

Business Item

Transportation Committee



Committee Meeting Date: November 27, 2023

For the Metropolitan Council: December 13, 2023

Business Item: 2023-246

METRO Green Line Extension Amendment No. 5 to Construction Management Support Services Contract 17P060 with Kimley-Horn and Associates Inc.

District(s), Member(s):	District 3 (Carter) District 6 (Lilligren), District 8 (Cameron)
Policy/Legal Reference:	FM 14-2 Expenditures for the Procurement of Goods, Services, and Real Estate Policy
Staff Prepared/Presented:	Lesley Kandaras, General Manager, 612-349-7513 Nick Thompson, Deputy General Manager, 612-349-7507 Jim Alexander, Project Director, 612-373-3880 Joan Hollick, Deputy Project Director, 612-373-3820
Division/Department:	Metro Transit / Green Line Extension Project

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute Amendment No. 5 to contract 17P060 with Kimley-Horn and Associates, Inc. for construction management support services for the Green Line Extension Project to increase the contract amount by \$2,371,478.72 to a not-to-exceed contract amount of \$20,241,478.72.

Background

In September 2017, after a competitive solicitation process, the Metropolitan Council and Kimley-Horn and Associates executed contract 17P060 in the amount of \$8,500,000 for construction management support services during the construction of the Green Line Extension Project.

The contract has subsequently been amended to add related services and increase the contract amount as follows:

- Amendment No. 2 added \$5.5 million in September 2021
- Amendment No. 4 added \$5.0 million in February 2023

Due to the extended duration of Project construction, Amendment No. 5 to the contract is requested in the amount of \$2,371,478.72, bringing the contract total to \$20,241,478.72. The amendment will extend the contract expiration date from December 31, 2023, to December 31, 2024. Staff will assess Project needs regarding this contract beyond 2024 as the 2024 construction season concludes.

Rationale

Cumulative amendments of a professional services contract exceeding 10% of the original authorized contract value require 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 with choices and more mobility.

Funding

This is a METRO Green Line Extension Project (61001) eligible cost. Funds are available in Project No. 61001 budget and included in the Council's authorized capital budget. **The Council's approval is contingent on approval by the Executive Change Control Board which is expected to vote on this action on December 8, 2023.**

Small Business Inclusion

The Office of Equity and Equal Opportunity (OEEO) reviewed the scope of the project to determine a DBE goal in 2017. Given the limited scope of the project known at the time, no goal was assigned to the project in 2017. In addition, there was a limited availability of DBE firms who did not have a conflict of interest. OEEO did provide a list of DBEs for outreach, which resulted in Kimley-Horn utilizing the DBE subcontractor Mass Transit Consultants to perform as the Utility ACAR under this contract. As of September 30, 2023, DBE participation is at 13% and ongoing participation by this firm is expected.

