

Transportation Committee

For the Metropolitan Council meeting of December 13, 2017

Subject: Gold Line BRT Engineering Services Contract

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute a professional services contract with Kimley-Horn and Associates, Inc. (KHA) for consultant services for the METRO Gold Line Bus Rapid Transit Project (Gold Line) in an amount not to exceed \$35,161,506.

Summary of Committee Discussion/Questions

Charles Carlson presented the item.

Council Member Dorfman asked why only two consulting firms proposed on the contract. Carlson stated that although there were two prime consultants, they represented teams of many firms. Additionally, the project management consulting contract team has no overlap with the engineering contract, and having two contracts for professional services involves many firms in the project overall.

Motion by Letofsky, seconded by Elkins and passed.

Transportation Committee

Meeting date: December 11, 2017

For the Metropolitan Council meeting of December 13, 2017

Subject:	Gold Line BRT Engineering Services Contract
District(s), Member(s):	District 11 (Rummel), District 12 (Melander), District 13, (Kramer)
Policy/Legal Reference:	Council Expenditure Policy 3-3, Procurement of Goods and Services
Staff Prepared/Presented:	Brian Lamb, General Manager, 612-349-7510 Charles Carlson, Senior Manager, BRT/Small Starts, 612-349-7639 Chris Beckwith, Senior Project Manager, Gold Line BRT, 651-602-1994
Division/Department:	Metro Transit BRT/Small Starts – METRO Gold Line Project Office

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute a professional services contract with Kimley-Horn and Associates, Inc. (KHA) for consultant services for the METRO Gold Line Bus Rapid Transit Project (Gold Line) in an amount not to exceed \$35,161,506.

Background

The Gold Line is a planned 9-mile transitway that would run generally along the north side of Interstate 94 in primarily an exclusive lane for buses within Ramsey and Washington Counties. As project sponsor, the Council requested entry into the Federal Transit Administration’s (FTA) Project Development phase of the Capital Investment Grant Program as a New Starts project in November 2017. Acceptance into the Program by the FTA is anticipated by December 25, 2017.

The consultant will provide interdisciplinary design and engineering services for the project, including geotechnical investigation and engineering, survey, architecture, structural, utility, landscape, traffic, systems, roadway, and other engineering and design through project phases including:

- Preliminary design during the Project Development phase
- Advanced design and final design following the Project Development phase
- Traffic engineering and forecasting
- Project drawings and concept visualization
- Construction phase design services

The KHA proposal was reviewed by a multi-agency evaluation panel and was determined to be in the best interest of the Council and the project’s local funding partners. The proposal has passed the Office of Equal Opportunity’s review for DBE participation with a 22% DBE commitment against a 20% goal.

Same week approval is requested due to the project’s pending FTA entry to New Starts Project Development prior to the next Council meeting cycle. The contract will be executed following entry to Project Development.

Rationale

The execution of design and construction service contracts above \$500,000 requires Council approval.

Thrive Lens Analysis

The METRO Gold Line Project supports Thrive outcomes including livability, prosperity, and equity with its investment in high-quality transportation that will



make the region more economically competitive by supporting major job creators and increasing workers' access to employment hubs. The Gold Line will distribute transit resources throughout the region, benefitting regional residents and increasing the quality of transit service available. The Gold Line will serve communities that are home to more than 20% of the seven-county Twin Cities Metropolitan Area's zero-car households where approximately 36,000 adults in the corridor communities live without a vehicle.

Funding

The Gold Line's two-year Project Development phase is fully funded at \$25 million with funding commitments from CTIB, Washington County, Ramsey County/RCRRA, and the State of Minnesota. All funding commitments are currently reflected in the Council's Authorized Capital Budget in project 61402. This contract will have phased Notices to Proceed corresponding to available project funding and advancement through the FTA New Starts program.

Known Support / Opposition

There is no known opposition. Project funding partners participated in the procurement process and support the recommended action.