

Transportation Committee

October 28, 2019

For the Metropolitan Council meeting of November 13, 2019

Subject: Metro Transit Master Partnership Contract with Minnesota Department of Transportation

District(s), Member(s): All

Policy/Legal Reference: MN Statutes, Section 473.399; MN Statutes, Section 174.02, subd. 6

Staff Prepared/Presented: Wes Kooistra, General Manager, (612) 349-7510
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Division/Department: Metro Transit / Green Line Extension Project Office

Proposed Action

That the Metropolitan Council (Council) authorize the Regional Administrator to execute a Master Partnership Contract with MnDOT for various professional and technical services in an amount not to exceed \$1,500,000.

Background

MnDOT developed a Master Partnership Contract with other governmental agencies for sharing facilities, equipment, staff, and other transportation-related services to promote efficiencies in providing governmental services. The Master Partnership Contract with Metro Transit will permit the Council to issue work orders in support of SWLRT Project and Engineering & Facilities activities.

The SWLRT Project anticipates entering into a work order under the Master Partnership Contract in an amount not to exceed \$1,200,000 for quality assurance inspections related to SWLRT construction, such as concrete and bituminous plant inspections.

The Master Partnership Contract will also permit Engineering and Facilities to issue work orders for up to \$300,000 for activities related to day-to-day inspection, maintenance, and emergency repairs of Council-owned bridges and structures.

Rationale

The Project office initially considered having Braun Intertec perform the work under the existing Quality Management Services contract. However, after consultation with MnDOT, it was determined that the Council will realize a cost savings by contracting directly with MnDOT.

MnDOT provides these services to agencies throughout the region. By providing these services to multiple regional agencies, rather than requiring each agency to pay a separate inspector for the same plant inspection, MnDOT is able to spread the costs associated with these services. Therefore, contracting with MnDOT for these services results in a cost savings to the SWLRT Project.

Similarly, entering into a Master Partnership Contract with MnDOT allows the parties to streamline services related to bridges and structures such as inspection and emergency repairs.

Thrive Lens Analysis

Livability: The Green Line Extension (SWLRT) will increase the region's prosperity as it will provide access to 80,900 forecasted jobs and a new

transportation option for 55,800 forecasted residents within ½ mile of the planned new stations in addition to the 145,300 forecasted jobs and 35,600 forecasted residents in downtown Minneapolis.

Prosperity: The Green Line Extension reflects strategic investment in regional infrastructure that will promote economic competitiveness and create prosperity for the region.

Funding

Funds for the SWLRT work order are included in the project budget and the Council's authorized capital budget and are eligible project costs that will be funded by the Federal Transit Administration and local funding partners.

Funds for Engineering and Facilities work orders, for bridge inspection and emergency repairs, will be provided through Engineering and Facilities.

Known Support / Opposition

No known opposition.