

Transportation Committee

For the Metropolitan Council meeting of June 23, 2021

Subject: SWLRT (Green Line Extension) Systems Construction Change Order – Systems Component Storage

Proposed Action

That the Metropolitan Council (Council) authorize the Regional Administrator through the Southwest Light Rail Transit (SWLRT) Council Authorized Representative to negotiate and execute a change order for Contract 17P000 with Aldridge – Parsons, a Joint Venture (APJV) in an amount not to exceed \$8,972,046.95 for up to three years of storage for manufactured light rail system components.

Summary of Committee Discussion/Questions

SWLRT Project Director Jim Alexander presented this item.

Zeran asked if selection of a local contractor could have served us better since a local contractor would own property. Alexander said there are multiple subcontracts already set in place with the Aldridge-Parsons Joint Venture contract. Neither the contractor nor subcontractors have such facilities available. It is also noted that the Council cannot give preferential treatment to local firms in its procurement process. Chamblis asked if the storage facility will be kept and reused. Alexander said the facility will be leased because it is needed in August and there is no time to build a new facility in that timeframe. Alexander noted that an exhaustive search was done in concert with Hennepin County staff to identify a suitable facility, however, no such facility was found to be available. Chamblis asked about other domino effects from the delay. Alexander said there will be schedule impacts from the Kenilworth Tunnel Secant Wall and the Corridor Protection Wall that have been referenced in previous presentations to the Council. Staff continue to work with the construction contractors to adjust the project schedule and identify associated costs.

Motion by Cummings, seconded by Fredson. Motion carried.

Transportation Committee

Meeting date: June 14, 2021

For the Metropolitan Council meeting of June 23, 2021

Subject: SWLRT (Green Line Extension) Systems Construction Change Order – Systems Component Storage

District(s), Member(s): All

Policy/Legal Reference: FM14-1a Procurement Procedure

Staff Prepared/Presented: Wes Kooistra, General Manager, (612) 349-7510
Jim Alexander, SWLRT Project Director, (612) 373-3880
Joan Hollick, SWLRT Deputy Project Director, (612) 373-3820
Brian Runzel, SWLRT Director Construction, (612) 373-3806

Division/Department: Metro Transit / Green Line Extension Project Office

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Background

APJV is responsible for the manufacture, delivery, installation, and testing of the SWLRT light rail system components. The anticipated delays to the Civil Construction Contract will impact the availability of work sites designated for the system components.

To mitigate cost and schedule impacts, staff recommends proceeding with the manufacture of systems components and storing the components for up to three years near the Project alignment. Local storage eliminates significant cost and schedule risk associated with delays to the production of manufactured components because the majority of vendors will manufacture and deliver components on the originally planned schedule.

The storage location will house equipment for Traction Power, Overhead Catenary System, Rail Signaling, Tunnel Systems, and Communications disciplines from the date of delivery from the manufacturer to the date of installation on the Project. Costs include storage facility costs for set up, security, management, utilities, maintenance, loading/unloading and storing of the components.

The DBE goal established for this contract is 12%. APJV is currently achieving 16% DBE participation. This change order will include work performed by DBE firms such that APJV will continue to maintain a minimum 12% DBE participation for the overall contract.

Rationale

This change order is required to mitigate overall cost and schedule impacts due to the delay in the Civil construction. The cost of this change will be included as part of the SWLRT Project scope of work and \$2.003 billion budget.

Thrive Lens Analysis

Livability: The Green Line Extension will increase the region's prosperity as it will provide access to 80,900 forecasted jobs and a new transportation option for

55,800 forecasted residents within ½ mile of the planned new stations in addition to the 145,300 forecasted jobs and 35,600 forecasted residents in downtown Minneapolis.

Prosperity: The Green Line Extension reflects strategic investment in regional infrastructure that will promote economic competitiveness and create prosperity for the region.

Funding

The work for this change order is a Southwest LRT 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.

Known Support / Opposition

There is no known opposition to this action.