

Business Item

Transportation Committee



Committee Meeting Date: December 9, 2024

For the Metropolitan Council: December 11, 2024

Business Item: 2024-316 SW

METRO G Line – Ramsey County Funding Agreement 24I059

District(s), Member(s):	District 10 (Lindstrom), District 13 (Lee), District 14 (Carter), District 15 (Dolkar)
Policy/Legal Reference:	FM 15-1 – Income / Grants Policy
Staff Prepared/Presented:	Lesley Kandaras, General Manager, 612-349-7513 Nick Thompson, Deputy General Manager, 612-349-7507 Katie Roth, Director, Arterial BRT, 612-349-7772 Adam Smith, Manager, BRT Projects, 612-349-7160 Reed Sherlock, Agreements Lead, Arterial BRT, 612-349-7455
Division/Department:	Metro Transit / Arterial BRT

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute Agreement 24I059 (“Agreement”), an income agreement in an amount exceeding \$500,000, with Ramsey County for the METRO G Line project.

Background

In 2020 the Minnesota Legislature appropriated \$55 million in state bonds for the B Line, D Line, and, to the extent money remained after completion of those projects, to the E Line for design and engineering. Following completion of project budgets for the B Line and D Line, the Council budgeted the remaining state bonds for design and engineering of the E Line. The 2020 state bonds must be encumbered by December 31, 2024 to avoid becoming subject to cancellation.

In August 2024, Minnesota Management and Budget informed the Council these state bonds could not be expended on the E Line as long as the B Line and D Line projects were continuing to make bond draws. B Line and D Line bond draws will continue through the encumbrance deadline on December 31, 2024. Therefore, the \$10.5 million of 2020 state bonds authorized in the E Line project must instead be used for the B Line or D Line and another funding source must be found for the E Line budget. This necessitates a shift in funding originally budgeted for the E Line project to the B Line project.

This Agreement will allow Ramsey County (“County”) to contribute an amount not to exceed \$1,130,000 to the G Line project. The County’s funding for the G Line will be equivalent to the cost of County-requested B Line-related improvements to Marshall Avenue included in Agreement 22I053, from which County funding will be removed via amendment.

The funding originally obligated by the County for B Line-related Marshall Avenue improvements in Agreement 22I053 will instead be used to fund the G Line project through this Agreement. This will in turn allow for budgeted G Line funding to be used on the E Line project.

Rationale

Council policy requires that interagency agreements valued at greater than \$500,000 be approved by the Council.

Thrive Lens Analysis

The G Line will enhance transit in the Rice Street / Robert Street corridor, currently served by Route 62 and Route 68. Investment in high-quality transit options in the G Line 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 G Line project advances the Thrive outcome of Equity by improving transit access for people with low incomes and communities of color. About 70 percent of Route 62 and Route 68 customers live in households with lower than average incomes, and over half of Route 62 and Route 68 customers are people of color. Investment in the G Line will provide riders with faster and more reliable service and a more comfortable waiting and riding experience.

The proposed action also advances the Thrive outcome of Stewardship by planning for G Line corridor improvements efficiently with the County.

Funding

The funds in the amount not to exceed \$1,130,000 from Ramsey County will be used for the G Line project following County board action. These funds will be authorized in project 61225 (G Line) in a future capital budget amendment.

Small Business Inclusion

There is no contracting related to this action so no Disadvantaged Business Enterprise (DBE) goal was set.

