

Transportation Committee

For the Metropolitan Council meeting of September 8, 2021

Subject: Southwest Light Rail Transit (Green Line Extension) Kimley-Horn Contract Amendment No. 2 for Construction Management Support Services, Contract 17P060

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute Amendment No. 2 to Contract 17P060 with Kimley-Horn and Associates, Inc., for Construction Management Support Services (CMSS) to add \$5,500,000 for a total contract amount of \$14,000,000.

Summary of Committee Discussion/Questions

Metro Transit SWLRT Project Director Jim Alexander presented this item. There were no questions or comments from Council members.

Motion by Cummings, seconded by Fredson. Motion carried.

Transportation Committee

Meeting date: August 23, 2021

For the Metropolitan Council meeting of September 8, 2021

Subject: Southwest Light Rail Transit (Green Line Extension) Kimley-Horn Contract Amendment No. 2 for Construction Management Support Services, Contract 17P060

District(s), Member(s): All

Policy/Legal Reference: FM14-2 - Expenditures for the Procurement of Goods and Services Greater than \$500,000

Staff Prepared/Presented: Wes Kooistra, General Manager, 612-349-7510
Nick Thompson, Deputy GM Capital Programs 651-602-1754
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

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute Amendment No. 2 to Contract 17P060 with Kimley-Horn and Associates, Inc., for Construction Management Support Services (CMSS) to add \$5,500,000 for a total contract amount of \$14,000,000.

Background

The contract with Kimley-Horn was executed in September 2017 in the amount of \$8,500,000 prior to the November 2018 contract award for Civil Construction. Delays to the award of the Civil Construction Contract and additional unanticipated support services have impacted the CMSS budget. Additional support services include construction scheduling, construction communications support, and specialized engineering to support the Project.

Amendment 2 seeks to add \$5,500,000 to the contract amount for construction management services through the end of 2022. With the Project currently in negotiations with the Civil and Systems contractors on the revised construction schedule, staff anticipates an additional amendment to continue services through the completion of the Project once the extent of the construction duration is determined.

This amendment is required so that the Council can continue its construction management role on the Project. The CMSS consultant contributes expertise into the SWLRT organizational chart. For example, CMSS provides the roles of Civil Construction Manager and the Utility ACAR who are fully integrated in the field team and critical to the Project. The CMSS team is also integral to the Project Management Team's efforts in updating the construction schedule and negotiating associated costs. An interruption to this process would be detrimental to progressing the Project.

Disadvantaged Business Enterprise (DBE) Participation

The Office of Equal Opportunity (OEO) reviewed the scope of the project to determine a DBE goal in 2017. Given the limited scope of the project known at the time, no goal was assigned to the project in 2017. In addition, there was a limited availability of DBE firms who did not have a conflict of interest. OEO did provide a list of DBEs for outreach, which resulted in Kimley-Horn utilizing the DBE subcontractor Mass Transit Consultants to perform as the Utility ACAR under this contract. As of July 30, 2021, DBE participation is at 14.1% and ongoing participation by this firm is expected.

Rationale

The amendment of a professional contract exceeding 10% of the original authorized value requires Council approval.

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.