

## Transportation Committee

Meeting date: March 14, 2022

For the Metropolitan Council meeting of March 23, 2022

<b>Subject:</b>	METRO Green Line Extension AECOM Contract Amendment No. 12 for Advanced Design Consultant Services, Contract 14P125
<b>Policy/Legal Reference:</b>	FM14-1a Procurement Procedure; FM14-2 - Expenditures for the Procurement of Goods and Services Greater than \$500,000
<b>Staff Prepared/Presented:</b>	Wes Kooistra, General Manager, 612-349-7510 Nick Thompson, Deputy GM Capital Programs 651-602-1754 Jim Alexander, Project Director, 612-373-3880 Joan Hollick, Project Deputy Director, 612-373-3820
<b>Division/Department:</b>	Metro Transit / Green Line Extension Project Office

### Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute Amendment No. 12 to Contract 14P125 with AECOM for Advanced Design Consultant Services to increase the contract in an amount not to exceed \$10.6 million for a total contract amount not to exceed \$151 million.

### Background

The contract with AECOM was executed in December 2014 in the amount of \$117,654,545 for design and engineering services for the Metro Green Line Extension (Project) from 30% through 100% design and to provide design support services during construction.

In April 2018, the Council executed Amendment No. 7 for an additional \$2,000,000 for additional design and engineering support. In December 2019, the Council executed Amendment No. 8 for an additional \$20,623,565 to continue support services during construction. The addition of these activities required an extension of the contract termination date and Amendment No. 8 extended the contract from December 2019 to December 2021. Amendment No. 10 extended the contract to January 31, 2022, and Amendment No. 11 extended to March 31, 2022.

Amendment No. 12 seeks to add \$10.6 million to the contract amount for design support services during construction and an extension of the contract termination date through December 31, 2022. The costs in this amendment include costs from a higher than anticipated level of engineering support caused by unforeseen construction challenges and the Project's extended schedule. These services will be required for the remainder of construction and follow-on testing; staff will assess Project needs for 2023 through the completion of the Project as the 2022 construction season concludes.

### Rationale

This amendment is needed to continue engineering support seamlessly for the Project. The amendment of a professional contract exceeding 10% of the original authorized value 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.

**Prosperity:** The METRO 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 amendment is a Project (61001) eligible cost. Funds for the work are available in the Project budget. This work is included in the Council's authorized capital budget.

## Small Business Inclusion

The DBE goal established for this contract is 19%. As of work completed through December 31, 2021, AECOM is achieving 19.8% DBE participation. This amendment includes work performed by DBE firms such that AECOM will continue to meet or exceed 19% DBE participation for the overall contract.