

Business Item

Transportation Committee



Committee Meeting Date: November 24, 2025

For the Metropolitan Council: December 3, 2025

Business Item: 2025-301

METRO Green Line Extension Construction Management Support Services Contract 17P060 - Amendment No. 7

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 Kandas, General Manager, 612-349-7513 Nick Thompson, Deputy General Manager, 612-349-7507 Jim Alexander, Project Director, 612-373-3880 Nic Dial, Deputy Project Director, 612-373-3974
Division/Department:	Metro Transit/METRO Green Line Extension Project Office

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. to extend the contract term and add a not to exceed amount of \$2,694,772.57 for a total contract not to exceed amount of \$26,229,825.55.

Background

In September 2017, following a competitive solicitation process, the Metropolitan Council (Council) and Kimley-Horn and Associates, Inc. (KHA) 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 added \$3.29 million and extended the contract term through December 2025 (BI 2024-286)

Amendment No. 7 is required for services through December 2026.

Rationale

Council Policy requires amendments exceeding 10% of the original authorized contract value be approved by the Council if the cumulative value exceeds \$500,000. Amendments to contracts that exceed 10% of the original value constitute sole source procurements requiring Council approval.

Thrive Lens Analysis

The Council adopted Imagine 2050 on February 12, 2025, which builds on policy direction in 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 access 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 of 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 project to determine a DBE goal in 2017. Given the limited scope of the project known at the time and the limited availability of DBE firms who did not have a conflict of interest, no goal was assigned. OEEO did provide a list of DBEs for outreach, which resulted in KHA utilizing the DBE subcontractor, Mass Transit Consultants, to perform as the Utility ACAR under this contract. As of September 30, 2025, DBE participation is at 12.5% and ongoing participation by this firm is expected. Due to the requirements of the Interim Final Rule issued by the USDOT on October 3, 2025, OEEO has paused counting DBE participation until the DBE reevaluation process is complete. After that pause OEEO will continue to monitor the project to ensure applicable DBE requirements are met, inclusive of all amendments.

