

Transportation Committee

Meeting date: September 28, 2020

For the Metropolitan Council meeting of October 14, 2020

Subject:	METRO D Line – Hennepin County Joint Powers and Cooperative Construction Agreement
District(s), Member(s):	District 2 (Chamblis); District 5 (Cummings); District 7 (Lilligren); District 8 (Muse)
Policy/Legal Reference:	MN Statutes 117.012, 473.405, and Council Policy 3-2-2 Income/Grants
Staff Prepared/Presented:	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
Division/Department:	Metro Transit / BRT Projects

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute agreement 20I024 with Hennepin County in the amount of approximately \$3,500,000, for locally requested pedestrian and signal improvements at six 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.

Hennepin County has identified the need to construct pedestrian and signal improvements adjacent to D Line stations at six intersections. Across a two-year collaborative design process, Council and Hennepin County 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 County-requested and County-funded pedestrian and signal improvements at six intersections along the corridor.

Through this agreement, Hennepin County will contribute funds for design, temporary easement acquisition, and construction of the non-BRT improvements at six intersections. The Council will fund construction of the D Line project. This agreement also provides for the County to exercise certain right-of-way management powers to enable the project's construction on County 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 Hennepin County will make County 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 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 \$3,500,000 available from Hennepin County for the County's locally requested scope associated with the D Line BRT project. The County's funding is separate from the D Line project, and budget authorization is not required.

Known Support / Opposition

The Hennepin County Board will consider this agreement at an upcoming meeting. There is no known opposition to the project.