

Transportation Committee

Meeting date: September 14, 2020

For the Metropolitan Council meeting of September 23, 2020

Subject: SWLRT (Green Line Extension) Civil Construction Changer Order – Retaining Walls

District(s), Member(s): All

Policy/Legal Reference: Procurement Policy 3-3

Staff Prepared/Presented: Wes Kooistra, General Manager, (612) 349-7510
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Division/Department: Metro Transit / Green Line Extension Project Office

Proposed Action

That the Metropolitan Council (Council) authorize the Regional Administrator through the Southwest Light Rail Transit (SWLRT) Council Authorized Representative to negotiate and execute a change order for Contract 15P307A with Lunda McCrossan Joint Venture (LMJV) in an amount not to exceed \$9,310,000 for retaining wall work in the BNSF Railway corridor.

Background

As part of an agreement with BNSF Railway, the SWLRT Project is extending the Northstar tail track located near Glenwood Avenue approximately 1,500 feet to the west. The tail track extension requires both relocation of previously planned retaining walls and building additional retaining walls to accommodate the trackwork in a confined corridor.

The retaining wall work was not included in the Civil Construction solicitation scope of work that LMJV submitted the low, responsive, responsible bid to the Council on May 3, 2018. As completion of an environmental review that included these elements was occurring, the Council received an Amended Record of Decision for this work from the FTA on May 15, 2018 that caused this change order request.

This change order will include work performed by DBE firms such that LMJV will continue to maintain a minimum 16% DBE participation for the overall contract.

Rationale

This change order related to the retaining wall work to be completed in the BNSF Railway corridor will be included as part of the SWLRT Project scope of work and \$2.003 billion budget.

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 Project 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.