

## Transportation Committee

Meeting date: September 28, 2020

For the Metropolitan Council meeting of October 14, 2020

<b>Subject:</b>	METRO D Line – City of Minneapolis Joint Powers and Cooperative Construction Agreement
<b>District(s), Member(s):</b>	District 2 (Chamblis); District 5 (Cummings); District 7 (Lilligren); District 8 (Muse)
<b>Policy/Legal Reference:</b>	MN Statutes 117.012, 473.405, and Council Policy 3-2-2 Income/Grants
<b>Staff Prepared/Presented:</b>	Wes Kooistra, General Manager, 612-349-7510 Charles Carlson, Director, BRT Projects, 612-349-7639 Katie Roth, Assistant Director, BRT Projects, 612-349-7772 Shahin Khazrajafari, Project Manager, D Line, 612-349-7764
<b>Division/Department:</b>	Metro Transit / BRT Projects

### Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute agreement 20I064 with the City of Minneapolis in the amount of approximately \$4,700,000, for shared fiber communication infrastructure, and locally requested pedestrian and signal improvements at 19 intersections along the D Line BRT project.

### Background

The D Line project involves construction of 40 BRT stations at 30 intersections along an 18-mile corridor from the Mall of America Transit Center through Portland Avenue, Chicago Avenue, and Emerson/Fremont Avenues, to the Brooklyn Center Transit Center. Since 2016, Metro Transit has coordinated D Line corridor planning and design with Hennepin County and the cities of Minneapolis, Richfield, and Bloomington.

The City of Minneapolis has identified the need to construct pedestrian and signal improvements adjacent to D Line stations at 19 intersections. Across a two-year collaborative design process, Council and City of Minneapolis staff have determined that constructing these projects under a single construction contract to be held by the Council is most advantageous to both agencies and the public. The Council will lead the construction of the D Line project, along with the City-requested and City-funded pedestrian and signal improvements at 19 intersections.

Through this agreement, the City of Minneapolis will contribute funds for design, temporary easement acquisition, and construction of non-BRT improvements at 19 intersections, as well as a portion of the shared fiber communication infrastructure. The Council will fund construction of the D Line project. This agreement also provides for the City to exercise certain right-of-way management powers to enable the project's construction on City streets.

### Rationale

Council policy requires that joint powers agreements in any amount and interagency agreements valued at greater than \$500,000 be approved by the Council. An agreement with the City of Minneapolis will make City funds available to award the construction contract for the project in a future Council action.

## **Thrive Lens Analysis**

The D Line will upgrade and substantially replace Route 5, Metro Transit's highest ridership bus route. Investment in high-quality transportation options in the Route 5 corridor will advance the thrive outcome of prosperity, by making the region more economically competitive through increased workers' access to employment, and support to employers by increasing available workforce with affordable, convenient transportation.

The D Line project advances the equity outcome by investing in a transit corridor serving communities of color. Nearly three-quarters of Route 5 riders identify as Black, Indigenous, or people of color. Investment in the D Line will provide riders with faster service and a more comfortable waiting and riding experience.

The proposed action advances the stewardship outcome by advancing D Line and project delivery efficiently with regional partnership from Hennepin County, Minneapolis, Richfield, and Bloomington.

## **Funding**

The proposed action will authorize an agreement to make funds in the amount of approximately \$4,700,000 available from the City of Minneapolis for the City's locally requested scope associated with the D Line BRT project. The City's funding is separate from the D Line project, and budget authorization is not required.

## **Known Support / Opposition**

The Minneapolis City Council will consider this agreement at an upcoming meeting. There is no known opposition to the project.