

Business Item

Transportation Committee



Committee Meeting Date: February 24, 2025

For the Metropolitan Council: March 12, 2025

Business Item: 2025-57

METRO F Line – Amendment 1 to MnDOT Master Partnership Contract Work Order #12 (22I003L)

District(s), Member(s):	District 2 (Chamblis), District 7 (Osman)
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 Frank Alarcon, Manager, BRT Projects, 612-349-7692 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 execute Amendment 1 to Work Order #12 (22I003L) issued under 22I003, the Master Partnership Contract (“MPC”), with the Minnesota Department of Transportation (“MnDOT”) to receive approximately \$1,310,000 in additional funding.

Background

The Council and MnDOT have entered into an MPC for the period July 1, 2022, through June 30, 2027. The MPC allows the issuance of work orders between agencies to perform services in support of Metro Transit’s capital projects. On November 9, 2023, the Council and MnDOT executed Work Order #12 (22I003L) under the MPC, to provide MnDOT preliminary design services for improvements to Trunk Highway 65 in coordination with F Line design being completed through contract 22P400.

Completing the Trunk Highway 65 preliminary design work under the F Line design contract (22P400) benefits both Metro Transit and MnDOT by streamlining resolution of design issues within the F Line corridor, allowing for the concurrent design of complementary roadway and BRT improvements.

In 2024, MnDOT updated its project schedule, aiming to begin construction in 2028 to align with F Line construction. This schedule change has extended the Trunk Highway 65 preliminary design process from 16 months to 36 months, resulting in additional task coordination and recurring meetings, as well as increased scope for outreach, traffic forecasts, and other design inputs.

To allow for this updated schedule and expanded scope for Trunk Highway 65 preliminary design, Amendment 1 will extend the expiration date of the Work Order to December 31, 2026 and increase the funding provided by MnDOT. The Work Order was originally in the amount of approximately \$2,400,000. Amendment 1 will allow the Council to receive approximately \$1,310,000 in additional funding from MnDOT for a total amount of approximately \$3,710,000.

Rationale

Council policy requires that contract amendments valued at greater than 10% of the original contract value be approved by the Council.

Thrive Lens Analysis

The F Line will upgrade Route 10, one of Metro Transit's highest ridership bus routes. Investment in high-quality transit options in the Route 10 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 F Line project advances the Thrive outcome of Equity by improving transit access for people with low incomes and communities of color. About 40 percent of Route 10 customers live in low-income households, and over half of Route 10 customers are people of color. Investment in the F 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 F Line corridor improvements efficiently with regional partnership from MnDOT, Hennepin and Anoka counties, the cities of Minneapolis, Columbia Heights, Hilltop, Fridley, Spring Lake Park, and Blaine, and the Minneapolis Park and Recreation Board.

Funding

Funds for Amendment 1 to Work Order #12 will be provided by MnDOT to the Council in the amount of approximately \$1,310,000. The MnDOT funding is separate from the F Line project, and budget authorization is not required.

Small Business Inclusion

There are no direct impacts to small business inclusion associated with the action. Funds conveyed through this Work Order will be used to fund services under contract 22P400. The Trunk Highway 65 preliminary design services completed through contract 22P400 are subject to that contract's DBE goal. Final DBE achievement will be calculated against the final contract price, inclusive of any and all amendments.

