

Business Item

Transportation Committee



Committee Meeting Date: November 25, 2024

For the Metropolitan Council: December 11, 2024

Business Item: 2024-286

METRO Green Line Extension Construction Management Support Services, Contract 17P060 – Amendment No. 6

District(s), Member(s):	District 3 (Carter), District 6 (Lilligren), District 7 (Osman), 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 GM Capital Programs, 651-602-1754 Jim Alexander, Project Director, 612-373-3880 Nic Dial, Director of Construction, 612-373-2974
Division/Department:	Metro Transit / METRO Green Line Extension Project

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute an amendment to contract 17P060 with Kimley-Horn and Associates, Inc. in the amount of \$3,293,574.26, for a total contract amount not to exceed \$23,535,053.26.

Background

In September 2017, following a competitive solicitation process, the Council and Kimley-Horn and Associates executed contract 17P060 in the amount of \$8,500,000 for construction management services for the METRO Green Line Extension Project through December 2022 (BI 2017-167).

The contract has subsequently been amended due to Project requirements as follows:

- Amendment No. 1 was administrative and modified contract terms
- Amendment No. 2 added \$5.5 million (BI 2021-216)
- Amendment No. 3 extended the contract term through February 2023
- Amendment No. 4 added \$3.87 million and extended the contract term through December 2023 (BI 2023-7)
- Amendment No. 5 added \$2.37 million and extended the contract term through December 2024 (BI 2023-246)

Amendment No. 6 is required to continue construction management services through December 2025. Staff will assess the balance of the contract toward the end of 2025 and determine Project needs for 2026 at that time.

Rationale

Council Policy requires cumulative amendments exceeding 10% of the original authorized contract value be approved by the Council for a services contract. Amendments to contracts of this value that exceed 10% of the original value constitute sole source procurements requiring 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 \$3.1 billion of investment within a half-mile of the line. Another \$738 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

The cost for this amendment is a METRO Green Line Extension Project (61001) eligible cost. Funds are available in the Project budget and included in the Council's authorized capital budget.

Small Business Inclusion

The Office of Equity and Equal Opportunity (OEEO) reviewed the scope of the contract to determine a DBE goal in 2017. Given the limited scope of the contract known at the time, no goal was assigned to the contract 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 October 31, 2024, DBE participation is at 12.7% and ongoing participation by this firm is expected.

