

Transportation Committee

Meeting date: September 13, 2021

For the Metropolitan Council meeting of September 22, 2021

Subject: Southwest Light Rail Transit (Green Line Extension) North Shore Track Services, Inc.
Amendment No. 2 for Bass Lake Spur Freight Rail Maintenance and Repair, Contract 18P387

District(s), Member(s): All

Policy/Legal Reference: FM14-2 - Expenditures for the Procurement of Goods and Services Greater than \$500,000

Staff Prepared/Presented: Wes Kooistra, General Manager, 612-349-7510
Nick Thompson, Deputy GM Capital Programs 651-602-1754
Jim Alexander, SWLRT Project Director, 612-373-3880
Joan Hollick, SWLRT Deputy Project Director, 612-373-3820
Brian Runzel, SWLRT Director Construction, 612-373-3806

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

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute Amendment No. 2 to Contract 18P387 with North Shore Track Services, Inc., for Bass Lake Spur Freight Rail Maintenance and Repair to add \$611,678.53 for a total contract amount of \$2,295,151.01.

Background

Bass Lake Spur West consists of 3 miles of freight mainline and siding railroad tracks including three bridges, three at-grade crossings, two turnouts and one crossover. Based on the Council-Twin Cities & Western Railroad (TCWR) Construction and Co-location Agreements, the Council is required by CFR 49 Part 213 to perform regular inspections, routine maintenance and any necessary repairs of track and signals along Bass Lake Spur West. The SWLRT Project is responsible for the costs of these services until revenue service commences.

In June 2019, the Council executed a contract for \$1,530,433.64 with North Shore Track Services, Inc. to perform these services. Due to an increased level of maintenance than anticipated, the Council solicited a second contract in June 2021 and simultaneously issued a bridge amendment, Amendment #1, for \$153,038.84 to cover urgent repairs and routine inspection/maintenance until the second contract could be executed. The Council received one bid in July 2021 and is currently evaluating its responsiveness. Amendment 2 adds \$611,678.53 for inspections, maintenance and other repairs and will bridge the next 8 months if a re-bid is necessary. If a rebid is not necessary, Amendment No. 2 will not be pursued.

Disadvantaged Business Enterprise (DBE) Participation

The Office of Equal Opportunity (OEO) reviewed the scope of the project to determine a DBE goal in 2018. Based on the information provided at that time and the availability of DBE firms no goal was assigned, but a list of DBEs were provided for solicitation. In reviewing the services provided during this contract and the second contract's

scope, OEO discovered additional opportunities and assigned a 9% goal to the second contract solicited in June 2021.

Rationale

The amendment of a services contract exceeding 10% of the original authorized value requires Council approval.

Thrive Lens Analysis

Livability: 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 55,800 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.

Prosperity: The Green Line Extension reflects strategic investment in regional infrastructure that will promote economic competitiveness and create prosperity for the region.

Funding

The work for this change order is a Southwest LRT 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.

Known Support / Opposition

There is no known opposition to this action.