

# Committee Report

Transportation Committee



**Committee Meeting Date:** February 13, 2023

**For the Committee of the Whole:** March 1, 2023

## Business Item: 2023-36

METRO Gold Line Bus Rapid Transit – Station Pylon Contract Option

### Proposed Action

That the Metropolitan Council authorize the Regional Administrator to exercise an option on existing contract 19P385A with Albrecht Sign Company for the fabrication and delivery of 31 pylon signs for installation on the METRO Gold Line Bus Rapid Transit (BRT) Project (Gold Line Project), in an amount not to exceed \$734,529.52, contingent upon receipt of the Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA).

### Summary of Transportation Committee Discussion/Questions

Alicia Vap, Project Director for the Gold Line Project Office, presented the business item.

Motion by Zeran, seconded by Fredson. Motion carried. Hearing no objection, the item is sent Consent to Council.



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METRO Gold Line Bus Rapid Transit – Station Pylon Contract Option

<b>District(s), Member(s):</b>	District 12, District 11 (Vento), District 13 (Lee)
<b>Policy/Legal Reference:</b>	FM 14-2 – Expenditures for the procurement of Goods, Services, and Real Estate Policy RF 1-7 – Transitway Advancement Policy
<b>Staff Prepared/Presented:</b>	Lesley Kandaras, Acting General Manager, 612-349-7513 Nick Thompson, Deputy General Manager, 612-349-7507 Alicia Vap, Gold Line Project Director, 612-349-7079
<b>Division/Department:</b>	Metro Transit / METRO Gold Line Project Office

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### Background

Bus rapid transit stations on the METRO system feature a signature station marker “pylon.” The Council purchases them and provides them to project construction contractors for installation. Following a competitive procurement, the Council awarded the existing contract for arterial bus rapid transit (BRT) pylons in 2021 to Albrecht Sign Company. In addition to the base order of pylons purchased at the time for the D Line, the contract included future options for up to 231 additional pylons for future BRT expansion and replacement needs on the existing network over a five-year contract horizon. This is a finished goods purchase for Albrecht Sign Company to fabricate and deliver 31 pylons for the Gold Line BRT Project.

Exercising an option to purchase pylons under the existing contract with Albrecht Sign Company allows the Council to utilize previously negotiated pylon pricing and will ensure timely fabrication and delivery of the pylons for Gold Line BRT Project construction in 2023 and 2024.

### Rationale

The execution of a goods contract option in excess of \$500,000 requires Council approval.

### Thrive Lens Analysis

The pylon is a key component of BRT station design. It provides accessible, real-time transit information, and contributes to a high-quality customer experience. Investment in high-quality

transportation options in planned BRT corridors will advance the Thrive outcome of prosperity, by making the regional more economically competitive through increased workers' access to employment, and support to employers by increasing available workforce with affordable, convenient transportation.

The Project advances the Equity outcome by distributing transit resources throughout the region and improving access to jobs, educational opportunities, and health services to diverse communities.

The proposed action advances the Stewardship outcome by delivering BRT network improvements in a cost-effective and efficient manner.

### **Funding**

Local funding is fully provided through an executed Capital Grant Agreement with the Gold Line Joint Powers Board and incorporated into the Council's Authorized Capital Budget under Project #61402, or will be available through the FFGA when received.

### **Small Business Inclusion**

In July 2020 the Office of Equity and Equal Opportunity (OEEO) thoroughly reviewed the original procurement for Disadvantaged Business Enterprise (DBE) opportunities in accordance with federal and state laws and regulations as well as contract specifications. Upon conclusion of OEEO's research and analysis, no DBE goal was set.

Pylon installation will occur through the Gold Line BRT Project Civil Construction Contract with Ames Construction, which has a 17% DBE goal.

