

Committee Report

Transportation Committee



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Committee Meeting Date: April 10, 2023

For the Metropolitan Council: April 26, 2023
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Business Item: 2023-75

METRO Green Line Extension Construction Cost Estimating Services Contract 22P336

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute contract 22P336 with HNTB to provide construction cost estimating services for the METRO Green Line Extension Project in an amount not to exceed \$12,708,234.98.

Summary of Transportation Committee Discussion/Questions

Metro Transit Green Line Extension Project Director Jim Alexander presented this item. Council Members had no comments or questions.

It was moved by Vento, seconded by Pacheco. **Motion carried.**



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District(s), Member(s):	Council Districts 3,5,6, and 7
Policy/Legal Reference:	FM 14-1 Procurement Policy, 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 GM Capital Programs, 651-602-1754 Jim Alexander, Project Director, 612-373-3880 Joan Hollick, Deputy Project Director, 612-373-3820, Nat Gorham, Asst. Dir, Project Controls and Contracts, 612-373-3889
Division/Department:	Metro Transit / Green Line Extension Project Office

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute contract 22P336 with HNTB to provide construction cost estimating services for the METRO Green Line Extension Project in an amount not to exceed \$12,708,234.98.

Background

The Construction Cost Estimating Consultant will provide cost estimating services for the METRO Green Line Extension Project (Project). The Consultant will develop independent cost estimates for change orders on Project construction contracts. Currently, the Advanced Design Consultant (ADC), the engineer-of-record (EOR) on the Project, performs cost estimating services. As part of the Council's procurement process and Federal Transit Administration guidelines, staff review competitively procured contracts that may need to be extended to determine if the entire contract or parts of it can be competitively procured. After such a review, the Council determined that ADC's cost estimating portion for the Project should be competitively procured.

Further, MnDOT's SWLRT Peer Review Report, dated December 30, 2022, made the "strong recommendation that the Council should not have a single consultant acting in both the EOR and ICE [Independent Cost Estimate] roles." The proposed cost estimating contract will transition cost estimating services from the ADC to HNTB which will provide greater independence and 3rd party review in the design and estimating processes. HNTB will work independently from the EOR and consult with the Council's Project staff and the Council's construction consultants as required to properly estimate the work. The ADC will continue to serve as the Council's EOR on the Project.

A Request for Proposals was issued on November 14, 2022. Council staff hosted a pre-proposal meeting on November 29, 2022, that outlined the solicitation requirements, discussed project specifications, and responded to plan holder inquires. On January 11, 2023, the Council received two proposals to be evaluated for the consideration of award.

In accordance with the Brooks Act, the evaluation of proposals followed a two-step process. An evaluation panel, consisting of Council staff and representatives from Hennepin County and MnDOT evaluated the proposals and ranked the technical merits of each proposer. Following approval of the evaluation panel findings, conclusions, and recommendation, the costing data of the highest ranked proposer was reviewed by a negotiation panel that negotiated pricing and agreed that the final price has been determined to be fair and reasonable and recommend the HNTB proposal as the most advantageous to the Council and funding partners.

Rationale

The execution of professional service contracts exceeding \$500,000 requires Council approval.

Thrive Lens Analysis

Successful completion of the METRO Green Line Extension will advance 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 returns to communities across the region.

Livability: The METRO Green Line Extension will add 14.5 miles to the existing 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 will promote economic competitiveness and create prosperity for the region. Despite being under construction, the METRO Green Line Extension has already seen more than \$1.6 billion of investment within a half-mile of the line. Another \$500 million in 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 choices and more mobility.

Funding

The work for this Contract is a METRO Green Line Extension Project (61001) eligible cost. Funds for the work are available in the budget for Project No. 61001. This work is included in the Council's authorized capital budget.

Small Business Inclusion

The Disadvantaged Business Enterprise (DBE) goal established for this Contract is 18%. The Office of Equity and Equal Opportunity has determined that the selected proposer has met the DBE requirements for the project.

