

**T** **Transportation Committee**  
**For the Metropolitan Council meeting of December 12,**  
**2012**

**ADVISORY INFORMATION**

Date Prepared: December 11, 2012

Subject: Highway Transitway Corridor Study Contract Authorization

**Proposed Action:**

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute a professional services contract for the highway transitway corridor feasibility study to SRF Consulting, Inc. for an amount not to exceed \$325,000.

**Summary of Committee Discussion / Questions:**

MTS Senior Planner Cole Hiniker presented the item and there was no discussion. Motion by Schreiber, seconded by Munt. Motion passed.

# T Transportation Committee

**Meeting date: December 10, 2012**

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

## ADVISORY INFORMATION

Date:	December 5, 2012
Subject:	Highway Transitway Corridor Study Contract Authorization
District(s), Member(s):	All
Policy/Legal Reference:	Procurement Policy 3-4-3 UPWP Work Program
Staff Prepared/Presented:	Arlene McCarthy, Director, 651-602-1754 Amy Vennewitz, Deputy Director, 651-602-1058 Cole Hiniker, Senior Planner, 651-602-1748
Division/Department:	MTS, Planning

### Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute a professional services contract for the highway transitway corridor feasibility study to SRF Consulting, Inc. for an amount not to exceed \$325,000.

### Background

The Transportation Policy Plan (TPP) includes recommendations for transitway investment in the region that includes modes such as commuter rail, light rail (LRT), dedicated busway, bus rapid transit (BRT), and express bus with transit advantages. Prior to adopting the 2030 TPP, the Metropolitan Council completed the Transit Master Study to determine the feasibility of transitway investments along a long list of corridors in the region. At the time, only LRT and dedicated busway were analyzed for these corridors. Many of the proposed corridors are principal arterial highway corridors and could also be considered for a type of BRT that uses either the highway shoulder or a managed lane, rather than an exclusive right-of-way as is the case in LRT and dedicated busway. The TPP highway chapter also included recommendations for a system of managed lanes on the freeways in many of the same corridors as the potential transitways.

A number of transitway corridors in the region remain undetermined in terms of identifying the preferred mode and alignment and the TPP recommends further study on these corridors. This study will examine a number of these corridors, including some express bus with transit advantages corridors, for Highway BRT feasibility, incorporating lessons learned from the implementation of I-35W South BRT (METRO Orange Line) and Cedar Avenue BRT (METRO Red Line) and previous studies.

A request for proposals (RFP) was issued on October 1, 2012 seeking proposals for professional services. Two firms responded to the Council's RFP. An evaluation panel ranked the proposals in accordance with established Council procedures for federally funded projects. The evaluation panel has recommended award to SRF Consulting, Inc. (SRF) for the professional services, as being in the best interest of the Council, at an amount not to exceed \$325,000, which compares favorably with the estimate of \$315,000. SRF committed 15.8% of the effort to be completed by certified Disadvantaged Business Enterprise (DBE) firms vs. a project goal of 15%.

### Rationale

Professional services contracts in excess of \$250,000 require Council approval.

## **Funding**

Funding is authorized in the Unified Planning Work Program (UPWP) with federal transportation planning funds and matched locally with Council funds. The authorization for funding is included in the 2012 operating budget.

## **Known Support / Opposition**

This study has been well received by regional partners including MnDOT, counties, and transit providers.