

# What is the Gold Line?



The METRO Gold Line Bus Rapid Transit (BRT) Project will connect people across the region to job centers, housing options, transit stations and key destinations along the I-94 corridor. The project will provide all day, bi-directional BRT service to the cities of St. Paul, Maplewood, Landfall, Oakdale and Woodbury.

When complete, the Gold Line is expected to feature:

- Frequent, all-day service in both directions
- Pre-boarding fare payment for faster stops
- Access to BRT park-and-ride lots in St. Paul (Sun Ray Station), Oakdale (Helmo Avenue Station) and Woodbury (Woodbury Theatre Station and Woodbury 494 Park and Ride Station)
- Connections to additional regional transit lines
- Real-time arrival and departure information
- Heated shelters, lighting and security features

This project involves coordination between many agencies, including the Metropolitan Council, Ramsey and Washington Counties and the various cities along the line, as well as the state and federal government.

**More on Back**

## The city supports the Gold Line Project as it will...



Provide all-day transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public.



Provide improved access to some of Woodbury's top employment centers and help reduce transportation barriers, making it easier for local businesses to access a greater labor force.



Provide additional economic development benefits by enhancing future development opportunities for those business users that value transit connectivity for their employees and customers.



With its all-day frequent bi-directional service, the Gold Line will provide added transit service flexibility beyond existing transit services which previously only provided rides during morning and afternoon peak hours.



Encourage healthy lifestyles while playing a key role in achieving sustainability by reducing the need to expand roadways and limiting fuel consumption and air pollution.



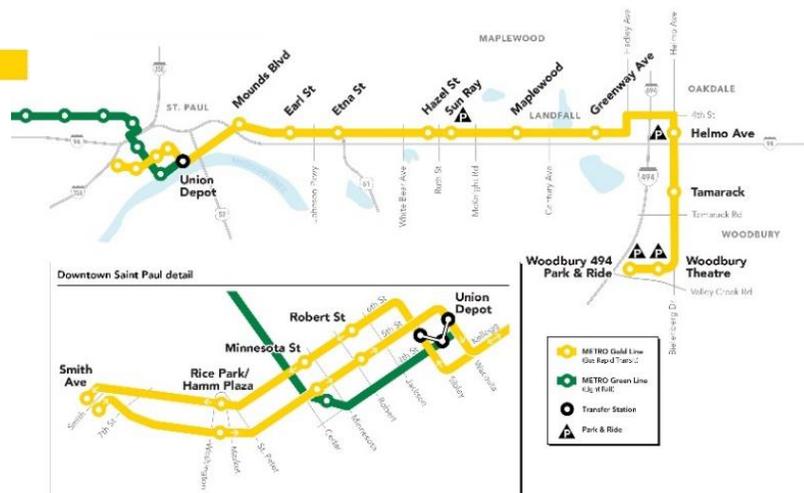
Construct a new bridge over I-94 connecting Bielenberg Drive to Helmo Avenue at no initial capital cost to the city. This bridge is in the city's Comprehensive Plan, but would have been difficult to build without this project.



Reconstruct aging city-owned roadway and trail infrastructure at a reduced capital cost to the city, including expanding the trail and sidewalk networks to eliminate gaps in the existing system.



### Route Map



## Safety

Safety has been identified by the city as a priority for the project. The Gold Line will have enhanced security at the stations including cameras and emergency phones, fare enforcement by Metro Transit Police and improved lighting along the corridor. Woodbury Public Safety will work collaboratively with Metro Transit Police to enhance public safety and assist with any issues that arise. Additional information about safety can be found at [metrotransit.org/police](https://metrotransit.org/police).

## New Development and Existing Businesses

The city kicked off a master planning process in 2020 to guide land use, lighting, landscaping and streetscape elements in the corridor and property adjacent to the three station areas. The land use work builds a vision for properties along the corridor should the property owners decide to investigate redevelopment opportunities spurred by the transit investment.

The existing mixture of theater, residential and retail uses in the master plan area are complementary to the transit line. However, it's our obligation as a community to look ahead and plan for the possibility that property owners in these areas decide to explore redevelopment opportunities. The Master Plan documents were approved by the Planning Commission on March 13, 2022 and will be discussed by the City Council on April 13, 2022.

## Project Cost and Funding

As of April 5, 2021, the Gold Line Project Office has reported an estimated cost of \$531.9 million. The project will be funded by a combination of federal, state and county dollars.

The Federal Transit Administration will contribute about 45% of the project cost. Ramsey and Washington Counties will contribute roughly 25% each, and the remainder comes from a variety of other sources. Washington County has implemented a 0.25 cent sales tax since 2008 to fund transportation and the capital and operating costs of transit projects. Property tax dollars from the county do not fund the Gold Line Project.

While the vast majority of the project cost is being born by other governmental agencies as noted above, the City of Woodbury will have some cost obligations as it relates to the Gold Line project. More details and cost estimates are available at [woodburymn.gov/GoldLine](https://woodburymn.gov/GoldLine).

## Project Schedule

Planning for the Gold Line began in the mid-2000s. In April 2021, the Federal Transit Administration approved the project to begin engineering work. The project office completed the 100 percent design plans in the fall of 2021 and submitted the application for the Full Funding Grant Agreement to the FTA for review. The Gold Line's civil construction contract invitation for bids was posted on March 10, 2022. Construction is set to begin in late 2022 and the Gold Line is expected to begin service in 2025.

## Ridership Projections

The Gold Line ridership has been evaluated with a number of different ridership models over the past several years. The federal "STOPS" model projects between 6,000 and 6,500 rides per day. Daily trip estimates for each station are as follows:

- Tamarack- under 100
- Woodbury Theatre- 200-350
- 494 Park and Ride- 750-800

The Gold Line project looks out several decades to build the transit network that will provide additional transportation options for Woodbury and the east metro. During the pandemic, existing BRT service in other parts of the metro had some of the highest ridership levels.

As many businesses return to the office and people adjust to new flexible work arrangements, commuting patterns are likely to look different. The fast, frequent, and all-day service of the Gold Line will provide people the flexibility to ride anytime, without a schedule.



Under 40 minute  
end-to-end travel time



10-15 minute bus  
frequency



18% of all households  
along the Gold Line  
route are without cars



Access to 95,000  
jobs just a ¼ mile  
from Gold Line

## Project Contacts

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## Learn More!

Information can be found at [metrotransit.org/gold-line-project](https://metrotransit.org/gold-line-project). City staff has also compiled answers to frequently asked questions about the Gold Line specific to Woodbury.

Visit [woodburymn.gov/GoldLine](https://woodburymn.gov/GoldLine) to review.