



Date: May 13, 2022
Current Meeting: May 19, 2022
Board Meeting: May 26, 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 Task Order #8 for 90% design of the Blue Line Bus Rapid Transit Project

ACTION ITEM A – 5

RECOMMENDATION:

In a manner consistent with IPTC contract award standards, it is requested that the Board authorize the President/CEO to execute Task Order #8 with WSP, Inc. to supplement previously contracted NEPA and design services on the Blue Line BRT Project for an amount not to exceed \$5,000,000.

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.

IPTC Board of Directors awarded a task-order based contract to WSP in 2018. To date, funding has been awarded for seven task orders for the Blue Line design and NEPA work, for a total of \$10,189,915. This is a task-order based contract with specific scope and fee for each new task order negotiated individually. WSP's current task orders cover their work through 60% design. This task order will progress the design to 90% on Segments 2 through 5 of the project (east of Holt Road to Cumberland). A future task order will be necessary to address design progression at each terminus. 90% design is expected to be complete in May 2023.

DISCUSSION:

This task order will cover services from the design team required to progress plans from 60% to 90% completion, including any supporting survey, geotechnical engineering, utility coordination and right-of-way engineering associated with this level of design. Right-of-way acquisition activities will also be covered by this task order, as will preparation of an updated estimate of probable construction cost, to be delivered with 90% design plans. The WSP team will additionally support IPTC in preparation of the updated Small Starts Grant Application to Federal Transit Administration, which will be submitted Fall 2022.

ALTERNATIVES:

These services are required to complete design of the Blue Line.

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 WSP team will achieve 16% DBE participation on this task order, through the work activities of Shrewsberry (10.6%), Etica Group (4%), Stephen J Christian and Associates (0.44%), ASC Group (0.29%), and Dodd Title (0.60%).

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action will be reviewed by the Finance Committee on May 19, 2022.