

# Business Item

Transportation Committee



Committee Meeting Date: June 13, 2022

For the Metropolitan Council: June 22, 2022

## Business Item: 2022-105

METRO Gold Line BRT – Work Order 10 on the Master Partnership Contract with MnDOT

**District(s), Member(s):** District 12 (Gonzalez), District 11 (Vento), District 13 (Lee)

**Policy/Legal Reference:** FM14-2 - Expenditures for the Procurement of Goods and Services Policy

**Staff Prepared/Presented:** Wes Kooistra, General Manager, 612-349-7510  
Nick Thompson, Deputy General Manager, 612-349-7507  
Chris Beckwith, Gold Line Project Director, 651-602-1994  
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**Division/Department:** Metro Transit / METRO Gold Line Project Office

### Proposed Action

That the Metropolitan Council (“Council”) authorize the Regional Administrator to negotiate and execute Work Order 10 (“WO #10”) 22I003J issued under the Master Partnership Contract (#22I003) with the Minnesota Department of Transportation (“MnDOT”) for plant inspections related to construction of the Gold Line Bus Rapid Transit Project (“the Gold Line”) in an amount not to exceed \$550,000.

### Background

The Council and MnDOT are preparing to enter into a Master Partnership Contract (MPC) for the period July 1, 2022, through June 30, 2027. The MPC allows the issuance of a work orders in support of Metro Transit’s capital projects. For example, MnDOT staff can conduct certain quality control activities such as concrete plant inspections and bituminous plant inspections and provide traffic components for state roads.

WO#10 will allow MnDOT to provide plant inspection services related to testing, materials control, independent assurance, and overall quality construction of the Project in the amount not to exceed \$550,000.

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

### Rationale

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 can spread the costs associated with these services.

### **Thrive Lens Analysis**

Investment in high-quality transportation options 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 Gold Line project advances the Equity outcome by distributing transit resources throughout the region and improving access to jobs, educational opportunities, and health services to diverse communities.

### **Funding**

Local funding is fully provided through an executed Capital Grant Agreement with the Gold Line Joint Powers Board and incorporated into the Council's Authorized Capital Budget under Project #61402.

### **Small Business Inclusion**

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

