

Business Item

Transportation Committee



Committee Meeting Date: October 10, 2022

For the Metropolitan Council: October 26, 2022

Business Item: 2022-255

METRO Green Line Extension Master Contract II for Bass Lake Spur Freight Rail Maintenance and Repair, Contract 21P143B

District(s), Member(s):	All
Policy/Legal Reference:	MN Statutes, Section 473.3999; FM 14-2 Expenditures for the Procurement of Goods, Services, and Real Estate Policy
Staff Prepared/Presented:	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 Nat Gorham, Asst. Director, Project Controls & Contracts, 612-373-3889
Division/Department:	Metro Transit / Green Line Extension Project Office

Proposed Action

That the Metropolitan Council authorize its Regional Administrator to award and execute contract 21P143B, Master Contract II for Bass Lake Spur Freight Rail Maintenance and Repair, to North Shore Track Services, Inc., for an amount not to exceed \$5,172,441.71.

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.

The Invitation for Bids was advertised on August 8, 2022. A prebid meeting was hosted by Council staff that outlined the solicitation requirements, discussed project specifications, and responded to plan holder inquires. There were seven plan holders, two prime bidders, two subcontractors, one supplier, two plan rooms, and two of the plan holders identified as woman, minority, veteran or disadvantaged business enterprises. The Council received one bid on September 8, 2022, for consideration of award. Procurement staff did not find any indication that the Council's specifications were restrictive and determined there was adequate competition for this project.

Rationale

North Shore Track Services, Inc., is the low, responsive, and responsible bidder at \$5,172,441.71 and recommended for award. The execution of a non-construction contract exceeding \$500,000 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 contract 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

The Office of Equity and Equal Opportunity (OEEEO) assigned a Disadvantaged Business Enterprise (DBE) goal of 4% for the contract. OEEEO has determined that North Shore Track Services has met the Council's DBE requirements for this contract.

