

## Transportation Committee

Meeting date: January 8, 2018

For the Metropolitan Council meeting of January 24, 2018

**Subject:** Southwest LRT (Green Line Extension) Moline Park and Ride Purchase Agreement with the City of Hopkins

**District(s), Member(s):** All

**Policy/Legal Reference:** MN Statutes, Section

**Staff Prepared/Presented:** Brian J. Lamb, General Manager, 612-349-7510  
Mark W. Fuhrmann, Program Director for New Starts, 612-373-3810  
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**Division/Department:** Metro Transit / Green Line Extension Project Office

### Proposed Action

Authorize the Regional Administrator to negotiate and execute a Purchase Agreement with the City of Hopkins (City) to acquire a level of transit parking, an operator facility, integrated bus shelter, and public bicycle storage within the existing Moline Apartment building at a cost, including closing fees, not to exceed \$3,500,000.

### Background

On August 10, 2016, the Council approved the project scope and budget that included approximately 190 park-and-ride spaces at the Downtown Hopkins Station. On December 14, 2016, the Council authorized the Regional Administrator to negotiate and execute a Letter Agreement with the City of Hopkins related to the acquisition of transit parking, an operator facility, integrated bus shelter, and public bicycle storage. On February 7, 2017, the City of Hopkins signed the letter agreement that indicated that the City and Council anticipated executing a Purchase Agreement in early 2018.

On March 4, 2016, the City of Hopkins and Doran LLC entered into a Development Agreement to reimburse the developer for costs associated with the public improvements that were incorporated into the development, named the Moline, including transit parking, an operator facility, integrated bus shelter, and public bicycle storage.

The ongoing operation and maintenance of the transit related facilities are being addressed in a Maintenance, Use and Access Easement that will be recorded on the property.

Construction of the Moline is complete, including the parking garage, operator facilities, integrated bus shelter and public bicycle storage. The City is preparing to close on the property transfer from the developer to the City in mid-January. The City requests that the closing on the transfer from the City to the Council be as soon as possible.

### Rationale

By negotiating and executing a purchase agreement now for the transit improvements, these facilities will be available to bus passengers that currently use the park-and-ride and passenger drop-off on the south side of the intersection of Excelsior Boulevard and 8<sup>th</sup> Street that will be removed for construction of the Downtown Hopkins

Station. Once the Southwest LRT project is complete, these facilities will be available for passengers using the Downtown Hopkins LRT Station. With this purchase, the Council will fulfill its commitment in the Letter Agreement with the City.

### **Thrive Lens Analysis**

Construction of the Green Line Extension will increase the region's prosperity as it will provide access to 80,900 forecasted jobs and a new transportation option for 55,800 forecasted residents within ½ mile of the planned new stations in addition to the 145,300 forecasted jobs and 35,600 forecasted residents in downtown Minneapolis.

### **Funding**

The project budget includes funding to acquire these public facilities that are in the project scope.

### **Known Support / Opposition**

The City of Hopkins previously signed a Development Agreement with Doran LLC and a Letter Agreement with the Council that includes the construction of the transit improvements and transfer of the facilities to the Council.