



Date: January 18, 2022
Current Meeting: January 20, 2022
Board Meeting: January 27, 2022

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 of construction management contract for the Blue Line Bus Rapid Transit Project

ACTION ITEM A – 5

RECOMMENDATION:

In a manner consistent with IPTC procurement contract award standards, it is requested that the Board authorize IPTC to enter into contract negotiations with Stantec for construction management services on the Blue Line project and, upon successful negotiations, enter into a contract.

BACKGROUND:

The Blue Line Bus Rapid Transit (BRT) project will be the third of three rapid transit lines in the City of Indianapolis/Marion County. It will connect the Indianapolis International Airport to the Town of Cumberland via downtown Indianapolis along Washington Street. The project was identified in the regional transit framework, Indy Connect, in 2009-2010 and advanced to an Alternatives Analysis (AA) study in 2013. Both studies were conducted by the Indianapolis Metropolitan Planning Organization (MPO) in cooperation with IPTC, the Central Indiana Regional Transportation Authority (CIRTA), and other regional partners. Those plans eventually resulted in the Marion County Transit Plan, which was presented to Marion County voters in November 2016 for adoption of a 0.25% income tax, dedicated to transit. In December 2017, the IndyGo 2018-2022 Capital Plan was adopted by the IPTC Board of Directors. This plan outlined the Blue Line project in more detail, including the specific mix of funding sources and timelines for the development of the project.

Construction management (CM) services for the Blue Line will confirm constructability of the design and ensure that construction meets contract plans, specifications, terms, and applicable ADA standards, as well as FTA 's quality management guidelines. Construction management services will include design reviews, project controls, change management, independent cost estimates, daily construction inspection/oversight, and material testing.

The CM team's services will begin with review of 60% design plans, which will be ready in May 2022. The CM team will support IPTC at each subsequent stage of design review, through FTA review and grant approval, bidding, and construction, to project completion and close out.

DISCUSSION:

According to federal procurement rules, CM services are to be procured using qualification-based selection, so pricing is not a consideration. The selected vendor will enter into a task-order based contract with IPTC for each phase of construction, with cost negotiated for each task order.

According to procurement guidelines, IPTC released Request for Qualifications (RFQ) 21-09-424 on November 10, 2021 for Blue Line BRT Construction Management Services. The RFQ was posted on the IPTC website and advertised in local newspapers. IPTC set a 15% DBE goal for this RFQ. Proposals were due on December 14, 2021.

Two proposals were received in response to this RFQ. Interviews were scheduled and held with both teams on January 13, 2022.

An evaluation team comprised of IPTC capital planning, procurement, and legal staff, with participation from Indianapolis DPW, reviewed the proposals and participated in interviews. The evaluation team evaluated written proposals and interviews based on professional qualifications, project approach and references/ past performance.

Based on the combined scoring on the written proposals and interview, Stantec emerged as top scorer. The Stantec team includes the following sub-consultants: Shiel Sexton, Shrewsberry and Associates (DBE/MBE), Infrastructure Engineering, Inc. (DBE/MBE), Metric Environmental (DBE/MBE), 7NT Engineering (MBE), and careyBRT. The Stantec team has committed to a total DBE participation of 25%, which is more than the stated goal of 15%.

ALTERNATIVES:

These services are required for successful Blue Line construction.

The Stantec team ranked highest on the tallied evaluation scorecard on the criteria proposed. If IPTC is unable to reach an agreement with Stantec, it is requested that the Board authorize staff to enter into contract negotiations with the next most qualified firm, which was Butler, Fairman and Seufert.

FISCAL IMPACT:

Funding for the Blue Line project is provided from a variety of sources, including FTA Small Starts, bond revenues, 5307 formula funds, and local funds, as documented in the Capital Plan.

DBE/XBE DECLARATION:

This solicitation had a 15% DBE participation goal. Stantec committed to 25% DBE participation in their proposal. The three firms participating as DBE sub-partners to Stantec are: Shrewsberry and Associates (DBE/MBE), Infrastructure Engineering, Inc. (DBE/MBE) and Metric Environmental (DBE/MBE).

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action will be reviewed by the Service Committee on January 20, 2022.