

Business Item

Transportation Committee



Committee meeting date: October 27, 2025

For the Metropolitan Council: November 12, 2025

Business Item: 2025-187

METRO Blue Line Extension - Kimley-Horn Amendment, Contract 22P103A

District(s), member(s):	District 2 (Chamblis), 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 Kandasas, General Manager, 612-349-7513 Nick Thompson, Deputy General Manager, 612-349-7507 Alicia Vap, Blue Line Ext. Project Director, 612-349-7070
Division/department:	Metro Transit – Blue Line Extension Project Office (BPO)

Proposed action

That the Metropolitan Council authorize the Regional Administrator to execute an amendment for contract 22P103A with Kimley-Horn and Associates, Inc. to increase the contract value by \$42,900,000 for a total contract not to exceed amount of \$139,275,448.

Background

Kimley-Horn and Associates, Inc. was awarded Contract 22P103A in 2023 to conduct design and engineering services for the METRO Blue Line Extension Light Rail Transit (LRT) project (Project). The proposed amendment will provide design and engineering services to reach the bidding phase for the Project's Civil and Systems construction procurement process in 2027. The Project would need a future contract amendment to support design and engineering services through construction.

Several factors have led to the need for this contract amendment. The project alignment has changed from the original alignment on Lyndale Avenue north from Target Field Station to the existing alignment on Washington Avenue in response to community feedback. The original design schedule was modified to incorporate the alignment change, as well as additional changes to continue to incorporate community feedback. Several design alternatives for the Lowry Station were developed through a thorough community process that resulted in support from the Cities of Minneapolis and Robbinsdale, as well as the Minneapolis Parks and Recreation Board. In addition, several scope elements were incorporated as a result of the Municipal Consent process, including the station at West Broadway and the 10th Avenue North traffic mitigation in the North Loop area.

The Project Decision Board approved the contract amendment at their September 17, 2025, meeting.

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.

Thrive lens analysis

On Feb 12, 2025, the Council adopted Imagine 2050, which builds on policy direction in Thrive MSP 2040. Under the Thrive lens, investment in high-quality transportation options will advance the Thrive outcome of prosperity by making the region more economically competitive through increased workers' access to employment, and support to employers by increasing available workforce with affordable, convenient transportation.

The Project advances the Equity outcome by distributing transit resources throughout the region and improving access to jobs, educational opportunities, and health services to diverse communities.

Advancing the Project addresses the Livability outcome by increasing access to transit connections to the greater METRO system, including current and planned light rail and bus rapid transit lines, for communities in the region.

Funding

Local funding is fully provided through the executed Capital Grant Agreement #22I068 with Hennepin County and the Hennepin County Regional Railroad Authority and incorporated into the Council's Authorized Capital Budget under Project #61403.

Small business inclusion

The total DBE achievement on 22P103A - Engineering and Project Management Services for the Blue Line Light Rail Extension Project is 20.1%, as of September 2025, exceeding the DBE contract goal of 19% as established by the Office of Equity and Equal Opportunity (OEEO). 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 the DBE requirements are met, inclusive of all amendments.

