

# Committee Report

Transportation Committee



**Committee Meeting Date:** April 11, 2022

**For the Metropolitan Council:** April 27, 2022

## Business Item: 2022-87

METRO Green Line Extension Master Contract II for Bass Lake Spur Freight Rail Maintenance and Repair (Rebid), Contract 21P143A

### Proposed Action

That the Metropolitan Council authorize its Regional Administrator to reject all bids for contract 21P143A for Master Contract II for Bass Lake Spur Freight Rail Maintenance and Repair and resolicit bids for this contract.

### Summary of Transportation Committee Discussion/Questions

Metro Transit Green Line Extension Contracts and Risk Manager Nat Gorham presented this item. Sterner asked why the first bid was nonresponsive. Gorham said once the information is public more details can be given. Procurement Director Jody Jacoby also stated there was only one bid left remaining after others were deemed nonresponsive. Gonzalez asked for examples of a nonresponsive bid. Jacoby said nonresponsive means a bidder did not meet a requirement set forth in the bidding documents, such as a failure to meet the DBE requirement, or that they did not provide a bid security. Cummings asked about the ability to adjust and if the bidding pool is small. Gorham responded that the Met Council has worked to reach out to the bidding community, but there is a limited group out there that can perform this type of work, so the bidding pool is small. Cummings asked about the timeframe. Gorham responded that we have funds available to get us through the end of the year for this maintenance and repair work. We plan to have this new contract in place by the beginning of the year.

Moved by Gonzalez, seconded by Chamblis. Motion carried, consent to Council.

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<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 Manger, 612-349-7510 Nick Thompson, Deputy GM Capital Programs, 651-602-1754 Jim Alexander, Project Director, 612-373-3880 Joan Hollick, Deputy Project Director, 612-373-3820
<b>Division/Department:</b>	Metro Transit / Green Line Extension Project Office

### Proposed Action

That the Metropolitan Council authorize its Regional Administrator to reject all bids for contract 21P143A for Master Contract II for Bass Lake Spur Freight Rail Maintenance and Repair and resolicit bids for this contract.

### Background

The Bass Lake Spur is an approximately 6.8-mile long, Class 2 freight rail line located in the cities of Minnetonka, Hopkins, and St. Louis Park. The Metropolitan Council is the owner of the Bass Lake Spur and has the responsibility for inspection, maintenance, and repair of this line. The procurement is for work for maintenance and repair services on the Bass Lake Spur.

Two bids were received on February 1, 2022. The bids were \$2,867,908.06 and \$4,534,106.20. The low bid was determined to be non-responsive. The remaining bid was determined to be responsive but exceeded staff's price estimate.

### Rationale

The rejection of bids exceeding \$500,000 for non-construction services requires Council authorization.

### 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 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. Despite being 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 choices and more mobility.

## **Funding**

The work for this amendment is 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**

In assessing the opportunities for Disadvantage Business Enterprise participation, a DBE goal of 4% was established for this contract.

