

# Committee Report

Transportation Committee



**Committee Meeting Date:** April 14, 2025

**For the Metropolitan Council:** April 23, 2025

## Business Item: 2025-82

METRO Gold Line Bus Rapid Transit, Contract 19P385F – Amendment 2

### Proposed Action

That the Metropolitan Council (Council) authorize the Regional Administrator to execute an amendment to contract 19P385F with Albrecht Sign Company that will add \$29,136.40 for a total not to exceed amount of \$828,949.33.

### Summary of Transportation Committee Discussion/Questions

Metro Transit Agreements Specialist Mike Ullmer presented this item. Council Members asked about line-specific need for the hardware upgrades.

It was moved by Vento, seconded by Cameron. Motion carried, consent to Council.



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<b>District(s), Member(s):</b>	District 12 (Vento), District 13 (Lee), District 14 (Carter)
<b>Policy/Legal Reference:</b>	FM 14-2 - Expenditures for the Procurement of Goods, Services, and Real Estate Policy
<b>Staff Prepared/Presented:</b>	Steve Barrett, Gold Line Construction Manager, 651-363-8047 Alicia Vap, Gold Line Project Director, 612-349-7079 Mike Ullmer, Agreements Specialist, 651-602-1957
<b>Division/Department:</b>	Metro Transit - METRO Gold Line

### Proposed Action

That the Metropolitan Council (Council) authorize the Regional Administrator to execute an amendment to contract 19P385F with Albrecht Sign Company that will add \$29,136.40 for a total not to exceed amount of \$828,949.33.

### Background

Bus Rapid Transit (BRT) stations on the METRO system feature a signature station marker called a "pylon." The Council purchases the pylons and provides them to project construction contractors for installation. Contract 19P385F was executed with Albrecht Sign Company for base order pylons, as well as future options for additional pylons for the Council's BRT system. The Gold Line BRT Project (Gold Line Project) exercised the contract option in 2023 to purchase 31 pylons for \$734,529.52 and provided them to the Gold Line Project civil contractor, Ames Construction, for installation at Gold Line BRT stations.

Amendment 1 to 19P385F was executed for \$65,283.41 due to unit cost increases and hardware changes required for Gold Line pylons, increasing the contract value to a total of \$799,812.93. Amendment 2 to 19P385F will increase the contract value by an additional \$29,136.40 for a total contract value of \$828,949.33.

During pylon installation by Ames Construction and their subcontractor, it was determined that expanded hinges and stays were needed to further anchor the doors to the pylons. The total cost increase for Albrecht Sign Company to provide and install this hardware for all Gold Line BRT pylons is \$29,136.40.

### Rationale

Council Policy requires contract amendments exceeding 10% of the original authorized contract value to be approved by the Council if the original value exceeds \$500,000. Amendments to contracts that exceed 10% of the original value constitute sole source procurements requiring Council approval.

### **Thrive Lens Analysis**

The Council adopted Imagine 2050 on February 12, 2025, which builds on policy direction in Thrive MSP 2040. Under the Thrive lens, 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 Gold Line 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**

Funds for this contract amendment are an eligible cost and are included in the Gold Line Project budget and the Council's authorized capital budget under Project #61402.

### **Small Business Inclusion**

In July 2020 the Office of Equity and Equal Opportunity (OEEO) thoroughly reviewed the original procurement for Disadvantaged Business Enterprise (DBE) opportunities in accordance with federal and state laws and regulations as well as contract specifications. Upon conclusion of OEEO's research and analysis, no DBE goal was set.

Pylon installation will occur through the Gold Line BRT Project Civil Construction Contract with Ames Construction, which has a 17% DBE goal.

