

Transportation Committee

Meeting date: January 28, 2019

For the Metropolitan Council meeting of February 13, 2019

Subject: METRO Gold Line Bus Rapid Transit - Master Funding Agreements

District(s), Member(s): All

Policy/Legal Reference: MN Statutes, Section 473.399

Staff Prepared/Presented: Wes Kooistra, General Manager, 612-349-7510
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Division/Department: Metro Transit BRT/Small Starts – METRO Gold Line Project Office

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute METRO Gold Line Bus Rapid Transit (GBRT) Master Funding Agreements with the communities of St. Paul, Maplewood, Oakdale, and Woodbury, as well as Ramsey County and Washington County.

Background

There are five cities directly served by the proposed GBRT: St. Paul, Maplewood, Landfall, Oakdale, and Woodbury, all within Ramsey and Washington Counties (Cities and Counties). Four of the cities will have GBRT construction within city limits. As GBRT engineering progresses, various agreements with the Cities and Counties are expected and will be required.

The Master Funding Agreement (MFA) establishes a framework for the transfer of funds between the Council and the Cities and Counties. Future Subordinate Funding Agreements (SFAs), found within the MFA's exhibits as a template, will provide the details for each unique scope of work and funding terms related to each SFA.

Negotiation and execution of each of the MFA agreements will establish the framework for the transfer of funds, but at this time does not obligate Council, Cities nor Counties for any funding amount.

Rationale

Execution of the MFA establishes the framework for the transfer of funding between the Communities, the Counties and the Council for work detailed in future SFAs.

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 also serve communities that are home to more than 20% of the seven-county Metropolitan Area's zero-car households where approximately 36,000 adults in the corridor communities live without a vehicle.

Funding

Master Funding Agreements do not require funding. Subsequent SFAs will be negotiated and executed with specific scope and funding amounts.

Known Support / Opposition

There is no known opposition to this action.