

## Transportation Committee

Meeting date: April 22, 2019

For the Metropolitan Council meeting of May 8, 2019

**Subject:** Southwest Light Rail Transit (Green Line Extension) Contract for Bass Lake Spur Freight Rail Maintenance and Repair

**District(s), Member(s):** All

**Policy/Legal Reference:** MN Statutes, Section 473.399

**Staff Prepared/Presented:** Wes Kooistra, General Manager, (612) 349-7510  
Joan Hollick, Interim Director, New Starts Program, (612) 373-3820  
Jim Alexander, SWLRT Project Director, (612) 373-3880  
Nic Dial, SWLRT Construction Assistant Director, (612) 373-3974

**Division/Department:** Metro Transit/Green Line Extension Project Office

### Proposed Action

That the Metropolitan Council (Council) authorize the Regional Administrator to award and execute Contract 18P387, Bass Lake Spur Freight Rail Maintenance and Repair, with North Shore Track Services, Inc. in the amount of its low, responsive, responsible bid of \$1,530,433.64. The term of the contract is five years.

### 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, that the Council acquired from Canadian Pacific (CP) in December 2018 for construction of the Southwest Light Rail Transit (SWLRT) Project. The Council is responsible for inspection, maintenance, repair, flagging and dispatch activities within this corridor. The services under this contract include weekly inspections and as-needed repairs to the line, including responding to signal malfunctions at grade crossings.

For maintenance purposes, the Bass Lake Spur is divided into two segments:

- Bass Lake Spur West: approximately 3 miles of the corridor generally west of 5th Avenue S at-grade crossing in Hopkins (near the location of the Hopkins Depot).
- Bass Lake Spur East: approximately 3.8 miles of the corridor generally east of the 5th Avenue S at-grade crossing in Hopkins.

Through an existing services agreement, CP is currently performing dispatch activities on the whole Bass Lake Spur, and maintenance and repair activities on Bass Lake Spur West, through June 30, 2019. Starting July 1, 2019, the vendor awarded Contract 18P387 will be responsible for maintenance and repair of Bass Lake Spur West.

The SWLRT Civil Construction Contractor, Lunda McCrossan Joint Venture, is responsible for maintenance and repair of Bass Lake Spur East. Upon completion of the SWLRT Civil Construction Contract, maintenance and repair of Bass Lake Spur East will be covered by Contract 18P387. Dispatch services for the Bass Lake Spur will be performed under a separately procured contract starting July 1, 2019.

### Rationale

The Council is bound by the terms of its Agreement with Twin Cities & Western Railroad as well as by the Code of Federal Regulations, Part 213, Subpart A to F,

to inspect and maintain the track limits to Federal Railroad Administration (FRA) requirements.

The Council issued an Invitation for Bids (IFB) on February 8, 2019, and received two bids on March 12, 2019, ranging from \$1.53 million to \$4.325 million. Procurement reviewed the bids and determined they were both responsive and responsible. North Shore Track Service, Inc. offered the lowest bid.

### **Thrive Lens Analysis**

Construction of the Green Line Extension will increase the region's prosperity as it will provide access to 80,900 forecasted jobs and a new transportation option for 55,000 forecasted residents within ½ mile of the planned new stations in addition to the 145,300 forecasted jobs and 35,600 forecasted residents downtown Minneapolis.

### **Funding**

Funds for this contract are included in the project budget and are eligible project costs that will be funded 46% by the Federal Transit Administration and 54% by local funding partners.

### **Known Support / Opposition**

There is no known opposition to this action.