

#### Application

13872 - 2020 Transit System Modernization

14392 - Gold Line Ramsey Washington Saint Paul Downtown Modernization

Regional Solicitation - Transit and TDM Projects

Status: Submitted

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## **Primary Contact**

G Klein Joseph Name:\* Salutation First Name Middle Name Last Name Title: Associate Planner **Department:** BRT Projects - Gold Line Email: joseph.klein@metrotransit.org Address: Gold Line Project Office 121 7th Place E Suite 102 Saint Paul 55101 Minnesota City State/Province Postal Code/Zip 651-602-1995 Phone:\* Phone Ext. Fax: 651-224-5939 Regional Solicitation - Transit and TDM Projects What Grant Programs are you most interested in?

## **Organization Information**

Name: Metro Transit

Jurisdictional Agency (if different):

Organization Type:	Metropolitan Council
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**Organization Website:** 

Address: 560 Sixth Avenue North

Minneapolis Minnesota 55411

City State/Province Postal Code/Zip

County: Hennepin

Phone:\* 651-602-1000

Ext.

Fax:

PeopleSoft Vendor Number METROTRANSIT

## **Project Information**

Project Name

Gold Line Ramsey Washington Saint Paul Downtown

Modernization

Primary County where the Project is Located Ramsey

Cities or Townships where the Project is Located: Saint Paul

**Jurisdictional Agency (If Different than the Applicant):** 

The Gold Line Ramsey Washington Saint Paul Downtown Modernization Project will improve the transit experience within downtown Saint Paul by providing passengers with features to make transit a more comfortable, accessible, and reliable travel option. This project will construct nine bus rapid transit (BRT) stations within the downtown core to accommodate the planned METRO Gold Line BRT line, which is anticipated to open 2024. Stations will also support the planned METRO B Line BRT and Rush Line BRT and provide easy connections to existing local, limited stop, and express bus service within downtown. The project corridor currently includes 23 bus routes that make over 1,000 daily trips on an average weekday, with over 14,000 daily boardings and alightings. The full-amenity stations proposed within this application would improve waiting conditions for all transit riders within the corridor and accommodate the increased ridership forecast as part of these planned transitways.

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

Transit stations to be constructed as part of this project will provide passengers with improved amenities such as enhanced shelters with light, heat, and security features; raised platforms for accessible boarding; real-time arrival information; offboard fare collection technology; bicycle parking; waste receptacles; and seating. Buses serving several of these stations would travel in existing bus-only lanes on 5th and 6th streets, which will improve travel times throughout the corridor.

Offboard fare collection will significantly reduce dwell times at each station and further reduce travel time and annual operating costs.

The METRO Gold Line would connect the cities of Saint Paul, Maplewood, Landfall, Oakdale, and Woodbury and provide high-frequency, bidirectional

service at 21 new stations along the line.

Construction of this project would allow riders to travel between downtown Saint Paul and east metro communities using reliable and high-quality transit facilities that improve the rider experience and maximize operational efficiency.

This project includes \$10.5 million for construction of these improvements. Nine station locations have been identified and are discussed further in the application. Stations would be constructed on 5th and 6th Streets, Smith Avenue, and Sibley and Wacouta Streets in downtown. The project does not request funding for bus purchases.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

**Project Length (Miles)** 

to the nearest one-tenth of a mile

Gold Line Ramsey Washington Saint Paul Downtown Modernization

1.9

## **Project Funding**

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount \$7,000,000.00

Match Amount \$3,500,000.00

Minimum of 20% of project total

Project Total \$10,500,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 33.33%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds Ramsey County and Washington County

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources.

**Preferred Program Year** 

Select one: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years:

2023

Select all years that are feasible if funding in an earlier year becomes available.

## For All Projects

Identify the Transit Market Areas that the project serves: Market Area 1

See the "Transit Connections" map generated at the beginning of the application process.

## For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency Metro Transit

Zip Code where Majority of Work is Being Performed 55101

(Approximate) Begin Construction Date 02/01/2022

(Approximate) End Construction Date 04/30/2024

Name of Park and Ride or Transit Station:

e.g., MAPLE GROVE TRANSIT STATION

TERMINI: (Termini listed must be within 0.3 miles of any work)

(Intersection or Address)

To: Smith Avenue Transit Center

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:

(Intersection or Address)

(Intersection or Address)

Primary Types of Work BRT station construction

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

## Requirements - All Projects

#### **All Projects**

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

**Union Depot Station** 

Check the box to indicate that the project meets this requirement. Yes

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Goal B: Safety and Security (pp. 2.5-2.8)
Objective A: Reduce crashes and improve

safety/security

B6: Provide facilities for safe walking and bicycling

Goal C: Access to Destinations (pp. 2.10-2.24)

Objective A: Increase availability of multimodal options

Objective B: Increase travel time reliability & predictability

Objective D: Increase trips taken by transit/non-SOV modes

SOV modes

Objective E: Improve multimodal travel options

C1: Plan multimodal transportation systems

C11: Expand & modernize transit service

C12: Expand transitway network, including BRT

C17: Provide transportation choices

Goal D: Competitive Economy (pp. 2.26-2.28)

Objective A: Improve access to job concentrations

Objective B: Invest in multimodal system

D1: Identify & pursue transportation funding

D3: Improve connections to jobs, promote economic development

Briefly list the goals, objectives, strategies, and associated pages:

Goal E: Healthy and Equitable Communities (pp. 2.30-2.34)

Objective A: Reduce emissions

Objective B: Reduce environmental impacts

Objective C: Increase non-SOV travel for health

Objective D: Provide mobility for all ages/abilities/communities

E3: Consider needs of all potential users

E6: Engage underrepresented communities in planning

E7: Avoid impacts to underrepresented communities

Limit 2,800 characters; approximately 400 words

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

Gateway Corridor, Locally Preferred Alternative, 2016 (pp. 1-19)

Metropolitan Council, 2040 Transportation Policy Plan, 2018 (pp. 66-74)

List the applicable documents and pages:

Ramsey County, 2040 Comprehensive Plan, 2019 (pp. 60-70, 161-167, 173-174)

Washington County, 2040 Comprehensive Plan, 2019 (pp. 54, 111, 146-147, 172-180, 355, 391-396)

Limit 2,800 characters, approximately 400 words

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

#### Check the box to indicate that the project meets this requirement. Yes

5.Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6.Applicants must not submit an application for the same project elements in more than one funding application category.

Check the box to indicate that the project meets this requirement. Yes

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

**Transit Expansion:** \$500,000 to \$7,000,000 **Transit Modernization:** \$500,000 to \$7,000,000

Travel Demand Management (TDM): \$100,000 to \$500,000

Check the box to indicate that the project meets this requirement. Yes

8. The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement. Yes

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.

Yes

Date plan completed:

03/01/2020

Link to plan:

https://metrocouncil.org/About-Us/Publications-And-Resources/DIVERSITY-EQUITY/ADA-Transition-Plan.aspx

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation:

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link.

Upload as PDF

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

10. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

Check the box to indicate that the project meets this requirement. Yes

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

#### Check the box to indicate that the project meets this requirement. Yes

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

#### Check the box to indicate that the project meets this requirement. Yes

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

### **Requirements - Transit and TDM Projects**

#### For Transit Expansion Projects Only

1. The project must provide a new or expanded transit facility or service.

#### Check the box to indicate that the project meets this requirement.

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.

Check the box to indicate that the project meets this requirement.

#### **Transit Expansion and Transit Modernization projects only:**

3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

#### Check the box to indicate that the project meets this requirement. Yes

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

Check the box to indicate that the project meets this requirement. Yes

#### **Travel Demand Management projects only:**

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

#### Check the box to indicate that the project meets this requirement.

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

Check the box to indicate that the project meets this requirement.

#### **Specific Roadway Elements**

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

## **Specific Bicycle and Pedestrian Elements**

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00

Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$0.00

## **Specific Transit and TDM Elements**

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost	
Fixed Guideway Elements	\$200,000.00	
Stations, Stops, and Terminals	\$5,500,000.00	
Support Facilities	\$0.00	
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$3,000,000.00	
Vehicles	\$0.00	
Contingencies	\$1,800,000.00	
Right-of-Way	\$0.00	
Other Transit and TDM Elements	\$0.00	
Totals	\$10,500,000.00	

## **Transit Operating Costs**

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

## **Totals**

Total Cost	\$0.00
Construction Cost Total	\$0.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer

65587

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer

6883

Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

**Upload the "Letter of Commitment"** 

Please upload attachment in PDF form.

Existing Post-Secondary Enrollment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

**Upload the "Letter of Commitment"** 

Please upload attachment in PDF form.

Explanation of last-mile service, if necessary:

(Limit 1,400 characters; approximately 200 words)

**Upload Map** 

1589491328144\_GoldLine-PopEmploy.pdf

Please upload attachment in PDF form.

## Measure B: Transit Ridership

Existing transit routes directly connected to the project

3, 16, 21, 53, 54, 61, 62, 63, 64, 65, 67, 68, 70, 71, 74, 75, 94, 262, 265, 275, 294, 350, 351, 353, 361, 364, 417, 480, 484, 489, 860, 902-METRO Green Line

Select all routes that apply.

Planned Transitways directly connected to the project (mode and alignment determined and identified in the Current Revenue Scenario of the 2040 TPP)

METRO Gold Line (Gateway Dedicated BRT), Rush Line Dedicated BRT, Riverview Streetcar

Select all transitways that apply.

**Upload Map** 

1589491602976\_Gold Line-Transitconnections.pdf

Please upload attachment in PDF form.

## Response

Met Council Staff Data Entry Only

Average number of weekday trips

0

## Measure: Usage

**Existing Transit Routes on the Project** 

3, 21, 53, 54, 61, 63, 64, 70, 74, 94, 265, 275, 294, 350, 351, 353, 361, 364, 417, 480, 484, 489, 860

# Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

**Project located in Area of Concentrated Poverty:** 

(up to 80% of maximum score )

Projects census tracts are above the regional average for population in poverty or population of color:

(up to 60% of maximum score )

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

Gold Line's strategy for engagement includes a variety of outreach activities and communications tools. We place an emphasis on meeting people where they are at and ensuring that the engagement process includes comprehensive efforts to communicate with communities traditionally underserved or underrepresented. To promote broad participation and comply with the intent and principles of Environmental Justice (EJ) and Title VI laws and policies, including Limited English Proficient (LEP) individuals, the following strategies were and continue to be used throughout project engagement:

- -Hosting pop-ups and attending community events in areas with EJ and LEP populations
- -Translating materials into multiple languages and hiring translators
- -Holding public meetings at locations that are close to corridor neighborhoods, accessible by transit and ADA compliant
- -Ensure community representation on advisory committees
- -Listen to the preferences and needs of community organizations in designing outreach to their communities
- -Reach people by going door-to-door
- -Ensure consistent follow-up with individuals and groups
- -Consider the time of meetings to best reach different populations
- -Communicate through local papers and radio

#### stations

- -Working with community representatives and groups
- -Using graphics and illustrations to communicate nonverbally
- -Using accessible digital tools

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

Response:

Having additional stations in downtown St. Paul will provide further access for the entire Gold Line corridor. These downtown stations will allow more community members to travel to destinations in downtown, as well as to further destinations throughout the corridor from downtown. The Gold Line will provide fast, frequent service and access to major activity centers, including the St. Paul central business district, Xcel Energy Center, Lowertown Historic District, Union Depot, CHS Field, Metropolitan State University, Metro 94 Business Center, Sun Ray Shopping Center, 3M Corporate Headquarters, planned Transit-Oriented Development in Oakdale and Woodbury, the Tamarack Hills commercial district, and the Woodbury Village shopping center.

Passengers will also be able to directly connect to Metro Transit's METRO network, including the METRO Green Line and Green Line Extension, the planned Riverview Corridor Modern Streetcar, and the planned Rush Line BRT in downtown St. Paul. With an additional transfer, residents will be able to connect to the METRO Blue Line (LRT) and planned Blue Line Extension (Bottineau Corridor LRT), the METRO A Line, C Line, D Line, and Orange Line (BRT), and the Northstar Commuter Rail. The line will also connect the east metro to other local service provided by Metro Transit that operates through downtown Saint Paul. Through these connections, passengers will be able to reach the Mall of America, the MSP International Airport, the University of Minnesota-Twin Cities, multiple stadiums, and the Minneapolis central business district with a single transfer.

The Gold Line project is expected to benefit pedestrians and bicyclists by providing new pedestrian and bike facilities throughout the corridor, as well as connecting to current and planned bikeways, including in downtown. The

pedestrian and bike connections would be ADA-compliant, and all station platforms would be aligned with crosswalks for pedestrian safety. Other examples of improvements to pedestrian and bicycle facilities constructed with the Gold Line include sidewalk bump-outs to provide more space for pedestrians, connections for easy access to stations, as well as adding facilities to fill gaps between existing facilities and station areas.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Response:

Following extensive evaluation through an Environmental Assessment, the Federal Transit Administration has concluded the Gold Line project will not have long-term impacts on resources that were studied in the Environmental Assessment, including: transit, traffic, pedestrian and bicycle facilities, land use, safety and security, noise and vibration, and air quality. Therefore, there is no potential for disproportionately high and adverse effects on environmental justice populations related to these resources.

Although construction in downtown St. Paul will be minimal, construction of the project will have short-term impacts on residents and businesses in the surrounding area. During design, project staff will prepare a detailed Construction Communication Plan with the help of the project partners, Community and Business Advisory Committee, Corridor Management Committee and others. The purpose of the Construction Communication Plan is to prepare project-area residents, businesses, and commuters for construction; listen to their concerns; and develop plans to minimize disruptive effects. Mitigation measures may include:

- -Issue and distribute regular construction updates
- -Provide advance notice of roadway closures, driveway closures, and utility shutoffs
- -Conduct public construction meetings
- -Establish a 24-hour construction hotline
- -Prepare communication materials with applicable construction information
- -Address property access issues

-Assign staff to serve as liaisons between public and contractors during construction

After construction transit service will follow a skipstop pattern, meaning routes will not stop at every block. This will slightly reduce the proximity of bus stops to all destinations. However, stops will remain in close proximity to each other, within one-quarter mile or less between stops. High use local and BRT stops will remain at their current locations. Additionally, routes expected to have transfer activity will share stops or will be grouped together along the same block face. This ensures continued ease of transfers for people who rely on transit.

(Limit 2,800 characters; approximately 400 words)

**Upload Map** 

1589492697117\_Gold Line-SocioEconomic.pdf

## Measure B: Part 1: Housing Performance Score

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	Housing Score Multiplied by Segment percent
St. Paul	9.0	1.0	100.0	100.0
				100

## **Total Transit Stops**

Total Transit Stops 9.0

## **Housing Performance Score**

Total Housing Score 100.0

## **Housing Performance Score**

## Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

Response:

Of the 11,955 households located in Census tracts within one-half mile of the project, approximately 37% are cost-burdened, indicating they spend over 30% of their income on housing. For households with an annual income of less than \$35,000, approximately 76% are considered cost-burdened. These rates are much higher than the entire region, where only 22% of all households are cost-burdened.

The high concentration of cost-burdened households within the project area only underscores the need to provide nearby residents with affordable mobility options. This project will make transit a more attractive travel option by connecting riders with frequent, comfortable, and accessible service. Stations will support the planned METRO Gold Line, METRO B Line, and Rush Line BRT, all of which are planned to run every ten minutes during rush hours. The project will connect to the 30 local, limited, and express routes which currently (as of Spring 2018) operate within the project area, allowing riders to access much of the metropolitan area by transit. Stations will include features to improve safety and comfort within downtown Saint Paul?s existing pedestrian environment. The project will connect to existing and planned bicycle facilities and support multimodal travel by including bicycle parking at stations and allowing riders to board buses with their bicycles.

There are 2,522 existing units of affordable housing within ½ mile of the project, as identified by HousingLink and HUD. This includes 1,378 units eligible for the Low-Income Housing Tax Credit (LIHTC) and 369 units owned by the St. Paul Public Housing Authority. Approximately 44% of these units are affordable to households earning 30% Area Median Income (AMI) and are affordable to those at 50% AMI. 1,990 of these units are

efficiency/1-bedroom, while 241 are 2-bedroom and 121 are three-bedroom. The housing stock within the project area has one of the highest proportions of affordable housing within the metropolitan area, further highlighting the need to provide a multitude of transit options.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589503810428\_GoldLineAffordableHousing.pdf

Measure A: Description of emissions reduced

Response:

Emissions would likely be lower in the Project's design year compared to today due to the EPA's national emissions-control programs, which EPA anticipates could reduce annual MSAT emissions 90 percent by 2050. The magnitude of EPA-projected reductions is so great, even after accounting for traffic growth, that emissions in the study area are likely to be lower under a wide variety of future conditions. The analysis conducted for the Project demonstrates there would be no anticipated exceedances of air pollutant concentrations during the operating phase of the Project; therefore, no specific mitigation measures are necessary.

For the broader Gold Line project, the Council evaluated intersection hot spots to assess the potential for CO impacts from the Project. The Council's CO modeling found that concentrations of CO generated from the Project would be substantially less than the federal one-hour standard of 35ppm; the Minnesota one-hour standard of 30 ppm; and the federal eight-hour standard of 9 ppm. The CO hot-spot analysis indicates the Gold Line Project would not cause CO concentrations to exceed state or federal standards. The project is not considered a culpable source of PM(10) or a project of air quality concern regarding PM(10) emissions. The Environmental Assessment evaluated diesel buses for the Project with regards to air quality. The Project would also include transit-related improvements throughout the corridor such as roadway modifications and grade separated crossings to improve travel time for riders.

Buses are anticipated to idle, accelerate, and decelerate less because added bus stop capacity will lead to fewer stops per trip. Implementation of a

skip-stop service in downtown will increase travel time savings by 20 percent. Buses will make fewer stops across downtown and improvement of bus speeds will lead to fewer emissions. This benefit will be realized by both the Gold Line and to some extent by all other existing bus routes that serve the project area.

The City of St. Paul's Gold Line Station Area Plans call for land use intensity commensurate with adjacency to a transitway. The draft Saint Paul for All: 2040 Comprehensive Plan also designates station areas as Neighborhood Nodes, which are planned as mixed use areas with dense concentrations of development. There are four Neighborhood Nodes in the downtown area near the Gold Line BRT Project.

The Saint Paul Climate Action and Resilience Plan sets a target for reduction of 40 percent of SOV commuters from 2015 levels by 2040, and a 2.5 percent annual reduction of VMT. Increased attractiveness of transit through the proposed project will help the city achieve this goal and specifically responds to multiple initiatives in the city's plan regarding vehicle emissions.

(Limit 2,800 characters; approximately 400 words)

Applicants are recommended to provide any data to support their argument.

Upload any data

Please upload attachment in PDF form.

**Measure C: Improvements and Amenities** 

Response

The scope of the proposed project includes enhanced passenger boarding stations in downtown Saint Paul. Stations would be located on Smith Avenue, on 5th and 6th Streets and on Sibley and Wacouta Streets. A total of nine station platforms are proposed for construction. Improved facilities will benefit all passengers and routes, by making station improvements that modernize facilities used by all routes, and by implementing operational improvements that reduce delay and improve reliability. Project improvements may yield up to 4,375 vehicle-hours and 30,650 passenger-hours of annual time savings.

#### The corridor serves:

- 23 bus routes operating between Union Depot to the Smith Avenue ramp
- Over 14,000 daily boardings and alightings
- 40 percent of daily roadway users on 5th and 6th
   Streets ride buses
- Over 1,000 daily bus trips in the project corridor, one of the region's busiest transit corridors
- Three planned bus rapid transit lines, and potential for additional lines

All nine improved stations will provide significant enhancement over existing bus stop conditions including:

- High quality station shelters with increased weather protection
- Overhead radiant heating to improve passenger comfort during cold weather
- Security features including increased lighting,

security cameras, and emergency intercoms

- Real-time arrival information with announcements and alerts
- Raised platforms and a six-foot clear platform space for easier boarding of buses. In-platform heating is also under evaluation for premium snow and ice control and accessibility in all weather conditions. These improvements will allow Metro Transit to pursue ADA-compliant roll-on boarding for BRT services.
- Stations will also include technology for fare payment on the platform, reducing the time required to board vehicles. Transit riders will be able to purchase fares using credit cards and purchase tickets in advance of boarding.

Proposed stations are planned to be constructed in preparation for bus rapid transit services, and several stations will serve all local routes. These locations include Smith Avenue at 5th St, 5th St at Market, and 6th St at Washington. For convenient and safe transfers between routes, other stations will be located along the same block face as local routes. Crossing a street to transfer will not be necessary in these cases. In addition, six of the proposed stations will move the existing curb line and will bump out intersections. These changes create space for premium stations and make it easier to cross the street for both transit riders and for all pedestrian traffic.

In addition to the improved passenger waiting experience for many customers of local and BRT routes, the proposed project benefits all riders' service reliability and travel speed. This is accomplished through added bus stop capacity in

downtown implemented through the project, allowing assignment of routes to downtown stops instead of all routes serving every stop. This skipstop approach will improve the efficiency of buses through downtown.

With each bus trip making only select stops there will be fewer delays from queueing to reach crowded stops, particularly in peak periods. Closely spaced stops also lead buses to not flow with general traffic through the corridor, so passengers on buses currently experience greater signal delays. Moving with general traffic through multiple signals between stops is expected to reduce signal delay for buses.

As stated above, Metro Transit operates a significant amount of service in the corridor- 1,030 bus trips on an average weekday. Speed and reliability are closely related from a transit scheduling perspective. Transit operations are scheduled to account for both the average travel time and the variability of travel time. To be quantifiable in a transit schedule, a reduction of running time requires that both average speed and reliability are improved. The specific changes proposed fit into a complex and broader roadway system, however quantifiable savings are estimated below based on available data.

METRO Gold Line running time is based on analysis of travel time, accounting for acceleration and deceleration rates, signal delay, dwell time at stations, and speed/distance calculations that factor in congestion. The Gold Line's estimated travel time across the corridor is approximately eight minutes per direction. Existing local bus services require nine to eleven minutes across the same

distance. As a result of the project, the Gold Line is estimated to receive two minutes of travel time benefit from use of limited stop stations and full implementation of a skip-stop service pattern. The net travel time savings is approximately 20 percent, comparable to actual changes in arterial BRT corridors.

Other buses will benefit from this pattern as well, and the bus stop capacity increases from Gold Line stations will enable full implementation of skip-stop services in downtown. A one minute, or 10% time improvement for all routes is anticipated through the changes afforded by station construction. These improvements net approximately 1,030 minutes of vehicle time reduction and 7,211 minutes of daily passenger travel time savings (assuming a normal distribution with a median savings of 30 seconds/passenger trip). These correspond to 4,375 annual hours of time savings for transit vehicles and 30,650 hours of annual passenger time savings (annualized at 255). Within this modernization application, quantitative benefits are limited to existing services benefiting from Gold Line stations.

(Limit 5,600 characters; approximately 800 words)

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

This project will improve the pedestrian realm by prioritizing accessibility, comfort, and safety for pedestrians and transit users. All stations will include shelters, seating areas, safety and security upgrades, snow- and ice-melt systems within the platform, and bicycle parking. Station areas will be accessible to users of all abilities and include tactile strips within boarding areas, consistent design across stations, and raised platforms to allow easy and accessible boarding. Establishing permanent transit infrastructure within these station areas will allow for a demarcation between a pedestrian thruwalk zone and a boarding area for transit users, which will improve safety and convenience for users of the sidewalk. ADA improvements and upgrades to pedestrian crossings in select areas will allow riders to access station areas safely.

Construction of these stations will support an already-extensive transit network within downtown Saint Paul. Metro Transit currently operates 30 local, limited stop, and express routes that provide 1,030 weekday trips throughout downtown core. As of Spring 2018, approximately 13,300 average daily boardings occurred within downtown. Buses serving these stations will travel in existing bus-only lanes on 5th and 6th streets, which will improve overall speed and reliability. Stations will include offboard fare collection, which will further reduce bus dwell times. This project will allow riders to transfer easily from these stations to existing local/express stops by locating new stations in close proximity to other stops. These stations will support expansion of the METRO system within downtown and support transitways such as METRO Green Line, METRO Gold Line, METRO B Line. Rush Line BRT and Riverview Modern Streetcar. Stations will be built adjacent to Union Depot and Smith Avenue Transit Centers.

This project will support bicycling by providing permanent bike parking at each station area and encouraging multimodal connections by placing bike racks on all buses that will serve these stations. Station areas will connect to existing bicycle infrastructure along Jackson Street, Minnesota Street, Kellogg Boulevard, and Sibley Street, as well as planned infrastructure along 9th/10th Streets and either St. Peter Street or Wabasha Street. The project will improve multimodal connections between transit and the nearby Bruce Vento Trail, Gateway Trail, and Sam Morgan Trail. Additionally, Downtown Saint Paul is identified as a Tier I Regional Bicycle Transportation Network (RBTN) Corridor in the 2040 Transportation Policy Plan (TPP).

(Limit 2,800 characters; approximately 400 words)

## **Transit Projects Not Requiring Construction**

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

## **Measure A: Risk Assessment - Construction Projects**

1)Layout (25 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

**Attach Layout** 

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

Yes

50%

**Attach Layout** 

1589490792742\_GoldLine\_Layout.pdf

#### Layout has not been started

0%

Anticipated date or date of completion

07/31/2020

#### 2) Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

Yes

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

#### 3)Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified

Yes

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition

01/31/2022

#### 4)Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

**Signature Page** 

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

**Anticipated date or date of executed Agreement** 

#### 5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 10/09/2018

Meeting with partner agencies: 11/01/2018

Targeted online/mail outreach: 10/15/2018

Number of respondents: 575

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Gold Line project staff conducted a focused outreach effort to gather feedback on how the Gold Line would travel in downtown St. Paul. This feedback was needed to gauge preference on two alternatives- whether the Gold Line should only have stations at Union Depot or if there should be additional stations throughout downtown. Project staff hosted open houses, tabled at events and in community spaces and connected with organizations and businesses throughout the corridor. An online survey was broadly distributed to gather input from residents and community members. Specific feedback on the downtown routing alternatives was collected through these corridor-wide activities. Many event locations were selected because they were in or around communities of color and low-income neighborhoods:

- Alliance Bank Building Skyway

Response (Limit 2,800 characters; approximately 400 words):

- Union Depot Head House
- Neighborhood House Produce Distribution at Dayton's Bluff Elementary
- Sun Ray Library
- Saint Paul Eastside YMCA Welcome Week Resource Fair
- Woodbury Library and Central Park
- Robert St./7th Place E. during Securian Farmers Market
- Woodbury Lutheran Church Park & Ride
- Free Yoga at Union Depot
- Flyer distribution to businesses and community centers Oakdale and Woodbury

- Flyer distribution to businesses and community centers - St Paul Downtown and East Side
- Sun Ray Transit Center
- METRO Green Line Central Station
- Oakdale Library

Comment themes from event attendees were consistent throughout the corridor with most individuals stating a preference for the alternative that travels through downtown. Feedback included interest in a one-seat ride through downtown without having to transfer or walk far, especially in the winter and during cold weather, as well as better access to more destinations for employment, education and recreation, being closer to the METRO Green Line and better access for those with mobility issues.

Comments collected through the survey were similar to comments provided by event attendees. Those who preferred that Gold Line route through downtown stated that this alternative provided more options and direct access to popular downtown destinations for entertainment and employment, they do not want to transfer or would not ride if they had to transfer, additional stations would be better for those with mobility challenges, and those interested in traveling to Union Depot would still have access and a stop at the front of the building.

Approximately 575 people attended events or took the online survey. Of the people who chose to list a preference, 78% selected the full downtown routing alternative and 22% selected the Union Depot alternative.

#### Measure: Cost Effectiveness

**Total Annual Operating Cost:** 

\$250,000.00

**Total Annual Capital Cost of Project** 

\$280,000.00

**Total Annual Project Cost** 

\$530,000.00

Operating cost estimates are based on station cleaning, snow removal, and technology maintenance as estimated in the 2011 Arterial Transitway Corridor Study, inflated to 2020 costs and adjusted for experience. Total costs for nine stations include cleaning and utilities (\$110,000), snow removal and/or heating (\$45,000), and technology equipment maintenance (\$72,000), plus a 10 percent contingency factor (\$23,000). Despite travel time savings, bus operating cost savings are not expected. Thus, the estimated operating cost is represented as the total cost of station maintenance.

**Assumption Used:** 

The project annualized road/platform improvements (\$5.7M) under "Transit Platform" at 70 years and systems improvements (\$3M) under "Transit Shelter" category at 20 years, with contingencies (\$1.8M) allocated proportionally. This results in a net annualized capital cost of \$279,310, or net 37.5 years useful life for the full project. This is rounded up to \$280,000.

Combined, the estimated annualized capital + operating cost of the project is \$530,000 annually.

(Limit 1400 Characters; approximately 200 words)

**Points Awarded in Previous Criteria** 

**Cost Effectiveness** 

\$0.00

#### Other Attachments

File Name	Description	File Size
2020 05 08 GM Cover Letter.pdf	Cover Letter	186 KB
GL Ramsey Regional Solication Support Letter.pdf	Letter of Support - Ramsey County	112 KB
Gold Line Map-RegionalEconomy.pdf	Regional Economy map	6.3 MB
Gold Line-SocioEconomic.pdf	Socio-economic conditions map	7.0 MB
Gold Line-Transitconnections.pdf	Transit connections map	5.6 MB
GoldLine-PopEmploy.pdf	Population/employment summary map	3.1 MB
GoldLineConceptLayout.pdf	Project Layout - 30% Design	3.6 MB
GoldLineProjectMap.pdf	Project Map	414 KB
GoldLine_Existing Conditions.pdf	Existing Conditions - 6th St & Minnesota (westbound)	94 KB
GoldLine_Project Summary2.pdf	Project summary	166 KB
WashCo support letter signed- 04272020094836.pdf	Letter of Support - Washington County	67 KB

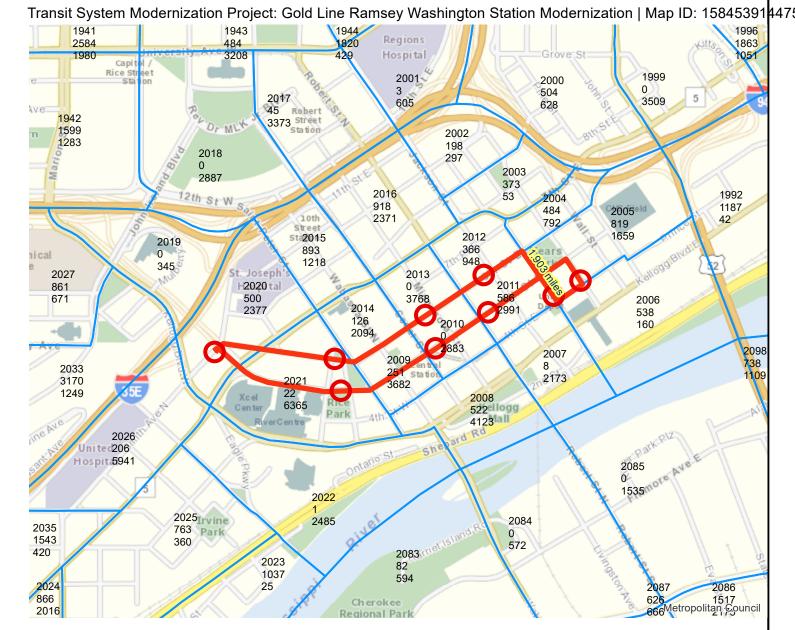
# Population/Employment Summary

#### Results

Within QTR Mile of project: Total Population: 11248 Total Employment: 48962 Postsecondary Students: 455

Within HALF Mile of project: Total Population: 18343 Total Employment: 65587 Postsecondary Students: 6883

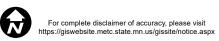
Within ONE Mile of project: Total Population: 46115 Total Employment: 103171



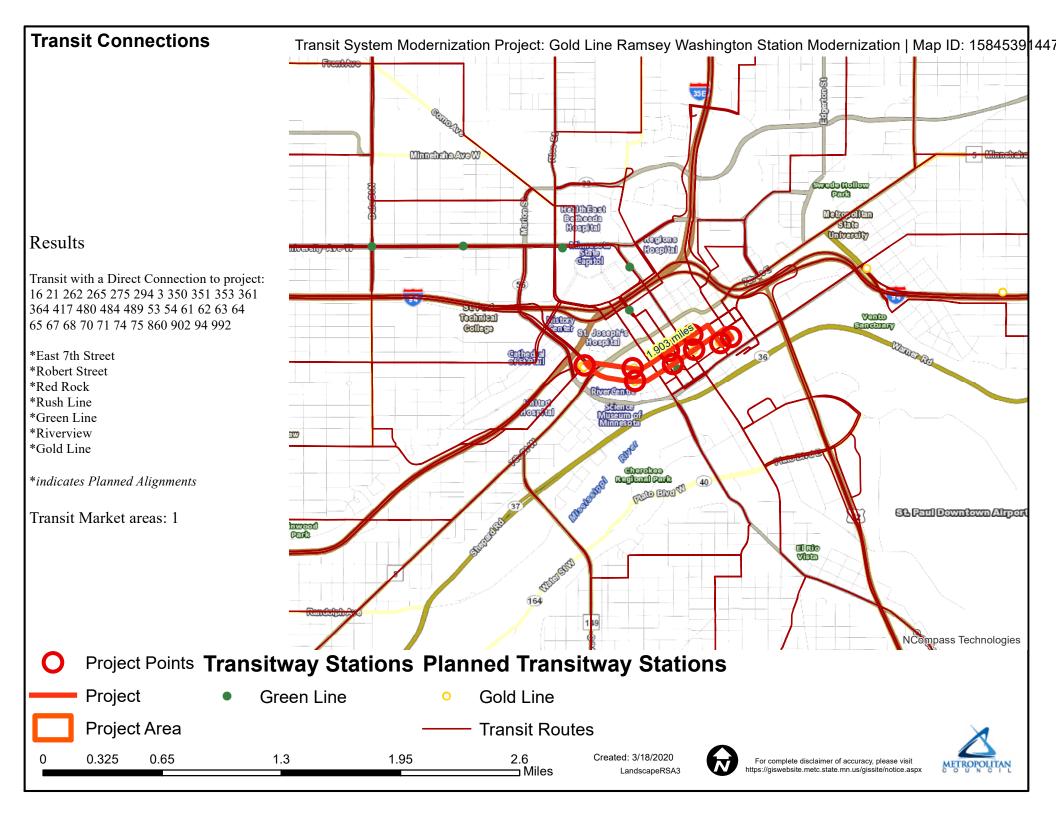


0.75

Miles







## **Socio-Economic Conditions** Transit System Modernization Project: Gold Line Ramsey Washington Station Modernization | Map ID: 1584539144757 Heights Results Project located IN Area of Concentrated Poverty: (0 to 24 Points) 53 Tracts within half-mile: St. Paul 33000 33700 34000 Minimahaha Ave 3 34201 34202 34400 35500 35800 35900 36000 36100 37100 42800 St. Paul Downtown Airport 149 [Lijydalə Pigs Bye Lake Montreal Ave **Points** Area of Concentrated Poverty Lines Above reg'l avg conc of race/poverty

Lines

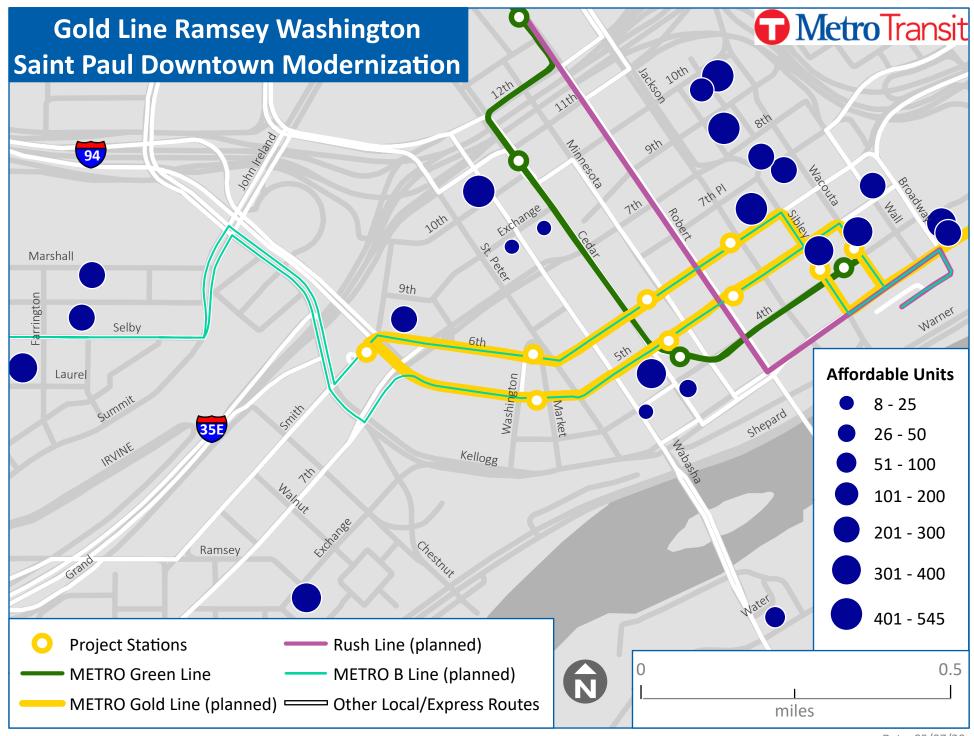
Area of Concentrated Povertry > 50% residents of color

0 0.5 1 2 3 4

Miles







Date: 05/07/20





May 11, 2020 Charles Carlson Director, BRT Projects METRO Gold Line Project Office 121 7th Place E - Suite 102 Saint Paul, MN 55101

#### Dear Charles:

Ramsey County has been a supporter of the METRO Gold Line Bus Rapid Transit Project (METRO Gold Line) since its inception. We appreciate the ongoing partnership with Metro transit as the project has advanced through its development, including the transition to Metro Transit leadership and entry into the Federal Transit Administration's Capital Investment Grants New Starts Program. It is through this history of partnership that Ramsey County supports Metro Transit's METRO Gold Line application for Regional Solicitation funds under the Transit Modernization category as it will provide an essential mobility improvement for county residents and businesses.

The METRO Gold Line is a critical piece of the regional transitway network connecting Saint Paul to Woodbury, including 16 census tracts identified as areas of concentrated poverty on the East Side of Saint Paul. These ethnically and culturally diverse areas are home to 11.1% of households that do not own an automobile and 44% of the population are people of color. The METRO Gold Line will improve their access to jobs and services by providing frequent all day transit service where service is more limited or does not currently exist. It will also be an incentive for the redevelopment of vacant land and reinvestment in underutilize land improving economic stability and creating jobs.

METRO Gold Line project staff have identified project scope elements that are eligible for federal funding under the Transit Modernization category of the current Metropolitan Council Regional Solicitation. Robust stations for METRO Gold Line in downtown Saint Paul will include raised platforms, substantial passenger shelters, real-time information, security features, and other enhancements that will transform the customer waiting experience and improve accessibility for all users. These improvements will benefit 14,000 existing transit riders in the corridor and will provide the capacity within downtown for efficient and attractive bus rapid transit service.

Pursuant to Transportation Advisory Board requirements for the distribution of funds via the Regional Solicitation, the METRO Gold Line Project Office working with Metro Transit, identified \$10.5 million in eligible 2020 construction costs for downtown station improvements. Metro Transit is seeking county support in its pursuit of \$7 million in federal funds. These funds have a local match requirement of \$3.5 million which will be split equally by Washington and Ramsey Counties via their commitment to fund the Gold Line.

Through resolution B-2019-203 passed on August 20, 2019, Ramsey County committed funding to the METRO Gold Line's capital development and to the ongoing operating and maintenance costs. These committed funds provide Ramsey County's requested \$1,750,000 match to Metro Transit's

Regional Solicitation funding application. Operating and maintenance costs for the METRO Gold Line will be provided through committed county funds and planned state funds through Metro Transit. Additionally, funding will be requested for 2024 program year.

METRO Gold Line construction is planned for 2022-2023, project partners will continue to coordinate closely and work with the Federal Transit Administration to ensure on-time delivery of the construction scope including pre-award authority from the FTA if necessary.

If you have any questions regarding Ramsey County's support for Metro Transit's application for Regional Solicitation funding please contact me at 651-266-7116, or by email at <a href="ted.schoenecker@co.ramsey.mn.us">ted.schoenecker@co.ramsey.mn.us</a>.

Sincerely,

Ted Schoenecker

Ted Schoenecker

Director of Public Works/County Engineer

#### **Regional Economy** Transit System Modernization Project: Gold Line Ramsey Washington Station Modernization | Map ID: 15845391447 Rafers Compided (Styr) Sode Opposize w Results WITHIN ONE MI of project: 455 (History Carles Postsecondary Students: 15307 6428 ELDDEDURS. Total Population: 47422 (Edicaci) Total Employment: 103523 ODbosse Steckus Odeson Mfg and Dist Employment: 4383 ලාබුලේ ල් ග්රීඩ්වියා Cinec Cus) Feds COAD Deliber (Ebextoca) Crayded ancia) fo apendo (descado) Strottoe Parts (Sherdan) Berband Rada NCompass Technologies **Project Points** Postsecondary Education Centers **Job Concentration Centers Project** Manfacturing/Distribution Centers 0.25 0.75 Created: 3/18/2020 0.125 0.5 For complete disclaimer of accuracy, please visit

Miles

LandscapeRSA5

http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

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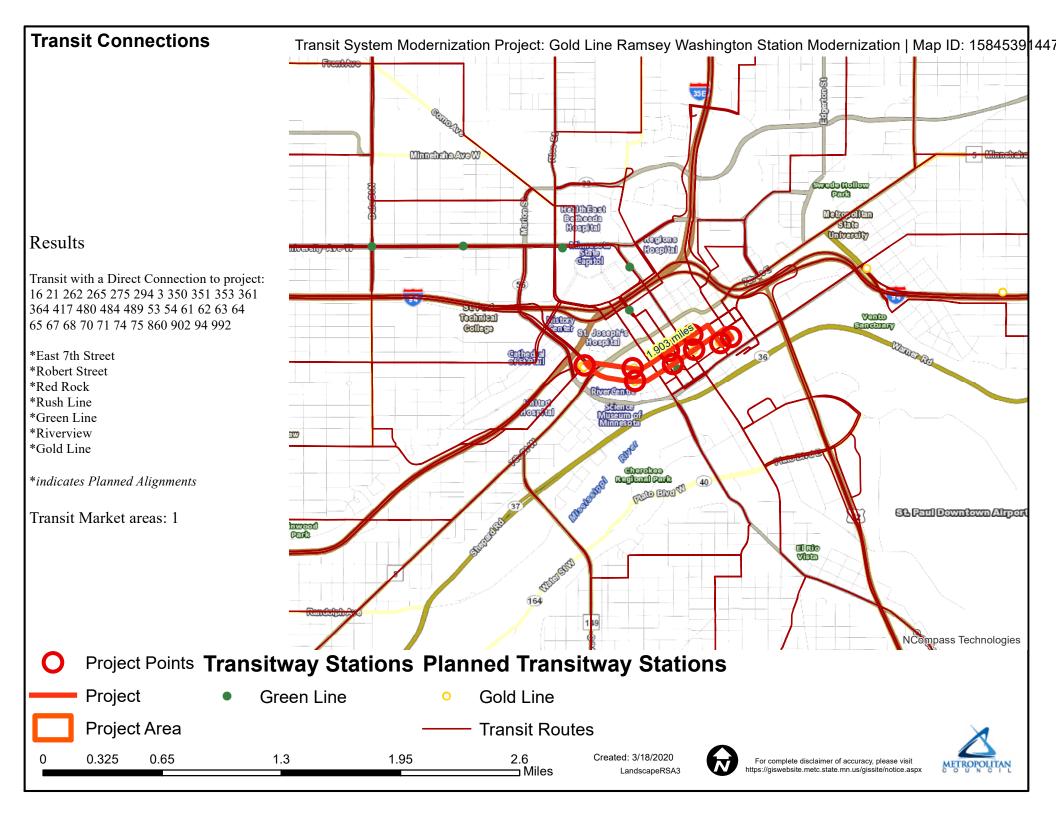
Area of Concentrated Povertry > 50% residents of color

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Miles







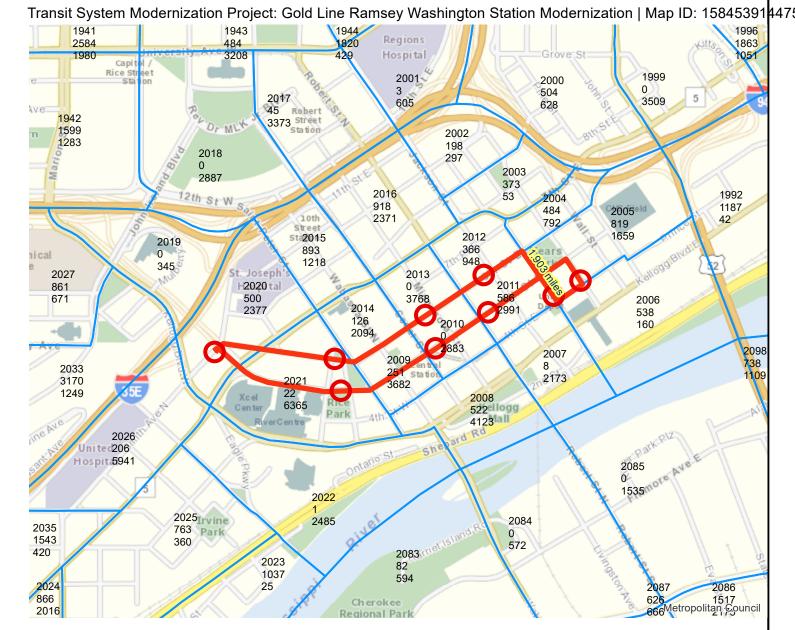
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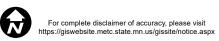
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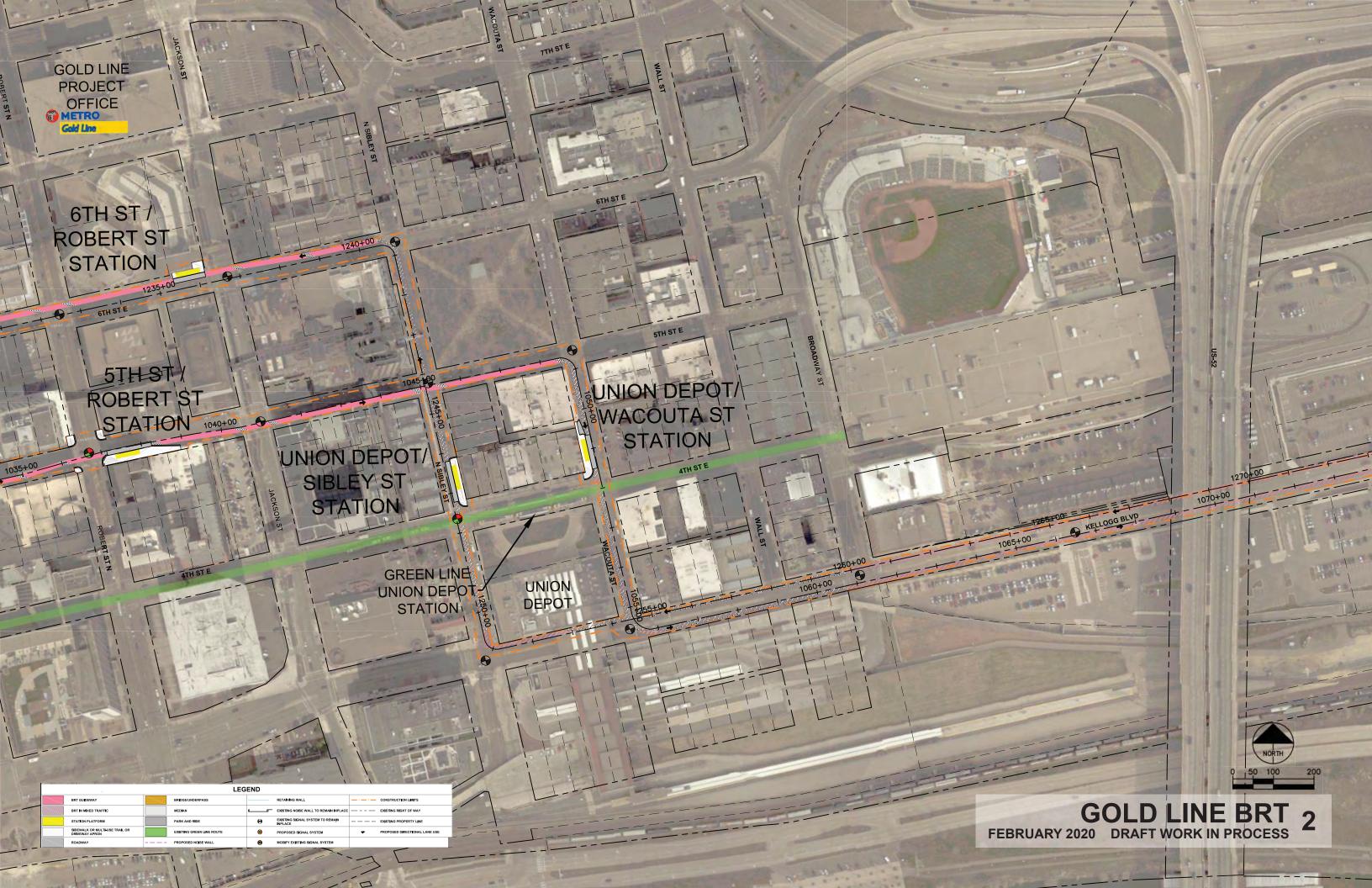
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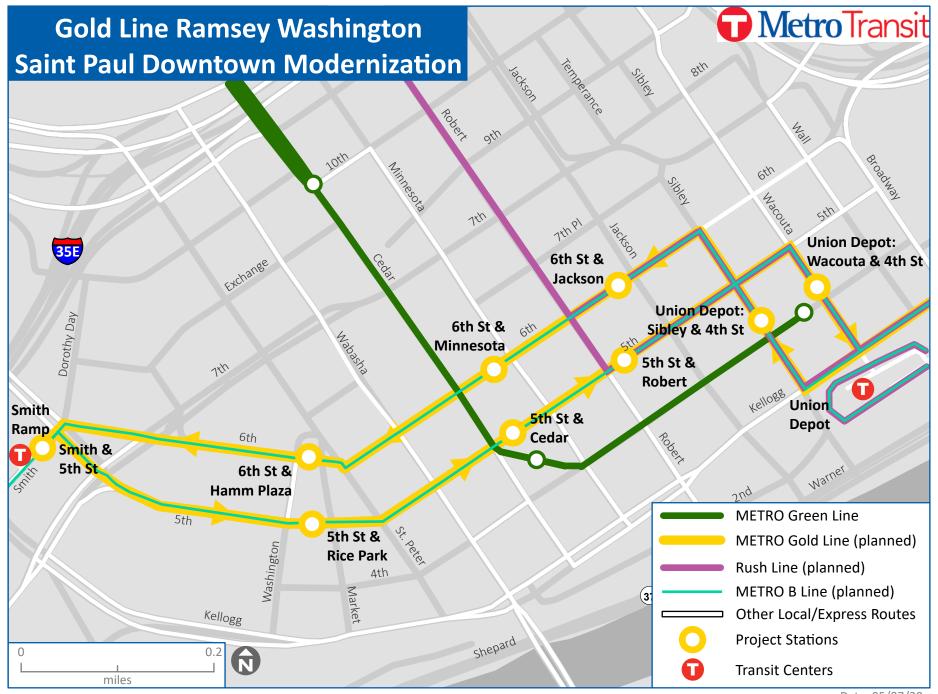
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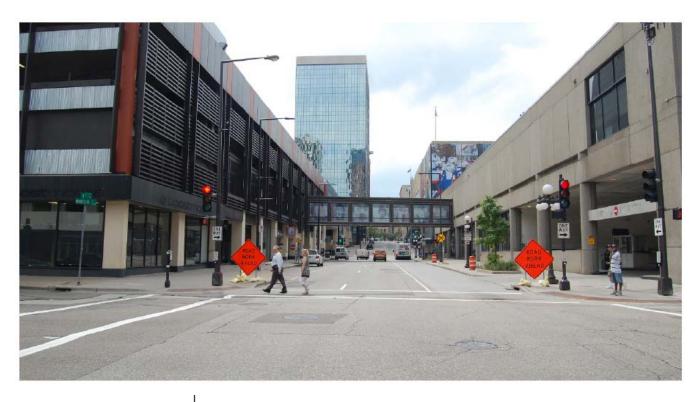




Date: 05/07/20

## **EXISTING CONDITIONS**

The following photograph shows the existing conditions at one of the platform locations at  $6^{th}$  Street and Minnesota Street.





6TH ST. AT MINNESOTA ST. STATION - EXISTING CONDITIONS
Preliminary Downtown Saint Paul Station Visualizations

September 11, 2018

# Gold Line Ramsey-Washington **Downtown Station Modernization Project**

The Gold Line Ramsey-Washington Downtown Station Modernization Project led by Metro Transit seeks to leverage the investment in station infrastructure directly benefitting the planned BRT projects serving downtown, but existing local service as well.

#### PROJECT OVERVIEW

The scope of the proposed project includes enhanced passenger boarding stations in downtown Saint Paul currently planned for the METRO Gold Line, a 10-mile Bus Rapid Transit line with an anticipated opening in

2024 serving the east metro and routing through the cities of Saint Paul, Maplewood, Landfall, Oakdale, and Woodbury. The Gold Line is planning 21 new stations including ten in downtown Saint Paul operating on primarily one-way streets as shown in Figure 1. Stations would be located on Smith Avenue, on 5th and 6th Streets and on Sibley and Wacouta Streets.

#### PROJECT BENEFITS

Improved facilities will benefit all passengers and routes, by making station improvements that modernize facilities used by all routes, and by implementing operational improvements that reduce delay and improve reliability. Project improvements may yield up to 4,375 vehicle-hours and 30,650 passenger-hours of time savings.

#### **FUNDING REQUEST**

A total of \$7,000,000 is being requested for station modernization downtown across nine station platforms.

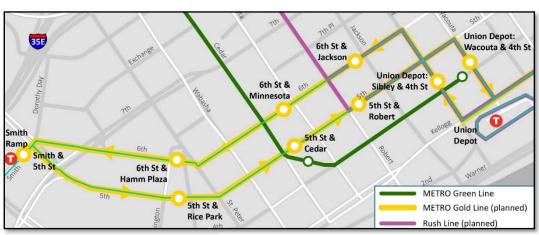


FIGURE I: Gold Line Downtown Stations

#### STATION FEATURES

All nine improved stations will provide significant enhancements over existing bus stop conditions with upgraded features similar to existing LRT and BRT service.



FIGURE 2: Station Platform and Shelter Design Concept

Stations will have increased weather protection, security features, real-time arrival information, raised platforms facilitating an enhanced ADA-compliant boarding experience and will also include technology for fare payment on the platform, reducing the time required to board vehicles.



Donald J. Theisen, P.E., Director Wayne H. Sandberg, P.E., Deputy Director County Engineer

April 27, 2020

Charles Carlson
Director, BRT Projects
METRO Gold Line Project Office
121 7th Place E - Suite 102
Saint Paul, MN 55101

Dear Charles:

Washington County appreciates ongoing partnership with Metro Transit for the continued development of the METRO Gold Line Bus Rapid Transit (BRT) project. As part of a regional transit network, the Gold Line project will provide essential mobility improvements to county residents and businesses.

The Gold Line is under development within the Federal Transit Administration (FTA) New Starts program and has identified project scope elements eligible for funding under the Transit Modernization category of the current Regional Solicitation for federal funds. Robust stations for METRO Gold Line in downtown Saint Paul will include raised platforms, substantial passenger shelters, real-time information, security features, and other enhancements that will transform the customer waiting experience and improve accessibility for all users. These improvements will benefit 14,000 existing transit riders in the corridor and will provide the capacity within downtown for efficient and attractive BRT service.

Pursuant to TAB requirements, Metro Transit's Gold Line Project Office has identified an eligible 2020 construction cost of \$10.5 million for these downtown station improvements. Metro Transit is pursuing an application for funding and seeks county support. Metro Transit seeks \$7 million of federal funds for these improvements, matched by \$1.75 million each through Ramsey and Washington Counties.

On August 13, 2019, Washington County passed Gold Line Funding Commitment, Resolution 2019-083, which committed funding to the Capital Grant Agreement for Pre-Engineering, Engineering, and Right-of-Way Acquisition for the METRO Gold Line Bus Rapid Transit Project

A great place to live, work and play...today and tomorrow

Page two Letter to Mr. Charles Carlson April 27, 2020

through the Metropolitan Council. These committed funds provide the requested \$1,750,000 match to the current Regional Solicitation funding application. Operating and maintenance costs for the METRO Gold Line are planned through committed county funds and planned state funds through Metro Transit.

Additionally, funding will be requested for 2024 program year. With planned Gold Line construction in 2022-2023, project partners will coordinate closely and work with the Federal Transit Administration to ensure on-time delivery of construction scope including pre-award authority from the FTA if necessary.

Washington County supports Metro Transit's application for Regional Solicitation funding and looks forward to continued collaboration in the development of the METRO Gold Line project.

Sincerely,

Donald J. Theisen, P.E. Director of Public Works