

Transportation Committee

Meeting date: January 27, 2020

For the Metropolitan Council meeting of February 12, 2020

Subject: Gold Line Subordinate Funding Agreement (SFA) No. 04 for the Maple Pedestrian Bridge

District(s), Member(s): District 12 (Gonzalez), District 11 (Vento), District 13 (Lee)

Policy/Legal Reference: Council Income/Grants Policy 3-2-2

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

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute METRO Gold Line Bus Rapid Transit (Gold Line) Subordinate Funding Agreement (SFA) No. 04 related to the Maple Pedestrian Bridge with the Minnesota Department of Transportation (MnDOT) for an amount not to exceed \$640,000.

Background

The Metropolitan Council established a contractual framework with MnDOT on Aug. 23, 2017 when it authorized the Regional Administrator to negotiate and execute a Cooperative Agreement and a Master Funding Agreement (MFA) with MnDOT for the Gold Line (Business Item 2017-173). Each SFA provides a method for the transfer of funds and defines the specific purpose of the expenditures.

As part of the Gold Line project, the Maple Street pedestrian bridge will be reconstructed over Interstate 94. MnDOT has requested a design modification, funded by SFA No. 04, to construct a single span across I-94 to avoid impacting this new bridge with future I-94 construction. A 22% DBE participation commitment applies to this design work and future DBE goals for construction will apply for the construction work.

Rationale

This SFA is a necessary contractual mechanism for the transfer of MnDOT funds to the Council to fund this additional work. Delivery of this work with the Gold Line would result in design and construction efficiencies for both agencies.

Thrive Lens Analysis

The 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. This agreement additionally supports stewardship by proactively addressing future construction needs of the region's highway and pedestrian infrastructure.

Funding

The additional work detailed in this SFA would be fully funded by MnDOT.

Known Support / Opposition

The Metropolitan Council and MnDOT have executed a Cooperative Agreement and an MFA, and both agencies are committed to working together to advance the Gold Line Project. MnDOT has indicated its support of this agreement.