

Committee Report

Transportation Committee



Committee Meeting Date: April 10, 2023

For the Metropolitan Council: April 26, 2023

Business Item: 2023-24

METRO Blue Line Extension Engineering Services Contract #22P103A

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute the Engineering Services Consultant (ESC) contract #22P103A with Kimley-Horn and Associates, Inc. for consultant services for the METRO Blue Line Light Rail Transit Extension (BLRT Project) in an amount not to exceed \$96,375,448 and issue Limited Notice to Proceed #1 in an amount of \$9,300,000.

Summary of Transportation Committee Discussion/Questions

Deputy General Manager Nick Thompson and Blue Line Extension Project Director Chris Beckwith presented this item. Council Members asked about DBE sub-contractor relationships. Council Members discussed the financial implications and outreach. Council Member Vento voiced concern for county and city engagement. Council Members discussed the anti-displacement work.

It was moved by Morales, seconded by Carter, Tyronne. **Motion carried.**



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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, Interim General Manager, 612-349-7513 Nick Thompson, Deputy General Manager, 612-349-7507 Christine Beckwith, Blue Line Ext. Project Director, 651-602-1994 Nick Landwer, Blue Line Ext. Dir. of Design and Engr, 651-373-3847
Division/Department:	Metro Transit – Blue Line Extension Project Office

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Background

The BLRT Project is located in Hennepin County extending from downtown Minneapolis to the northwest serving the communities of Minneapolis, Golden Valley, Robbinsdale, Crystal, and Brooklyn Park and providing transit improvements in the highly traveled northwest area of the Twin Cities.

The BLRT Project was given approval to enter into Project Development by the Federal Transit Administration (FTA) on August 22, 2014. The Final Environmental Impact Statement (EIS) was released in July 2016, followed by FTA's issuance of a Record of Decision in September 2016 and then Entry into Engineering on January 19, 2017.

In August 2020, the Council announced it would advance the BLRT Project without using freight rail right-of-way after several years of unsuccessful negotiations with the railroad. A public outreach process to examine revised alignments began and an initial route modification report was released March 2021 for revised routes that did not use freight rail property as previously planned. Based on technical considerations, community input, and past BLRT Project work, a draft route modification report was released December 2021. After a public comment period, the METRO Blue Line Extension Route Modification Report was released in April 2022 and, at its June 22, 2022 meeting, the Metropolitan Council took action to advance the proposed route modification as outlined in the report (see Business Item 2022-158).

The Council needs to contract for engineering services for the BLRT Project to continue to

advance through Engineering. The consultant will provide services including:

- Preliminary Engineering
- Final Engineering
- Vehicle and Fare Collection Support

Rationale

A Request for Proposals was issued on August 11, 2022 with three scopes of work separated into parts: Part A (Engineering Services), Part B (Project Management Services) and Part C (Risk Management Services). A pre-proposal meeting was hosted by Council staff that outlined the solicitation requirements, discussed project specifications, and responded to plan holder inquiries.

There were 52 registered plan holders, 29 consultants, 12 subcontractors, 1 plan room, and 24 plan holders identified as minority, woman, small, veteran or disadvantaged business enterprises. The Council received one proposal for Part A Engineering Services to be evaluated for the consideration of award.

In accordance with the Brooks Act, the evaluation of the proposal followed a two-step process. For the first step, an evaluation panel, consisting of Council staff, project partners and subject matter experts, reviewed the proposal and ranked the technical merits of the proposer. Following approval of the evaluation panel findings, conclusions, and recommendation, the costing data of the proposer was reviewed by a negotiation panel that negotiated pricing for the second step of the process. The negotiation panel agreed that the final prices have been determined to be fair and reasonable and recommend the Kimley-Horn and Associates, Inc. proposal as the most advantageous to the Council. The execution of a professional service contract exceeding \$500,000 requires Council approval.

Thrive Lens Analysis

Investment in high-quality transportation options will advance the Thrive outcome of prosperity by making the region more economically competitive through increased workers' access to employment, and support to employers by increasing available workforce with affordable, convenient transportation.

The Project advances the Equity outcome by distributing transit resources throughout the region and improving access to jobs, educational opportunities, and health services to diverse communities.

Funding

Local funding is fully provided through both executed and pending Capital Grant Agreements with Hennepin County and the Hennepin County Regional Railroad Authority and incorporated into the Council's Authorized Capital Budget under Project #61403. Phased Limited Notices to Proceed (LNTPs) are planned for this contract to align with the Council Authorized Funding available for this work under Project #61403. LNTP #1 will extend through the end of the current Capital Grant Agreement.

Small Business Inclusion

The Office of Equity and Equal Opportunity (OEEO) assigned a Disadvantaged Business Enterprise (DBE) goal of 19% for the contract. OEEO has determined that the recommended proposer has met the Council's DBE contract requirements for the Project.

