



Date: December 03, 2024
Current Meeting: December 12, 2024
Board Meeting: December 19, 2024

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President and CEO Jennifer Pyrz
FROM: Director of Capital Projects Matt Duffy
SUBJECT: Consideration and approval of contracts to construct the Blue Line Bus Rapid Transit (BRT) Project

ACTION ITEM A – 12

RECOMMENDATION:

It is recommended that the Board of Directors authorize the President and CEO to execute the following contracts to construct the Blue Line BRT project for amounts not to exceed:

- Package A (roadway) with Gradex, Inc. - \$208,000,000
- Package B (BRT stations) with F.A. Wilhelm Construction Co. - \$34,702,000
- Package C (Eastside Mobility Hub) with R.L. Turner Co. - \$6,166,069

BACKGROUND:

The Blue Line BRT project will be the third and largest of three currently envisioned 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.

Design of the Blue Line BRT project was completed in September 2024. Permission to bid the project ahead of a Small Starts Grant Agreement, that is anticipated to be executed by the end of 2024 or early 2025 was granted by the Federal Transit Administration by way of a Letter of No Prejudice (LONP) that was approved in August 2024. Contractor outreach was conducted in August and September 2024 to promote the upcoming solicitation.

DISCUSSION:

The construction contracts under IFB 24-07-522 were released for bidding on October 1, 2024. Package A contains the civil elements of the project, including stormwater, pavement rehabilitation, pedestrian facilities, traffic signals, and other utility construction. Package B contains the BRT stations, and Package C includes the offsite facility on the east end of the project providing comfortable transfer opportunities between the future Blue Line and other local routes.

Bidders had the option of submitting on individual packages or a combination. Bids were due on November 21, 2024. There were seven bids received in total, all for individual packages. Four bids for Package A, one bid for Package B, and two bids for Package C. All low bids were found to be responsive and responsible.

If all packages are awarded to the low bidders as identified, the combined construction cost for the Blue Line will be \$248,832,443, which is below the independent cost estimates on the project.

As part of the agreement with Citizens Energy Group (Citizens) that was approved at the October 2024 Board of Directors meeting, sanitary relocations on the project will be conducted by the Blue Line contractor. Gradex's Package A bid included the sanitary relocation work totaling \$26,847,108.89. Per the agreement, Citizens will pay \$15,500,000 of the relocations and 33% of any overage. The remaining cost share will need to be funded by IPTC and/or the City of Indianapolis. IPTC will be closely monitoring the relocations to control cost overruns.

Construction is anticipated to start on the project in February 2025 and conclude in 2028.

ALTERNATIVES:

These services are required for construction of the Blue Line. If the Board determines that this contract should not be awarded as recommended by staff, the project could be re-bid at a later date. This would delay construction completion and, ultimately, the service start date. Re-bidding the project may or may not result in more favorable bids.

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:

The low bids include the following DBE participation:

- Package A, Gradex – 10.5%
 - Goal was 10.5%
- Package B, FA Wilhelm – 5.76%
 - Goal was 5%
- Package C, RL Turner – 8%
 - Goal was 6%

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action will be reviewed by the Service and Finance Committee on December 12, 2024.