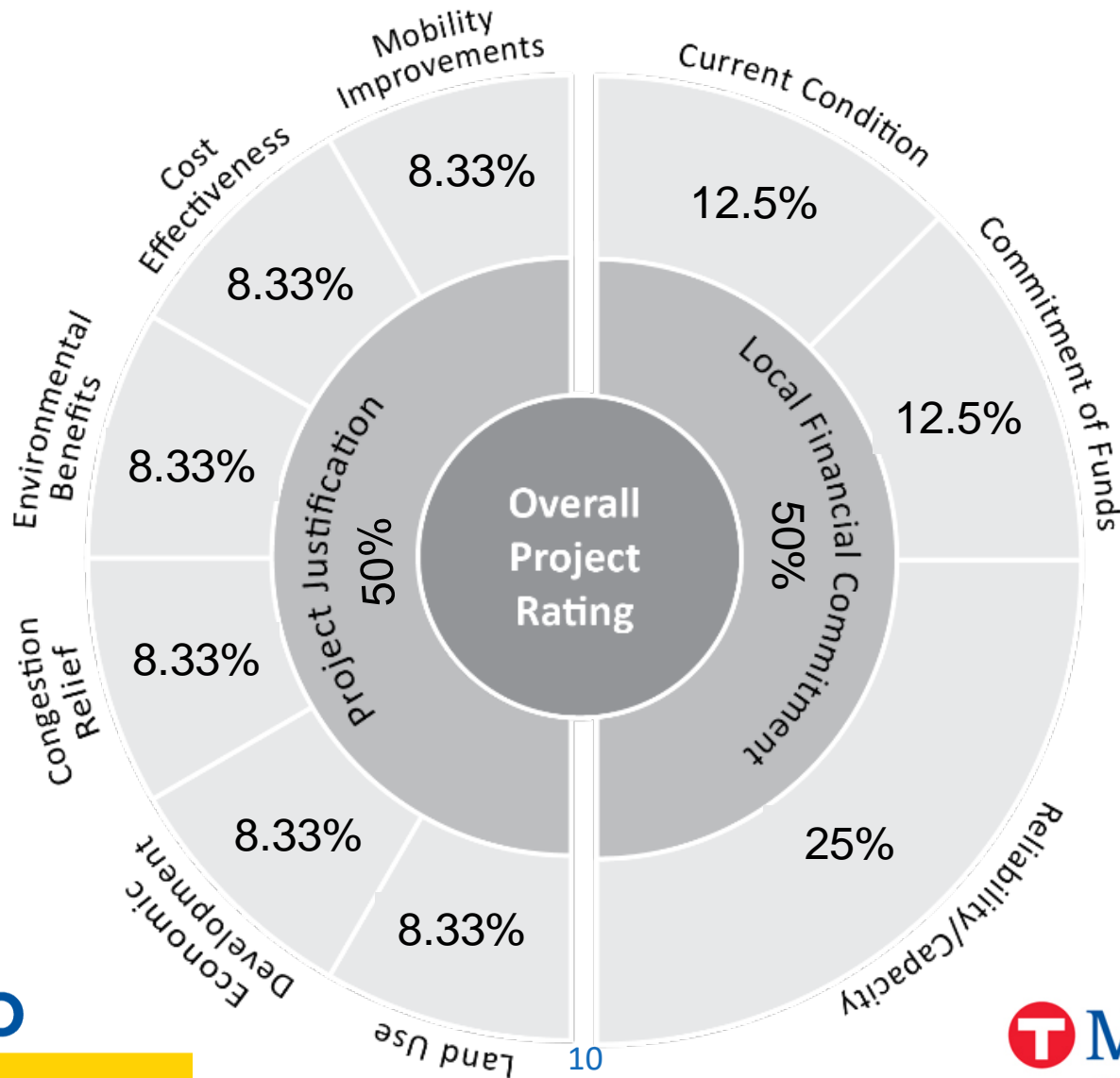
- Mobility Improvements
- Cost Effectiveness
- Environmental Benefits
- Congestion Relief
- Economic Benefit
- Land Use

## LOCAL FINANCIAL COMMITMENT (50%)

- Current Condition
- Commitment of Funds
- Reliability/Capacity



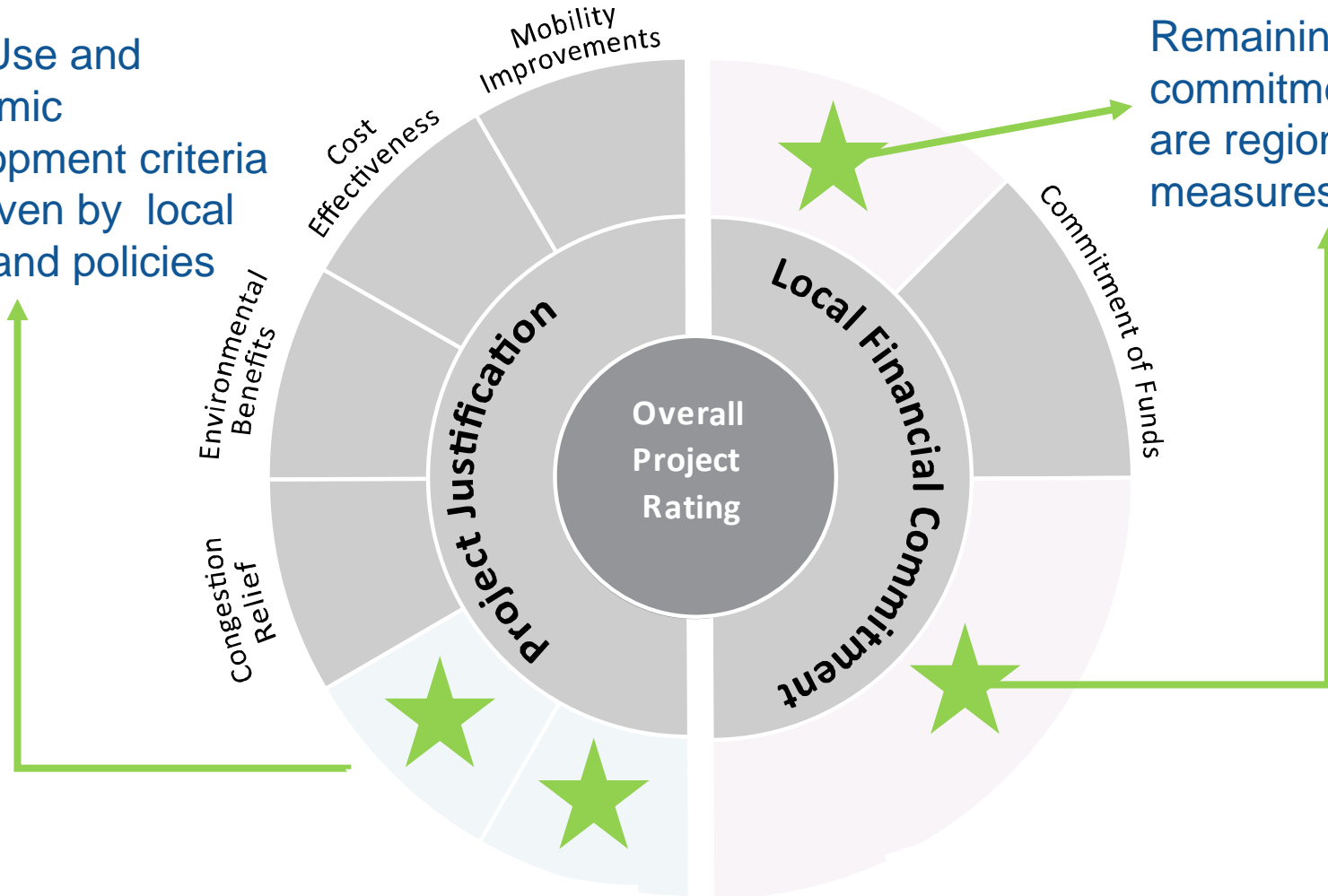
# New Starts Rating Criteria



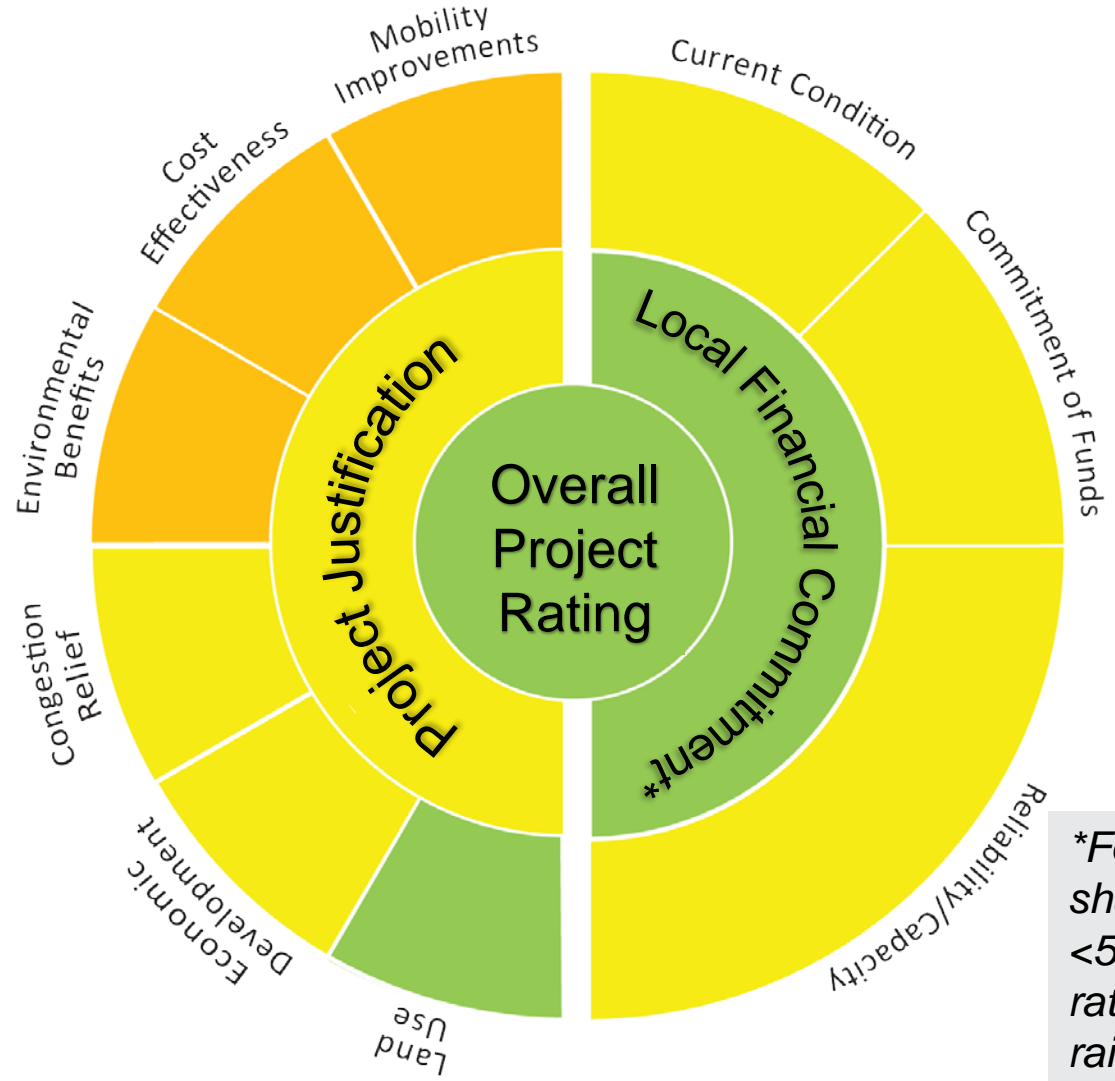
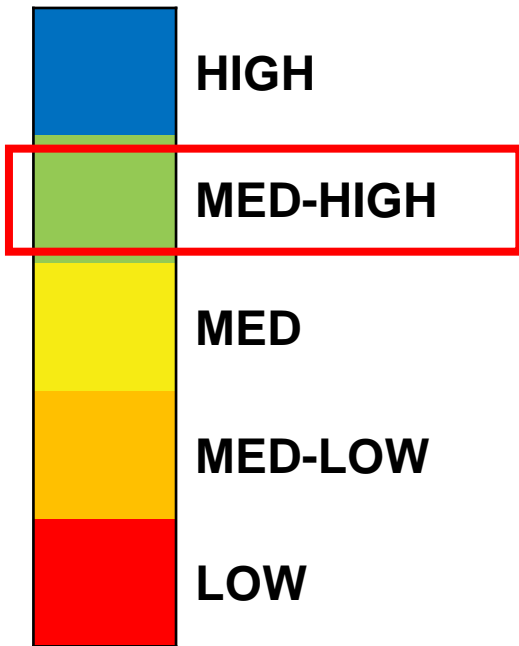
# Criteria Impacted by Project Changes

Land Use and Economic Development criteria are driven by local plans and policies

Remaining financial commitment ratings are region-wide measures

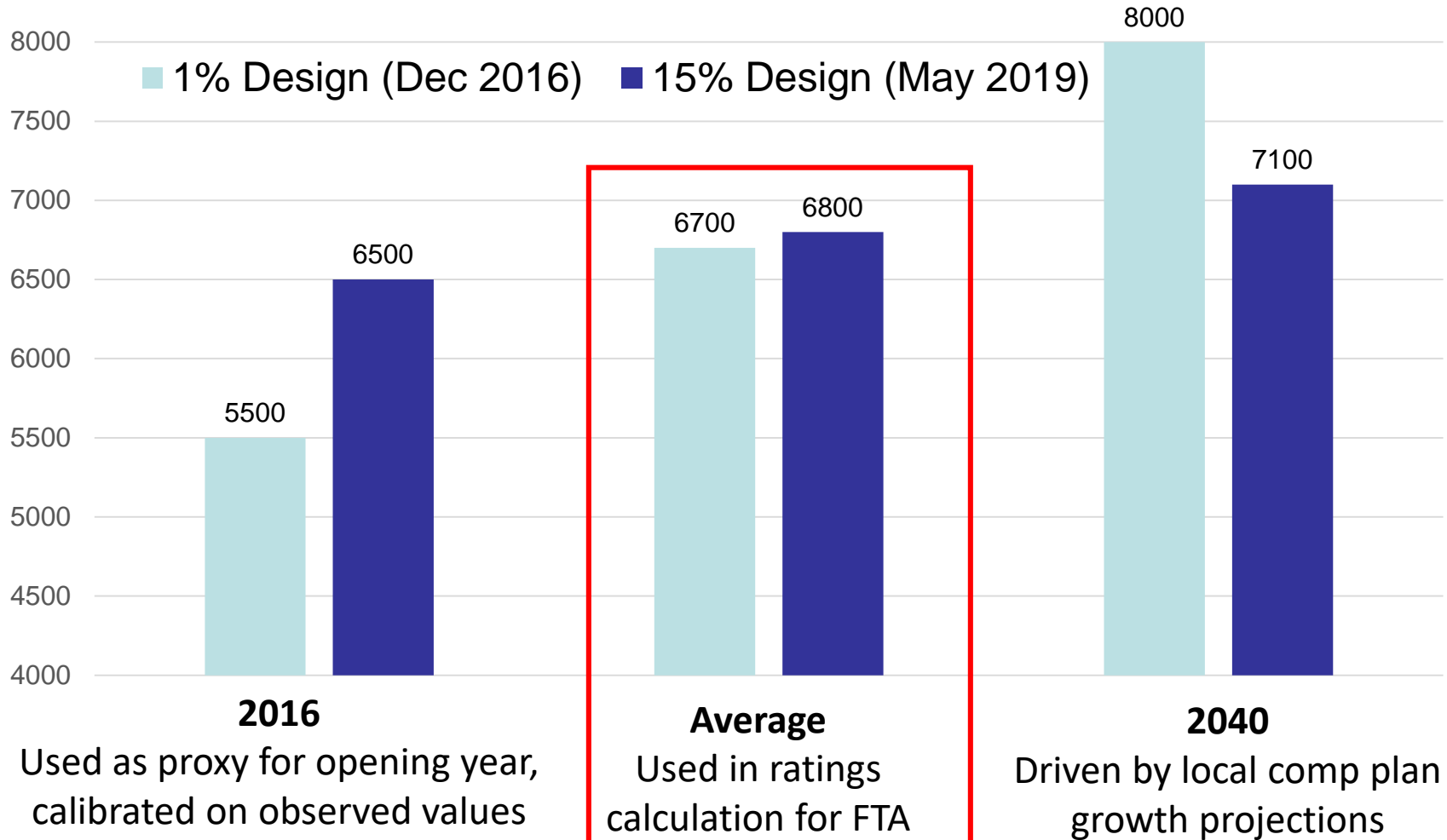


# Estimated Gold Line Overall Rating – Medium High



\*Federal share <50%, rating is raised to Med-High

# Base Project Information for Ratings – Ridership/Day



# Ridership –Forecast change factors

- Less parking, more Transit Oriented Development
  - Over \$13 million in savings for park and ride structures removed from project; cities prefer TOD instead of parking
- New ridership forecasting tool
  - FTA STOPS model works differently from past regional model
  - Ridership models are uncertain, especially 20+ years in the future



Helmo Station Area Plan

## Base Project Information for Ratings - Cost

	1% Design (Dec 2016)	15% Design (May 2019)
<b>Capital Cost (year of expenditure)</b>	\$420,000,000	\$460,900,000
<b>O&amp;M Cost</b>	\$5,076,000 (2015\$)	\$7,770,000 (2019\$)

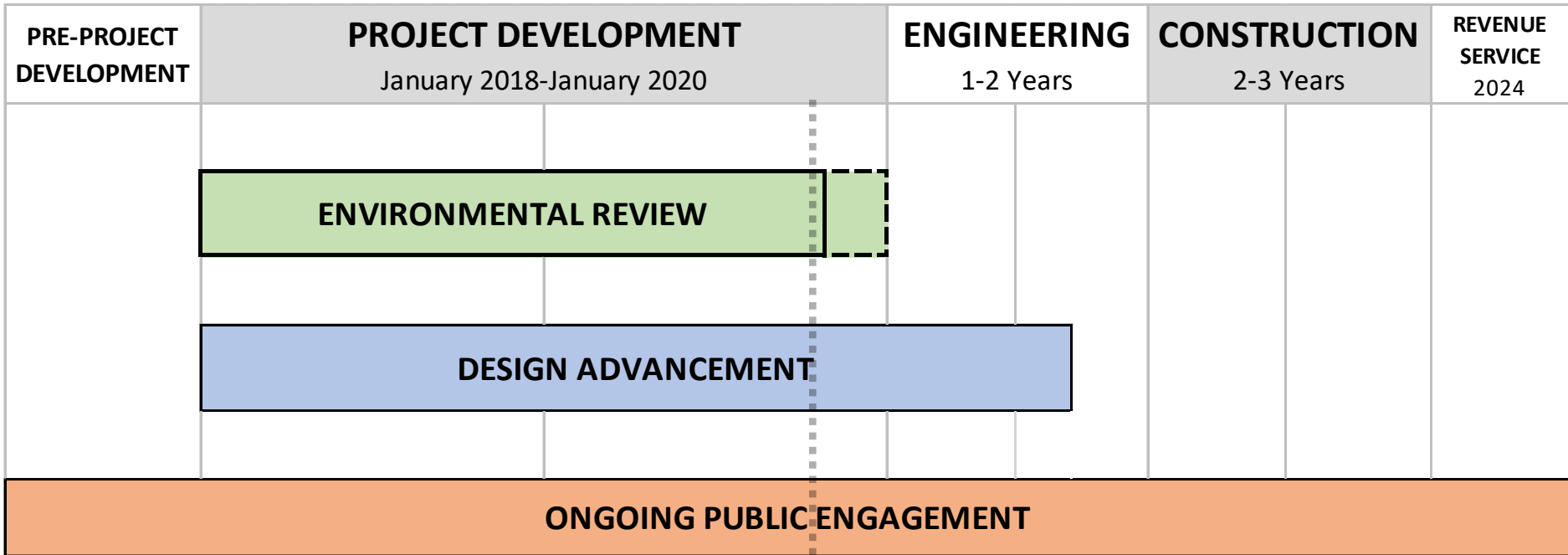
- Capital Cost based on CMC scope approval on May 2, 2019
- O&M Cost
  - Updated to reflect 2018 observed costs
  - Added more accurate guideway maintenance cost based on county roadway experience
  - Does not include farebox recovery or other revenue sources (ad revenue)



# Schedule Update

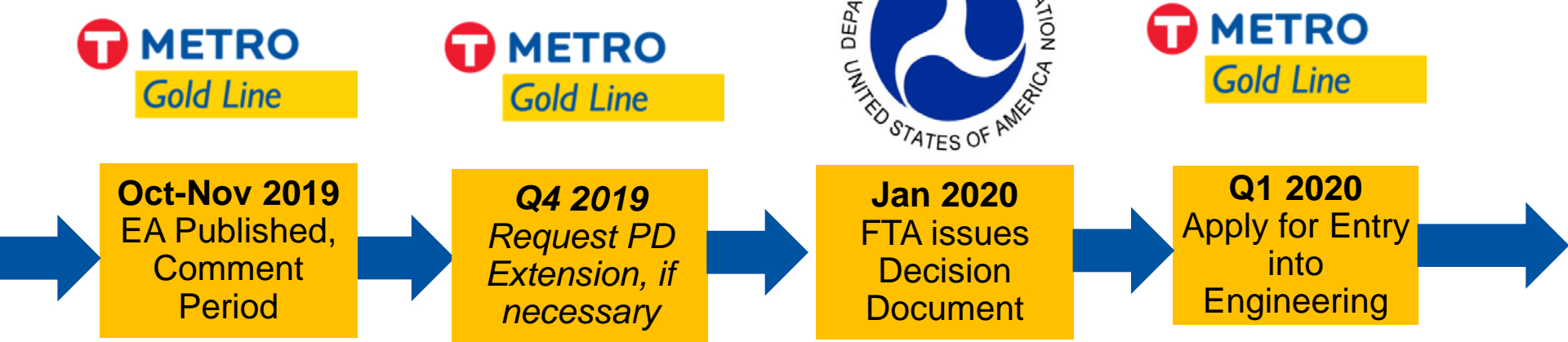
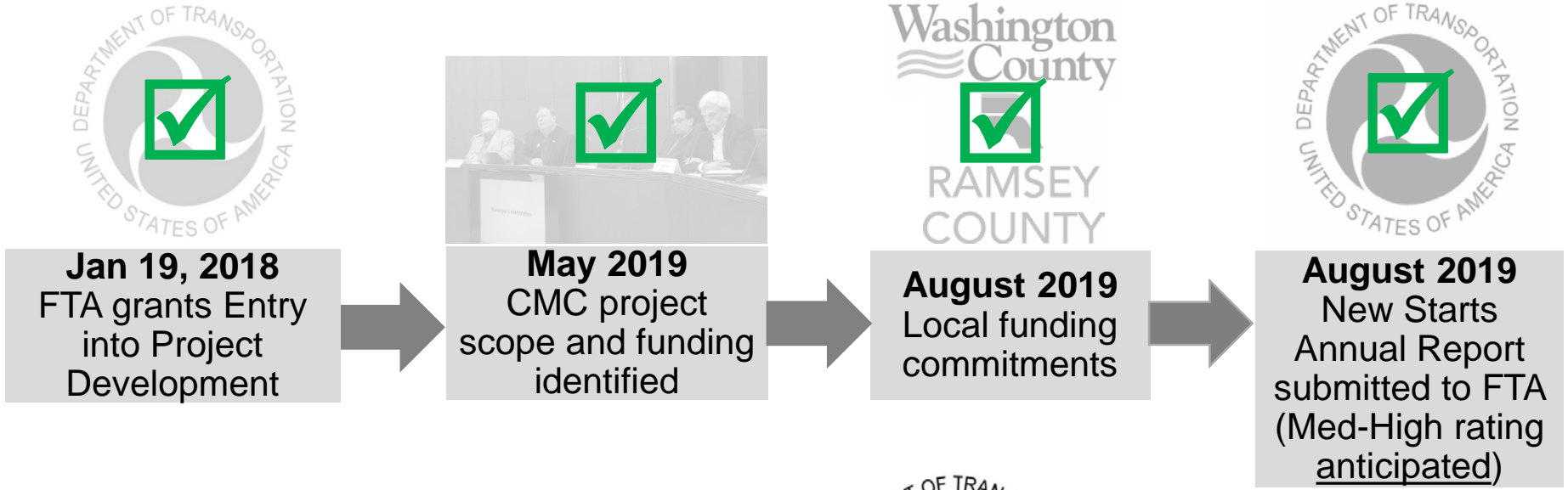


# Gold Line Bus Rapid Transit Project Timeline



WE ARE  
HERE

# Gold Line Project Development Phase Funding





# Environmental Assessment Update

- Evaluates beneficial and adverse impacts to environmental, social, economic, and transportation resources
- Identifies solutions to avoid, minimize, and mitigate adverse impacts
- To inform the public and agencies on impacts as part of the decision-making process



## Resource Areas

 Air quality	 Contaminated sites	 Parks	 Transportation
 Businesses	 Historic properties	 Protected and endangered species	 Visual impacts
 Community character + facilities	 Land use	 Public + private properties	 Water
 Construction	 Noise	 Safety	 Wildlife habitat

- Evaluated by Build Alternative: No Build, Alternative 1, Alternative 2
- Short-term (construction phase) and long-term (operating phase) activities are evaluated for all resource areas.

- EA Published October 7, 2019
- Online: [metrotransit.org/gold-line-project](http://metrotransit.org/gold-line-project)
- Libraries & Government Buildings Along the Corridor
  - Gold Line Project Office
  - Federal Transit Administration, Region 5
  - Downtown Saint Paul Central Library (George Latimer Central Library)
  - Sun Ray Library
  - Maplewood Library
  - Oakdale Library
  - Dayton's Bluff Library
  - Landfall City Hall
  - Woodbury Library (R.H. Stafford Library)
- Public Open Houses
- Requested Copies
  - Email: [goldline@metrotransit.org](mailto:goldline@metrotransit.org)
  - Call: 651-602-1997

- 30-day Comment Period (October 7 to November 5)
- Open Houses:

	East Side Community Room at Harding High School October 22nd 5-7 PM	Landfall Community Center October 23rd 5-7 PM
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- Drop-In Hours: Gold Line Project Office  
October 28th  
11 AM -1 PM
- The FTA and Metropolitan Council will review all comments
- Comments will be responded to in the decision document
- Outcome of comment period: Finding of No Significant Impact (FONSI) determination or complete additional analysis (EIS)
- FTA Anticipated FONSI January 2020

## CMC Next Steps

- Gold Line Project Office (GPO) to continue design coordination with project partners
- Next scheduled CMC meeting is Nov 7
  - No actions currently anticipated
  - Cancel?
- Next CMC project update in December
  - Update on public comments





To submit comments on the Environmental Assessment:

By email: [goldline@metrotransit.org](mailto:goldline@metrotransit.org)

Online: [www.metrotransit.org/gold-line-environmental](http://www.metrotransit.org/gold-line-environmental)

By regular mail: ATTN: Chelsa Johnson, METRO Gold Line Project Office

For more information:

[www.metrotransit.org/gold-line-project](http://www.metrotransit.org/gold-line-project)

Metro Transit BRT Projects

Charles Carlson

Director of BRT Projects

(612) 349-7639

[charles.carlson@metrotransit.org](mailto:charles.carlson@metrotransit.org)

METRO Gold Line BRT Project Office

Chris Beckwith

Senior Project Manager

(651) 602-1994

[christine.beckwith@metrotransit.org](mailto:christine.beckwith@metrotransit.org)