

**METRO Gold Line Bus Rapid Transit**  
**St. Paul, Minnesota**  
**New Starts Engineering**  
**(Rating Assigned March 2021)**

Summary Description	
<b>Proposed Project:</b>	Bus Rapid Transit 10.3 Miles, 16 Stations
<b>Total Capital Cost (\$YOE):</b>	\$531.88 Million (Includes \$9.1 million in finance charges)
<b>Section 5309 CIG Share (\$YOE):</b>	\$239.35 Million (45.0%)
<b>Annual Operating Cost (opening year 2025):</b>	\$9.36 Million
<b>Current Year Ridership Forecast (2019):</b>	5,900 Daily Linked Trips 1,840,800 Annual Linked Trips
<b>Horizon Year Ridership Forecast (2040):</b>	6,550 Daily Linked Trips 2,043,600 Annual Linked Trips
<b>Overall Project Rating:</b>	Medium-High
<b>Project Justification Rating:</b>	Medium
<b>Local Financial Commitment Rating:</b>	High

**Project Description:** Metropolitan Council (Met Council) proposes to construct a bus rapid transit (BRT) project in a corridor along I-94 between downtown Saint Paul and Woodbury, serving the cities of Saint Paul, Maplewood, Landfall, Oakdale, and Woodbury. The line is planned to operate in a dedicated guideway on nearly 70 percent of the route and includes off-board fare collection and the purchase of 12 60-foot diesel-electric hybrid vehicles. Service is planned to operate on weekdays from 5:00 am to 12:00 am, with buses every 10 minutes during the day and every 30 minutes during evenings. During weekends, service is planned to operate from 5:00 am to 12:00 am with buses every 15 minutes.

**Project Purpose:** Current transit service in the project corridor includes both local and express bus service operating to downtown Minneapolis and downtown St. Paul. The project is intended to address previously identified gaps in public transportation in the region including transit services that are too infrequent to meet current demands and inadequate coverage throughout the day. The Project better connects downtown Saint Paul with the suburban cities of Maplewood, Landfall, Oakdale and Woodbury and, more broadly, better connects the eastern part of the Twin Cities metropolitan area to the regional transit network via the Union Depot multimodal hub in downtown Saint Paul.

**Project Development History, Status and Next Steps:** Met Council selected a locally preferred alternative in December 2016. The Project entered New Starts Project Development on January 19, 2018, and was adopted into the region's fiscally constrained, long-range transportation plan in April 2019. Met Council completed the environmental review process with receipt of a Finding of No Significant Impact from FTA in January 2020. FTA approved entry into Engineering in April 2021. Met Council expects to receive a Full Funding Grant Agreement in February 2022, and open for revenue service in June 2025.

## Locally Proposed Financial Plan

<b><u>Source of Funds</u></b>	<b><u>Total Funds (\$million)</u></b>	<b><u>Percent of Total</u></b>
<b>Federal:</b>		
Section 5309 New Starts	\$239.35	45.0%
FHWA Flexible Funds (Surface Transportation Program)	\$11.40	2.1%
<b>State:</b>		
State of Minnesota General Obligation Bond Proceeds	\$1.86	0.4%
<b>Local:</b>		
Washington County Sales Tax	\$145.42	27.3%
Ramsey County Sales Tax and Ramsey County Regional Railroad Authority Property Tax	\$127.85	24.0%
Counties Transit Improvement Board Sales Tax	\$6.00	1.1%
<b>Total:</b>	<b>\$531.88</b>	<b>100.0%</b>

**NOTE:** The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

**MN, St. Paul, METRO Gold Line Bus Rapid Transit (Gold Line BRT)**  
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<b>Factor</b>	<b>Rating</b>	<b>Comments</b>
<b>Local Financial Commitment Rating</b>	<b>High</b>	
<b>Non-Section 5309 CIG Share</b>	<b>+1 level</b>	The CIG share of the Project is 45.0 percent.  The Non-CIG share of the Project is 55.0 percent.
<b>Summary Financial Plan Rating</b>	<b>Medium-High</b>	
Current Capital and Operating Condition (25% of local financial commitment rating)	High	<ul style="list-style-type: none"> <li>• The average age of the bus fleet is 5.9 years, which is younger than the industry average.</li> <li>• The most recent bond ratings for Metropolitan Council (Met Council), issued in December 2020 are as follows: Moody's Investors Service Aaa, and Standard &amp; Poor's Corporation AAA.</li> <li>• Met Council's current ratio of assets to liabilities as reported in its most recent audited financial statement is 2.1 (FY2019).</li> <li>• There have been no major service cutbacks or cash flow shortfalls in recent years.</li> </ul>
Commitment of Capital and Operating Funds (25% of local financial commitment rating)	High	<ul style="list-style-type: none"> <li>• Approximately 89.1 percent of the non-Section 5309 CIG capital funds are committed or budgeted, and the rest are considered planned. Sources of funds include FHWA Surface Transportation Program flexible funds; State of Minnesota general obligation bond proceeds; sales tax revenue from the Counties Transit Improvement Board; sales and use tax revenue from Ramsey County; property tax revenue from the Ramsey County Regional Rail Authority; and Washington County sales tax revenue.</li> <li>• Approximately 88.4 percent of the funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted, and the rest are considered planned. Sources of funds include FTA Section 5307 Urbanized Area Formula funds, State Motor Vehicle Sales Tax (MVST) receipts, State general fund revenues, MnDOT revenues, sales and use and</li> </ul>

		motor vehicle excise tax revenues from Hennepin, Anoka, Dakota, Ramsey, and Washington counties, property tax revenues from the Sherburne County Regional Rail Authority, fare revenues, advertising income, and investment income.
Reasonableness of Capital and Operating Cost Estimates and Planning Assumptions/Capital Funding Capacity (50% of local financial commitment rating)	Medium-Low	<ul style="list-style-type: none"> <li>• Assumed growth in capital revenues is reasonable compared to recent historical experience.</li> <li>• The capital cost estimate is reasonable.</li> <li>• Regarding growth in operating revenue assumptions, farebox collections are optimistic compared to recent historical experience, and MVST receipts are reasonable compared to recent historical experience.</li> <li>• Operating cost estimates are reasonable compared to recent historical experience.</li> <li>• Met Council has access to funds via additional debt capacity, cash reserves, or other committed funds to cover unexpected cost increases or funding shortfalls equal to 4.2 percent of the estimated CIG capital cost and 14.3 percent of annual system wide operating expenses.</li> </ul>

**METRO Gold Line Bus Rapid Transit**  
**St. Paul, Minnesota**  
**New Starts Project Development**  
**(Rating Assigned November 2019)**

***LAND USE RATING: Medium***

The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding counties.

- Average population density across all station areas is 4,500 persons per square mile, corresponding to a Medium-Low rating. An estimated 86,000 jobs would be served by the project, which corresponds to a Medium rating. In downtown St. Paul, daily parking fees average \$17, which rates High. The proportion of LBAR housing in the project corridor compared to the proportion in the counties through which the project travels is 2.76, which rates High on FTA benchmarks.
- Downtown St. Paul has a high-density mix of uses. East of downtown there is smaller-lot single-family, duplex, and low-rise multi-family housing. In the suburban municipalities, land use is predominantly characterized by auto-oriented office, industrial, commercial and single-family residential uses.
- Downtown St. Paul is highly walkable, and St. Paul station areas have a gridded street network. Suburban station areas generally lack sidewalks and facilities for pedestrians.

***ECONOMIC DEVELOPMENT RATING: Medium***

**Transit-Supportive Plans and Policies: Medium-High**

- *Growth Management:* The Metropolitan Council's regional development framework provides policy guidance for the region that municipalities will implement through updated comprehensive plans. The latest framework sets high expectations for development in transit corridors.
- *Transit-Supportive Corridor Policies:* All of the communities along the Gold Line corridor have updated their comprehensive plans to align them with the Council's Regional Development Framework, including residential density targets in the Medium-High to High range on FTA benchmarks. Station area plans have been prepared for each station area along the corridor to identify development opportunities, potential zoning changes, and pedestrian connections.
- *Supportive Zoning Regulations Near Transit Stations:* Zoning supports high densities in downtown Saint Paul. In neighborhoods east of downtown, the City has rezoned many of the parcels in the immediate station areas to increase density and apply transit-supportive design standards. One suburban jurisdiction has adopted transit-supportive zoning for its station area; in other locations, zoning still supports lower-density, single-use development.
- *Tools to Implement Land Use Policies:* Regional agencies have been leading transit-supportive planning and outreach throughout the region, and working with Gold Line corridor communities to develop station area plans. Tax-increment financing has been used to fund redevelopment Downtown. Other potential finance tools specific to the corridor have been identified, but not yet implemented. Saint Paul has a full-time transit-oriented development (TOD) manager.

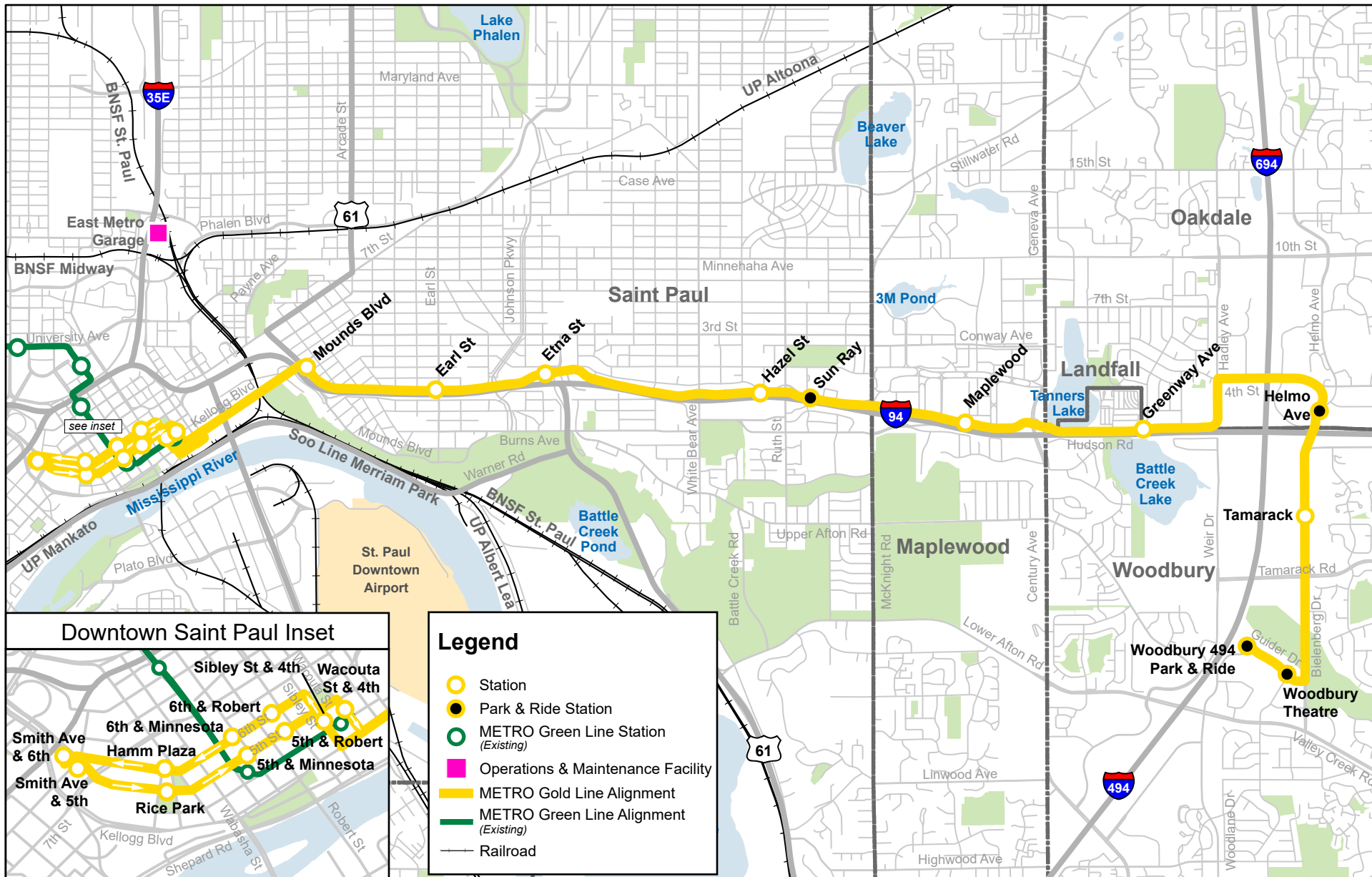
**Performance and Impacts of Policies: Medium**

- *Performance of Land Use Policies:* The region has seen significant success in generating investment and heightened density around existing light rail transit in the region. Two major residential, office and mixed-use projects were recently constructed in Gold Line Corridor station areas.
- *Potential Impact of Transit Investment on Regional Land Use:* There is moderate capacity for new development in the Gold Line Corridor. The strongest market appears to be for residential development, especially moderate density (such as attached townhomes); market assessments have shown limited demand for retail and office use in most station areas.

**Tools to Maintain or Increase Share of Affordable Housing: Medium**

- Regional agencies and local communities have demonstrated a commitment to maintaining and producing affordable housing, and some local organizations run affordable housing funds and programs. Station area plans explicitly included affordable housing targets in all areas where housing

is a targeted use. Only one recent development project with an affordable housing component was identified.



# METRO Gold Line Bus Rapid Transit

Ramsey and Washington Counties  
Saint Paul, Minnesota

