



Date:	December 01, 2021
Current Meeting:	December 09, 2021
Board Meeting:	December 09, 2021

## BOARD MEMORANDUM

**TO:** Indianapolis Public Transportation Corporation (IPTC) Board of Directors

**THROUGH:** President/CEO Inez P. Evans

**FROM:** Vice President of Infrastructure, Strategy, and Innovation Jennifer Pyrz

**SUBJECT:** Consideration and approval to purchase materials for rub rail

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### ACTION ITEM A – 8

#### **RECOMMENDATION:**

In a manner consistent with IPTC procurement contract award standards, it is requested that the Board authorize IPTC to purchase rub rail materials from Polymer Industries for an amount not to exceed \$153,600.

#### **BACKGROUND:**

Rub rail is a Bus Rapid Transit (BRT) station feature that is affixed to the station platform that serves two main purposes: to protect buses and platforms from damage by contact and to assist operators in docking to maintain ADA compliance. It is designed so that the bus tires can rub against the rail as they approach the station, providing the operator with a guide for getting as close as possible to the platform without damaging the body of the vehicle. The Red Line project considered rub rail, but a decision was made not to include it in the final construction project.

#### **DISCUSSION:**

The Red Line BRT has been operating for approximately two years without rub rail on its station edges. Operators are asked to dock close enough to the platform to facilitate ADA-compliant boarding, but far enough away to prevent damaging the buses. A blue guideline has been painted on the pavement at each boarding area to help accomplish this. Nevertheless, damage from buses scraping along the edges of the stations has been extensive – both to buses and platforms - and costly.

IPTC has determined that installation of rub rail at all BRT stations is a good investment. It is included in the design for future Blue and Purple Line stations. Adding rub rail will not only reduce damage to the buses but will give operators a better tool for achieving ADA-compliant boarding.

A project is underway to design and install rub rail at all Red Line stations, with construction procurement expected for 1<sup>st</sup> quarter of 2022. The rub rail installation will be combined with concrete bus pad maintenance to minimize impacts to Red Line operations.

The materials needed for the rub rail have been determined to have a 20-week lead time. As such, IPTC desires to procure the materials in advance of the construction contract being bid. This will allow the project to proceed early in 2022, which is the desired timeframe for conducting the concrete bus pad maintenance.

**ALTERNATIVES:**

IPTC could wait until the pavement maintenance and rub rail project is procured and have the contractor procure these materials. However, this would delay project start by up to three months.

**FISCAL IMPACT:**

This project will be funded with 2021 local capital funds.

**DBE/XBE DECLARATION:**

This is a sole source procurement from a specialized vendor. There is no DBE participation on this contract. When the project is bid for construction and installation, XBE participation goals will be set for the contractors to meet.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

This action was reviewed by the Service Committee on December 2, 2021 and will be placed on the Consent Agenda.