

Committee Report

Transportation Committee



Committee meeting date: January 26, 2026

For the Metropolitan Council: February 11, 2026

Business Item: 2026-16

Blue Line Lake Street/Midtown Renovation Design Contract Amendment #2, Contract 23P050

Proposed action

That the Metropolitan Council authorize the Regional Administrator to execute a second amendment to contract 23P050 with 4RM+ULA Architects for the METRO Blue Line Lake St/Midtown Station Renovation design and construction support services, in an amount not to exceed \$1,178,081.

Summary of Transportation Committee discussion/questions

Metro Transit Principal Project Coordinator Christina Morrison presented this item. Council Members asked questions about lack of bids, safety, design plan considerations.

It was moved by Obisakin, seconded by Carter, Tyronne. Motion carried, consent to Council.



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District(s), member(s):	District 6, Councilmember Robert Lilligren
Policy/legal reference:	FM 14-2 Expenditures for the Procurement of Goods, Services, and Real Estate Policy
Staff prepared/presented:	Lesley Kandaras, Metro Transit General Manager Nick Thompson, Director, Planning & Capital Programs Jim Harwood, Director, Engineering & Construction Derek Berube, Manager, Engineering Christina Morrison, Principal Project Coordinator, 612-349-7690
Division/department:	Metro Transit Engineering

Proposed action

That the Metropolitan Council authorize the Regional Administrator to execute a second amendment to contract 23P050 with 4RM+ULA Architects for the METRO Blue Line Lake St/Midtown Station Renovation design and construction support services, in an amount not to exceed \$1,178,081.

Background

Contract 23P050 was awarded to 4RM+ULA Architects in early 2024 in the amount of \$3,471,311 to complete design of a renovation to the Lake St/Midtown LRT station. This design includes multiple elements from a full platform refurbishment, operational spaces, installation of new elevators, and construction of a new ADA pedestrian ramp among many other features.

The design contract was amended in July 2025 for an amount of \$1,245,107. The first design amendment covered numerous unforeseen bridge and utility conditions, including additional work that was needed through the 60% design milestone to address changes. This amendment also provided additional design elements requested by Metro Transit stakeholders, including the addition of a new Transit Service Center, coordination of a potential Intrusion Detection System, and support staff back of house accommodations.

Amendment #2 includes work identified through 90% design plans that was not included in the original contract 23P050 or Amendment #1. This additional scope encompasses work for design documentation, additional project management, and coordination with stakeholders. The design changes primarily resulted from unanticipated and extensive redesign due to MnDOT storm sewer infrastructure. This, in turn, created changes in the architectural, bridge, structural, civil, systems, and lighting designs, and in the cost estimating documents. Additional scope was also required by internal Metro Transit stakeholders: the Renew the Blue track and signal project, catenary and Rail Systems changes, internal Rail Change Review Committee processes, safety improvements (both fire/life safety and Rail Operations), and relocating B Line communications equipment from the curb to inside the station's planned communications room.

Rationale

Lake St/Midtown Station is a heavily-used transit hub in the heart of South Minneapolis, and a major transfer point between METRO Blue Line and METRO B Line. This location as a critical piece of the regional transit system.

With the station in service over 22 years, several needs have become more pressing. The goals of the project include the following:

1. Improve accessibility by providing more reliable, safe, and consistent ADA access between the LRT platform and the street;
2. Improve the customer experience, including cleanliness, comfort, visibility, wayfinding, lighting, personal safety and the perception of safety; and
3. Reduce the daily maintenance needed to keep the station in good condition by supporting staff with enhanced operational spaces and systems, and the use of durable, energy-efficient materials.

Design and construction support services are needed to accomplish these goals of improving the station for riders and on-site employees.

The execution of professional service contracts exceeding \$500,000 requires Council approval.

Thrive lens analysis

On February 12, 2025, the Council adopted Imagine 2050, which builds on policy direction in Thrive MSP 2040. Under the Thrive Lens, investment in this station advances multiple Thrive outcomes. From an Equity standpoint, this station is in a very diverse community that relies heavily on transit as a primary mode of transportation. This project will also help provide Prosperity in our region by providing access to employment and education throughout the LRT. Livability is furthered by improving the transit rider's experience, from better accessibility to the platform, to improved wayfinding and information, and increased safety and security. It also advances the outcome of Stewardship by responsibly managing and leveraging our existing infrastructure investments. Lastly, the renovation will include durable, long-lasting, and energy-efficient materials to further the Thrive outcome of Sustainability.

Funding

Funding is available and authorized in project 62101.

Small business inclusion

The total DBE achievement on 23P050 – Blue Line Lake St-Midtown Station Renovation Design Project is 33.2%, as of September 2025, exceeding the DBE contract goal of 12% previously 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 applicable DBE requirements are met, inclusive of all amendments.

