

**T** Transportation Committee

Metropolitan Council meeting: September 12, 2012

**ADVISORY INFORMATION**

**Date** September 11, 2012

**Prepared:**

**Subject: Cedar Avenue Bus Rapid Transit (Red Line): Construction of 140th and 147th Street Stations  
Project 35793**

**Proposed Action:**

That the Metropolitan Council (Council) authorize the Regional Administrator to award and execute a contract with the lowest responsive and responsible bidder, Meisinger Construction, for the construction of the Red Line Bus Rapid Transit (BRT) 140<sup>th</sup> and 147<sup>th</sup> Street Stations in Apple Valley, MN, at a cost of \$ 3,667,000 (Phase I) ~~or \$5,835,000 (Phases I and II).~~

**Summary of Committee Discussion / Questions:**

Pat Jones, Metro Transit Assistant Director, Facilities Engineering, presented including a brief background of the project. Mr. Jones and Mr. Lamb responded to a question about the Metropolitan Council Underutilized Business (MCUB) program.

Additional information from the Office of Equal Opportunity is as follows. The Metropolitan Council Underutilized Business (MCUB) program is a new Equal Opportunity design and construction program at the Metropolitan Council. The MCUB program was created to add inclusion steps for non-federally funded contracts. If a contract meets the MCUB criteria, no federal dollars, over \$100,000 and has subcontracting opportunities, the Council's Office of Equal Opportunity determines the relative availability of MCUBs and sets a goal on the contract. A firm is a MCUB firm if they hold at least one of the following certifications; 1) Minnesota based DBE (federal certification for woman or minority owned business), 2) Minnesota Targeted Group Business (certified by State of Minnesota as a woman or minority owned business) or 3) Minnesota Veteran Verified (verified by US Dept of Veteran Affairs).

Motion by Council Member Munt, seconded by Council Member Smith and passed unanimously.

**Post meeting note:** At the Apple Valley City Council meeting on September 11, 2012, the City Council decided not to fund construction of the 147<sup>th</sup> Street Station Phase II.

# T Transportation Committee

**Meeting date: September 10, 2012**

**Metropolitan Council Meeting: September 12, 2012**

## **ADVISORY INFORMATION**

<b>Date:</b>	<b>September 6, 2012</b>
<b>Subject:</b>	<b>Cedar Avenue Bus Rapid Transit (Red Line): Construction of 140th and 147th Street Stations Project 35793</b>
<b>District(s), Member(s):</b>	<b>District 16, Wendy Wulff</b>
<b>Policy/Legal Reference:</b>	<b>Council Expenditure Policy 3-3 Procurement of Goods and Services Over \$250,000</b>
<b>Staff Prepared/Presented:</b>	<b>Brian J. Lamb, General Manager, 612-349-7510 Marilyn Porter, Director Engineering &amp; Facilities Pat Jones, Assistant Director Engineering &amp; Facilities 612-349-7606 Claudius Toussaint, Project Manager 612-349-7770</b>
<b>Division/Department:</b>	<b>Metro Transit/Engineering &amp; Facilities</b>

### **Proposed Action**

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### **Background**

The region's first Bus Rapid Transit (BRT) system is being constructed on Cedar Avenue. Stations were constructed at Mall of America, Cedar Grove, and Apple Valley Transit Station under previous contracts. This contract will provide two stations on each of the east and west sides of Cedar Avenue at 140<sup>th</sup> Street and 147<sup>th</sup> Street in Apple Valley.

The 147<sup>th</sup> Street Station was designed for construction in two phases. The Phase I design provides for the projected ridership based on the regional travel demand model. Phase II adds vertical circulation and a skyway across Cedar Avenue to accommodate the potential of future development and associated ridership growth. The City of Apple Valley has agreed to consider advance funding of Phase II at its Council meeting on September 11, 2012. The City views Phase II to be a potential stimulus of development.

On August 30, 2012, three bids were received and opened publicly. The bids ranged from \$3,667,000 to \$3,867,375 for Phase I and \$5,835,000 to \$6,059,617 for Phases I & II. The engineer's estimate for this work was \$2,400,000 for Phase I and \$4,800,000 for Phases I & II. A 12% Metropolitan Council Underutilized Business (MCUB) goal was assigned to this project. The Office of Diversity and Equal Opportunity (ODEO) has reviewed the three lowest responsive bids for MCUB participation and good faith efforts.

Staff has determined that the low bids submitted by Meisinger Construction are fair and reasonable and in the best interest of the Council. Final contract scope and value is contingent upon Apple Valley City Council action on September 11, 2012 and will be finalized for the Metropolitan Council meeting on September 12, 2012.

**Rationale**

The project will advance BRT in the region, as well as increase transit ridership, reduce roadway congestion, and improve air quality by reducing vehicle emissions. Execution of a construction contract in excess of \$1,000,000 requires Council approval. Staff seeks same week approval to maximize use of the remaining 2012 construction season.

**Funding**

State GO Bond funding is authorized and available for Phase I of this contract. Phase II funding is contingent upon authorization of the Apple Valley City Council at their meeting on September 11, 2012.

**Known Support / Opposition**

Dakota County Regional Railroad Authority and Minnesota Valley Transit Authority staffs are in support of this action. There is no known opposition to this action.