

Transportation Committee

Meeting date: August 14, 2017

For the Metropolitan Council meeting of August 23, 2017

Subject:	Cooperative Agreement and Master Funding Agreement with Minnesota Department of Transportation for the METRO Gold Line Bus Rapid Transit Project
District(s), Member(s):	District 12 (Melander), District 11 (Rummel), District 13, (Kramer)
Policy/Legal Reference:	MN Statutes, Section 473.399
Staff Prepared/Presented:	Brian Lamb, General Manager, 612-349-7510 Charles Carlson, Senior Manager, BRT/Small Starts, 612-349-7639
Division/Department:	Metro Transit BRT/Small Starts Project Office

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute the following agreements for the METRO Gold Line Bus Rapid Transit (Gold Line) Project:

- 1) Cooperation Agreement (CA) with the Minnesota Department of Transportation (MnDOT);
and
- 2) Master Funding Agreement (MFA) with MnDOT

Background

The Gold Line is a planned 9-mile transitway that would run generally along the north side of Interstate 94 in primarily an exclusive lane for buses within Ramsey and Washington Counties. The Council is the local project sponsor and plans to request entry into the Project Development (PD) phase of the Capital Investment Grant Program as a New Starts project in late summer 2017.

In the past for the Green Line (Central Corridor) LRT, Green Line Extension (Southwest) LRT, and Blue Line Extension (Bottineau) LRT projects, the Council has executed agreements with the Minnesota Department of Transportation to tap their technical expertise and reimburse them for staff time dedicated to advancing the project. The proposed Cooperation Agreement establishes the framework for the project development and construction. The Master Funding Agreement provides the method to transfer funds. The Council will pass through project funds for costs related to those activities through annual Subordinate Funding Agreements, which will define the amount of funds to be committed by the Council to MnDOT and the specific purpose for those funds. Neither the Cooperation Agreement nor the Master Funding Agreement obligates Council for any funding amount. These agreements set the framework for Council authorization of future Subordinate Funding Agreement(s) (SFA).

Rationale

Execution of the Cooperation Agreement and the Master Funding Agreement with MnDOT will provide the ability for a Gold Line Project Office to manage the use of MnDOT's technical and professional staff working on the project.

Thrive Lens Analysis

This framework for a partnership with MnDOT is critical to implementing the Gold Line Project. The investment in high-quality transportation options will make the

region more economically competitive by supporting major job creators and increasing workers' access to employment hubs (Prosperity).

By laying the foundation for a productive partnership between agencies, this agreement with MnDOT will increase the Council's ability to carry out its principle of working collaboratively.

Funding

There are no funding impacts associated with the requested CA and MFA authorizations. Future Subordinate Funding Agreement(s) (SFA) would authorize expenditure of funds for project activities within the frameworks established by the CA and MFA.

Prior to future SFA authorizations, all funds committed for the Project Development phase will have been authorized to be made available through funding agreements executed with project funding partners (item 2017-172), and recognized in the Council capital budget through a future Council action.

Known Support / Opposition

There is no known opposition to the execution of the agreements.