

Business Item

Transportation Committee



Committee Meeting Date: July 22, 2024

For the Metropolitan Council: August 14, 2024

Business Item: 2024-190

METRO Green Line Extension Cubic Transportation Systems Fare Collection - Contract 24P214

District(s), Member(s):	All
Policy/Legal Reference:	FM 14-2 Expenditures for the Procurement of Goods, Services, and Real Estate Policy
Staff Prepared/Presented:	Lesley Kandaras, General Manager, 612-349-7513 Nick Thompson, Deputy GM Capital Programs, 651-602-1754 Jim Alexander, Project Director, 612-373-3880 Nic Dial, Director of Construction, 612-373-2974
Division/Department:	Metro Transit/METRO Green Line Extension Project Office

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute sole source contract 24P214 with Cubic Transportation Systems, Inc., for the purchase of 46 ticket vending machines, 75 rail smart card validators, and handheld inspection devices and spare parts in an amount not to exceed \$6,622,370.56.

Background

The METRO Green Line Extension Project (Project) includes 16 new stations which will require fare collection equipment. The equipment needs to integrate with the existing fleet of ticket vending machines (TVMs), rail smart card validators (RSVs) and handheld inspection devices used on the METRO Green and Blue Lines.

Cubic Transportation Systems, Inc. is the Metropolitan Council's (Council) current provider of fare collection equipment, including for the METRO Green Line. As the Project is the western half of the envisioned Green Line, introducing a new fare collection vendor would necessitate two disparate fare collection systems on the same route, potentially causing confusion for passengers and enforcement personnel and would be incompatible with the regional fare collection system. Procuring these services from Cubic is necessary to avoid incurring duplicative costs to maintain a single database for Cubic's NextFare software and Go To Cards and allow for seamless customer experience, in addition to seamless system expansions and upgrades in the future.

Rationale

The execution of a goods contract in excess of \$500,000 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 choices and more mobility.

Funding

The cost for this contract is a METRO Green Line Extension Project (61001) eligible cost. Funds are available in the Project budget and included in the Council's authorized capital budget.

Small Business Inclusion

This contract is being procured through a sole source. Therefore, the Office of Equity and Equal Opportunity did not assign a Disadvantaged Business Enterprise (DBE) goal.

