

Transportation Committee

For the Metropolitan Council meeting of July 25, 2018

Subject: Southwest LRT (Green Line Extension Amendment #2 to the GKG Contract)

Proposed Action

That the Metropolitan Council approve and authorize the Regional Administrator to execute a sole source contract amendment to the legal services contract (16P243) with GKG related to freight rail for the Southwest Light Rail Transit (Green Line Extension), to add \$300,000 to the existing Contract amount of \$450,000 for a total of \$750,000 and to extend the contract term through December 2019.

Summary of Committee Discussion/Questions

Metro Transit SWLRT Project Director Jim Alexander presented this item. Ann Bloodhart added that these contract extensions are not something that is taken lightly but there is just not the experience internally for this work. Bloodhart added that these outside law firms are well respected and doing great work. Rodriguez added that these firms are saving the project money in the long run and Dorfman stated that it's unfortunate we must go this route when there was a great partnership opportunity offered to TC&W.

Motion by Munt, seconded by Barber. Motion carried.

Transportation Committee

Meeting date: July 9, 2018

For the Metropolitan Council meeting of July 25, 2018

Subject: Southwest Light Rail Transit (Green Line Extension) Amendment #2 to the GKG Contract

District(s), Member(s): All

Policy/Legal Reference: Minnesota Statutes 473.399, Minnesota Statutes 473.129

Staff Prepared/Presented: Ann Bloodhart, General Counsel, 651-602-1105
Brian Lamb, Metro Transit General Manager, 612-349-7510
Mark Fuhrmann, Metro Transit Deputy General Manager, 612-373-3810
Jim Alexander, SWLRT Project Director, 612-373-3880

Division/Department: Office of General Counsel and Metro Transit / Green Line Extension LRT

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Background

The original contract was executed on October 25, 2016 for \$200,000. Amendment #1 was executed on April 25, 2018 to add \$250,000 for a total contract value to \$450,000. Amendment #1 was needed to finalize freight rail negotiations, prepare Surface Transportation Board ("STB") filing documents and obtain STB approval.

On April 4, 2018, the Council petitioned the STB to request that the STB confirm that it does not have jurisdiction over the Council's acquisition of rights-of-way and physical freight rail assets that are required for construction of the Southwest LRT Project. On April 5, 2018, Hennepin County Regional Railroad Authority (HCRRA) filed its petition with the STB (procedurally called a Notice of Exemption), which includes a notification that HCRRA intends to assume common carrier obligation on the Bass Lake Spur. On April 24, 2018, Twin Cities & Western Railroad (TCWR) filed comments with the STB on the Council's and HCRRA's petitions and asked the STB to dismiss them, stay both proceedings, or set a procedural schedule to allow for public comment, discovery, and evidentiary submissions. The STB granted TCWR's request to stay HCRRA's Notice of Exemption and required the Council and HCRRA to submit an Operations and Maintenance Agreement related to freight activities on the Bass Lake Spur and Kenilworth Corridor. In addition to filing comments with the STB, TCWR filed a lawsuit against HCRRA and named the Council as a party. As a result of these actions, the Council has utilized the amount authorized under the previous amendment and needs to increase the contract for the following activities:

- Preparation of STB documents and obtain STB approval
- Support Council in litigation activities related to siding track replacement or other freight rail operational issues
- Advisory and consultation services
- Legal analysis and opinions

Amendment #2 will add \$300,000 for a total authorized contract value of \$750,000.

Rationale

No alternatives are recommended due to the need to maintain continuity in completing the STB process and resolving outstanding litigation. The contract amendments are for additional time needed to advise the Southwest Project Office on the critical freight rail agreements with CP, TCWR, and HCRRA. The need for additional hours is due to ongoing negotiations.

Thrive Lens Analysis

Coordination with freight rail companies is necessary to construct and operate the Green Line Extension that will increase the region's prosperity as it will provide access to 80,900 forecasted jobs and a new transportation option for 55,600 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.

Funding

Legal Services is a project budgeted activity and a project eligible expense.

Known Support / Opposition

There is no known opposition to amending the GKG contract.

Management Committee

Meeting date: July 25, 2018

For the Metropolitan Council meeting of July 25, 2018

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Policy/Legal Reference: Minnesota Statutes 473.399, Minnesota Statutes 473.129

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