

# Committee Report

Transportation Committee



**Committee meeting date:** February 23, 2026

**For the Metropolitan Council:** March 11, 2026

## Business Item: 2026-45

Transit Link Service for Anoka and Hennepin Counties, Contract 25P197

### Proposed action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute contract 25P197 with Transit Team for Transit Link service in Anoka and Hennepin counties in an amount not to exceed \$37,307,890.

### Summary of Transportation Committee discussion/questions

Metropolitan Transportation Services Senior Project Administrator Sheila Williams presented this item. There were no questions.

Motion by Obisakin, seconded by Osman. Motion carried to proceed as consent to the full Council.



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<b>District(s), member(s):</b>	All
<b>Policy/legal reference:</b>	FM 14-2 - Expenditures for the Procurement of Goods, Services, and Real Estate Policy
<b>Staff prepared/presented:</b>	Charles Carlson, Executive Director MTS (651) 602-1761 Gerri Sutton, Director, Contracted Services (651-602-1672) Sheila Holbrook-White, Manager, Metro Move and Transit Link (651-602-1618) Sheila Williams, Senior Project Administrator (651-602-1709)
<b>Division/department:</b>	Metropolitan Transportation Services (MTS)

### Proposed action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute contract 25P197 with Transit Team for Transit Link service in Anoka and Hennepin counties in an amount not to exceed \$37,307,890.

### Background

Transit Link is shared-ride, public dial-a-ride for the Twin Cities metro area where regular route transit service is infrequent or unavailable. It is available for trips that can't be accomplished on regular transit routes alone. Metropolitan Transportation Services provides Transit Link dial-a-ride service under contract with private companies, either directly contracted or through intergovernmental agreements with area counties.

These services are competitively procured using a series of multi-year contracts which allows the opportunity for vendors to propose and operate transit service on behalf of the Council. This specific contract package includes service in portions of Anoka and Hennepin counties where regular route service is unavailable.

A Request for Proposals was issued on November 10, 2025. A Pre-Proposal meeting was hosted by Council staff on November 20, 2025, that outlined the solicitation requirements, discussed project specifications, and responded to plan holder inquires. There were twenty-two registered plan holders including eight prime proposers, six suppliers, two subcontractors, three consultants and four plan holders identified as minority, woman, small or disadvantaged business enterprises.

On December 22, 2025, the Council received three proposals to be evaluated for award consideration and used proposer quality, qualifications, experience, and price as the evaluation factors. The evaluation panel reached a consensus on January 7, 2025, that the proposal submitted by Transit Team is most advantageous to the Council.

## **Rationale**

The execution of a professional service contract exceeding \$500,000 requires Council Approval.

## **Thrive lens analysis Funding**

On February 12, 2025, the Council adopted Imagine 2050, which builds on policy direction in Thrive MSP 2040. Through the Thrive lens, this item advances several key outcomes. This contract supports the Thrive outcome of Stewardship by providing transit service in areas of the region that are currently unserved, increasing the average number of jobs accessible by transit. It also advances the outcome of Equity by connecting additional residents to opportunities. In addition, it furthers Financial Stewardship-offering a lower-cost solution for a lower productivity transit service.

## **Funding**

Funding for this service is included in the annual operating budget.

## **Small business inclusion**

Due to the requirements of the Interim Final Rule (IFR) issued by the USDOT on October 3, 2025, the DBE goal that had been established for this project prior to the IFR was removed. No DBE goal was assigned to this project when advertised.

