



Date: November 18, 2021  
Current Meeting: December 02, 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 of contracts to construct the Purple Line Bus Rapid Transit (BRT) Project

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**ACTION ITEM A – 6**

**RECOMMENDATION:**

In a manner consistent with IPTC procurement contract award standards, it is requested that the Board authorize IPTC to execute a contract with Crider & Crider, Inc. for the construction of Package A of the Purple Line BRT Project, for an amount of \$95,662,258.74 and with F.A. Wilhelm Construction Co., Inc. for the construction of Package B of the Purple Line BRT Project for an amount of \$18,187,000.00.

**BACKGROUND:**

The Purple Line BRT project will be the second of three rapid transit lines in the City of Indianapolis/Marion County. It will connect downtown Indianapolis to the City of Lawrence, via East 38th Street. The project was identified in the regional transit framework, Indy Connect, in 2009-2010 and advanced to an Alternatives Analysis (AA) study in 2014-2015. 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 IPTC 2018-2022 Capital Plan was adopted by the IPTC board of directors. This plan outlined the Purple Line project in more detail, including the specific mix of funding sources and timelines for the development of the project.

Design of the Purple Line BRT project was completed in Spring 2021. A Small Starts Grant Agreement was executed with the Federal Transit Administration (FTA) in August 2021, which contributes \$80.975 Million of the overall \$169.4 Million project budget. The remaining funds come from a combination of funds from the Federal Transit Administration, the City of Indianapolis Department of Public Works (DPW) general fund, Citizen’s Water Authority (CWA), and IndyGo Capital Revenues and Bonds proceeds.

**DISCUSSION:**

With funding secured for the total project, IPTC advertised two construction projects in September 2021 as part of IFB 21-05-385. Package A contains the civil elements of the project, including roadway, pedestrian facility, drainage, and other utility construction. Package B contains the stations and communications elements of the project. Bidders had the option of submitting on Package A alone, Package B alone, or a combined Package A + Package B. IPTC provided an opportunity for prospective bidders to attend a pre-bid conference September 16 and accepted two rounds of questions. Addendums were published on September 30 and October 15 as addendums to the IFB. Bids were due on October 28, 2021.

IPTC received two bids for Package A. Rieth-Riley Construction Co. bid \$117,698,893.40. Crider & Crider was the low bidder at \$95,662,258.74.

IPTC received two bids for Package B. RLTurner Corporation bid \$21,888,978.00. F.A. Wilhelm Construction Co. was the low bidder at \$18,187,000.00.

All bids were found to be responsive and responsible.

If both packages are awarded to the low bidders as identified above, the combined construction cost for the Purple Line will be \$113,849,258.74. This is approximately 18% over the project's independent cost estimate (ICE), as prepared by project team's engineering consultants. FTA recently awarded IPTC, and the Purple Line Project specifically, an additional \$12 Million from the American Rescue Plan. This award will offset the higher-than-expected construction cost.

#### **ALTERNATIVES:**

These services are required for construction of the Purple 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:**

The Purple Line project is funded 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:**

Crider and Crider's bid included DBE participation of 8.08%. This was below the set goal for Package A of 13%. Crider and Crider were found to have met good faith efforts for achieving the stated DBE goal. F.A. Wilhelm's bid included DBE participation of 5% which meets IPTC's stated goal for Package B.

IPTC staff will work with both vendors after contract award to increase DBE participation.

#### **STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

This action will be reviewed by the Finance Committee on December 2, 2021.