

Business Item

Transportation Committee



Committee Meeting Date: September 28, 2026

For the Metropolitan Council: October 14, 2026

Business Item: 2026-172

METRO Green Line Extension Cooperative Construction Agreement Amendment No. 4 – Contract 20I052

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 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 20I052 with the St. Louis Park Economic Development Authority to add a not to exceed amount of \$180,659.71 for a total not to exceed amount of \$3,664,826.71.

Background

In December 2020, the Metropolitan Council (Council) and the St. Louis Park Economic Development Authority (EDA) entered into Cooperative Construction Agreement, Contract 20I052, which established the parties' respective rights and responsibilities for construction of a multi-level parking structure (Ramp) adjacent to the METRO Green Line Extension Beltline Boulevard Station and established the Council's contribution to the Ramp of \$2,500,000.00.

The Ramp provides 268 parking stalls dedicated for public transit use and is being constructed as part of a larger transit-oriented development adjacent to Beltline Boulevard Station. The Ramp must be completed and operational prior to starting METRO Green Line Extension revenue service.

The Cooperative Construction Agreement has been amended as follows:

- Amendment No. 1 corrected the description of a trail location
- Amendment No. 2 acknowledged the partnership arrangement between the EDA and its developer and addressed construction of the Metro Transit operator restroom within the Transit Tract
- Amendment No. 3 increased the Council's Ramp contribution by \$984,167.00 (BI 2023-223)

As construction of the Beltline Park & Ride facility progresses toward completion, permanent Metro Transit signage is required throughout the facility to support passenger navigation, accessibility, facility identification, and safe operation.

Amendment No. 4 adds the fabrication and installation of Metro Transit signage. The EDA will cause the Developer to fabricate and install the signage, and the Council will reimburse the EDA for the actual cost of the work, subject to the amended Council contribution amount.

The signage scope includes interior and exterior Metro Transit signage throughout the Beltline Park & Ride facility, including illuminated Metro Transit "T" logos, building identification signage, monument signage, parking garage wayfinding signage, pedestrian directional signage, suspended directional signs, regulatory signage, mounting hardware, installation labor, and associated incidental work necessary to provide a complete signage system.

Rationale

Council policy requires amendments to agreements with an original agreement value of more than \$2,000,000 exceeding 10 percent of the original agreement value be approved by the Council.

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 Green 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 promotes economic competitiveness and create prosperity for the region. Despite being under construction, the METRO Green Line Extension has already seen over \$3.3 billion of investment within a half mile of the line. Another \$700 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 Civil Rights and Small Business assigned a 15% Disadvantaged Business Enterprise (DBE) goal for construction of the Beltline Park & Ride Ramp.

OCRBSB will continue to monitor applicable DBE participation and compliance requirements associated with the Agreement.

