

Transportation Committee

Meeting date: June 10, 2019

For the Metropolitan Council meeting of June 26, 2019

Subject: Southwest Light Rail Transit (Green Line Extension) Property Owner and Tenant Advisory Services Contract 14P265A Amendment #2 with Wilson Development Services

District(s), Member(s): All

Policy/Legal Reference: Metropolitan Council Procedure 3-3

Staff Prepared/Presented: Wes Kooistra, General Manager, 651-602-1723
Jim Alexander, Project Director, 612-373-3880
Joan Hollick, Deputy Project director, 612-373-3820
Robin Cauffman, TSD Dir. Administration, 651-602-1457

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

Proposed Action

That the Metropolitan Council approve a sole source contract amendment for Property Owner and Tenant Advisory Services with Wilson Development Services (14P265A) to increase the contract amount by \$50,000 for a total contract amount of \$350,000.

Background

In 2014, the Council issued a Request for Proposals for Property Owner and Tenant Advisory Services (POTAS) for the Southwest LRT (SWLRT) Project to assist eligible owners and tenants with the relocation process. At that time, it was estimated that there would be 100 displacees. Following a competitive procurement process in 2015, seven contracts were awarded for a total of \$800,000. In 2016, each consultant was assigned a list of displacees requiring relocations based on areas of expertise, previous experience and capacity. These assignments were made via work orders that also directed the consultants to make initial contact with the assigned displacees to assess the nature and extent of relocation and start drafting relocation plans.

In February 2018, the Council amended six of the seven POTAS contracts to increase the combined contract amounts by \$265,000 for a total amount for all contracts of \$1,065,000. The February 2018 amendment was required due to the increase in displacees eligible for relocation support and reimbursement under the Uniform Relocation Act from an original estimate of 100 to over 170. Another reason for amending the contract was that relocation of several businesses are more complicated than originally anticipated and therefore require more time and effort. At that time, the Wilson contract was increased by \$100,000 from \$200,000 to \$300,000.

In July 2018, the contract with HDR (14P265B) was amended to increase the value by \$70,000 due to the additional complexity presented by one displacee which transitioned from a partial to full relocation.

In January 2019, the contract with WSB (14P265C) was amended by increasing the value by \$35,000 due to the additional work needed for the large number of displacees assigned.

This proposed amendment increases the Wilson Development Services contract, from \$300,000 to \$350,000, primarily due to the large number of claims from specific displacees and associated complexities, as well as the Council's need for assistance with appeals filed by displacees who have received their final determination. The cumulative value of the seven master contracts increases to \$1,220,000.

Rationale

The Southwest Project Office is requesting sole source authority to amend Wilson Development Services' contract (14P265A) because the relocation consultant is deeply engaged with its assigned displacees. A change in relocation advisor at this juncture would present a significant disruption and delay to the displacee and additional costs as a new adviser familiarized themselves with the complex nature of each business and its relocation. This amendment ensures continuity in current relocation activities and ensures that the business continues its relocation in a timely manner. Further, the Council requires the follow-on services of the consultant to support and testify at the appeals hearings that are scheduled.

Thrive Lens Analysis

Construction of the Green Line Extension will increase the regions prosperity as it will provide access to 80,900 forecasted jobs and a new transportation option for 55,000 forecasted residents within ½ mile of the planned new stations in addition to the 145,300 forecasted jobs and 35,600 forecasted residents downtown Minneapolis.

These contracts were competitively procured in 2014. There was no DBE goal assigned at that time because there was no identified need or opportunities for subcontracting. None of the firms are listed in the MCUB Directory. However, 4 of the 6 active contracts are led by women and one of those is a woman of color.

Funding

Funds for this contract amendment are eligible project costs and included in the Council's authorized capital budget.

Known Support / Opposition

There is no known opposition to this action.