



Upcoming Arterial BRT Invitations for Bid

Optional Pre-IFB Information Session

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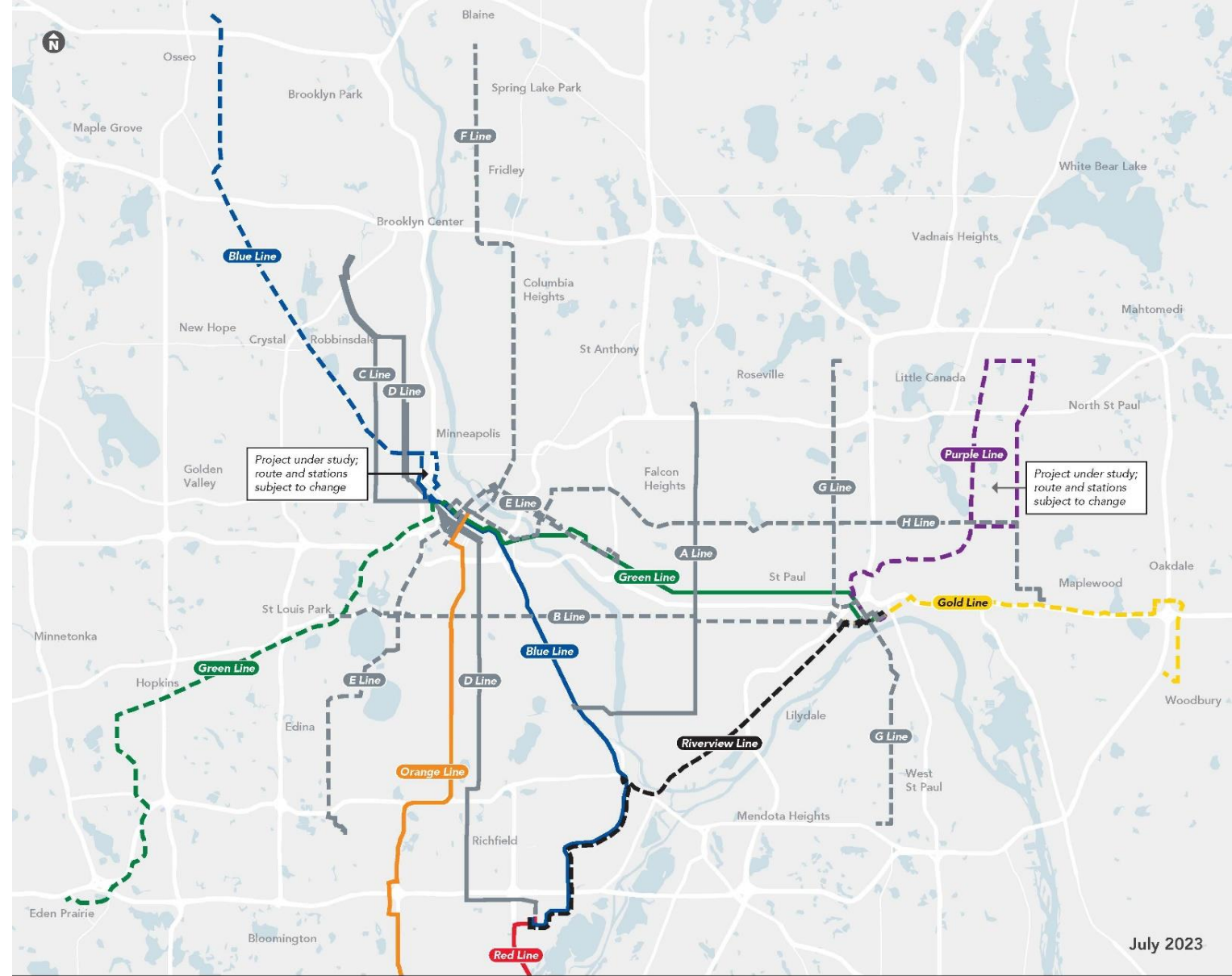


About This Information Session

- Participation in this information session is optional and will not provide participating firms an unfair advantage in any current or upcoming contracting opportunities with the Met Council/Metro Transit
- Information shared in this session is already publicly available
- This information session is **not**
 - Mandatory
 - Part of a formal Invitation for Bid (IFB) process
- There will be a Q & A at the end of the session
 - Metro Transit staff will only share information that is already publicly available
- Slides and recording will be available online after the session

A network of twelve BRT lines planned by 2030

- Red Line: 2013
- A Line (Snelling): 2016
- C Line (Penn): 2019
- Orange Line: 2021
- D Line (Chicago/Fremont): 2022
- *Gold Line*
- *B Line (Lake/Marshall/Selby)*
- *E Line (Hennepin/France)*
- *F Line (Central Avenue)*
- *G Line (Rice/Robert)*
- *H Line (Como/Maryland)*
- *Purple Line*



Current METRO network

- A Line
- C Line
- D Line
- Blue Line
- Green Line
- Orange Line
- Red Line

Planned METRO network

- - - Planned BRT
 - - - Gold Line
 - - - Purple Line
 - - - Riverview Line
 - - - Green Line Extension
 - - - Blue Line Extension
- Project under study; route and stations subject to change.*

What makes arterial BRT faster, more reliable and easier to use?

2-3 stations per mile, designed for faster stops

High-tech, high-amenity, secure stations

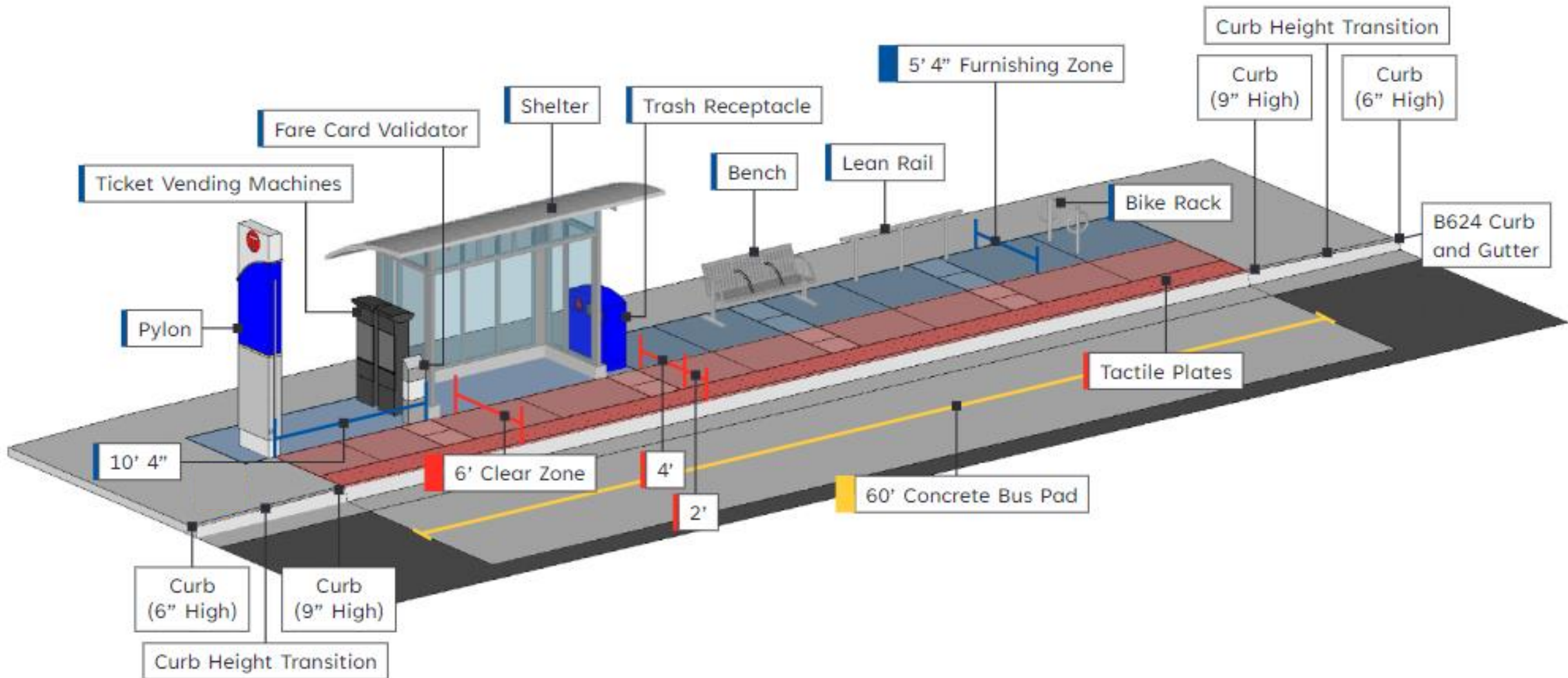
Pre-boarding fare payment for faster stops

Higher-capacity buses & boarding through all doors

Bus priority signals & lanes

Faster, frequent, all-day service





Standard arterial BRT station design

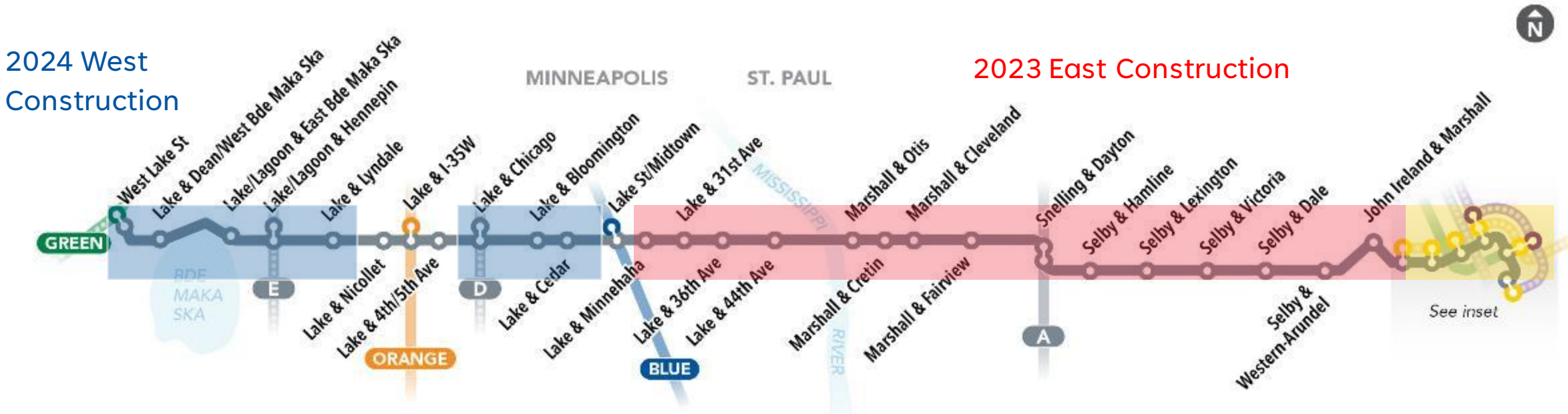
Anticipated Upcoming Arterial BRT IFBs

- METRO B Line (West Construction Package)
 - Expected advertisement in Q4 2023
 - Construction of B Line stations and other infrastructure in Minneapolis west of Hiawatha Avenue
 - DBE goal expected
- METRO E Line
 - Expected advertisement in Q1 2024
 - Construction of E Line stations and other infrastructure not being delivered as part of coordinated projects led by other agencies
 - DBE goal expected

METRO B Line (Lake Street / Marshall / Selby Avenue)

Crosstown connector to jobs and activity centers

- Upgrading Route 21, Metro Transit’s highest-ridership local bus route, with 10,000 daily rides in 2019
- 106,000 people live within a 10-minute walk or roll of the B Line, of whom 42% are BIPOC
- Service begins June 2025





4-to-3 conversion + Westbound bus lane example



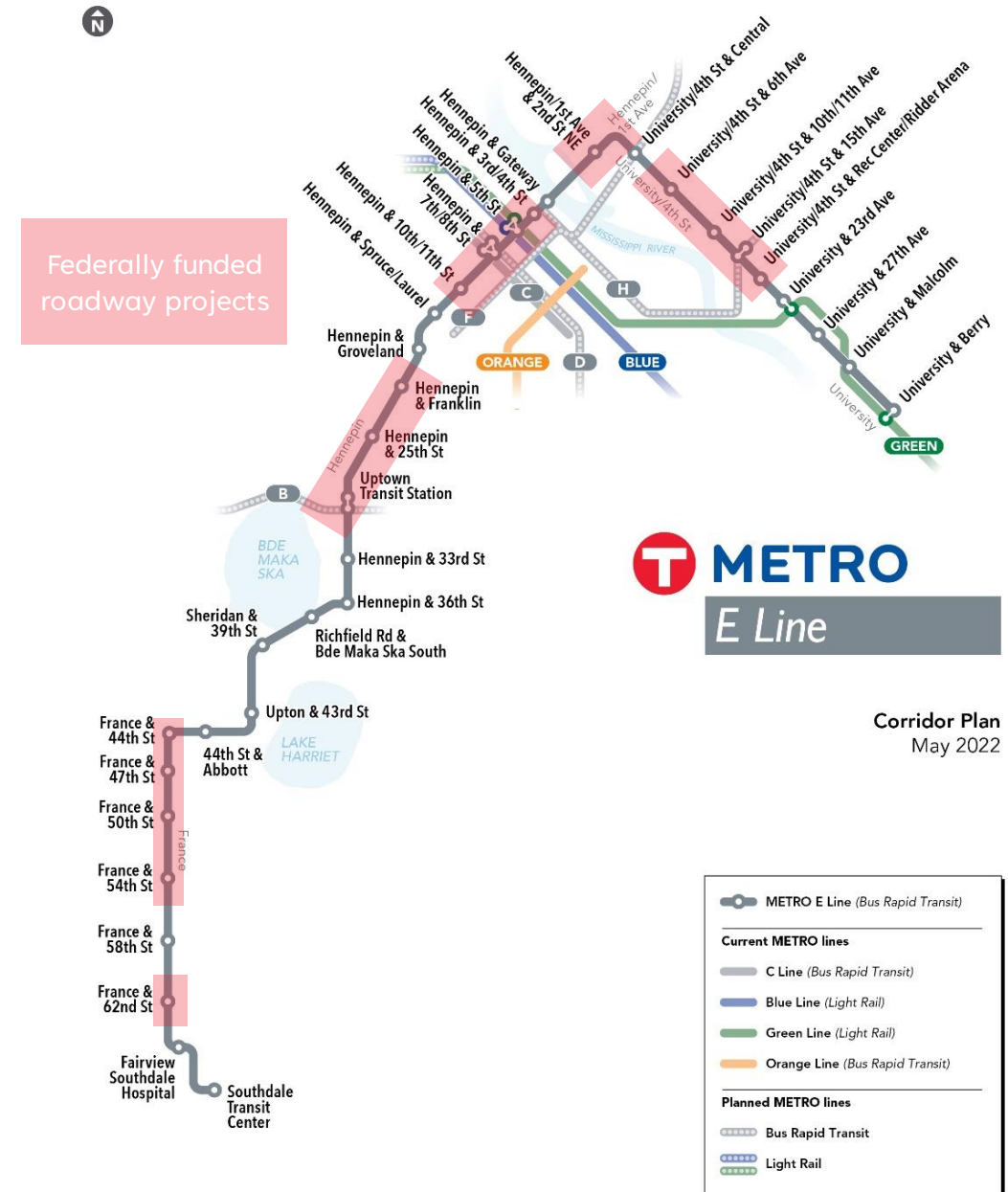
METRO E Line (Hennepin / France) *from the U of M to Southdale*

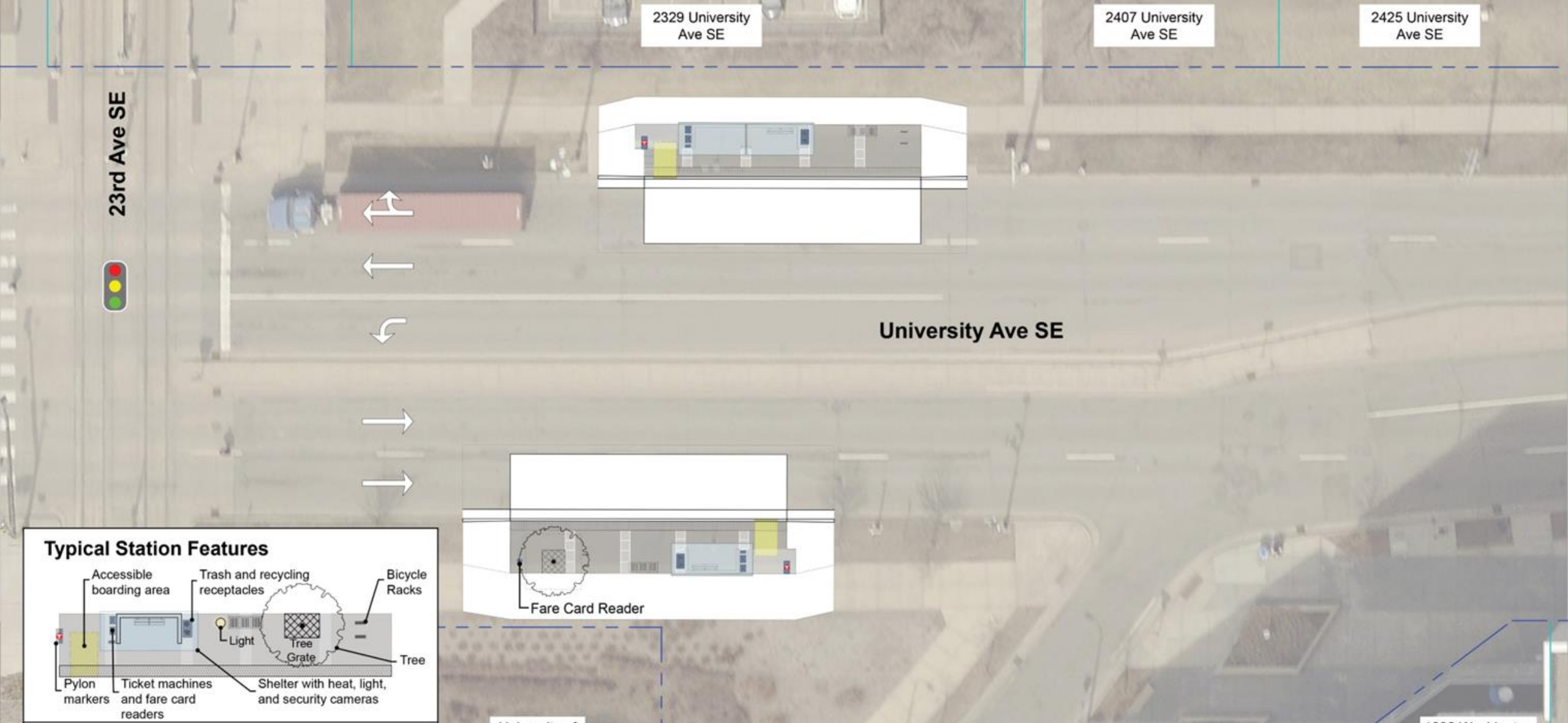
- Upgrading Route 6, Metro Transit’s fifth highest-ridership local bus route
- 107,000 people live within a 10-minute walk or roll of the E Line, of whom 22% are BIPOC
- Schedule
 - 2022-2023 engineering
 - 2024-2025 construction
 - Planned service start in late 2025
- Significant coordination with corridor construction projects



Project coordination: METRO E Line (Hennepin / France)

- Significant coordination with corridor construction projects, including federal projects
 - Minimizing risk of rework and maximizing benefit of regional transportation funding investments
 - Relies on integrating FHWA and FTA requirements
- Identification of locally requested improvements at station intersections





2329 University Ave SE

2407 University Ave SE

2425 University Ave SE

23rd Ave SE



University Ave SE

Typical Station Features

- Accessible boarding area
- Pylon markers
- Ticket machines and fare card readers
- Trash and recycling receptacles
- Light
- Shelter with heat, light, and security cameras
- Bicycle Racks
- Tree
- Tree Grate

Station Layout – University & 23rd Ave



Rendering: Eastbound University & 23rd Ave

Typical Arterial BRT Construction Activities

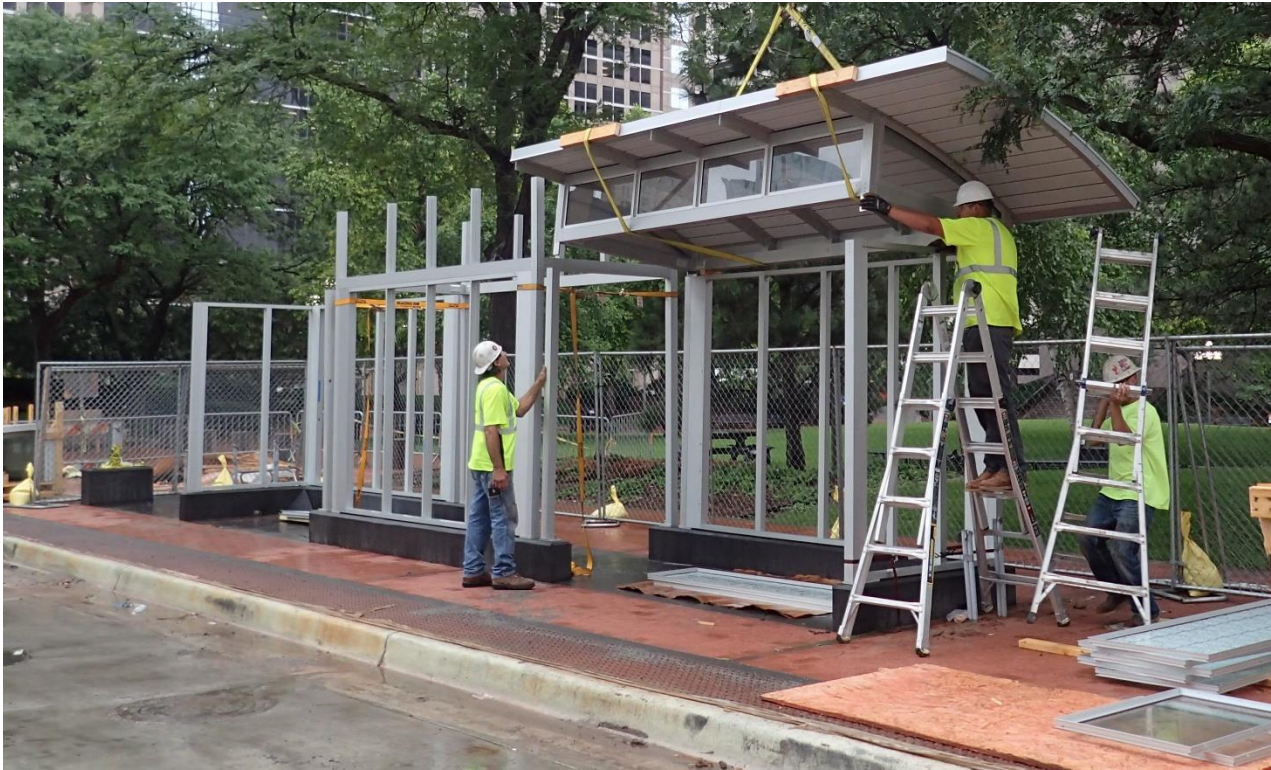
- Platform Construction
- Vertical Amenities Installation
- Pedestrian Ramp Reconstruction
- Traffic Signal Revisions and Reconstruction
- Fiber Optic Communications
- Operator Restroom Facility
- Lane Restriping/Bus Lane Implementation

Note: The above list includes work activities typically found in arterial BRT construction contracts. Exact work activities may vary between contracts.

Platform Construction



Vertical Amenities Installation



Pedestrian Ramp Reconstruction



Traffic Signal Revisions and Reconstruction

- Work varies by intersection and can include:
 - Pedestrian signals
 - Mast arm and mast arm pole replacements
 - Signal reconstruction
 - Transit signal priority implementation



Fiber Optic Communications



Operator Restroom Facility



Lane Restriping/Bus Lane Implementation



Doing Business with the Council

Visit <https://metro council.org/About-Us/What-We-Do/DoingBusiness/Contracts-Procurement/Preparing-Submitting-a-Bid-or-Proposal.aspx> to learn about the Met Council's IFB process and sign up for alerts about contracting opportunities.

Questions

Note: Only existing public information about Arterial BRT projects will be shared in this Q&A session.





DBE Certification



September 27, 2023

What is the DBE Program?

- Federally mandated program created by U.S. DOT
- Applicable to U.S. DOT assisted Highway – Transit – Airport Projects
- Goal is to level the playing field for small Disadvantaged Businesses to compete fairly on federally assisted projects



Who are certifying members of the MnUCP?

- Federal Aviation Administration (FAA) fund recipients (**Metropolitan Airports Commission**)
- Federal Highway Administration (FHWA) fund recipients (**Minnesota Department of Transportation**)
- Federal Transit Authority (FTA) fund recipients (**Metropolitan Council/Metro Transit**). (NOTE: DBE also used on EPA-funded work with the Metropolitan Council Environmental Services division)
- **City of Minneapolis**

MnUCP Objectives

- Provide a one-stop shop for DBE certification
- Standardized process across agencies
- One centralized directory
- Unifies all recipients of USDOT funds
- Comply with federal regulation 49 CFR Part 26
- Interstate certification must be certified in home state first

Do I Qualify as DBE?

- Business must be at least 51% owned and controlled by a socially and economically disadvantaged individual.
 - **Socially Disadvantaged:** Women, African American, Hispanic, Native American, Asian-Pacific, Subcontinent Asian are presumed to be socially disadvantaged.. Others may qualify on a case-by-case basis.
 - **Economically Disadvantaged:** Individuals personal net worth (PNW) cannot exceed \$1.32 million; business annual gross income cannot exceed \$30.40 million when averaged over a three-year period.

DBE's Must Also Demonstrate

- > Majority owner must hold highest position within the business
- > Disadvantaged owner must demonstrate ownership, control and independence

Commercially Useful Function

➤ Commercial Useful Function

- Performing, managing and supervising the work
- Role cannot be limited to that of an extra participant (no pass-through)

How Does the Program Work?

- **Agencies may apply DBE participation goals to a contract if:**
 - The contract has subcontracting opportunity
 - There are DBE firms ready, willing and able to perform the scopes of work
- **Prime Bidders/Proposers are then required to show they took Good Faith Efforts to meet that goal**
 - Meeting the goal numerically
 - If not meeting the goal, = Adequately documenting they took all reasonable steps to meet the goal

Will It Benefit Me To Be Certified?

- Bidders / Proposers will reach out to you for subcontracting opportunities to meet the contract goal
- Access to resources and support (training, financial assistance, development assistance)
- Can certify as DBE in other states for out state opportunities

How Do I Apply for Certification?

- Firms are certified through the Minnesota Unified Certification Program (MNUCP)
 - MNUCP = Met Council – Mn DOT – Airports Commission – City of Minneapolis
- Applications are accepted through an online Small Business Certification Portal - <https://sbcp.mn.gov>
- Applicant will need to provide a list of required documents – **application will not be processed until all required documents are submitted**.
- Typical processing time is approximately 3 months once all documents are received
- Firm must be certified in their home state of business prior to applying for out of state certification

Questions and Answers

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