

Transportation Committee

Meeting date: October 28, 2019

For the Metropolitan Council meeting of November 13, 2019

Subject: Southwest Light Rail Transit (Green Line Extension) St. Louis Park Economic Development Authority Subrecipient Agreement for Beltline Boulevard Station Park and Ride

District(s), Member(s): All

Policy/Legal Reference: TBD

Staff Prepared/Presented: Wes Kooistra, General Manager, 612-349-7510
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Division/Department: Metro Transit / Green Line Extension Project Office

Proposed Action

That the Metropolitan Council (Council) authorize the Regional Administrator to negotiate and execute a Subrecipient Agreement with the St. Louis Park Economic Development Authority (EDA) related to funding and construction of a park and ride structure adjacent to Beltline Station as part of the Southwest Light Rail Transit (SWLRT) Project.

Background

The SWLRT Project scope currently includes a 268-space surface parking lot to serve the Beltline Boulevard Station. The EDA is proposing to build a parking structure in lieu of the surface lot as part of a transit-oriented development. The planned development includes a multi-level 362-stall parking structure in which 268 stalls are dedicated for transit use.

The City of St. Louis Park responded to a Council led regional solicitation for a federal Congestion Mitigation and Air Quality ("CMAQ") grant to fund the parking structure. The Council's Transportation Advisory Board awarded \$8,066,318 for the structure. The Council received the federal CMAQ grant funds on behalf of the EDA and will administer the funds; the subrecipient agreement is needed to reimburse the EDA for its costs.

The Subrecipient Agreement outlines the grant and local match obligations, describes the project scope, and addresses federal procurement requirements. The parties have finalized the terms of the agreement and will commence execution upon approval by each party's governing body.

Rationale

The Subrecipient Agreement memorializes the terms governing: (1) the Subrecipient's receipt and expenditure of the grant funds; (2) the amount and responsibility of the local match; and (3) how grant funds and local match funds will be used to reimburse the EDA for construction costs.

Thrive Lens Analysis

Livability: Beltline Boulevard Station parking structure will facilitate access to jobs and educational opportunities throughout the region through bus and LRT services.

Prosperity: SWLRT reflects strategic investment in regional infrastructure that will promote economic competitiveness and create prosperity for the region.

Funding

The \$8,066,318 CMAQ grant includes \$1,613,264 in local match, which will be borne by the EPA.

Known Support / Opposition

The federal funding (CMAQ) and local match was approved in the third quarter budget amendment, Business Item 2019-259. The City Council approved the submission of a CMAQ grant application by resolution on November 17, 2014. The EDA is scheduled to act on the CMAQ Subrecipient Agreement by resolution on October 21, 2019.