

Committee Report

Transportation Committee



Committee meeting date: August 24, 2026

For the Metropolitan Council: September 9, 2026

Business Item: 2026-159

METRO Green Line Extension Freight Rail Maintenance and Repair Contract 21P143B Amendment No. 2

Proposed action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute an amendment to contract 21P143B with North Shore Track Services, Inc. to add a not to exceed amount of \$2,178,484.70 for a total contract not to exceed amount of \$7,868,056.97.

Summary of Transportation Committee discussion/questions

Jim Alexander, Metro Transit Green Line Extension Project Director, presented the item. Council members did not have any questions or comments.

Motion by Carter, seconded by Osman. Motion carried, consent to Council.



Business Item

Transportation Committee



Committee Meeting Date: August 24, 2026

For the Metropolitan Council: September 9, 2026

Business Item: 2026-159

METRO Green Line Extension Freight Rail Maintenance and Repair Contract 21P143B Amendment No. 2

District(s), Member(s):	District 3 (Carter), District 6 (Lilligren), District 7 (Osman), District 8 (Cameron)
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 General Manager, 612-349-7507 Jim Alexander, Project Director, 612-373-3880 Nic Dial, Deputy Project Director, 612-373-3974
Division/Department:	Metro Transit/METRO Green Line Extension Project Office

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute an amendment to contract 21P143B with North Shore Track Services, Inc. to add a not to exceed amount of \$2,178,484.70 for a total contract not to exceed amount of \$7,868,056.97.

Background

In November 2022, following a competitive solicitation process, the Metropolitan Council (Council) executed Contract 21P143B with North Shore Track Services, Inc. in the amount of \$5,172,441.71 to provide inspection and maintenance services for the Bass Lake Spur through June 30, 2027.

The contract has subsequently been amended as follows:

Amendment No. 1 added \$517,130.56 to incorporate inspection and maintenance activities on the freight rail track in the Kenilworth Corridor, resulting in a contract value of \$5,689,572.27.

Amendment No. 2 is required to perform additional freight rail maintenance and rehabilitation work identified through engineering evaluation to preserve the long-term safety, reliability, and operational integrity of the freight rail corridor. The work includes:

- Ballast restoration
- Tie replacement
- Rail replacement
- Dominick Drive crossing rail and track panel replacement
- Rail grinding
- Railroad signage
- Vegetation management

Rationale

Council policy requires amendments to non-construction contracts with an original contract price of

more than \$2,000,000 exceeding 10 percent of the original authorized contract value be approved by the Metropolitan Council. Amendments to contracts that exceed 10% of the original value constitute sole source procurements requiring Council approval.

Thrive Lens Analysis

The Council adopted Imagine 2050 on February 12, 2025, which builds on policy direction in 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 access to communities across the region.

Livability: The METRO Green Line Extension will add 14.5 miles to the existing Green 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 promotes economic competitiveness and create prosperity for the region. Despite being under construction, the METRO Green Line Extension has already seen over \$3.3 billion of investment within a half mile of the line. Another \$700 million of 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 amendment 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

The Office of Civil Rights and Small Business (OCR SB) assigned a 4% DBE goal for this contract in 2021. The current DBE participation achievement is 8.4%. OCR SB will continue to monitor this contract and the prime contractor's good faith efforts as this contract continues.

