

## Transportation Committee

Meeting date: September 28, 2020

For the Metropolitan Council meeting of October 14, 2020

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| <b>Subject:</b>                  | METRO D Line – Hennepin County Fiber Optic Reimbursement 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 and 473.405; Council Policy 3-2-2 Income/Grants  |
| <b>Staff Prepared/Presented:</b> | Wes Kooistra, General Manager, 612-349-7510<br>Charles Carlson, Director, BRT Projects, 612-349-7639<br>Katie Roth, Assistant Director, BRT Projects, 612-349-7772<br>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 20I023 with Hennepin County in the amount of approximately \$1,250,000 for financial participation in the construction of the fiber optic communication network along the D Line BRT project corridor.

### 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. The project also involves construction of a fiber optic communication network along the corridor from the Mall of America to its intersection with the existing C Line at 44<sup>th</sup> Avenue North and Penn Avenue. 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 a need to grow its county-wide fiber optic network through investment in shared infrastructure implemented through the D Line project. The Council will lead the construction of the fiber optic communication infrastructure along the D Line project corridor.

Through this agreement, Hennepin County will contribute funds for design and construction of fiber optic conduit and cables, handholes, and splice vaults along the D Line corridor. The County will own a portion of the completed network. The Council will fund construction of the D Line portions of the project.

### Rationale

Council policy requires that interagency agreements valued at greater than \$500,000 be approved by the Council. An agreement with Hennepin County will make County funds available for the construction of the D Line BRT fiber optic infrastructure.

### 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 \$1,250,000 available from Hennepin County for the County's participation in the fiber optic communication network along the D Line BRT corridor. 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.