

Business Item

Transportation Committee



Committee Meeting Date: January 23, 2023

For the Metropolitan Council: February 8, 2023

Business Item: 2023-19

METRO Green Line Extension Amendment No. 1 to the Canadian Pacific Connecting Track Agreement

District(s), Member(s):	All
Policy/Legal Reference:	Minn. Stat. § 473.3999, FM 14-2 Expenditures for the Procurement of Goods, Services and Real Estate
Staff Prepared/Presented:	Wes Kooistra, General Manager, 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
Division/Department:	Metro Transit / Green Line Extension Project Office

Proposed Action

That the Metropolitan Council (Council) authorize the Regional Administrator to negotiate and execute Amendment No. 1 to Contract 17M152 with Canadian Pacific (CP) for the Connecting Track Agreement (CTA) to add \$300,000 for a total amount not to exceed \$799,000.

Background

As part of the METRO Green Line Extension Project (Project), the Council acquired a 6.8-mile linear corridor from CP known as the Bass Lake Spur (BLS), located in the cities of St. Louis Park, Hopkins, and Minnetonka (BI 2017-11). CP owns the MN&S Spur that connects to the BLS via a switching wye. As part of the construction of the Project, the Council is removing the switching wye and replacing it with a Southerly Connector, which will connect the BLS to the MN&S Spur. The Council's Civil Construction Contractor, Lunda McCrossan Joint Venture, is performing site work related to the Southerly Connector, and CP is performing work related to their MN&S Spur freight rail track.

On December 11, 2018, the Council and CP entered into the CTA for \$499,000 for the installation of a turnout to connect the MN&S Spur to the Southerly Connector and for CP to conduct submittal reviews, perform flagging, and monitor construction. In Spring 2022, the Council recognized a 34-month delay to the Project's civil construction contract (BI 2022-35). As a result, CP will be required to provide flagging and inspection services for a longer duration. CP is also required to conduct additional submittal review and construction oversight related to the following items, which were not contemplated in the original CTA:

- Foundation system redesign of pier protection for CP's MN&S Spur bridge, which extends over the Project alignment, to use drilled shafts instead of piles. This change from the bid documents was required due to concerns CP expressed before work began about potential impacts to the bridge from pile driving.
- A pad required by CP to accommodate turnout equipment and maintenance access.

Amendment No. 1 seeks to add \$300,000 to the contract amount.

Rationale

Due to the delay in construction of the Project, additional funds are needed so CP can continue to provide engineering review and construction inspection services.

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

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 with choices and more mobility.

Funding

The work of this amendment is a METRO Green Line Extension 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 scopes within the CTA are specific to CP and there are no opportunities for DBE inclusion.

