

# Business Item

Transportation Committee



Committee Meeting Date: June 13, 2022

For the Metropolitan Council: June 22, 2022

## Business Item: 2022-104

METRO Green Line Extension – Work Order 1 on the Master Partnership Contract with MnDOT

<b>District(s), Member(s):</b>	All
<b>Policy/Legal Reference:</b>	FM 14-2 - Expenditures for the Procurement of Goods and Services Policy
<b>Staff Prepared/Presented:</b>	Wes Kooistra, General Manager, 612-349-7510 Nick Thompson, Deputy General Manager, 612-349-7507 Jim Alexander, Green Line Ext. Project Director, 612-373-3880 Robin Caufman, Director of Administration, Capital Projects, 651-602-1457
<b>Division/Department:</b>	Metro Transit / METRO Green Line Extension Project Office

### Proposed Action

That the Metropolitan Council (“Council”) authorize the Regional Administrator to negotiate and execute Work Order 1 (“WO #1”; Contract #22I003A), issued under the Master Partnership Contract (#22I003) with the Minnesota Department of Transportation (“MnDOT”) for concrete and bituminous plant inspections related to construction of the Green Line Extension Project (“Project”) in an amount not to exceed \$650,000.

### Background

The Council and MnDOT are preparing to enter into a new Master Partnership Contract # 22I003 for the period July 1, 2022, through June 30, 2027, to replace expiring Master Partnership Contract #19I094. Under the new Master Partnership Contract, Work Orders will be issued on an as needed basis to support Metro Transit’s capital projects. WO#1 (Contract 22I003A) is for concrete and bituminous plant inspections. WO#1 will allow MnDOT to continue providing services related to testing, materials control, independent assurance, and overall quality construction for the Project in the amount not to exceed \$650,000.

### Rationale

Council Policy requires Interagency Agreements valued at greater than \$500,000 be approved by the Council.

The Council will realize a cost savings by contracting directly with MnDOT compared to procuring these services through a quality management consultant. MnDOT provides these services to local governments throughout the state. By providing these services to multiple governmental entities, rather than requiring each government to pay a separate inspector for the same plant inspection, MnDOT is able to spread the costs associated with these services.

### Thrive Lens Analysis

Successful completion of the METRO Green Line Extension will advance the following Thrive MSP

2040 outcomes:

**Stewardship:** Transit investment provides an opportunity to reinvest and grow the capacity of our communities, with more inclusive development and intentional investment. It encourages businesses to invest in communities, which means access to resources, community amenities, jobs, and other community assets.

**Equity:** Connections to other METRO lines and countless local bus routes will bring people to jobs, jobs to communities, and returns to communities across the region.

**Livability:** The METRO Green Line Extension will add 14.5 miles to the existing Green Line, which connects downtown Minneapolis, downtown Saint Paul, and places in-between. This segment connects Eden Prairie, Minnetonka, Hopkins, and St. Louis Park to both downtown Minneapolis and Saint Paul, and major destinations at the University of Minnesota and the State Capitol.

**Prosperity:** The METRO Green Line Extension reflects strategic investment in regional infrastructure that will promote economic competitiveness and create prosperity for the region. Although still under construction, the METRO Green Line Extension has already seen more than \$1.6 billion of investment within a half-mile of the line. Another \$500 million in investment is planned.

**Sustainability:** As many as 700,000 more people will be living, working, and moving around the Twin Cities region by 2040. As a result, a robust transportation system is needed to provide the region with choices and more mobility.

## **Funding**

The services for this Work Order are a Project (61001) eligible cost. Funds for the work are available in the Project budget. This work is included in the Council's authorized capital budget.

## **Small Business Inclusion**

There are no direct impacts to small business inclusion associated with the action.

