Today’s Topics

• Welcome
• Project Development Update
• Issues Resolution Process
• Stakeholder and Public Engagement Update
• Right of Entry Process Overview
• CMC Next Meeting
Project Development Update
• CBAC kick-off meeting held May 29
• 26 members representing station area communities and businesses
- Members were invited to express interest in Co-chair positions
- Met Council Chair to select - CBAC Co-Chairs
- Co-Chairs will be at next CMC meeting

<table>
<thead>
<tr>
<th>Station</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mounds Blvd - Business</td>
<td>Mary Brandt</td>
</tr>
<tr>
<td>Mounds Blvd - Resident</td>
<td>Regina Rippel</td>
</tr>
<tr>
<td>Earl Street - Business</td>
<td>Koua Lee</td>
</tr>
<tr>
<td>Earl Street - Resident</td>
<td>Ernesto Ortiz-Diaz</td>
</tr>
<tr>
<td>Etna Street - Business</td>
<td>Hussein Khatib</td>
</tr>
<tr>
<td>Etna Street - Resident</td>
<td>Jessica Johnson</td>
</tr>
<tr>
<td>White Bear Avenue - Business</td>
<td>Jorge Samper Zelaya</td>
</tr>
<tr>
<td>White Bear Avenue - Resident</td>
<td>Joseph Skeen</td>
</tr>
<tr>
<td>Sun Ray Avenue - Business</td>
<td>Doug Swalboski</td>
</tr>
<tr>
<td>Sun Ray Avenue - Resident</td>
<td>Chai Lee</td>
</tr>
<tr>
<td>Maplewood - Business</td>
<td>Torin Gustafson</td>
</tr>
<tr>
<td>Maplewood - Resident</td>
<td>Darrell Paulsen</td>
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<tr>
<td>Greenway Avenue - Business</td>
<td>Tom Gianetti</td>
</tr>
<tr>
<td>Greenway Avenue - Resident</td>
<td>Donald Gonser</td>
</tr>
<tr>
<td>Greenway Avenue - Resident (Landfall)</td>
<td>Allison Hawley March</td>
</tr>
<tr>
<td>Greenway Avenue - Resident (Oakdale)</td>
<td>Allison Hawley March</td>
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<td>Helmo Ave - Business</td>
<td>Pat Cosgrove</td>
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<tr>
<td>Helmo Ave - Resident</td>
<td>Nancy Volkman</td>
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<tr>
<td>Tamarack - Business</td>
<td>Steve Morris</td>
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<tr>
<td>Tamarack - Resident</td>
<td>Nyagatare Valens</td>
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<tr>
<td>Woodbury Theater - Business</td>
<td>Molly Gagan-Vlaisavljevich</td>
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<tr>
<td>Woodbury Theater - Resident</td>
<td>Heidi Schumacher</td>
</tr>
<tr>
<td>At-Large</td>
<td>Rebecca Nelson</td>
</tr>
<tr>
<td>At-Large</td>
<td>D'Angelos Svenkeson</td>
</tr>
<tr>
<td>At-Large</td>
<td>Robert Crawford</td>
</tr>
<tr>
<td>At-Large</td>
<td>Reva Jones-Simmons</td>
</tr>
<tr>
<td>At-Large</td>
<td>Richard Kramer</td>
</tr>
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What drives Project Development Phase?

• 2-year deadline to complete (federal requirement)
• $25 million budget
• The PD Phase advances design and refines scope
  – Planning is complete and implementation has begun
  – Changes that are outside the environmental Area of Potential Effect (APE) will have an impact to the PD cost and schedule
## Gold Line Bus Rapid Transit Project Timeline

<table>
<thead>
<tr>
<th>Pre-Project Development</th>
<th>Project Development</th>
<th>Engineering</th>
<th>Construction</th>
<th>Revenue Service</th>
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<tbody>
<tr>
<td></td>
<td>January 2018-January 2020</td>
<td>1-2 Years</td>
<td>2-3 Years</td>
<td>2024</td>
</tr>
<tr>
<td></td>
<td>ENVIRONMENTAL REVIEW</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>DESIGN ADVANCEMENT</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>ONGOING PUBLIC ENGAGEMENT</td>
<td></td>
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GPO Tasks for Project Development

• Tasks to complete by Oct 2019 to meet PD deadline:

<table>
<thead>
<tr>
<th>Task</th>
<th>Timeline</th>
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</thead>
<tbody>
<tr>
<td>Select a Locally Preferred Alternative (LPA)</td>
<td>Complete</td>
</tr>
<tr>
<td>Adopt the LPA into fiscally constrained metropolitan transportation plan</td>
<td>Complete</td>
</tr>
<tr>
<td>Issues resolution and environmental scope refinement within IRTs</td>
<td>Mar 2018 – July 2018</td>
</tr>
<tr>
<td>Final environmental scope presented to TAC</td>
<td>July 11, 2018</td>
</tr>
<tr>
<td>Complete the environmental review process under NEPA</td>
<td>Aug 2, 2018</td>
</tr>
<tr>
<td>• Final environmental scope previewed by CMC</td>
<td>Sept 6, 2018</td>
</tr>
<tr>
<td>• Final environmental scope confirmed by CMC</td>
<td>Sept 2018 – Aug 2019</td>
</tr>
<tr>
<td>• Technical work to produce and review environmental document,</td>
<td></td>
</tr>
<tr>
<td>comment period</td>
<td></td>
</tr>
<tr>
<td>Determine final scope, costs, and funding sources</td>
<td>2019</td>
</tr>
<tr>
<td>Complete at least 30 percent design</td>
<td>Q3 2019</td>
</tr>
<tr>
<td>Obtain commitment for at least 30 percent of the local funding</td>
<td>Q3 2019</td>
</tr>
<tr>
<td>Develop sufficient information for FTA to assign a project rating</td>
<td>October 2019</td>
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IRT = Issues Resolution Teams  
TAC = Technical Advisory Committee  
CMC = Corridor Management Committee
PD Costs Expended to Date

- State Expended, $0.28
- Ramsey Co Expended, $0.62
- Wash Co Expended, $0.62
- CTIB Expended, $0.39
- Ramsey Co Remaining $7.9
- Wash Co Remaining $7.9
- State Remaining $1.7
- CTIB Remaining $5.6

Funding Source

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>$25M Project Development</th>
<th>$420M Overall (Anticipated)</th>
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<tbody>
<tr>
<td>Federal New Starts</td>
<td>-</td>
<td>45%</td>
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<tr>
<td>Ramsey County</td>
<td>$8.5M, 34%</td>
<td>26.5%</td>
</tr>
<tr>
<td>Washington County</td>
<td>$8.5M, 34%</td>
<td>26.5%</td>
</tr>
<tr>
<td>CTIB</td>
<td>$6M, 24%</td>
<td>1.5%</td>
</tr>
<tr>
<td>State</td>
<td>$2M, 8%</td>
<td>0.5%</td>
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Issues Resolution Process
Case Study: McKnight Road
GOLD LINE GOALS

Tier 1 Goals

- Improve Mobility (Ridership & Travel Time)
- Cost-Effective & Economically Viable
- Support Economic Development
- Protect the Natural Environment
- Preserve & Protect Quality of Life
Gold Line Committee Structure

1. Issue Resolution Teams (IRTs)
2. Technical Advisory Committee (TAC)
3. Community and Business Advisory Committee (CBAC)
4. Corridor Management Committee (CMC)
5. Counties
6. Metropolitan Council

METRO
Gold Line

Metro Transit a service of the Metropolitan Council
Issues Resolution Teams

- Smaller groups of technical staff from cities, counties, MnDOT, Metro Transit, and Gold Line Project Office
- Meeting regularly since March
- Focus on key issues geographically
McKnight Issue Resolution Case Study

• McKnight 1% Design
  – Significant infrastructure improvements to construct frontage road behind Sun Ray Lanes
  – Significant impacts to Sun Ray Lanes during construction
  – Limits future McKnight traffic/capacity solutions
  – Greater parking impacts
  – Limits future redevelopment opportunities
Bridge over McKnight Option
McKnight Issue Resolution Case Study

• IRT Preferred Solution: Bridge over McKnight
  – Avoids impacts to Sun Ray Lanes
  – Provides maximum flexibility for future McKnight improvements
  – Provides maximum flexibility for Sun Ray redevelopment efforts
  – BRT travel time advantage
  – Cost neutral change

• Other scope discussions for McKnight
  – Ped connections
  – Review of environmental impacts
Next Steps

- Present all IRT recommendations to the Technical Advisory Committee (TAC)
- Seek public input and feedback
- Present recommendations to the Community and Business Advisory Committee (CBAC)
- Incorporate any final questions and suggestions
- Preview corridor-wide environmental scope recommendations to the CMC at August 2 meeting
  - Review proposed modifications to 1% design
Stakeholder and Public Engagement Process
Stakeholder Engagement

• Open Houses: corridor-wide design updates and input
  • Open House – West
    July 17 from 5:00-7:00 pm
    Grace Lutheran Church: 1730 Old Hudson R, St. Paul
  • Open House – East
    July 18 from 5:00-7:00 pm
    Guardian Angels Catholic Church: 8260 4th St. N, Oakdale

• Geographically Targeted Outreach: areas where input is needed on design options
  • Public meetings
  • Direct mailing
  • Door knocking
  • Pop-up events
Right of Entry Process
Overview
Right of Entry Process

• Right of Entry (ROE) – The right to go onto another’s property without committing trespass.
• ROE is required for project related environmental analysis and design/engineering.
• Metropolitan Council has authority for ROE under Minnesota Statutes 473.129 and 117.041
• 4 step process for ROE
Right of Entry Process

Step 1: ROE Request for Fieldwork

Fieldwork Type 1
- Land surveys, data collection, or field observation
- No physical disturbance to property
- No installation of equipment

Fieldwork Type 2
- Archaeological survey, wetland delineation, and geotechnical boring
- Physical disturbance to property required
- Temporary installation of equipment

Survey for engineering

Geotechnical Boring

Shovel testing for Archaeological survey
Step 2: Property Owner Notification

Fieldwork Type 1
- Fieldwork notification letter mailed 3 weeks prior to fieldwork

Fieldwork Type 2
- Fieldwork ROE Letter mailed with request for response in 3 weeks

See handouts

Right of Entry Process

METRO Gold Line

METRO Gold Line Bus Rapid Transit (GBRT)
Metro Square Building, 121 7th Place East, Suite 102, St. Paul, MN 55101
www.metrotransit.org/gold-line-project

Subject: METRO Gold Line Bus Rapid Transit Project Notification for Project Surveying Activities

The environmental clearance and preliminary design process for the proposed METRO Gold Line Bus Rapid Transit (GBRT) Project are underway. As part of the engineering analysis of the proposed BRT line, the Gold Line Project Office (GPO) has contracted with survey consultants to conduct land surveys to determine the precise location of physical features such as existing streets and utilities, as well as parcel boundaries.

We want you to be aware that we will be accessing property, primarily along the corridor side of the right of way, to do our necessary work. The surveyor(s) will be working on your property. The Council has authorized to conduct this work under Minn. Stat. 612.17, et seq.

Survey is needed along the project corridor in the vicinity of the corridor and the areas around the planned station locations. The estimated start time of this work is 04.12.2018.

We may determine later in the design process that we need to conduct additional work on your property. In that event, we will contact you again.

If you have any questions, please contact Chele Johnson, Gold Line BRT Environmental Lead at 651-602-3957 or chele.johnson@metrotransit.org. For more information about the project, review the fact sheet on the other side of this letter or visit https://www.metrotransit.org/gold-line-project.

Thank you.
Step 3: Response to Notification Letters

Fieldwork Type 1

No Response required

Fieldwork Type 2

ROE Received
Determine if Fieldwork can be conducted via public Right of Way or if ROE is necessary
Negotiate ROE
Contact Property owner to schedule fieldwork

ROE Denied
Non-Response
Second ROE Letter
Non-Response: Consent

The Metropolitan Council has contracted with Kimley Horn to provide surveying for the METRO Gold Line Bus Rapid Transit (GBRT) project. Kimley Horn staff will be collecting geodata for the purpose of GBRT project. The next few weeks, they will be traveling throughout the project areas collecting geodata for your address.

Please note, the surveyors will be collecting geodata and there will be no disruption to your property.

If you have any questions or concerns, please contact Chelsea Johnston at 651-282-3955 or by visiting the website at https://www.metrotransit.org/gold-line-project.

Thank you.
Step 4: Conduct Fieldwork

**Fieldwork Type 1**
- Conduct fieldwork

**Fieldwork Type 2**
- Contact Owner to schedule fieldwork

- Survey for engineering
- Wetland delineation
- Survey equipment
Right of Entry Process

Step 1: ROE Request for Fieldwork

- Fieldwork Type 1
  - Notification Letter mailed 3 weeks prior to fieldwork
    - No Response required
    - Fieldwork Activities conducted on start date noted in letter

- Fieldwork Type 2
  - ROE Letter mailed with request for response in 3 weeks
    - ROE Received
    - ROE Denied
    - Non-Response
      - Determine if Fieldwork can be conducted via public Right of Way or if ROE is necessary
        - Negotiate ROE
        - Second ROE Letter
        - Non-Response: Consent
      - Contact Owner to schedule Fieldwork Activities

Step 2: Property Owner Notification

Step 3: Response to Notification Letters

Step 4: Conduct Fieldwork Activities
Next Steps

• Next scheduled CMC meeting is July 5
  – Recommend cancellation
  – Focus on public outreach

• Next CMC meeting is Aug 2
  – Preview environmental scope recommendations
For more information:
www.metrotransit.org/gold-line-project