

# Business Item

Transportation Committee



Committee Meeting Date: May 13, 2024

For the Metropolitan Council: May 22, 2024

## Business Item: 2024-103

METRO Green Line Extension: Amendment No. 4 to Rail-Term Freight Rail Dispatch Contract 18P402

<b>District(s), Member(s):</b>	District 3 (Carter), District 6 (Lilligren), District 8 (Cameron)
<b>Policy/Legal Reference:</b>	FM 14-1 Procurement Policy, FM 14-2 Expenditures for the Procurement of Goods, Services, and Real Estate Policy
<b>Staff Prepared/Presented:</b>	Lesley Kandaras, General Manager, 612-349-7513 Nick Thompson, Deputy General Manager, 612-349-7507 Jim Alexander, Project Director, 612-373-3880 Nic Dial, Director of Construction, 612-373-3974
<b>Division/Department:</b>	Metro Transit/METRO Green Line Extension

### Proposed Action

That the Metropolitan Council authorize the Regional Administrator to execute Amendment No. 4 to Contract 18P402 with Rail-Term for freight rail dispatch services to add \$98,732 for a total contract value not-to-exceed \$568,722.32.

### Background

In May 2019 Rail-Term and the Metropolitan Council (Council) executed Contract 18P402 in the amount of \$458,000 for rail dispatch services on the Bass Lake Spur Corridor to support the Council during construction of the METRO Green Line Extension. Amendment No. 1 for \$9,934 was executed in October 2021 to include field recording hardware and remote access. In December 2021, Amendment No. 2 was issued to correct a date in Exhibit B of the contract. In July 2022, the Council executed Amendment No. 3 for \$2,056.32 to support costs associated with a junction name change in the corridor and associated IT work.

The Council must provide dispatching services on the Bass Lake Spur under the Construction and Co-Location agreements with Twin Cities & Western Railroad. The current contract expires on June 30, 2024. This amendment will extend the contract term to June 30, 2025, to allow staff to evaluate contracting options for the remainder of the construction phase of the project and after revenue service. The cost associated with Amendment No. 4 is \$98,732 for a total contract value not-to-exceed \$568,722.32.

### Rationale

An 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 \$2.8 billion of investment within a half-mile of the line. Another \$780 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 cost for this change order is a METRO Green Line Extension Project (61001) eligible cost. Funds are available in the Project (No. 61001) budget and included in the Council's authorized capital budget.

## **Small Business Inclusion**

This amendment is being procured through the sole source process. The Office of Equity and Equal Opportunity (OEEO) does not review sole source amendments for DBE sub-contracting opportunities.

