

Transportation Committee

For the Metropolitan Council meeting of December 12, 2018

Subject: Gold Line BRT– Subordinate Funding Agreement (SFA #2) for 2019 MnDOT Staffing

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute a METRO Gold Line BRT Subordinate Funding Agreement (SFA) No. 02 to the Master Funding Agreement (MFA) with the Minnesota Department of Transportation (MnDOT) in the total amount not to exceed \$1,032,108 for calendar year 2019.

Summary of Committee Discussion/Questions

Motion to approve all Consent Items.

Motion by Schreiber, seconded by Barber and passed. CONSENT to Council.

Transportation Committee

Meeting date: November 26, 2018

For the Metropolitan Council meeting of December 12, 2018

Subject: Gold Line BRT– Subordinate Funding Agreement (SFA #2) for 2019 MnDOT Staffing

District(s), Member(s): All

Policy/Legal Reference: MN Statutes, Section 473.399

Staff Prepared/Presented: Brian J. Lamb, General Manager, 612-349-7510
Charles Carlson, Director – BRT Projects, 612-349-7639
Chris Beckwith, Sr. Project Manager, Gold Line BRT, 651-602-1994

Division/Department: Metro Transit BRT/Small Starts – METRO Gold Line Project Office

Proposed Action

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Background

The Metropolitan Council established the contractual framework with MnDOT at its August 23, 2017 meeting when it authorized the Regional Administrator to negotiate and execute a Cooperative Agreement (CA) and a Master Funding Agreement (MFA) for the development the METRO Gold Line Bus Rapid Transit (GBRT) Project. Each SFA under the Master Funding Agreement provides a method for the transfer of funds from the Metropolitan Council to MnDOT so that MnDOT can carry out its METRO Gold Line Bus Rapid Transit Project responsibilities.

Each SFA defines the amount of funds committed and the specific purpose of the expenditures. The 2019 SFA will reimburse MnDOT for costs incurred in the design of the METRO Gold Line Bus Rapid Transit Project.

Rationale

Use of MnDOT staff is a cost-effective way to provide expertise in areas such as roadway design, structural engineering, and environmental oversight. In 2019, MnDOT will assist in design support, environmental oversight, utility coordination and right of way design coordination activities.

Thrive Lens Analysis

The METRO Gold Line Project supports Thrive outcomes including livability, prosperity, and equity with its investment in high-quality transportation that will make the region more economically competitive by supporting major job creators and increasing workers' access to employment hubs. The Gold Line will distribute transit resources throughout the region, benefitting regional residents and increasing the quality of transit service available. The Gold Line will serve communities that are home to more than 20% of the seven-county Twin Cities Metropolitan Area's zero-car households where approximately 36,000 adults in the corridor communities live without a vehicle.

Funding

The GBRT's two-year Project Development phase is fully funded at \$25 million with funding commitments from CTIB, Washington County, Ramsey

County/RCRRA, and the State of Minnesota. All funding commitments are currently reflected in the Council's Authorized Capital Budget in project 61402.

Known Support / Opposition

The Metropolitan Council and MnDOT have executed Cooperation and Master Funding Agreements; both agencies are committed to working together to advance the GBRT Project.