

# Business Item

Transportation Committee



Committee Meeting Date: July 22, 2024

For the Metropolitan Council: August 14, 2024

## Business Item: 2024-153

METRO Gold Line Bus Rapid Transit – Vehicle Use and Guideway Maintenance Agreements with Washington County

<b>District(s), Member(s):</b>	District 11 (Cederberg), District 12 (Vento), District 13 (Lee)
<b>Policy/Legal Reference:</b>	FM 14-2 - Expenditures for the Procurement of Goods, Services, and Real Estate Policy
<b>Staff Prepared/Presented:</b>	Lesley Kandaras, General Manager, 612-349-7513 Nick Thompson, Deputy General Manager, 612-349-7507 Alicia Vap, Gold Line Project Director, 612-349-7079 Mike Ullmer, Agreements Specialist, 651-602-1957
<b>Division/Department:</b>	Metro Transit / METRO Gold Line Project Office

### Proposed Action

That the Metropolitan Council (“Council”) authorize the Regional Administrator to negotiate and execute Vehicle Use and Guideway Maintenance Agreements (“VUMAs”) #24I000 and #24I031 with Washington County (“County”) for snow removal and maintenance of the Gold Line Bus Rapid Transit Project (“Gold Line Project”) guideway for a total not to exceed amount of \$6,000,000.

### Background

The Gold Line Project is constructing approximately 8 miles of dedicated BRT Guideway (the “Guideway”) from the intersection of Mounds Boulevard and Kellogg Boulevard in St. Paul and extending eastward along I-94, terminating at the intersection of Bielenberg Drive and Guider Drive in Woodbury. The Council is responsible for maintenance of the Guideway, including snow and ice control, however the Council does not currently have the equipment or staff capacity to provide the maintenance needed for the Guideway. The Council has worked closely with the County to develop a strategy to address maintenance needs for the Guideway.

In January 2024, the Metropolitan Council authorized execution of Agreement #19I054E (BI 2023-280) with the County to purchase snow removal equipment with Gold Line Project funds. The County will use this equipment to manage snow and ice control and perform other maintenance activities for the Guideway. The Council will retain ownership of this equipment and lease to the County at no cost.

These VUMAs detail the terms, conditions, and payment structure for the snow and ice control, and maintenance services the County will provide for the Guideway. Lease terms for the Council-owned equipment purchased under Agreement #19I054E will also be addressed in these VUMAs. These services are estimated to cost up to \$850,000 per year based on 10 snow events occurring each year. However, the actual costs paid by the Council will vary each year based on changing

weather conditions.

Two VUMAs are required because two separate funding sources will be used for each agreement. VUMA 24I000 will be funded with Gold Line Project Funds, include FTA Provisions, and cover services provided up until the Gold Line Revenue Service Date of 3/22/25 (“Revenue Service”). VUMA 24I031 will be funded with Metro Transit’s new Regional Transit Infrastructure Division operating fund, not include FTA Provisions, and cover the services provided after Revenue Service.

### **Rationale**

Council Policy requires interagency agreements greater than \$500,000.00 be approved by the Council.

### **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**

Funds for VUMA #24I000 for services prior to Revenue Service are an eligible cost and are included in the Gold Line Project budget and the Council’s authorized capital budget under Project #61402. Funds for VUMA #24I031 for services after Revenue Service will come from Metro Transit’s new Regional Infrastructure Division operating fund.

### **Small Business Inclusion**

There are no direct impacts to Small Business Inclusion associated with the proposed actions.

