Application

13872 - 2020 Transit System Modernization

14171 - Burnsville Bus Garage (BBG) Modernization

Regional Solicitation - Transit and TDM Projects

Status:	Submitted
Submitted Date:	05/11/2020 3:09 PM

Primary Contact

Name:*	Ms.	Nene	C	Israel
	Salutation	First Name	Middle Name	Last Name
Title:	Grants Management Analyst			
Department:	Finance			
Email:	NIsrael@mvta.com			
Address:	100 East Highway 13			
	100 East Highway 13			
*	Burnsville, MN	Minnesota	55337	
	City	State/Province	Postal Code/Zip	
Phone:*	952-230-1256			
	Phone		Ext.	
Fax:	952-882-7600			
What Grant Programs are you most interested in?	Regional Solicitation - Transit and TDM Projects			

Organization Information

Name:	MN VALLEY TRANSIT AUTH
Jurisdictional Agency (if different):	

Organization Type:

Organization Website:

Address: 100 E HWY 13

*	BURNSVILLE	Minnesota	55337
	City	State/Province	Postal Code/Zip

County: Dakota

Phone:* 612-882-7500 Ext.

Fax:

PeopleSoft Vendor Number 0000003737A1

Project Information

Project Name Burnsville Bus Garage (BBG) Modernization

Primary County where the Project is Located Dakota

Cities or Townships where the Project is Located: Burnsville

Jurisdictional Agency (If Different than the Applicant): N/A

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The Burnsville Bus Garage (BBG), located at 11550 Rupp Drive in Burnsville was constructed in 1977 as a manufacturing plant facility in an industrial park adjacent to Minnesota Valley National Wildlife Refuge and re-purposed as a transit bus garage in 1996. The five-acre site consists of a two-story administrative area, a vehicle-parts storage area, and a 58,000 square-foot garage that houses 65 transit buses, eight support vehicles, and six maintenance bays. The site is tightly constrained and provides bus access from 116th Street and exit to 115th Street. The streets around BBG are used by high volumes of heavy trucks; the PepsiCo Bottling plant across 116th Street is a particular source of heavy truck traffic between BBG and Cliff Road, the local arterial.

BBG has exceeded its facility's useful life of 40 years, by three years. In 2018, MVTA performed two studies to define BBG project needs. MVTA hired a consultant, Kodet Architectural Group, LTD (Kodet), to prepare a BBG Reconfiguration Report and Braun Intertec Corporation to perform an Exterior Wall and Foundation Assessment of BBG. The Reconfiguration Report determined that the limitations with facility design have created safety and operational challenges as revenue and non-revenue vehicle inventories continue to grow. The size of the garage and current layout of the buses are causing issues with parking and traffic flow. BBG is overcapacity and Eagan Bus Garage (EBG) is also overcapacity and cannot be used to alleviate the storage of bus issues at BBG. During business hours, 6 to 12 buses are outside. Buses parked outside are required to idle to ensure prompt start-up and pull-out and have an adequate interior temperature for customers. Idling releases harmful emissions and increases fuel costs. To further confound existing issues with safety and traffic flow, the location of the bus-washing system is near the

main office entry. This location requires employees and visitors to pass through frequent bus traffic and wet floors, creating a significant safety hazard.

The Exterior Wall and Foundation Assessment identified maintenance and repairs of the exterior walls that need to be performed as soon as possible to address several conditions that are becoming unsafe which includes the deterioration of supporting masonry block foundations and bearing walls. The interior ceiling height is too low to allow buses to raise to full height for repairs and inspections and there is a lack of storage for parts, tools, and other maintenance equipment.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

Burnsville Bus Garage (BBG) Modernization

Project Length (Miles)

0.3

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

Yes

If yes, please identify the source(s)

FTA-FY 2020 Grants for Buses and Bus Facilities

Federal Amount

$2,800,000.00

Match Amount

$700,000.00

Minimum of 20% of project total

Project Total

$3,500,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage

20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

RTC Funds-Metropolitan Council

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years: 2021, 2022, 2023

Select all years that are feasible if funding in an earlier year becomes available.

For All Projects

Identify the Transit Market Areas that the project serves: 1,2,3,4,8

See the "Transit Connections" map generated at the beginning of the application process.

For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency Minnesota Valley Transit Authority (MVTA)

Zip Code where Majority of Work is Being Performed 55337

(Approximate) Begin Construction Date 01/01/2024

(Approximate) End Construction Date 12/31/2025

Name of Park and Ride or Transit Station: Burnsville Bus Garage

e.g., MAPLE GROVE TRANSIT STATION

TERMINI: (Termini listed must be within 0.3 miles of any work)

From:
(Intersection or Address)

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:
(Intersection or Address) 11550 Rupp Drive,Burnsville MN 55337

Primary Types of Work Building Modernization

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

Requirements - All Projects

All Projects

1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Briefly list the goals, objectives, strategies, and associated pages:

Goal A. Transportation System Stewardship (Page 2.6) OBJECTIVES: Efficiently preserve and maintain the regional transportation system in a state of good repair.

Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations.

STRATEGIES: Regional transportation partners will place the highest priority for transportation investments on strategically preserving, maintaining, and operating the transportation system.

Regional transportation partners should regularly review planned preservation and maintenance projects to identify cost-effective opportunities to incorporate improvements for safety, lower-cost congestion management and mitigation, transit, bicycle, and pedestrian facilities.

Goal B. Safety and Security (Page 2.7) OBJECTIVES: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Reduce the transportation system vulnerability to natural and manmade incidents and threats.

STRATEGIES: Regional transportation partners will use best practices to provide and improve facilities for safe walking.

Goal C. Access to Destinations (Page 2.8) OBJECTIVES: Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Increase travel time reliability and predictability for travel on highway and transit systems.

STRATEGIES: The Council and regional transit providers will expand and modernize transit service, facilities, systems, and technology, to meet growing demand, improve customer experience, improve access to destinations, and maximize the efficiency of investments.

Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities.

Goal E. Healthy Environment (Page 2.12)
OBJECTIVES: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

Reduce transportation related air emissions.

STRATEGIES: The Council and MnDOT will consider reductions in transportation-related emissions of air pollutants and greenhouse gases when prioritizing transportation investments.

Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities.

Limit 2,800 characters; approximately 400 words

3.The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

List the applicable documents and pages:

Dakota County 2030 Transportation Plan Chapter 5

Scott County 2040 Comprehensive Plan Chapter VI

Minnesota Valley transit Authority Strategic Plan

Limit 2,800 characters, approximately 400 words

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement. Yes

5.Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6.Applicants must not submit an application for the same project elements in more than one funding application category.

Check the box to indicate that the project meets this requirement. Yes

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.
***Transit Expansion:** $500,000 to $7,000,000*
***Transit Modernization:** $500,000 to $7,000,000*
***Travel Demand Management (TDM):** $100,000 to $500,000*

Check the box to indicate that the project meets this requirement. Yes

8.The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement. Yes

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.

Date plan completed:

Link to plan:

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation: Yes

Date self-evaluation completed: 01/01/2020

Link to plan:

Upload plan or self-evaluation if there is no link. 1588182581027_MVTA_ADA Policy.pdf

Upload as PDF

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

10.The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

Check the box to indicate that the project meets this requirement. Yes

12.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.
Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

13.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

14.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Transit and TDM Projects

For Transit Expansion Projects Only

1.The project must provide a new or expanded transit facility or service.

Check the box to indicate that the project meets this requirement.

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.

Check the box to indicate that the project meets this requirement.

Transit Expansion and Transit Modernization projects only:

3.The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

Check the box to indicate that the project meets this requirement. Yes

4.The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

Check the box to indicate that the project meets this requirement. Yes

Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

Check the box to indicate that the project meets this requirement.

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

Check the box to indicate that the project meets this requirement.

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$0.00
Removals (approx. 5% of total cost)	$0.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$0.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$0.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$0.00
Striping	$0.00
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$0.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$0.00

Other Roadway Elements	$0.00
Totals	**$0.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$0.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$3,500,000.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$3,500,000.00**

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	$0.00
Subtotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$3,500,000.00
Construction Cost Total	$3,500,000.00
Transit Operating Cost Total	$0.00

Measure A: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	381107
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	72858
Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)	0
Upload the "Letter of Commitment" *Please upload attachment in PDF form.*	
Existing Post-Secondary Enrollment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)	0
Upload the "Letter of Commitment" *Please upload attachment in PDF form.*	
Explanation of last-mile service, if necessary: *(Limit 1,400 characters; approximately 200 words)*	N/A
Upload Map *Please upload attachment in PDF form.*	1588182878035_BBG Modernization_PopulationEmploymentMap.pdf

Measure B: Transit Ridership

Existing transit routes directly connected to the project	2, 3, 4, 5, 6, 7, 9, 10, 11, 14, 16, 17, 18, 19, 21, 22, 25, 54, 61, 62, 63, 64, 65, 67, 68, 70, 71, 74, 75, 94, 120, 121, 134, 250, 264, 270, 294, 353, 361, 420, 440, 442, 444, 445, 446, 460, 477, 480, 490, 495, 515, 535, 538, 539, 540, 553, 578, 597, 600, 645, 663, 664, 667, 670, 690, 698, 721, 747, 755, 756, 760, 761, 763, 764, 765, 766, 768, 774, 776, 781, 790, 795, 824, 850, 852, 865, 901-METRO Blue Line, 902-METRO Green Line, 903-METRO Red Line, 923-METRO C Line

Select all routes that apply.

Planned Transitways directly connected to the project (mode and alignment determined and identified in the Current Revenue Scenario of the 2040 TPP)

METRO Orange Line (I-35W South Highway BRT), METRO Green Line Extension (Southwest LRT), METRO Blue Line Extension (Bottineau LRT), METRO Gold Line (Gateway Dedicated BRT), Rush Line Dedicated BRT, METRO D Line (Chicago-Emerson-Fremont Arterial BRT), METRO E Line (Hennepin Ave Arterial BRT)

Select all transitways that apply.

Upload Map

1588182919363_BBG Modernization_TransitConnectMaps.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips

0

Measure: Usage

Existing Transit Routes on the Project

2, 3, 4, 5, 6, 7, 9, 10, 11, 14, 16, 17, 18, 19, 21, 22, 25, 120, 121, 134, 141, 250, 264, 270, 294, 353, 361, 440, 442, 444, 445, 446, 460, 535, 538, 539, 540, 553, 578, 597, 600, 663, 664, 667, 670, 690, 698, 721, 747, 755, 756, 760, 761, 763, 764, 765, 766, 768, 774, 776, 781, 790, 795, 824, 850, 852, 865, 901-METRO Blue Line, 902-METRO Green Line, 903-METRO Red Line, 923-METRO C Line

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Yes

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

Projects census tracts are above the regional average for population in poverty or population of color:

(up to 60% of maximum score)

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.
Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

Title VI of the Civil Rights Act prohibits recipients of federal financial assistance (states, grantees, etc.) from discriminating based on race, color, or national origin in any program or activity. BBG is located in Section 26, Township 27N, Range 24W. MVTA primarily serves seven southern suburbs of the Minneapolis/Saint Paul metropolitan area, spanning across Dakota County and Scott County.

Dakota County has a total population of about 414,655. An estimated 34.5 percent was 18 to 44 years, 28.0 percent was 45 to 64 years, and 12.6 percent was 65 years and older. With a growing number of seniors and greater diversity, demand for highway expansion continues, along with the need for transit and multimodal transportation. Dakota County population has become more diverse, including both native and foreign-born residents.

Scott County has a total population of about 141,463. An estimated 35.1 percent was 18 to 44 years, 26.8 percent was 45 to 64 years, and 9.6 percent was 65 years and older. An estimated 5.0 percent of people 18 to 64 years were below the poverty level. The number of people living in poverty has increased in Scott County over the past 16 years, from 3.4% to 5.5% of the population.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

Response:

The BBG project allows MVTA to utilize the BBG for the MVTA Connect service area. It is estimated that this service will reach 1,552 jobs in that industrial park and neighboring area by providing access to those jobs Monday-Friday from 6am to 7pm. MVTA's service area reaches low-income populations people of color, children, persons with disabilities, and the elderly.

The BBG Modernization project allows MVTA to continue to provide transit service that supports the economic vitality of the area. The BBG Modernization project will also allow MVTA to extend their services in the Twin Cities metropolitan area, providing more opportunities to connect to destinations and employment centers in the metropolitan area as well as providing more transit accessibility to area residents. This includes the Mall of America and its surrounding area, residential neighborhoods surrounding downtown Minneapolis and Saint Paul, and downtown Saint Paul itself.

The BBG modernization project will improve the quality of life for its transit riders by improving the efficiency and turnaround time of bus maintenance and repair. With 2.9 million riders in 2019, MVTA provides a vital transportation service for residents to perform commuter, recreation, and essential service trips (i.e groceries, medical appointments, dining, etc.) By improving the performance of the transit fleet and keeping them operational, the population it supports will continue, and possibly expand, its ridership based on the dependability of the transit fleet transporting them from origin to destination. The project supports Areas of Concentrated Poverty.

This project will also increase the MVTA service area, including more service into the Minneapolis and Saint Paul area. This increases the

transportation choices available for individuals looking to travel to these locations. Offering these options not only improves the quality of life for residents and visitors to these areas, but also for these destinations as their market shed is increased due to the broadened transit reach. A recent survey of about 250 people showed that about 80% are in support of MVTA having their garage in good repair for bus storage and for fleet maintenance crews to keep the buses in good condition.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.
Below is a list of negative impacts. Note that this is not an exhaustive list.
Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
Increased noise.
Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
Increased speed and/or cut-through traffic.
Removed or diminished safe bicycle access.
Inclusion of some other barrier to access to jobs and other destinations.
Displacement of residents and businesses.
Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
Other

Response:

Negative impacts that MVTA will encounter are the struggles of construction. During the construction phases, MVTA will be responsible for moving/housing buses and continue to provide reliable service to customers. These impacts will be mitigated by the project manager and MVTA staff.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1588182986302_BBG Modernization_Socio-EconomicConditions.pdf

Measure B: Part 1: Housing Performance Score

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	Housing Score Multiplied by Segment percent

	0	0	0	0
Apple Valley	6.0	0.13	94.0	12.26
	0	0	0	0
Burnsville	10.0	0.22	100.0	21.74
Eagan	6.0	0.13	84.0	10.96
Bloomington	2.0	0.04	97.0	4.22
Lakeville	1.0	0.02	68.0	1.48
Savage	1.0	0.02	60.0	1.3
Minneapolis	20.0	0.43	100.0	43.48
				95

Total Transit Stops

Total Transit Stops	46.0

Housing Performance Score

Total Housing Score	95.44

Housing Performance Score

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.
If text box is not showing, click Edit or "Add" in top right of page.

Response:

The Burnsville Bus Garage (BBG), located at 11550 Rupp Drive in Burnsville was constructed in 1977 as a manufacturing plant facility in an industrial park adjacent to the Minnesota Valley National Wildlife Refuge and re-purposed as a transit bus garage in 1996. The five-acre site consists of a two-story administrative area, a vehicle-parts storage area, and a 58,000 square-foot garage that houses 65 transit buses, eight support vehicles, and six maintenance bays. The site is tightly constrained and provides bus access from 116th Street and exit to 115th Street. The streets around BBG are used by high volumes of heavy trucks; the PepsiCo Bottling plant across 116th Street is a particular source of heavy truck traffic between BBG and Cliff Road, the local arterial.

There are currently no residential buildings in this area. The BBG modernization project will improve the quality of life for its transit riders by improving the efficiency and turnaround time of bus maintenance and repair. With about 2.9 million riders in 2019, MVTA provides a vital transportation service for residents to perform commuter, recreation, and essential service trips (i.e groceries, medical appointments, dining, etc.) By improving the performance of the transit fleet and keeping them operational, the population it supports will continue, and possibly expand its ridership based on the dependability of the transit fleet transporting them from origin to destination. The project supports Areas of Concentrated Poverty.

(Limit 2,100 characters; approximately 300 words)

Upload map:

Measure A: Description of emissions reduced

Response:

The MVTA - BBG Modernization project focuses on reducing fuel costs and emissions by accommodating buses within the temperature controlled garage, instead of housing buses outside of the facility.

Improvements made to the BBG will also have a significant effect on the surrounding water supply. BBG is located within the City of Burnsville Drinking Water Protection Overlay District (DWPOD). This area was created as it was identified by the City as being highly vulnerable to contamination of the City's drinking water supply. By repairing the BBG site, these improvements will reduce the amount of runoff, spillage, and seepage from the BBG site and aid in keeping a safe drinking water supply for the City of Burnsville. Moving the fueling operations indoors will eliminate spillage run-off from this activity. Indoor fueling will also qualify the BBG for a No Exposure permit status for the Storm Water Protection Plan Permit filed with the MN Pollution Control Agency. MVTA has tested all manner of parking and bus storage to alleviate congestion and mitigate safety issues, including aisle parking, contra-flow movements, and dedicated storage areas, but none of these options have been successful due to facility constraints.

In order to resolve safety issues, improve flow, and allow for current vehicle inventories and future growth, MVTA must undertake construction and asset management additions/renovations. Reports, assessments and plans have been performed to clearly define the current conditions and processes to remedy identified deficiencies. A stable, healthy bus garage ensures bus performance, employee/operator/mechanic work performance, and ultimately the service that is provided to MVTA's riders.

(Limit 2,800 characters; approximately 400 words)

Applicants are recommended to provide any data to support their argument.

Upload any data

1588785495938_BBGModernization_RiskAssessment_Layout Map & BurnsvilleDrinkingWaterOverlayDistricts.pdf

Please upload attachment in PDF form.

Measure C: Improvements and Amenities

Limitation with facility design has created safety and operational challenges as revenue and non-revenue vehicle inventories continue to grow. The size of the garage and current layout of the buses are causing issues with parking and traffic flow. BBG is overcapacity and EBG is also overcapacity and cannot be used to alleviate the storage of bus issues at BBG. During business hours there are anywhere from 6 to 12 buses outside. Buses that are parked outside are required to idle to ensure prompt start-up and pull-out and have an adequate interior temperature for customers. Idling releases harmful emissions and increases fuel costs. To further confound existing issues with safety and traffic flow, the location of the bus-washing system is near the main office entry. This location requires employees and visitors to pass through frequent bus traffic and wet floors, creating a significant safety hazard.

Response

In addition to the facility and site restrictions stated above, the Exterior Wall and Foundation Assessment identified maintenance and repairs of the exterior walls that need to be performed as soon as possible to address several conditions that are becoming unsafe which includes the deterioration of supporting masonry block foundations and bearing walls. The interior ceiling height is too low to allow buses to raise to full height for repairs and inspections and there is a lack of storage for parts, tools, and other maintenance equipment. These improvements are necessary in addition to the proposed building additions and remodeling.

A detailed analysis was performed for BBG by the Metropolitan Council and it showed an overall facility rating of 1.02 (Facility Condition Index FCI). The FCI is an industry standard measurement/metric used to benchmark the

relative condition of a building. The higher the FCI, the poorer the condition of the facility. BBG received an FCI of 1.02 which is the highest FCI out of the 11 facilities assessed and almost 2.5 times higher than the next FCI rating of .43 for East Metro Transit Facility. The Metropolitan Council Asset Condition Assessment identified capital (not maintenance) improvements needed to extend the useful life of the facility. These capital needs included walls, doors, floor, ceiling, utility distribution, etc. These conditions were further identified and verified with the Exterior Wall and Foundation Assessment.

The success of MVTA transit service is dependent upon the functionality of its bus garages where storage, maintenance, fueling and employee accommodations are provided. BBG modernization project will improve the quality of life for its transit riders by improving the efficiency and turnaround time of bus maintenance and repair. With about 2.9 million riders in 2019, MVTA provides a vital transportation service for residents to perform commuter, recreation, and essential service trips (i.e groceries, medical appointments, dining, etc.) By improving the performance of the transit fleet and keeping them operational, the population it supports will continue, and possibly expand, its ridership based on the dependability of the transit fleet transporting them from origin to destination.

The project will improve the condition of the facility the following ways:

Increases bus storage capacity by at least 30 to accommodate current and long-term inventories; Resolves congestion and safety issues by relocating maintenance and bus wash;

Adds storage;

Provides enough ceiling height to maintain all bus types in the MVTA fleet;

Resolves unacceptable asset conditions by removing unsafe conditions.

The improvements to BBG ceiling height will now allow MVTA to have mechanics on site at all time to work on our buses that need immediate attention. Currently the height limitation in the maintenance area requires buses to go to EBG and wait for a slot to open up before the buses can be looked at due to full garage utilization at EBG. BBG Modernization project allows MVTA to utilize the BBG for the MVTA Connect service area. It is estimated that this service will reach 1,552 jobs in that industrial park and neighboring area by providing access to those jobs Monday-Friday from 6am to 7pm. MVTA's service area reaches low-income populations people of color, children, persons with disabilities, and the elderly.

MVTA caters heavily to suburban users traveling to Minneapolis and Saint Paul, with 96 percent of its express ridership traveling to these locations. The BBG facility plays a vital role in the movement of passengers to and from the Twin Cities metropolitan area and the southern metropolitan suburbs. Enhancements to service reliability remains a key factor when prioritizing construction/repairs at BBG. When reviewing service expansion and/or micro-transit models, MVTA has to recognize our space limitations at BBG.

(Limit 5,600 characters; approximately 800 words)

Measure A: Roadway, Bicycle, and Pedestrian Improvements

The location of the bus-washing system is near the main office entry. This location requires employees and visitors to pass through frequent bus traffic and wet floors, creating a significant safety hazard. MVTA will also be implementing a yard management system. A yard management and maintenance normalization system addresses an unmet need for capital investment by enhancing MVTA's access and mobility throughout the garage and on-board buses. This innovation is an effective way of managing fleet assets (revenue and non-revenue).

Response

The objective of the system is to coordinate fixed-route dispatch operations and maintain activities to ensure that scheduled bus maintenance is efficiently coordinated with bus assignments for revenue service. The system leverages prior MVTA investments in Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) as well as maintenance and asset management systems. This systems integration will allow MVTA to optimize the utilization of its bus fleet, and coordinate internal business processes that directly impact transit service quality and asset State of Good Repair.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.
Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (25 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

Yes

100%

Attach Layout

1588177875733_BBG Exterior Wall and Foundation Assessment & CR-BPS Met Council Asset Condition Assessment - BBG Assessment Only.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

3)Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition

4)Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Anticipated date or date of executed Agreement

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public:

Meeting with partner agencies:

Targeted online/mail outreach: 04/20/2020

Number of respondents: 250

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need. Yes

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Response (Limit 2,800 characters; approximately 400 words):

MVTA conducted a survey in Spring 2020; from the survey MVTA received an 80% response rate of people in favor of MVTA's transit system having a bus garage in good repair for bus storage and for fleet maintenance.

Measure: Cost Effectiveness

Total Annual Operating Cost: $289,583.60

Total Annual Capital Cost of Project $87,500.00

Total Annual Project Cost $377,083.60

Assumption Used:

An average of three (3) years of operating expenses were used to calculate the Total Annual Operating Cost field.

The Total Annual Capital Cost of Project is based upon the FTA's Years of Useful Life -Building of 40 years.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness $0.00

Other Attachments

File Name	Description	File Size
2020 RTC Match Letter - MVTA - Burnsville Bus Garage.pdf	BBG Modernization_Met Council Local Match Letter	184 KB
BBG Modernization-Letters of Support_Angie Craig.pdf	BBG Modernization-Letters of Support_Angie Craig	113 KB
BBG Modernization-Letters of Support_Dan Hall.pdf	BBG Modernization-Letters of Support_Dan Hall	268 KB
BBG Modernization-Letters of Support_Kautz and Kealey.pdf	BBG Modernization-Letters of Support_Kautz and Kealey	169 KB
BBG Modernization_RegionalEconomy.pdf	BBG Modernization Regional Economy Map	3.2 MB
BBG Reconfiguration Report.pdf	BBG Reconfiguration Report	482 KB
BBGModernization_OnePageProjectSummary.pdf	BBG-One Page Project Summary	312 KB
MVTACommitmentLetter_BBGModernization.pdf	BBG Modernization_MVTA Commitment Letter	129 KB
MVTAStrategicPlan.pdf	BBG-MVTA Strategic Plan	7.0 MB
Survey Monkey Results.pdf	BBG-Survey Monkey	72 KB

Minnesota Valley Transit Authority

ADA Policy

I. ABOUT THE POLICY

Minnesota Valley Transit Authority (MVTA) Policy on Accessibility and Compliance with the Americans with Disabilities Act of 1990 and related State of Minnesota Statutes as Amended, December 10, 2014.

It is the policy of the MVTA to implement the legal requirements of the Federal and State governments in a manner so as to meet the following goals:

1. To encourage individual and dignified use of the transit system with minimal assistance from transit system employees, contractors, and other users.
2. To expedite the safe and efficient boarding, transporting, and alighting of all passengers, regardless of mobility status.
3. To adapt to a wide range of mobility aids within the physical limitations of current vehicles and available commercial standard equipment.
4. To minimize any potential damage to mobility aids from the onboard securement system.

To accomplish this policy, the following specific actions have been adopted the 28th day of June, 2006, revised the 24th day of January, 2007, revised the 31st day of October, 2012, revised the 10th day of December 2014 and revised on the 29th day of April 2020.

II. APPLICATION OF POLICY

This policy applies to MVTA services, facilities, and vehicles. This includes all contracted services operated by other private and public operators. This policy is not intended to suggest or require compliance by other operating entities, including Metro Transit, other Metropolitan Council general public service providers, or Metro Mobility and its contracted agencies and operators.

III. FACILITY AND VEHICLE DESIGN REQUIREMENTS

All MVTA facilities and vehicles shall meet or exceed the minimum requirements for accessibility, including but not limited to 49 CFR Parts 27, 37, and 38, MN Stat. Ch. 299A, and MN Rules Ch. 7450. MVTA shall exceed the minimum requirements in the following way(s): All transit vehicles shall be equipped with two forward-facing securement positions, including those vehicles 22 feet long and under. Transit vehicles may be equipped with one or more combination positions which shall provide a compliant forward-facing position and a rear-facing position which need not include a compliant occupant-restraint system when used in the rear-facing manner. All vehicles shall be equipped with a kneeling feature if that feature is offered by the manufacturer.

IV. VEHICLES DESIGN RECORDS

Records will be maintained describing the lift and securement equipment on each MVTA transit vehicle. This information will include the design capacity of the devices to allow determination of what vehicles may be able accommodate passengers in various types of non-conforming mobility aids.

V. VEHICLE ASSIGNMENT

The assignment of particular vehicle types will be made on the basis of total ridership demand. Recognizing that certain vehicle types may be available to only one MVTA contractor, buses cannot and will not be assigned on the basis of their accessibility features. Given the sensitivity of certain passengers using mobility

aids to particular vehicle designs, however, staff will work with those passengers to alert them to changes in the vehicle assignments as they affect accessibility features when quarterly and special service changes are made.

VI. MOBILITY AID

Mobility aids belong to any class of two-, three- or more-wheeled devices, usable indoors, designed or modified for and used by individuals with mobility impairments, whether operated manually or powered.

VII. BOARDING

Passengers who use mobility aids requiring the deployment of the lift or ramp will board prior to other passengers, unless the passenger requests otherwise. Operators are required to kneel the bus if requested and so equipped, or to deploy the lift or ramp if requested, even if the passenger is not using a mobility aid. Operators are required to directly assist passengers upon request by briefly pushing the mobility aid (including up a steeply sloped vehicle ramp), and by properly operating the vehicle lift/ramp and securement systems. At locations where there is no curb or sidewalk, operators may require passengers to move their mobility aid a short distance to allow for proper and safe deployment of the lift or ramp.

A personal care attendant is permitted to accompany the passenger on the vehicle lift/ramp if requested, provided the combined weight of the passenger, mobility aid, and attendant does not exceed 600 pounds. The attendant is not permitted to operate the lift or ramp.

VIII. FARES

Fares for users with limited mobility are set by the Metropolitan Council. Riders must display a qualifying identification card, as determined by the Council, upon request of the operator. Operators must assist with fare payment upon request. It is the responsibility of passengers requiring fare payment assistance to have their fare ready and in a convenient location. A personal care attendant accompanying a qualified passenger rides for free.

IX. PRIORITY SEATING/SECUREMENT AREA

A priority seating area shall be designated at the front of each vehicle for passengers with limited mobility not using a secured mobility device. Operators are required to ask passengers occupying these seats to vacate them upon request of boarding passengers. Operators are not required to enforce the priority seating designation beyond making such a request.

An area shall be designated close to the lift or ramp entrance for the securement of mobility aids. If this area is occupied by ambulatory passengers and a passenger in a mobility aid boards the vehicle, operators will request those passengers to relocate, and passengers are required to relocate upon the operators request, unless the bus is already so full that those ambulatory passengers would be unable to safely stand.

X. SECUREMENT AND RESTRAINT

It is MVTA policy that mobility aids be secured by the operator while onboard MVTA vehicles. The standard for securement is that operators must make their best effort to secure the chair, not securement to the satisfaction of the operator. Operators will receive training in the proper securement of mobility aids both in

the hiring process and in regular in-service retraining. A personal care attendant may assist in the securement procedure but the operator must always examine the securements before proceeding.

A conforming lap and shoulder belt shall be provided in the forward-facing securement areas. It shall be recommended to all passengers riding in a secured mobility aid that they be restrained using the lap and shoulder belt, however, it will not be required.

Mobility aids placed in an approved rear-facing position shall be secured by the design of the position which may be entirely passive or include a securement strap to restrict lateral movement. In the latter case, deployment of the securement strap either by the operator, the passenger, or an attendant is required, and operator inspection of the strap deployment is required if it is deployed by the passenger or an attendant.

A conforming lap and shoulder belt need not be provided for the rear-facing use of a combination position and even if such a lap and shoulder belt is provided, it is not required to be used except on request of the passenger. Passengers requesting use of the lap and shoulder belt must be carried in a forward-facing position if a conforming lap and shoulder belt is not available for a rear-facing position.

XI. TRANSFER TO FIXED SEATING

Operators shall recommend that users of scooter type conforming mobility aids transfer to fixed seating and allow only the mobility aid to be secured to the bus; furthermore, operators may recommend that users of other particular mobility aids transfer if they believe it to be in the passenger's safety interest due to the design of the mobility aid. Under no circumstance may operators require a transfer, even if the mobility aid is not able to be secured to the operator’s satisfaction. Operators are required to use their best effort to secure all mobility aids whether occupied or not.

XII. WHEELCHAIR SECUREMENT TRAINING PROGRAM

Staff shall implement a program for users of mobility aids to improve operators’ ability to correctly secure mobility aids. This program may include but not be limited to marking of preferred attachment points for securement devices, attachment of tether straps where appropriate attachment points are not available, and passenger training on identifying preferred securement methods to operators on vehicles with different securement systems.

XIII. SERVICE ANIMALS

Persons with a disability requiring the use of a service animal shall be permitted to board with such animal. Operators are permitted to request that persons traveling with a service animal identify that the animal is performing a service function either by verbal or visual means, including but not limited to identifying equipment or markings attached to the animal.

XIV. ANNOUNCING OF STOPS

Operators are required to announce inside the bus all upcoming time points, transfer points that are not time points, and stops at signalized intersections, as well as any other stops requested by riders.

Operators are required to announce both the stop location and any transfer routes. MVTA staff will develop a program to identify to operators those stops that must always be announced.

Operators are required to announce to persons outside the bus at stops the route number, plus the direction and destination where necessary to clearly identify the trip to waiting passengers.

Operators are required to use provided public address systems to make these announcements, except on 25-foot and smaller buses where announcements may be made without the use of the public address system provided the announcements can be clearly heard throughout the bus.

XV. ALIGHTING

Passengers who use mobility aid devices will ordinarily alight after other passengers at the same stop. Operators are required to kneel the bus if requested and so equipped, or to deploy the lift or ramp if requested, even if the passenger is not using a mobility aid. Operators are required to assist passengers upon request. At locations where there is no curb or sidewalk, operators may suggest an alternate stop to allow for easier deployment of the lift or ramp; however, operators are required to allow passengers to alight at their requested stop unless doing so is likely to damage the lift/ramp or prevent it from operating properly.

XVI. USE OF ACCESSIBILITY DEVICES BY RIDERS NOT USING A MOBILITY AID

Operators shall operate the vehicle lift/ramp and/or kneeling feature upon request for all passengers. This includes use of the lift/ramp for strollers. The mobility aid securement system may only be used to secure a mobility aid. The lap-and-shoulder belt may only be used to restrain a passenger riding in a secured mobility aid.

XVII. REPLACEMENT VEHICLES

If there is a failure of the lift/ramp or securement devices, a replacement vehicle must be dispatched if the next trip to the destination of any passenger using a mobility device is scheduled in more than 30 minutes. If the next trip to the destination of any passenger using a mobility device is scheduled in 30 minutes or less, a replacement vehicle may be dispatched if available.

Population/Employment Summary

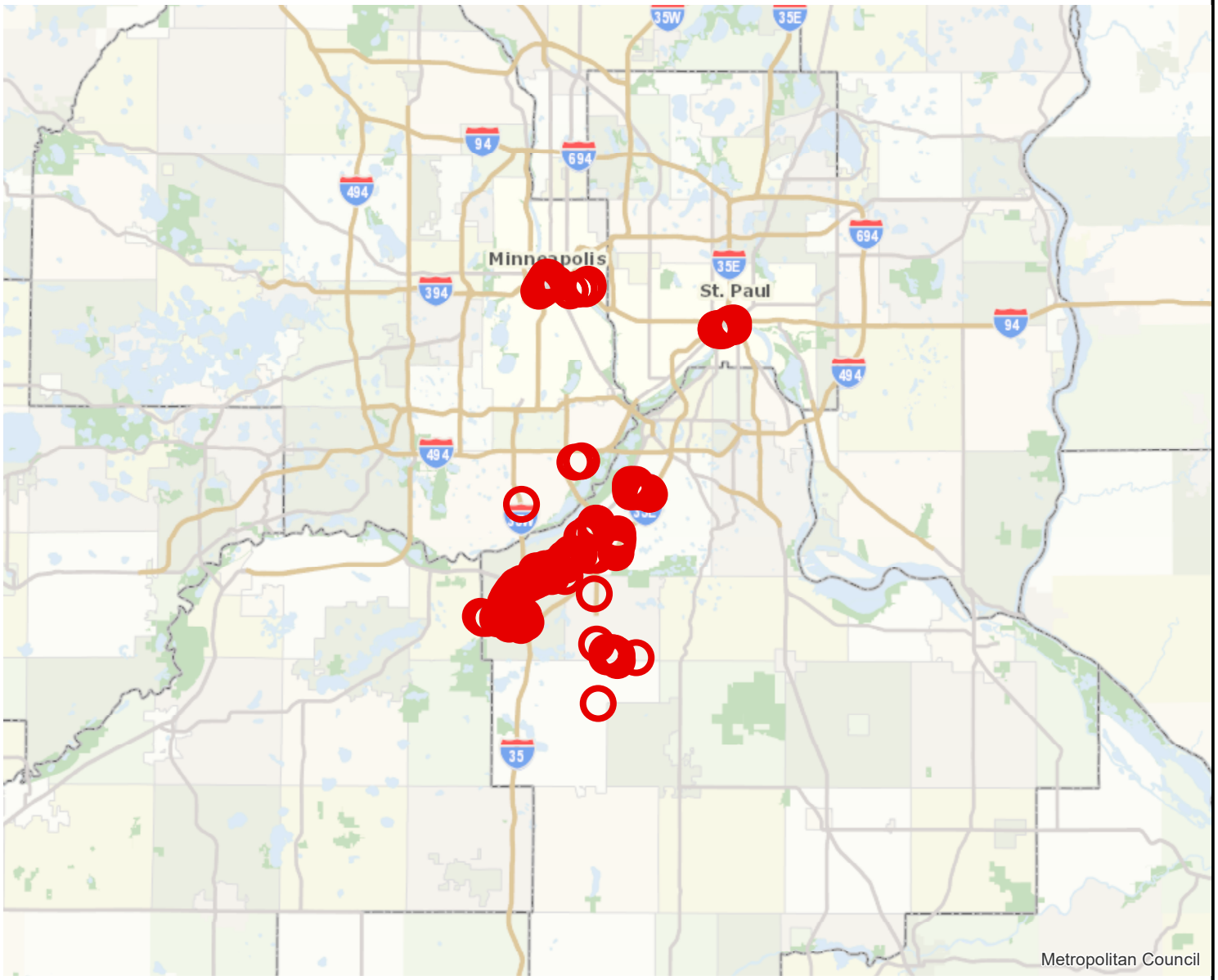
Transit System Modernization Project: Burnsville Bus Garage Modernization | Map ID: 1586184334415

Results

Within QTR Mile of project:
Total Population: 151172
Total Employment: 323168
Postsecondary Students: 1765

Within HALF Mile of project:
Total Population: 221708
Total Employment: 381107
Postsecondary Students: 72858

Within ONE Mile of project:
Total Population: 373353
Total Employment: 474638



Project Points Project Area

Project

0 4.75 9.5 19 28.5 38 Miles

Created: 4/6/2020
LandscapeRSA4

For complete disclaimer of accuracy, please visit
https://giswebsite.metc.state.mn.us/gissite/notice.aspx

METROPOLITAN COUNCIL

Population/Employment Summary

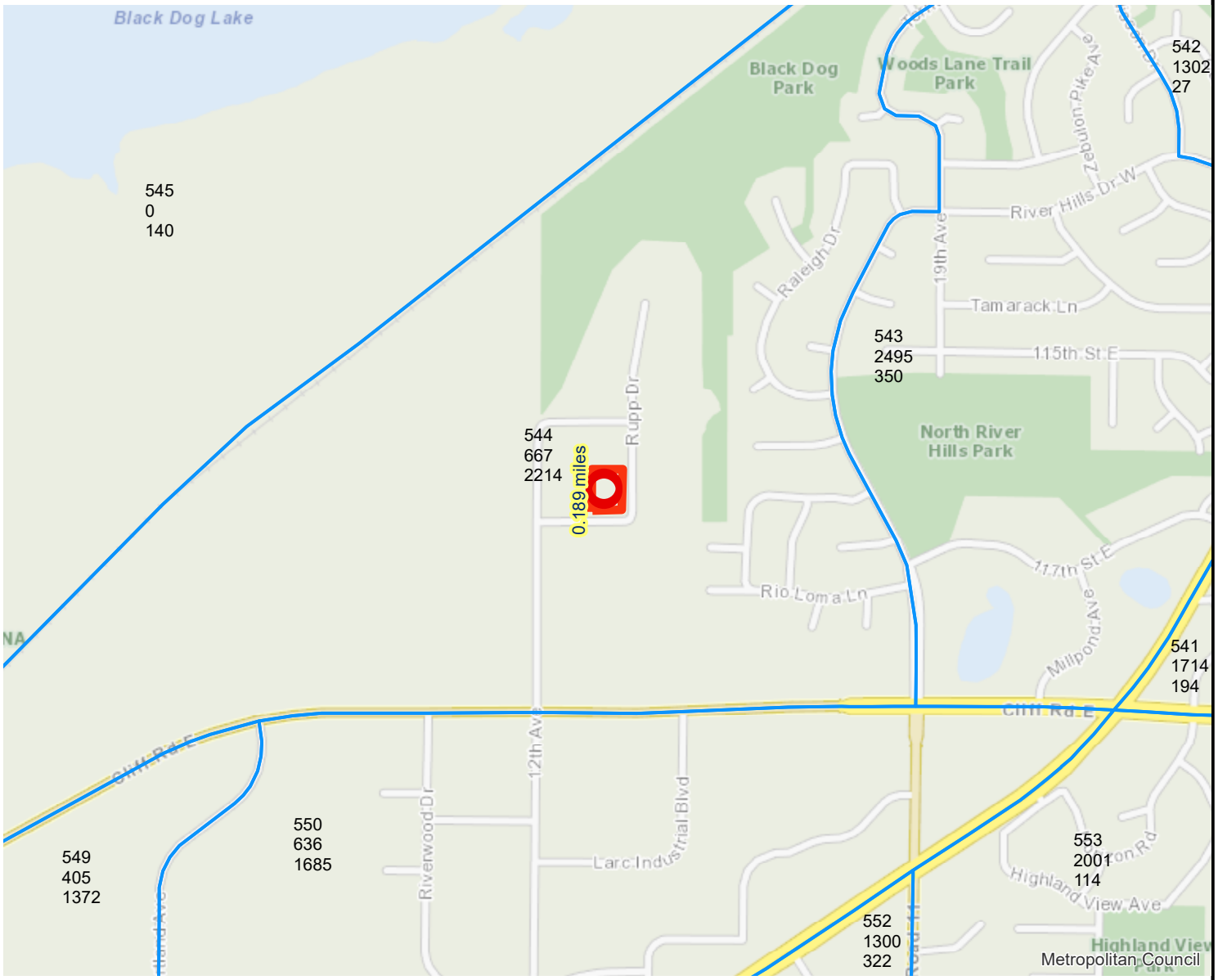
Transit System Modernization Project: Burnsville Bus Garage Modernization | Map ID: 1586184692778

Results

Within QTR Mile of project:
Total Population: 667
Total Employment: 2214
Postsecondary Students: 0

Within HALF Mile of project:
Total Population: 3798
Total Employment: 4389
Postsecondary Students: 0

Within ONE Mile of project:
Total Population: 13592
Total Employment: 6644



Project Points
Project
Project Area
2016 TAZ

0 0.125 0.25 0.5 0.75 1 Miles

Created: 4/6/2020
LandscapeRSA4

METROPOLITAN COUNCIL

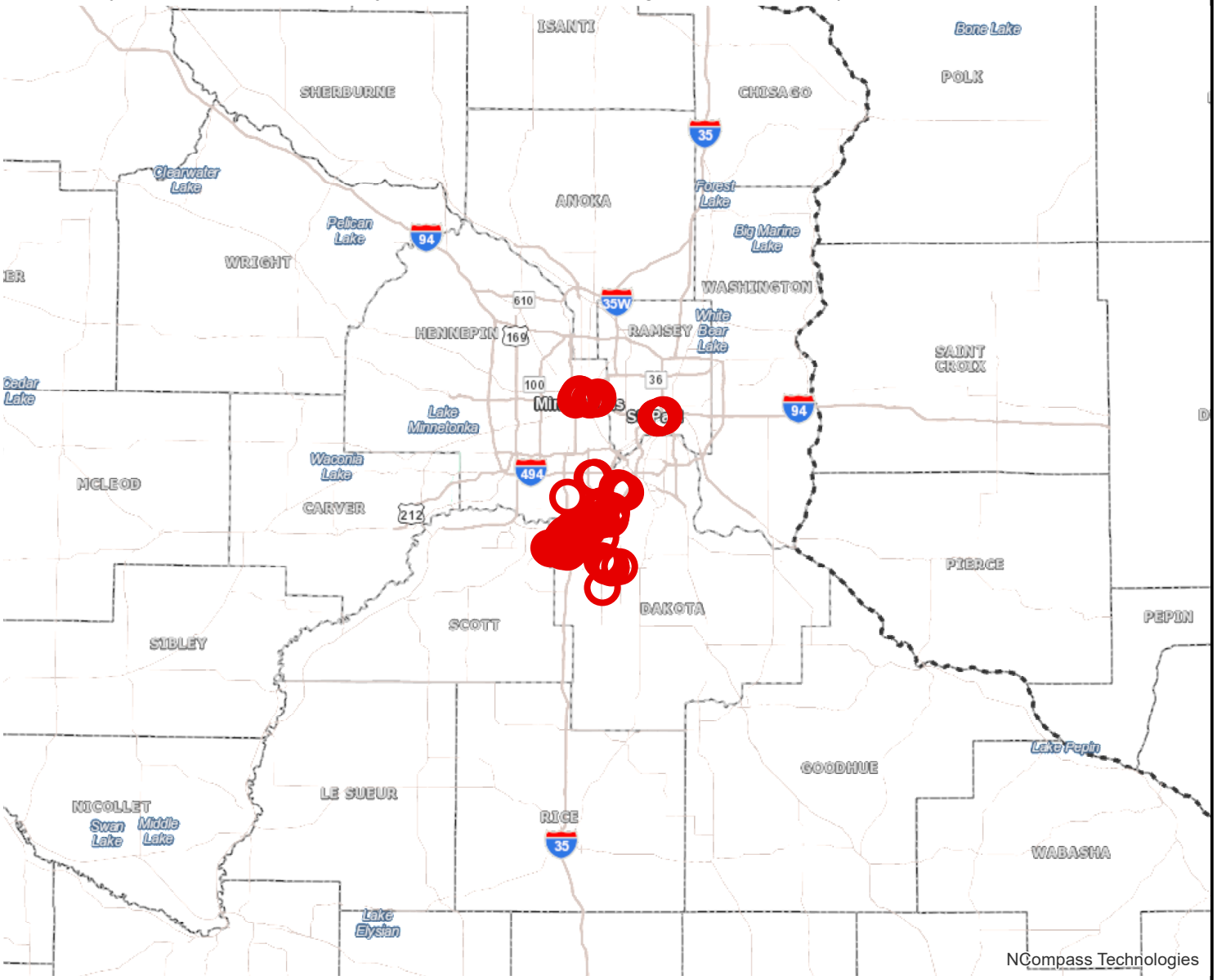
Transit Connections

Transit System Modernization Project: Burnsville Bus Garage Modernization | Map ID: 1586184334415

Results

Transit with a Direct Connection to project:
10 11 120 121 134 14 141 16 17 18 19
2 21 22 25 250 264 270 294 3 353 361
4 420 440 442 444 445 446 460 477 480 490
495 5 515 535 538 539 54 540 553 578 597
6 600 61 62 63 64 645 65 663 664 667
67 670 68 690 698 7 70 71 721 74 747
75 755 756 760 761 763 764 765 766 768 774
776 781 790 795 824 850 852 865 9 901 902
903 923 94
*Penn Avenue
*West Broadway Avenue
*East 7th Street
*Central Avenue NE
*American Boulevard
*Hennepin Avenue
*Robert Street
*Chicago/Emerson-Fremont
*West Broadway
*Red Rock
*Nicollet-Central
*Rush Line
*Red Line
*Red Line Extension
*Orange Line Extension
*Orange Line
*Highway 169
*Highway 36
*I-35 W North
*Green Line
*Blue Line
*Nicollet Ave
*Riverview
*Gold Line

**indicates Planned Alignments*



Project Points

Transit Market areas: 1, 2, 3, 4, 8

Project

Project Area

0 10 20 40 60 80 Miles

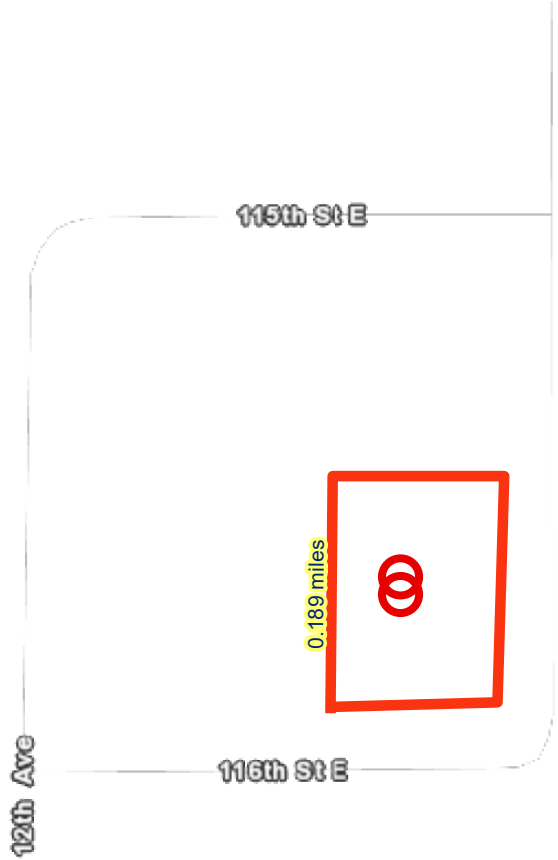
Created: 4/6/2020
LandscapeRSA3

For complete disclaimer of accuracy, please visit
https://giswebsite.metc.state.mn.us/gissite/notice.aspx

METROPOLITAN COUNCIL

Transit Connections

Transit System Modernization Project: Burnsville Bus Garage Modernization | Map ID: 1586184692778



Results

Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

Transit Market areas: 3

NCompass Technologies

Project Points • Active Stop

Project

Project Area

0 0.0275 0.055 0.11 0.165 0.22 Miles

Created: 4/6/2020
LandscapeRSA3

For complete disclaimer of accuracy, please visit
https://giswebsite.metc.state.mn.us/gissite/notice.aspx

METROPOLITAN COUNCIL

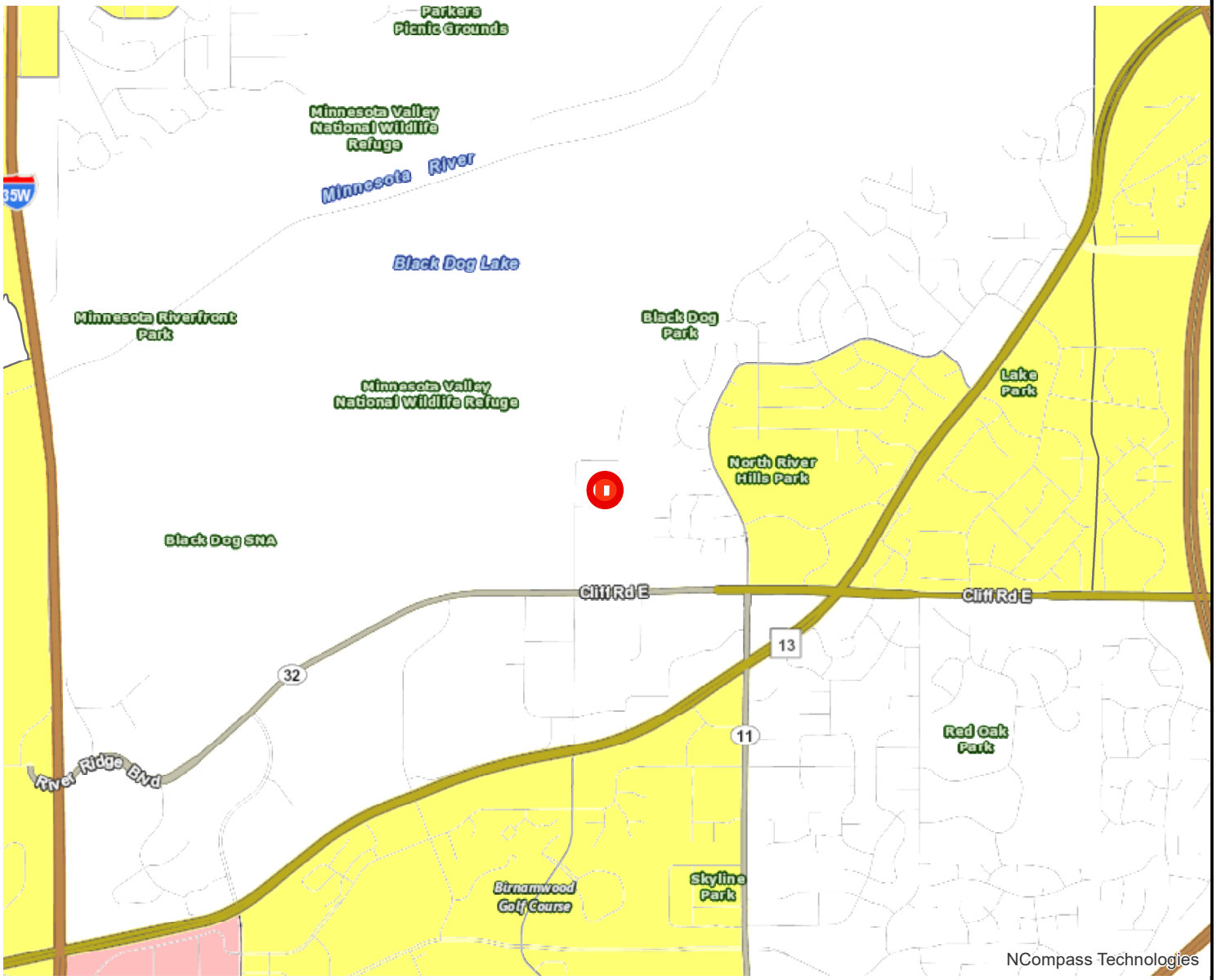
Socio-Economic Conditions

Transit System Modernization Project: Burnsville Bus Garage Modernization | Map ID: 1586184692778

Results

Project located in
a census tract that is below
the regional average for
population in poverty
or populations of color,
or includes children,
people with disabilities,
or the elderly:
(0 to 12 Points)

Tracts within half-mile:
60747 60748



Points

Lines

Area of Concentrated Povertry > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 0.275 0.55 1.1 1.65 2.2 Miles

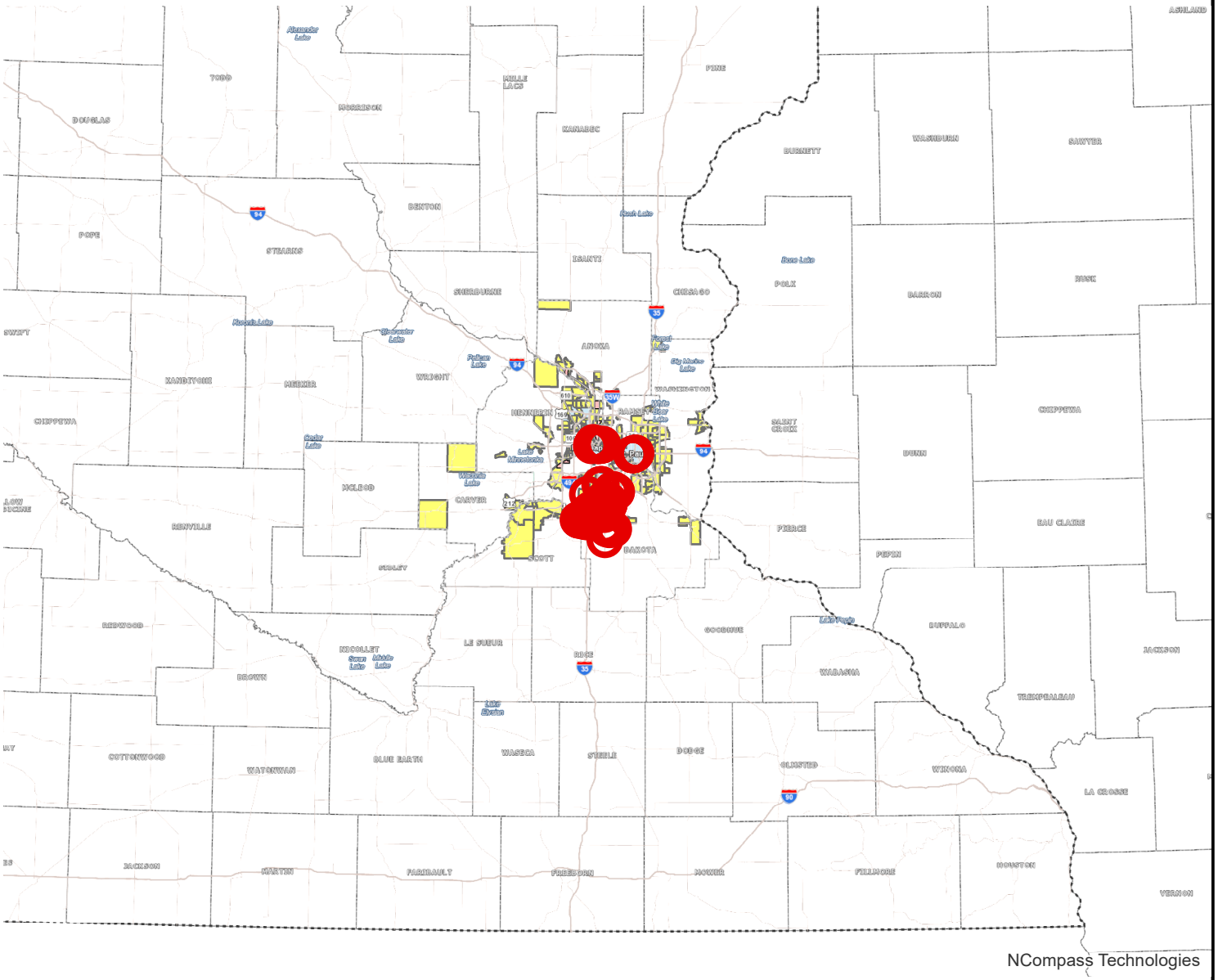
Created: 4/6/2020
LandscapeRSA2

METROPOLITAN COUNCIL

Tracts within half-mile:
3800 3901 3902
25100 25201 25302
25403 25702 25801
33000 33700 34000
34201 34202 34400
35500 35800 35900
36000 36100 37100
42800 60709 60710
60711 60713 60714
60716 60717 60721
60725 60726 60727
60729 60733 60734
60735 60737 60738
60739 60741 60742
60743 60744 60745
60747 60748 60750
60805 60806 60811
60812 60817 60818
60824 60826 60828
60829 60906 80203
80205 103600 103700
103900 104000 104400
104800 104900 105201
105204 105400 105600
105700 106000 106200
125500 125600 126100
126200 980000

Socio-Economic Conditions

Transit System Modernization Project: Burnsville Bus Garage Modernization | Map ID: 1586184334415



NCompass Technologies

Points
Lines
Area of Concentrated Povertry > 50% residents of color
Area of Concentrated Poverty
Above reg'l avg conc of race/poverty

0 20 40 80 120 160 Miles

Created: 4/6/2020
LandscapeRSA2

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissite/notice.aspx

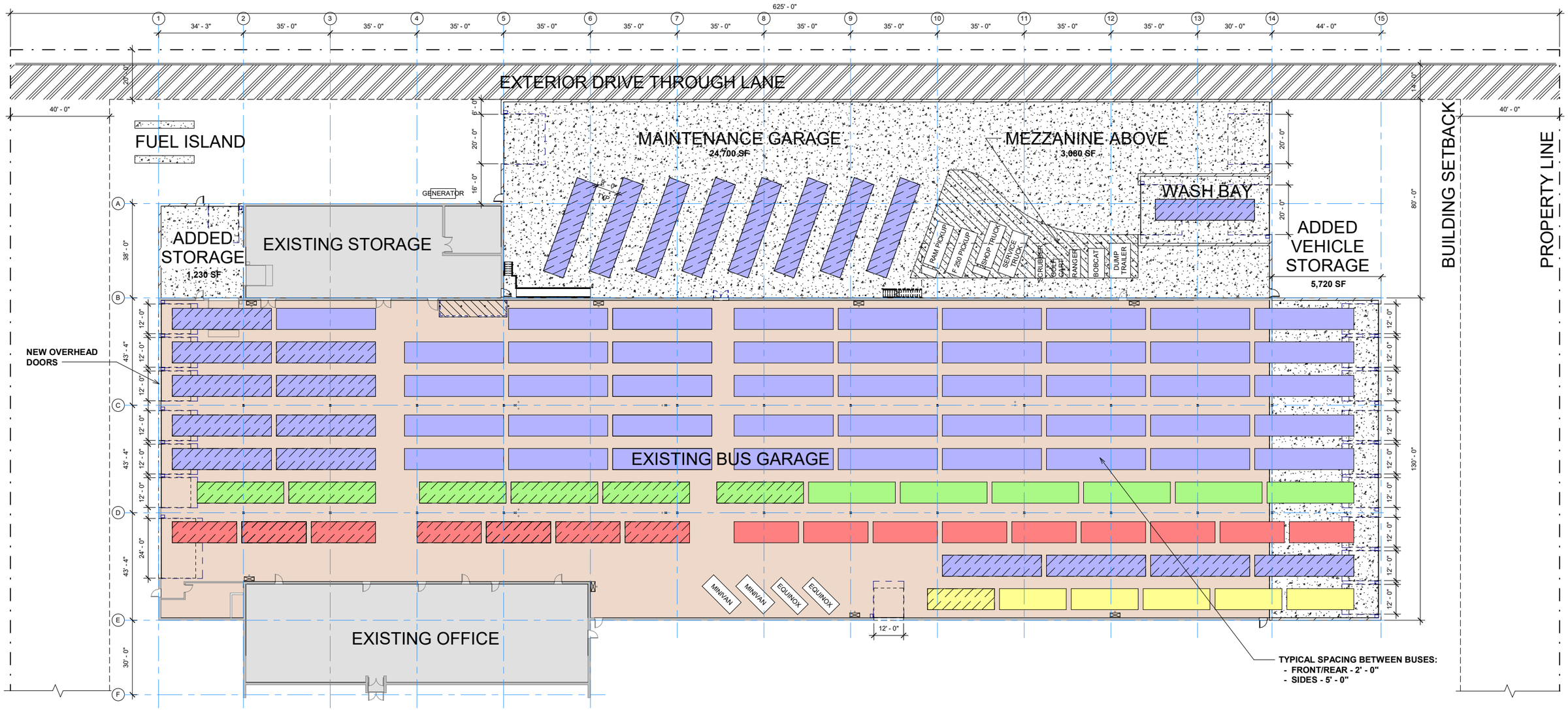
METROPOLITAN COUNCIL

LEGEND

- EXISTING BUS - 26' - 0"
- FUTURE BUS - 26' - 0"
- EXISTING BUS - 27' - 0"
- FUTURE BUS - 27' - 0"
- EXISTING BUS - 35' - 0"
- FUTURE BUS - 35' - 0"
- EXISTING BUS - 40' - 0"
- FUTURE BUS - 40' - 0"
- NON-REVENUE VEHICLES

SUMMARY - BUS COUNT

	EXISTING	NEW
26' - 0" BUS	ALL - 9	7
27' - 0" BUS	ALL - 5	1
35' - 0" BUS	ALL - 6	6
40' - 0" BUS	ALL - 45	22



N

MVTA BURNSVILLE BUS GARAGE

BUS LAYOUT - OPTION 3

RECONFIGURATION REPORT

KODET ARCHITECTURAL GROUP, LTD

3/15/18

2019 Drinking Water Protection Overlay District Inspections

You are receiving this notice as a reminder that you own or operate a commercial, industrial or manufacturing site located within Burnsville's **Drinking Water Protection Overlay District (DWPOD).**

A map of the DWPOD is included on the reverse side.

On June 2, 2015, the City of Burnsville established this DWPOD (City Ordinance 10-8-12) to help protect the City's drinking water supply in an area determined "highly vulnerable" to contamination. This determination was based on the type and location of wells, surface water supply areas, and geology in the district. A copy of this ordinance can be found on the City's website at:

www.burnsville.org/drinkingwaterprotection

Your site may require an inspection in 2019. To assist with implementation of adopted DWPOD ordinance standards, the City has hired a consultant, WSB, to complete environmental site inspections for all commercial, industrial, and manufacturing facilities located within the DWPOD. The primary goal of these inspections is to help identify and correct potential environmental conditions that may pose a threat to the City's drinking water supply.

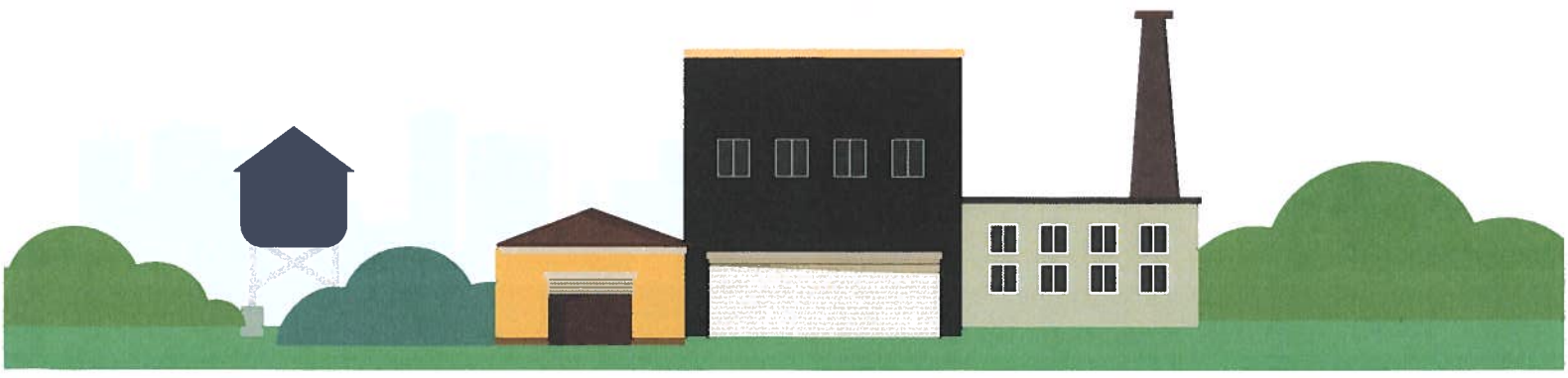
Each site has been assigned a risk potential. The risk potential for each site is based on the storage, use, production or handling of petroleum products and other hazardous chemicals and materials. Inspections will be conducted in 2019 for all high-priority sites and approximately 50 of the medium and low-priority sites. At least 10 days-prior to your site inspection, you will receive a notice providing information on the inspection process along with a meeting schedule request.

Thank you to those of you who participated in past inspections. The information gathered in these inspections has been helpful in ranking sites and determining future inspection plans and risk levels, as well as protecting Burnsville's drinking water source.

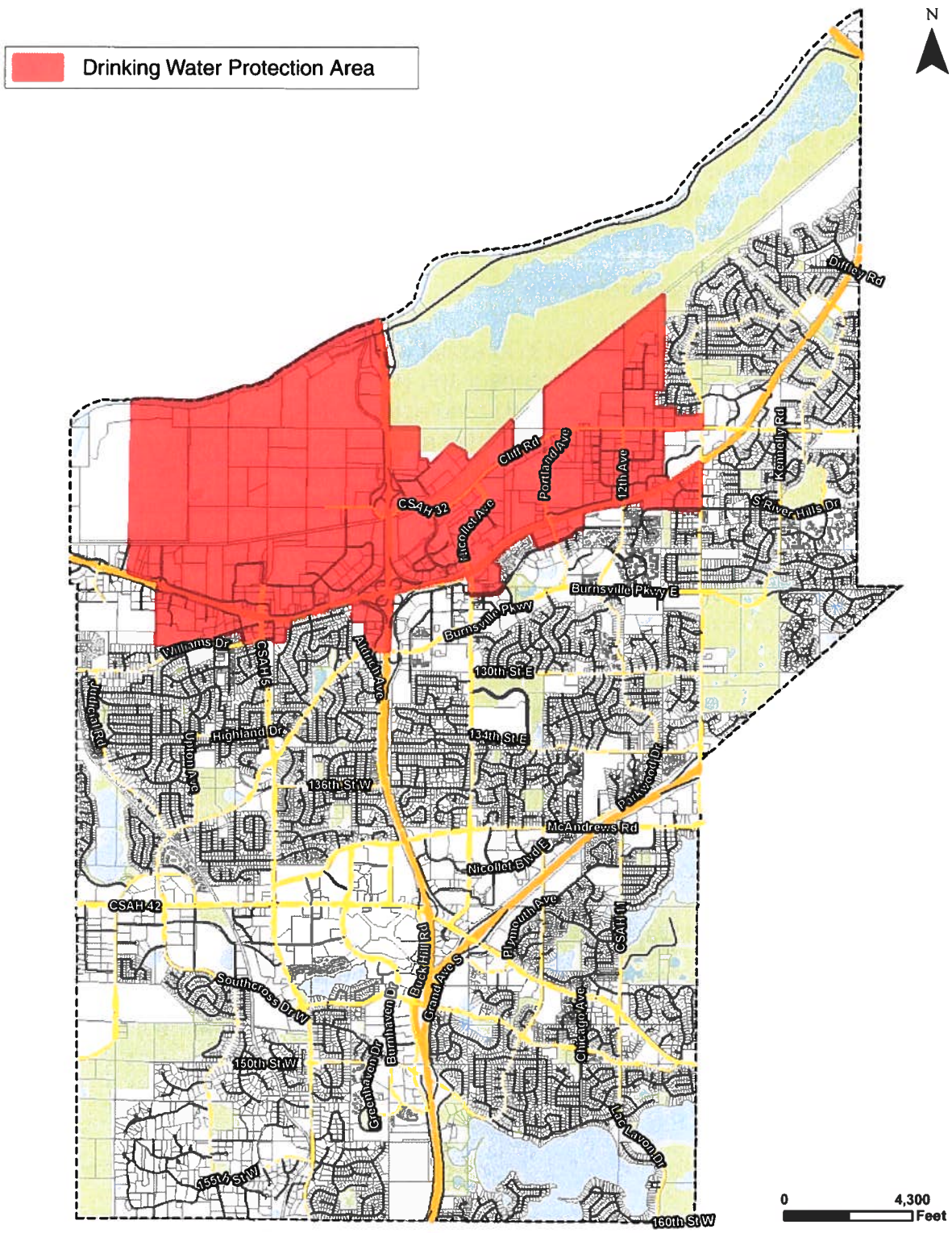
Ryan Peterson, Public Works Director, City of Burnsville, ryan.peterson@burnsvillemn.gov, 952-895-4459

Additional Drinking Water Protection Overlay District information can be found at:
www.burnsville.org/drinkingwaterprotection

You may also email questions to, burnsville.dwpod@wsbeng.com



DWPOD Map


Drinking Water Protection Area
N
Diffley Rd
Cliff Rd
Portland Ave
12th Ave
Kennelly Rd
CSAH 32
Nicollet Ave
S River Hills Dr
Burnsville Pkwy E
Burnsville Pkwy
Williams Dr
CSAH 5
Aldrich Ave
130th St E
Natural Rd
Highland Dr
Upton Ave
134th St E
Parkwood Dr
136th St W
McAndrews Rd
Nicollet Blvd E
CSAH 42
Plymouth Ave
CSAH 11
Buck Hill Rd
Grand Ave S
Southcross Dr W
Burnhaven Dr
Chicago Ave
150th St W
Cedarhaven Dr
Lake Linden Dr
155th St W
160th St W
0
4,300
Feet

Exterior Wall and Foundation Assessment

Burnsville Bus Garage
11550 Rupp Drive
Burnsville, MN 55337

Prepared for:

Minnesota Valley Transit Authority

100 Highway 13 East
Burnsville, MN 55337

Project B1811821
December 5, 2018

Braun Intertec Corporation

BRAUN INTERTEC
The Science You Build On.

Braun Intertec Corporation
11001 Hampshire Avenue S
Minneapolis, MN 55438

Phone: 952.995.2000
Fax: 952.995.2020
Web: braunintertec.com

December 5, 2018 Project B1811821

Ms. Heidi Scholl hscholl@mvta.com
Minnesota Valley Transit Authority
100 Highway 13 East
Burnsville, Minnesota 55337

Mr. Steve LaFrance slafrance@mvta.com
Minnesota Valley Transit Authority
11550 Rupp Drive
Burnsville, Minnesota 55337

Re: Exterior Wall and Foundation Assessment
Burnsville Bus Garage
11550 Rupp Drive
Burnsville, Minnesota 55337

Dear Ms. Scholl:

The purpose of our assessment was to visually examine the exterior wall and foundation in order to provide Minnesota Valley Transit Authority (MVTA) with analysis and recommendations on exterior repair of the wall and foundation.

The following report is a summary of our observations and opinions pertaining to our investigation and interview on November 14, 2018. Our investigation of the exterior elevations was visually performed at the site; Burnsville Bus Garage, 11550 Rupp Drive, Burnsville, Minnesota 55337. We did access the interior and exterior of the building as part of this investigation. The contents of this report are based upon our observations and the information presented to us to date, and includes the attached:

Exhibit A – Project Data
Exhibit B – Photos
Exhibit C – Opinion of Probable Costs.
Exhibit D – John. A. Dalsin & Sons, Inc. report dated June 29, 2018

Project Background

Project information as identified in the RFP and per onsite interview with Steve LaFrance, Facilities Manager includes, but not limited to the following:

- The Minnesota Valley Transit Authority – Burnsville Bus Garage is a CMU, steel framed, slab-on-grade bus garage with two-story office space located at 11550 Rupp Drive, Burnsville, MN 55337. The bus garage is generally unheated, with the exception of small areas on infrared heat.

- The building was constructed circa 1977, plus an addition circa 1991 and contains approximately 71,548 sf.

- The upper level [office area] was remodeled circa 2009.

- The 4.77 acres site in bounded by East 115th Street on the north, Rupp Drive and the east, 116th Street East on the south and industrial properties on the west.

- The building has generally a rectangular footprint and is substantially constructed of the following:

    - Cast-in-place concrete spread footings (assumed)
    - Concrete block foundation walls (assumed)
    - Concrete slab on grade first floor
    - Concrete masonry unit (CMU) exterior walls
    - Steel decking over open web steel roof joists
    - Metal roof applied over an existing built-up roofing (garage area)
    - Built-up roof (office)
    - EPDM membrane (select locations)
    - Aluminum storefront system windows and doors
    - Overhead Sectional Garage Doors
    - Hollow metal doors and frames

- The building is centered on the site with a concrete driveway located on the north property section serving 3-overhead service doors. There is an asphalt parking area on the east property section with approximately 48 parking stalling plus 3 handicap accessible stalls. The main office entry is located on the east building elevation. On the south property section there is a concrete driveway serving 2-overhead service doors. An asphalt service drive runs the entire n/s direction along the west section of the property. There are numerous overhead sectional service doors and man-doors located on the west building elevation.

- An existing condition roof survey was conducted by John. A. Dalsin & Sons, Inc. with a report dated June 29, 2018.
    - The garage roof is standing seam metal roof and was installed circa 1997
    - The existing roof was a built-up roof, and was left in place.

- Limited drawings of the site was provided by MVTA.

Known problems as identified in the RFP and per onsite interview with Steve LaFrance, Facilities Manager includes, but not limited to the following:

- Water is entering the exterior CMU walls at all building elevations, as evidenced by interior and exterior efflorescence, exterior moss, interior and exterior fungal growth and other staining.
- There is paint blistering on the interior CMU walls.
- There is spalling of the exterior CMU walls at all building elevations.
- There is grade-line spalling at the base of the exterior CMU walls at all building elevations.
- There is corrosion and staining above several personnel doors.
- There is extensive cracking of the exterior CMU walls especially at building corners.
- Several slabs-on-grade near the base of the exterior CMU walls are being undermined.

Scope of Services

The general work scope description as identified in the RFP and per onsite interview with Steve LaFrance, Facilities Manager includes, but not limited to the following:

- Review Existing Information: Review any available existing reports, drawings, specifications, and correspondence pertinent to the assessment.
- Informal Interviews: Conduct informal interviews with building users and/or site personnel in order to fully understand the history and context of the problem(s).
- Non-destructive Observations: Conduct a visit to the site and make non-destructive observations. This will include visual observations taking appropriate field notes and measurements along with the use of an Infrared Imaging Camera to determine possible grouted core locations and areas of possible water intrusion not readily visible.
- Destructive Investigation Observations (DIO): Conduct a site visit and make the following Destructive Observation if required.
  - Openings (DIO). The DIOs will be repaired in such a way as to match the original appearance as closely as possible.
  - Roof edge DIO at three (Max.) locations.
- John A. Dalsin roofing to perform these openings if required
- We recommend repairs as outlined in the John. A. Dalsin & Sons, Inc. dated June 29, 2018.
  - Shallow excavation at base of exterior wall at one location.
- This location at the SW corner was observed on 10/24/18. The CMU below grade, which is supporting the wall, is failing.
- We recommend immediate repair, versus excavation that could disturb the wall.

General Observations

Our observations of the exterior walls at 11550 Rupp Drive revealed the following conditions:

Exterior Walls

- East Garage Wall (northern section)
  - Masonry block painted with an elastomeric costing
  - Cracked, bubbling and peeling paint at the exterior masonry
  - Deterioration of masonry and mortar joints;
    - Weathered block faces and mortar joints
    - Crumbling block faces and mortar joints
  - Cracked blocks and mortar joints
    - Joint separation
  - Moss and fungal growth present
  - Moisture Staining
  - Moisture was found in the masonry block wall based on infrared images.

- North Garage Wall
  - Masonry block painted with an elastomeric costing
  - Cracked, bubbling and peeling paint at the exterior masonry
  - Deterioration of masonry and mortar joints;
    - Weathered block faces and mortar joints
    - Crumbling block faces and mortar joints
  - Cracked blocks and mortar joints
    - Joint separation
    - Settlement cracking at corners
  - Moss and fungal growth present
  - Moisture Staining
  - Moisture was found in the masonry block wall based on infrared images.

- West Garage Wall (northern section)
  - Masonry block painted with an elastomeric costing
  - Cracked, bubbling and peeling paint at the exterior masonry
  - Deterioration of masonry and mortar joints;
    - Weathered block faces and mortar joints
    - Crumbling block faces and mortar joints
  - Cracked blocks and mortar joints
    - Joint separation
    - Settlement cracking at corners
  - Moisture Staining
  - Moisture was found in the masonry block wall based on infrared images.

- Shop/Parts Addition
  - Masonry block painted with an elastomeric costing
  - Cracked, bubbling and peeling paint at the exterior masonry
  - Deterioration of masonry and mortar joints;
    - Weathered block faces and mortar joints
    - Crumbling block faces and mortar joints
  - Cracked blocks and mortar joints
    - Joint separation
    - Settlement cracking at corners
  - Moisture Staining
  - Moisture was found in the masonry block wall based on infrared images.

- West Garage Wall (southern section)
  - Masonry block painted with an elastomeric costing
  - Cracked, bubbling and peeling paint at the exterior masonry
  - Deteriorated foundation wall
  - Deterioration of masonry and mortar joints;
    - Weathered block faces and mortar joints
    - Crumbling block faces and mortar joints
  - Cracked blocks and mortar joints
    - Joint separation
    - Settlement cracking at corners
  - Moss and fungal growth present
  - Moisture Staining
  - Moisture was found in the masonry block wall based on infrared images.

- South Garage Wall
  - Masonry block painted with an elastomeric costing
  - Cracked, bubbling and peeling paint at the exterior masonry
  - Deterioration of masonry and mortar joints;
    - Weathered block faces and mortar joints
    - Crumbling block faces and mortar joints
  - Cracked blocks and mortar joints
    - Joint separation
    - Settlement cracking at corners
  - Moisture Staining
  - Moisture was found in the masonry block wall based on infrared images.

- East Garage Wall (southern section)
  - Masonry block painted with an elastomeric costing
  - Cracked, bubbling and peeling paint at the exterior masonry
  - Deterioration of masonry and mortar joints;
    - Weathered block faces and mortar joints
    - Crumbling block faces and mortar joints
  - Cracked blocks and mortar joints
    - Joint separation
    - Settlement cracking at corners
  - Moss and fungal growth present
  - Moisture Staining
  - Moisture was found in the masonry block wall based on infrared images.

- Office Walls
  - Masonry block painted with an elastomeric costing
  - Cracked, bubbling and peeling paint at the exterior masonry
  - Deterioration of masonry and mortar joints;
    - Weathered block faces and mortar joints
    - Crumbling block faces and mortar joints
  - Cracked blocks and mortar joints
    - Joint separation
    - Settlement cracking at corners
  - Painted stucco
  - Moisture was found in the masonry block wall based on infrared images.

Interior Walls

- East Garage Wall (northern section)
  - Masonry block exposed, unpainted
  - Deterioration of masonry and mortar joints;
    - Damaged block faces and mortar joints
    - Crumbling block faces and mortar joints
  - Cracked blocks and mortar joints
    - Joint separation
  - Moisture Staining
  - Moisture was found in the masonry block wall based on infrared images.

- North Garage Wall
  - Masonry block exposed, unpainted
  - Deterioration of masonry and mortar joints;
    - Damaged block faces and mortar joints
    - Crumbling block faces and mortar joints

  - Cracked blocks and mortar joints
    - Joint separation
    - Settlement cracking at corners
  - Moisture Staining
  - Moisture was found in the masonry block wall based on infrared images.

- West Garage Wall (northern section)
  - Masonry block exposed, unpainted
  - Deterioration of masonry and mortar joints;
    - Damaged block faces and mortar joints
    - Crumbling block faces and mortar joints
  - Cracked blocks and mortar joints
    - Joint separation
    - Settlement cracking at corners
  - Moisture Staining
  - Moisture was found in the masonry block wall based on infrared images.

- Shop/Parts Addition
  - Masonry block exposed, painted
  - Some walls lined with plywood
  - Deterioration of masonry and mortar joints;
    - Damaged block faces and mortar joints
    - Crumbling block faces and mortar joints
  - Cracked blocks and mortar joints
    - Joint separation
    - Settlement cracking at corners
  - Moisture Staining
  - Moisture was found in the masonry block wall based on infrared images.

- West Garage Wall (southern section)
  - Masonry block exposed, unpainted
  - Deterioration of masonry and mortar joints;
    - Damaged block faces and mortar joints
    - Crumbling block faces and mortar joints
  - Cracked blocks and mortar joints
    - Joint separation
    - Settlement cracking at corners
  - Moisture Staining
  - Moisture was found in the masonry block wall based on infrared images.

- South Garage Wall
  - Masonry block exposed, unpainted
  - Deterioration of masonry and mortar joints;
    - Damaged block faces and mortar joints
    - Crumbling block faces and mortar joints
  - Cracked blocks and mortar joints
    - Joint separation
    - Settlement cracking at corners
  - Moisture Staining
  - Moisture was found in the masonry block wall based on infrared images.

- East Garage Wall (southern section)
  - Masonry block exposed, unpainted
  - Deterioration of masonry and mortar joints;
    - Damaged block faces and mortar joints
    - Crumbling block faces and mortar joints
  - Cracked blocks and mortar joints
    - Joint separation
    - Settlement cracking at corners
  - Moisture Staining
  - Moisture was found in the masonry block wall based on infrared images.

- Office Walls
  - Masonry block painted exterior walls
  - Cracked, bubbling and peeling paint at the masonry block (exit corridor/door)
  - Deterioration of masonry and mortar joints;
    - Crumbling block faces and mortar joints
  - Cracked blocks and mortar joints
    - Joint separation
  - Gypsum Board painted exterior walls
  - Cold spots were found in the framed wall based on infrared images.

Roof

- Refer to existing condition roof survey conducted by John. A. Dalsin & Sons, Inc. with a report dated June 29, 2018.
- We agree with the Dalsin recommendations and suggest they be implemented.

Site

- East Garage Wall (northern section)
  - Grade is approximately 3’ higher then interior floor elevation
  - Grade slopes away from wall [to east]

- North Garage Wall
  - Grade starts at east wall about 3’ higher than floor
  - Concrete driveway at 3-exterior OH door, level with floor
  - Grade drops off [lower] than floor at west wall
- West Garage Wall (northern section)
  - Grade is approximately 48” (truck dock height) lower than floor
- Shop/Parts Addition
  - Grade at north and west walls is approximately 36-48” lower than floor
  - Grade at south wall slopes from approximately 36” lower than floor to level with floor
- West Garage Wall (southern section)
  - Driveway at exterior OH door and service door, level with floor
  - Major foundation wall deterioration at OH door
- South Garage Wall
  - Grade generally at floor level
  - Grade slopes away from building slightly for about 10’
  - Grade slopes up to street level (higher than floor level)
- East Garage Wall (southern section)
  - Grade is approximately 3’ higher then floor elevation
  - Grade slopes away from wall [to east]
- Office Walls
  - Grade is approximately 3-4’ higher then floor elevation
  - Grade slopes away from wall [to east]

Discussions

The exterior masonry block walls of the garage space are severely damaged and in need of repairs and replacement. It appears most of the damage is being caused by moisture, resulting in freeze/thaw damage.

Finding moisture in the exterior masonry wall is evidence that moisture is trapped in the wall. This can occur when there are temperature differentials between the interior and exterior wall surfaces that are not adequate to dry or push moisture out of the wall. Through diffusion where warm high moisture content air will travel through the exterior wall to low moisture content cold air side of the wall. Diffusion can be prevalent during the winter months. The moisture becomes trapped in the wall; masonry in this case due to the elastomeric paint. Moisture in the masonry and mortar joints will freeze causing the masonry to spall [both interior and exterior surfaces]. The diffusion is also causing the exterior paint to bubble and peel, since it can’t penetrate the paint.

The deteriorating exterior mortar joints and masonry is also contributing additional moisture in the walls.

Moisture is allowed to enter the masonry walls as described above. Over the course of winters freeze/thaw cycles the masonry will spall, cracks will become larger, and the paint will bubble and peel.

The masonry and mortar joints are deteriorating. We believe this deterioration is being caused by both the age of the building materials and moisture infiltration. Masonry and mortar joint deterioration is noticeable at all elevations. This damage also will go deeper than currently visible, anticipate continuing issues with the block faces spalling in the future.

In addition, there is settlement causing masonry block cracking occurring mainly at the building corners, and at some control joints and openings. Moisture is allowed to enter the masonry walls and over the course of winters' freeze/thaw cycles, the masonry will spall and the cracks will become larger.

Site drainage is causing some problems. At many areas the exterior grade is higher than the floor level. It appears that there was a coating applied to the exterior of the wall, but not sure if it was a dampproofing or waterproofing membrane. Infrared images show that there is moisture in the wall at these locations. The masonry block is deteriorating and spalling.

Another problem area is at door openings that are basically flush with the exterior pavement. Moisture is entering this joint and is deteriorating the below grade masonry block which is creating a dangerous situation as the existing wall and floor are left unsupported.

At the stucco on the office portion of the building, infrared images indicated what appears to be moisture behind some areas. It is likely that sealant joints at the window frames and at control joints are cracked and separated. Sealants have an average useful life on the order of 7-10 years. Sealant joints need to be maintained on a regular basis.

At the heads of the doors and windows, the hollow metal frames are heavily rusted. There does not appear to be any drip/through wall flashing at these locations. The frames are caulked to the masonry. The moisture that is within the masonry block is reaching the metal frames causing the rust.

The caulk around the doors and windows is dried and cracked and needs to be replaced. Sealants have an average useful life on the order of 7-10 years. Sealant joints need to be maintained on a regular basis.

The paint at numerous locations on the underside of interior roof metal deck is peeling off. Infrared images indicate there are cold spots at these locations. Condensation may be building up and penetrating the paint, causing the peeling.

We did not remove 3-sections of the roof edge because of the existing condition roof survey conducted by John. A. Dalsin & Sons, Inc. dated June 29, 2018.

For the infrared images, Braun Intertec utilized a FLIR T540 infrared camera with a temperature delineation of ±2°F. Our approach was to conduct an infrared inspection while capturing infrared images. The images are then downloaded and analyzed utilizing FLIR software. During this process we examined the infrared images looking at the material's surface temperature and the differences that are within the image. In the attached photographs, cooler materials are indicated by dark colors of blue and black. Warmer materials are indicated by brighter colors yellow and red

Recommendations

Lightly sandblast and clean exterior masonry block. Remove loose and bubbled paint from the exterior masonry block.

The exterior masonry block walls of the garage building need to be repaired and/or replaced. Remove and replace all loose and crumbling masonry block. Replacement of complete masonry blocks is estimated at approximately 10% of the exterior wall. Replacement of either the exterior or interior faces of the masonry blocks in estimated at 25% of the exterior wall.

The existing cracks in the masonry block and mortar need to be repaired. Tuckpointing of the mortar joints should be performed at all joints on the building.

Due to the age of the dampproofing/waterproofing membrane and evidence of moisture intrusion below grade at the exterior wall locations, the site should be excavated to allow for repairs to the masonry block and installation of a new waterproofing membrane. Remove and replace all loose and crumbling masonry block. Areas to be backfilled and regraded to allow for proper drainage.

At the southwest building corner, by the overhead door and the service doors, moisture penetration through the driveway/building joint has deteriorated the foundation wall. The site (driveway) should be excavated to allow for replacement and repairs to the masonry block. Remove and replace all loose and crumbling masonry block. Driveway to be replaced with proper drainage. Sealant to be provided at building/driveway joint. This repair may be required at other doors. We recommend an asphalt waterproofing under the slab/under slab lip to protect the masonry from water saturation and freeze/thaw damage due to salt/chemical usage.

Door and window sealants joints, masonry sealant control joints, and stucco sealant control joints should be replaced. Sealant joints need to be maintained on a regular basis.

Since the garage portion of the building is generally "unheated," there is moisture drive through the exterior walls in both directions. Once repairs are completed, the exterior walls should be painted on both the exterior and interior with a high-permeable rated paint. By using a paint with a higher perm rating it will allow the wall to expel some of the air moisture.

The loose and peeling paint on the metal roof deck should be removed, the deck should be prepped, primed and repainted as required.

Additional maintenance and repairs of the exterior walls should be expected in the future as the exterior wall is subject to moisture drive and freeze/thaw cycles. This future spalling will occur because the current damage has led to micro-cracking in the masonry. As this cannot be observed on site, there is no method to correct them right now. Future budgets should contain a plan for future masonry block replacement.

Conclusions

The recommendations above should be implemented as soon as possible as there are a number of conditions that are becoming unsafe [deterioration of supporting masonry block foundations and bearing walls].

Included in Exhibit C, are opinions of probable costs for the suggested repairs. The work is shown being completed over a number of years, but it could be rolled up into a single timeframe if required.

General

In performing its services, Braun Intertec used that degree of care and skill ordinarily exercised under similar circumstances by reputable members of its profession currently practicing in the same locality. No warranty, express or implied, is made.

If you have questions or comments concerning this report, please contact Dean Olsen at 952-995-2286 or Steve Flaten at 952-995-2348.

Sincerely,

BRAUN INTERTEC CORPORATION

Dean A. Olsen, AIA
Associate Principal/Senior Architect (MN)

Steven J. Flaten, AIA
Principal/Senior Architect (MN)

Attachments:
Exhibit A – Project Data
Exhibit B – Photos
Exhibit C – Opinion of Probable Costs
Exhibit D - John. A. Dalsin & Sons, Inc. report dated June 29, 2018

CR-BPS
BUILDING PERFORMANCE SPECIALISTS

CONTACT:
Chad Rykal
Vice President | Business Director
P: 715-894-7121
E: crykal@cr-bps.com

EXECUTIVE SUMMARY REPORT

METROPOLITAN COUNCIL ASSET CONDITION ASSESSMENT

Phase 1

November 14, 2018

CR-BPS
BUILDING PERFORMANCE SPECIALISTS

November 14, 2018

Claudius Toussaint
Metro Transit
560 6th Avenue North
Minneapolis, MN 55411

RE: Metropolitan Council Asset Condition Assessment (ACA)--Phase 1

Dear Mr. Toussaint:

CR-Building Performance Specialists, Incorporated (CR-BPS) is pleased to present this report, summarizing the results of the Metropolitan Council Asset Condition Assessment (ACA) - Phase 1.

Following the on-site assessment of the 61 Council-owned campuses, our team established a centralized database of facility data to assist the Council in making informed decisions for capital planning, budgeting, and facility improvement projects, plus reporting on multiple levels to support identified goals as requested (i.e., current replacement value [CRV], conditions [Condition Rating, FCI and RI], and investment opportunity [ROI]). This program is a dynamic ACA tool, customized to include special project considerations deemed important to the Council, as well as meeting Federal guidelines for the Transportation Asset Management (TAM) plan. These guidelines require all municipalities to regularly report information on an asset's condition, with the resultant rating then used to provide funding for improvements.

To organize, store, and track the collected facility information, we used an online asset management software tool as a dynamic, on-going database of facility information that the Council can access and update long-term. This tool may be updated and expanded per the Council's needs.

This report summarizes the results of the ACA – Phase 1 and provides snapshots of the vast amount of facility information that, based on your needs, our team collected, evaluated, and presented. It is our goal to provide you with a dynamic, on-going, standardized process that will allow you to manage your assets plus support your decision-making, strategic capital improvement planning, and budgeting, as well as meet Federal guidelines for the TAM plan.

In this report you will find an Executive Summary and respective Appendices for the Metropolitan Council Asset Condition Assessment- Phase 1.

If you have any questions regarding this report or require further details or explanation, please contact me via email at crykal@cr-bps.com or via phone at 715-894-7121.

Respectfully Submitted,

Chad Rykal, Vice President | Business Director, CR-BUILDING PERFORMANCE SPECIALISTS, INC.

CR-BPS
BUILDING PERFORMANCE SPECIALISTS

CONTENTS

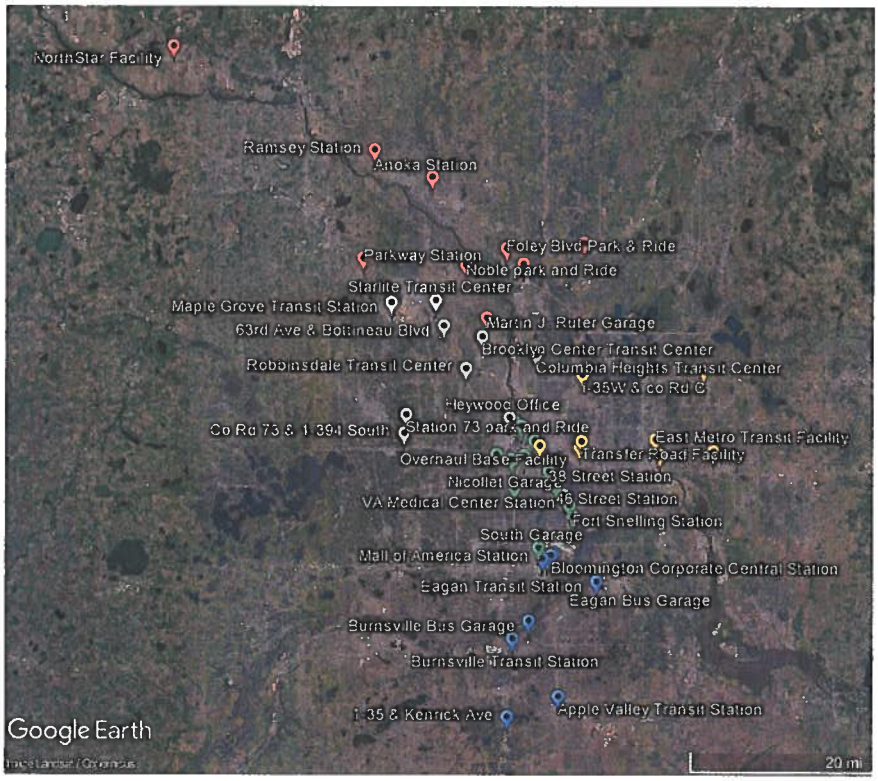
CR-BPS
BUILDING PERFORMANCE SPECIALISTS

1.0 PROJECT BACKGROUND

1.1 PROJECT UNDERSTANDING

The Metropolitan Council contracted with CR-Building Performance Specialists, Inc. (CR-BPS) to conduct a comprehensive Asset Condition Assessment (ACA). The goal of this project was to establish a centralized database of facility data to assist in making informed decisions for capital planning, budgeting, and facility improvement projects, plus reporting on multiple levels to support identified goals (for example: current replacement value [CRV], conditions [Condition Rating, FCI and RI], and investment opportunity [ROI], as requested). This program is to be a dynamic ACA tool, customized to include special project considerations deemed important to the Council, as well as meeting Federal guidelines for the Transportation Asset Management (TAM) plan. These guidelines require all municipalities to regularly report information on an asset's condition, with the resultant rating then used to provide funding for improvements.

Phase 1 of this project was to complete all ACA tasks for 61 Council owned Campuses, including assessing respective building systems, identifying deficiencies, and providing data for the TAM plan. The collected facility data would be used to develop recommendations and costs to inform short- and long-term capital planning, and to assist facility managers and maintenance/operations staff in making informed investment decisions regarding these assets.



CR-BPS
BUILDING PERFORMANCE SPECIALISTS

1.2 PHASE 1 BUILDING LIST

	Garages	Address	Area (SF)	Year of Service
1	Blue Line O&M	1810 E franklin ave minneapolis mn	114,320	2003
2	Nicollet Garage	10 west 32nd Street	189,460	1990
3	South Garage	2100 MTC road minneapolis, mn 55450	213,330	1979
4	Overhaul Base Facility	515 north cleveland ave st paul	277,400	1980
5	Martin J. Ruter Garage	6845 shingle creek parkway brooklyn center mn	168,129	1975
6	Heywood Garage	570 sixth ave north minneapolis mn	280,167	1984
7	East Metro Transit Facility	800 mississippi street st paul mn	347,000	2000
8	NorthStar Facility	19691 county road 43 NW big lake mn	60,000	2007
9	Green Line O&M	340 broadway street st paul mn	188,200	2012
10	Burnsville Bus Garage	11500 rupp drive burnsville mn	71 ,500	1977
11	Eagan Bus Garage	3600 blackhawk road eagan mn	106,600	2004

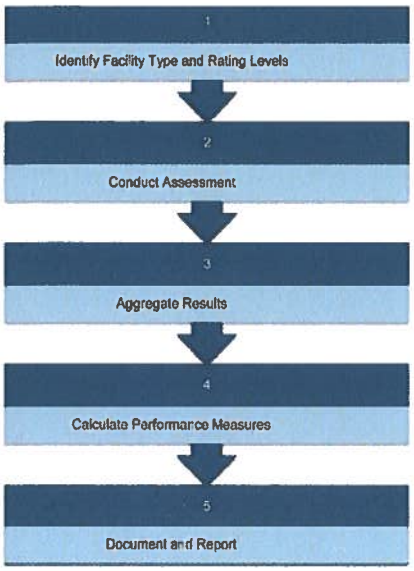
	Administration Buildings	Address	Area (SF)	Year of Service
1	Operations Support Center/training Center	701 7th street north minneapolis mn	34,764	1949
2	Transit Control Center	519 10th ave north minneapolis mn	12,100	2001
3	Rail Support Facility	1917 24th street east minneapolis mn	38,000	2011
4	Heywood Office	560 6th ave north minneapolis mn	38,120	1984
5	Maintenance of Way	707 16th ave south minneapolis mn	8,700	1962
6	Transit Police	2425 minnehaha ave minneapolis mn	24,000	1972
7	Transfer Road Facility	677 transfer road st paul mn	119,060	1977

	Parking Structures	Address	Parking Spaces	Year of Service
1	Maplewood Mall park & Ride	1793 beam ave maplewood mn	1,000	2012
2	South Bloomington 28th Ave. Transit Center	8151 28th ave bloomington mn	195	2004
3	Noble park and Ride	4401 95th ave north brooklyn park mn	1,009	2002
4	63rd Ave & Bottineau Blvd	63rd ave and bottineau blvd brooklyn park mn	565	2007
5	I-35W & 95th Ave	3249 95th ave ne blaine mn	1,482	2009
6	1-35 & Kenrick Ave	16775 kenrick ave lakeville mn	750	2009
7	Co Rd 73 & 1-394 South	1100 hopkins crossroads minnetonka mn	732	2009
8	Foley Blvd Park & Ride	9425 foley blvd nw coon rapids	1,242	2009
9	I-35W & co Rd C	2000 lona lane roseville mn	460	2009
10	Anoka Station	2718 4th ave anoka mn	377	2009
11	Ramsey Station	7550 sunwood dr ramsey mn	360	2009
12	Maple Grove Transit Station	12350 main street north maple grove mn	925	2006
13	Parkway Station	9870 maple grove parkway maple grove mn	800	2011
14	Station 73 park and Ride	10905 hwy 55 plymouth mn	288	2006
15	Burnsville Transit Station	100 highway 13 east burnsville mn	1,300	1994
16	Eagan Transit Station	3470 pilot knob road eagan mn	750	2001
17	Apple.Valley Transit Station	15450 cedar ave apple valley mn	750	2009

	Light Rail Platforms	Address	Area (SF)	Year of Service
1	46 Street Station	3660 46th street east minneapolis mn	8,500	2010
2	VA Medical Center Station	5504 minnehaha ave minneapolis mn	6,500	2010
3	28th Avenue Station	8100 30th ave south bloomington mn	6,500	2010
4	38 Street Station	2902 38th street east minneapolis mn	6,500	2010
5	Warehouse District Station	23 north 5th street minneapolis mn	5,200	2005
6	Nicollet Mall Station	35 south 5th street minneapolis mn	6,050	2005
7	US Bank Stadium	429 park ave south minneapolis mn	9,100	2005
8	Lake Street Station	2310 lake street east minneapolis mn	8,225	2005
9	Mall of America Station	8240 24th ave south bloomington mn	4,860	2005
10	Government Plaza Station NB	352 & 353 south 5th street minneapolis mn	4,200	2010
11	Government Plaza Station SB	352 & 353 south 5th street minneapolis mn	4,200	2010
12	Cedar/Riverside Station	613 15th ave south minneapolis mn	6,500	2010
13	Franklin Avenue Station	1808 franklin ave east minneapolis mn	6,500	2010
14	Fort Snelling Station	6053 minnehaha ave minneapolis mn	6,500	2010
15	Bloomington Corporate Central Station	8101 31st ave south bloomington mn	6,500	2010
16	American Boulevard Station	3397 & 3398 american blvd bloomingon mn	8,000	2010
17	50 Street Station	5010 hiwatha ave minneapolis mn	8,500	2010

	Transit Centers	Address	Area (SF)	Year of Service
1	North Town Transit Center	150 northtown drive ne blaine mn		1997
2	Sun Ray Transit Center	463 pederson street st paul mn	1,100	2002
3	Uptown Transit Center	2855 hennepin ave south minneapolis mn	5,400	2002
4	Chicago Lake Transit Center	2935 chicago ave south minneapolis mn	2,100	2006
5	Columbia Heights Transit Center	4099 central ave north columbia mn	1,200	2005
6	Brooklyn Center Transit Center	2900 county road 10 brooklyn center mn	4,140	2005
7	I-35W & 46th St Station	175 & 180 46th street east minneapolis mn	4,278	2009
8	Starlite Transit Center	1859 brooklyn blvd brooklyn park mn	5,690	2009
9	Robbinsdale Transit Center	4145 hubbard ave north robbinsdale mn	5,760	2001

2.0 APPROACH & METHODOLOGY



2.1 GENERAL APPROACH AND METHODOLOGY

CR-BPS employs a data-driven, whole-systems-thinking, and integrated design approach for Facility Condition Assessments (FCA) and Asset Condition Assessment (ACA) that meets Federal guidelines for the Transportation Asset Management (TAM) plan. It provides the platform for critical decision-making regarding facility improvement projects and investments over time.

The TAM plan guidelines request a condition rating for all secondary systems. These system ratings are then combined to create an average condition, which results in an overall weighted average for the asset campus (building and site).

We also used industry standard metrics (i.e., Current Replacement Value [CRV] Facility Condition Index [FCI], Requirement Index, [RI]) to benchmark a facility both against itself and all other facilities over time.

2.2 GATHER BACKGROUND DATA & ON-SITE ASSESSMENT

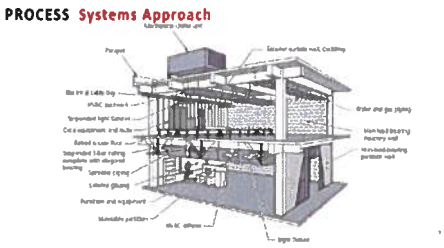
After reviewing and verifying all available background data (e.g., drawings, past reports, studies), CR-BPS' Facility Assessors and a client facilities team representative conduct an on-site, physical inspection of each facility.

2.3 DATA ENTRY & DYNAMIC ASSET MANAGEMENT TOOL

Once all building systems and assemblies are inspected, CR-BPS enters all systems and baseline facility and condition data into an asset management software tool. We follow Unformat classification of systems, BOMA standards, RS Means cost estimating of condition based on federal guidelines, and other industry standards as required. Systems are documented and organized so beginning deficiencies are indentured and funding needs are presented.

2.4 SYSTEM BASELINES- DEFICIENCIES & CORRECTION ACTION

Systems and deficiencies are classified in several different ways. In addition to detailed specific system and deficiency descriptions, each deficiency is assigned a rating, category, priority, and primary system association. This parallel differentiation allows for multiple queries of the database, facilitating a deeper analysis of the data. It is possible, for instance, to query the database for all Priority 1 code deficiencies in the electrical system or all Priority 4 or 5 building integrity improvements in the exterior wall systems.



2.4.1 Condition Ratings (TAM) Plan

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective, but has not exceeded useful life
2	Marginal	Defective or deteriorated, in need of replacement, has exceeded useful life
1	Poor	Critically damaged or in need of immediate repair, well past useful life

2.4.2 Priorities

Priority One : Immediate Concerns - Should be undertaken immediately, including violations of life safety, building and electric codes.

Priority Two : Short Term Concerns (1 - 2 years) - Should be corrected in the near future to maintain the integrity of the building, including systems that are functioning improperly or not at all and problems that, if not addressed, will cause additional deterioration.

Priority Three : Long Term Concerns (3 - 5 years) - Should be corrected in the more distant future to maintain the integrity of the building, including systems that have exceeded their expected useful life but are still functioning.

Priority Four: Improvements - Required or desirable to allow the facility to perform as it should, including systems upgrades and aesthetic issues.

Priority Five: New Code Requirements – Does not conform to codes instituted since the construction of the building and, therefore, grandfathered in their existing Condition. These should be addressed in any major renovation or remodeling effort, if not before.

Priorities may be customized to the Client's preferences and needs.

2.4.3 Deficiency Categories

Code Compliance - A violation of building codes or other conditions that poses a hazard to building occupants (e.g., emergency lighting, missing guardrails, etc.).

Building Integrity - Components or systems that are broken or in poor condition. The condition of these systems affects the integrity of the building (e.g., leaking roofs, outdated equipment, etc.).

Functionality - Conditions that inhibit the current use of the space but do not necessarily affect the integrity of the building's systems (e.g., poor temperature control, insufficient electrical service, etc.).

Appearance - Problems with the building's appearance that are not functional (e.g., painting, worn carpet, etc.).

Energy - Conditions that adversely affect energy usage (e.g., single pane windows, pipe insulation, etc.).

Air/Water Quality - Conditions that affect the environmental quality of the water or air (e.g., no backflow prevention, insufficient ventilation, etc.).

Hazardous Materials - Visible observation or client reporting that indicates probable presence of hazardous materials--subject to limitations outlined in contract (e.g., asbestos, CFCs, PCBs, etc.).

Building Code - Accessibility - Compliance with accessibility requirements of building codes and other barrier free access issues.

2.4.4 Primary Systems

Primary systems used in the TAM plan and database include the following:

- Sub and Super Structure
- Envelope/Shell
- Mechanical/Electrical Plumbing
- Exterior
- Conveyance
- Interiors
- Finishes
- Equipment and Furnishings
- Fare Collection
- Site

For each deficiency, one or more proposed corrections (also called "requirements") are established and a recommended correction action and cost is identified. The corrective work is estimated using R.S. Means® Estimating Data. For work not covered by R.S. Means®, a lump sum figure is inserted and described in the text of the deficiency.

2.5 REVIEW & IDEAS SESSION

CR-BPS and the client's team meet to verify all documented facility information and begin evaluating this data in an IDEAS Session. A whole-systems-thinking, Integrative design approach (including life-cycle analysis) is used to assure all facility improvement considerations return maximum benefits. Review and IDEAS Sessions are valuable in determining the most viable course of action for identifying improvements, including but not limited to:

- Identify facility needs and deficiencies
- Discuss condition ratings
- Identify functional & programing needs
- Evaluate funding scenarios
- Establish capital plans and budgets
- Identify special project considerations
- Identify investment opportunities
- Discuss reporting needs and requirements

2.6 ESTABLISHED ASSET MANAGEMENT PROGRAM

A fully populated Asset Management software tool (including as many facilities as the Client selects) is the backbone of the final deliverable. Because this is a dynamic program that is accessible in real-time, reporting capabilities are nearly unlimited. Thus, CR-BPS collaborates with the Client to develop a reporting strategy that best meets their long-term goals and requirements. Reporting examples include but are not limited to:

1. Fully populated ACA software tool inclusive of all assets – this is a dynamic program and multiple types of reports may be populated and customized to meet the Client's needs and interests. CR-BPS will work with the Client to find a reporting strategy that works best for them.
2. List of all present building systems.
3. Detailed TAM Reports.
4. List of beginning deficiencies- FCI, RI.
5. 5-10-20+ year funding needs with special project considerations as needed.

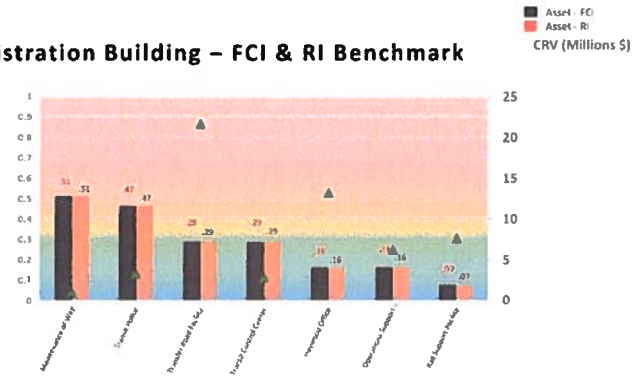
For all ACA data see:

- Appendix and VFA

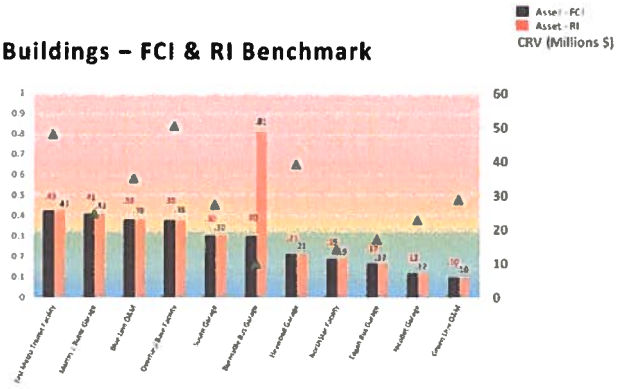
3.0 ACA RESULTS SUMMARY

3.1 COUNCIL-WIDE ACA RESULTS– Phase 1: SEE APPENDIX B

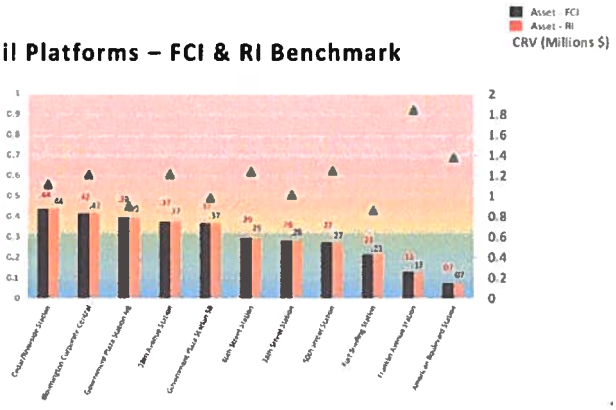
Administration Building – FCI & RI Benchmark



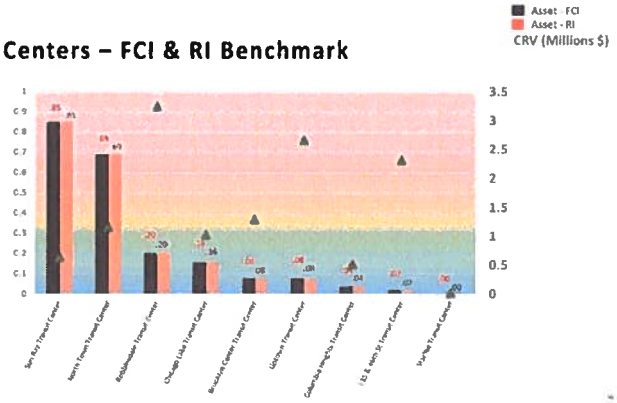
Garage Buildings – FCI & RI Benchmark



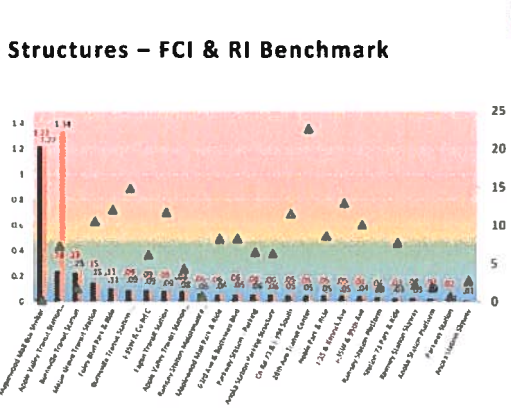
Light Rail Platforms – FCI & RI Benchmark



Transit Centers – FCI & RI Benchmark



Parking Structures – FCI & RI Benchmark



3.2 ACA METRICS

CRV

CURRENT REPLACEMENT VALUE (CRV)

The CRV for the structure is the total cost to replace all currently existing only building systems with in-kind systems in today's dollars. These costs are based on R.S. Means and are normalized per location. The cost is also cross-referenced with similar building types and sizes to ensure accuracy.

The CRV is in construction dollars; not total project cost dollars. It does not include soft costs, system upgrades, special project considerations, studies/design, additional needed systems that are not present, etc. The CRV simply reflects the cost to replace a system with an in-kind system.

FACILITY RATING (FR)

The FR utilizes known replacement costs. Given these replacement costs, the average rating is calculated for each primary level as described below, and an overall rating is calculated by weighting each primary and secondary level rating by the replacement cost.

Example 5: Calculating Facility Condition Using Alternative 1

The following is an example calculation to determine the overall facility condition rating using Alternative 1: Weighted Average Condition.

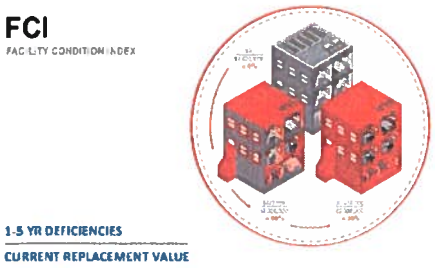
	Replacement Cost	Rating
Substructure	$10,000	1.87
Shell	$5,000	2.11
Interiors	$5,000	3.10
Conveyance	$2,500	2.38
Plumbing	$10,000	2.08
HVAC	$7,000	2.83
Fire Protection	$3,000	2.91
Electrical	$8,000	2.48
Equipment	$6,000	3.00
Site	$5,000	4.01
Total	***$61,500***	

FR = ($10K * 1.87) + ($5K * 2.11) + ($5K * 3.10) + ($2.5K * 2.38) + ($10K * 2.08) + ($7K * 2.83) + ($3K * 2.91) + ($8K * 2.48) + ($6K * 3.00) + ($5K *4.01) = 157,930

FR = 157,930 / $61,500 = 2.568

Based on this method, the average rating is 2.568. This rounds to an overall facility rating of 3.

FR = 3



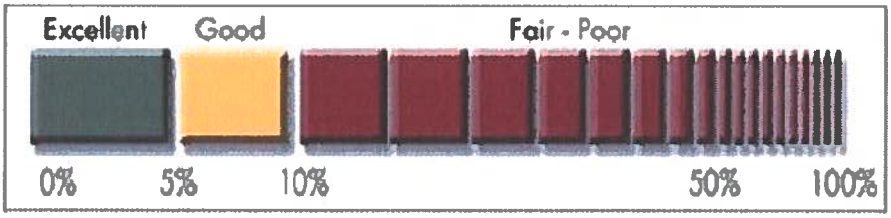
FACILITY CONDITION INDEX (FCI)

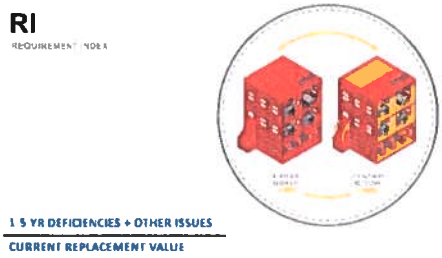
The FCI is the estimated cost to fix all deferred maintenance deficiencies, divided by the Current Replacement Value (CRV). FCI is an industry standard measurement/ metric used to benchmark the relative condition of a building.

The higher the FCI, the poorer the condition of the facility.

FCI example: if a building with a replacement value of $1,000,000 had $100,000 of existing deficiencies, the FCI is $100,000 / $1,000,000, or 0.10 (10%).

If a structure has an FCI of 0.50 (50%) or higher the owner may want to wager the options of a major renovation vs. a new facility, as the cost to correct deficiencies over the next five years is 50% of the current replacement value.





REQUIREMENT INDEX (RI)

The RI is more inclusive than the FCI and is an industry standard measurement/ metric used to benchmark the relative condition of a building (FCI) plus other issues, divided by the CRV.

The RI builds upon the FCI. It includes all deferred maintenance (FCI deficiencies), plus all other deficiencies that do not necessarily affect condition, but need to be measured and tracked as well. RI deficiencies typically include: functionality, aesthetics, space needs, energy conservation measures, grandfathered code systems, upgraded system, studies, etc.

3.3 ACA RESULTS PER BUILDING

Each facility included in Phase 1 is supported with the following presentation material attached in Appendix B. Each presentation includes (at minimum):

- Building Summary
- Campus Plan/Building Plan
- FCI Deficiencies/Cost
- RI Deficiencies/Cost
- 10-Year Funding Needs

All other ACA data (e.g., systems lists, utility information, requirement lists, additional funding needs- 5/ 10/ 20+ years, etc.) is located in VFA. See the following pages for an example presentation.

3.4 RECOMMENDED STRATEGY GROUPS

Patterns regarding potential next steps evolve through a critical evaluation of all ACA data. Based on these patterns, CR-BPS has identified the following four Strategy Groups, to inform next steps and help the facility manager continuously meet Council goals and initiatives

STRATEGY GROUPS:

- MAINTAIN – PRIORITY #1
- MAINTAIN – PRIORITY #2
- MAINTAIN – PRIORITY #3
- TO BE DETERMINED

3.4 RECOMMENDED STRATEGY GROUPS - DEFINITIONS

STRATEGY GROUP DEFINITIONS:

MAINTAIN – PRIORITY #1

Definition:

This Strategy Group is intended for the Council's Priority #1 facilities to be maintained over time. These facilities tend to be public facing, more expensive (higher CRV), and house critical Council and public functions. They require on-going maintenance over time, as these facilities are not going anywhere.

Overall Strategy:

- Develop a five-year capital plan and commit to it. Revisit this plan every two-three years to assure project planning and budgeting align with funding cycles, system renewals, and ECOs.
- Focus immediately on facilities with high FCI/RI and have costly system renewals, reflected in 5-10 year funding needs.
- Strategically plan and budget for large project opportunities, utilizing ACA to inform pre-design efforts. Capitalize on big ticket system renewals and integrate all other system renewals into the project as they apply, to maximize the long-term benefit of the project.
- Target and do not exceed an FCI of 0-3.

MAINTAIN – PRIORITY #2

Definition:

This Strategy Group is intended for the Council's Priority #2 facilities to be maintained over time. These facilities provide critical Council functions; however, they tend to be less expensive to maintain. The goal, therefore, is to proactively keep up with routine maintenance to avoid costly deferred maintenance. They should be maintained over time, as these facilities are not going anywhere.

Overall Strategy:

- Develop a 5-10 year capital plan and commit to it. Revisit this plan every five years to assure project planning and budgeting align with funding cycles, system renewals, and ECOs.
- Focus immediately on facilities with high FCI/RI and have costly system renewals, reflected in the 5-10 year funding needs.
- Conduct routine maintenance and proactively implement capital improvements, as it is not as expensive to maintain these buildings as Priority #1 buildings.
- Target and do not exceed an FCI of 0-4.

MAINTAIN – PRIORITY #3

Definition:

This Strategy Group is intended for the Council's Priority #3 facilities to be maintained over time. These facilities provide Council functions that hold intrinsic, emotional value to the Council and its public. These facilities may not provide services necessary to the Council; however, there is a strong emotional connection between these facilities, services, and functions and the Council and the public. They should be maintained over time, as these buildings are not going anywhere.

Overall Strategy:

- Develop a 5-10 year capital plan and commit to it. Revisit this plan every five years to assure project planning and budgeting align with funding cycles, system renewals, and ECOs.
- Integrate capital investments into the Council's greater capital plan and budget to assure these facilities – and the intrinsic, non-quantifiable value they possess - will be properly maintained.
- Maintain as needed to avoid costly deferred maintenance.
- Target and do not exceed an FCI of 0-4.

TO BE DETERMINED

Definition:

This Strategy Group is intended for Council facilities that require further investigation and big picture decision-making and planning before committing large capital investments and Council resources. For example: Will you stay in this facility or will you relocate? Will you build a new building to house facility-specific services? Is a master planning effort being conducted in the short term?

Overall Strategy:

- Determine the future of these facilities. Gather more information to inform strategic decision-making. Answer questions such as: Should we stay in this facility or should we vacate?
- It may not be wise, for example, to invest in the Park Shelter, if the Council plans to build a new Shelter. It would be wiser in this situation to invest these capital improvement dollars elsewhere.

4.0 APPENDIX CONTENTS

APPENDIX A – TAM REPORTS

Burnsville Bus Garage

ADDRESS:
1500 Rupp Dr
Burnsville
MN 55337

SIZE:
74,301 SF

Asset Description:

Original construction of the Burnsville Bus Garage was completed in 1977 with a renovation in 2009. The facility type is described as Administration and Maintenance Facilities per TAM guidelines. Major structural systems consist of concrete, CMU and steel framing. Major finishes are standard type and painted. Mechanical systems consist of a steam boiler with dual-fuel capability, water-cooled reciprocating chiller, stainless steel cooling tower, and a central AHU. Electrical systems consist of branch wiring with a heavy density lighting system. Lighting system includes lighting fixtures, lamps, conduit and wire.

Facility Condition

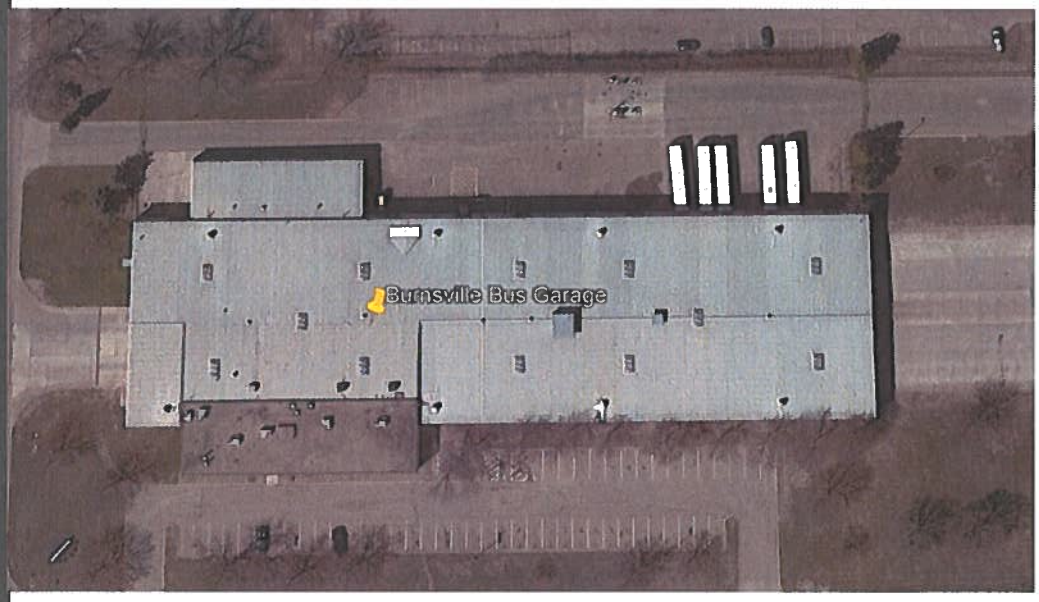
Primary Level	Replacement Cost	Rating
A. Substructure	$792,687	3.00
B. Shell	$3,870,585	2.50
C. Interiors	$1,304,444	3.00
D. Conveyance	$108,737	4.00
E. Plumbing	$471,714	2.93
F. HVAC	$805,887	2.92
G. Fire Protection	$162,900	3.50
H. Electrical	$1,665,156	2.40
I. Site	$636,391	2.88
J. Equipment	$596,139	3.17
K. Fare Collection		
Total	**$10,414,639**	

Overall Facility Rating: 3

Burnsville Bus Garage

CURRENT REALITY SUMMARY: Conditions + Funding

Wednesday, November 14, 2018



Burnsville Bus Garage

BUILDING SUMMARY

CURRENT REALITY // Metropolitan Council

Age: 1977 - Original Const.

Updates:

Size (SF): 74,301

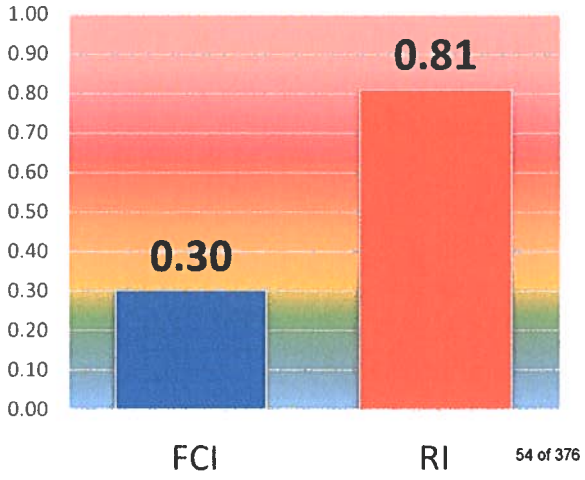
CRV: $9,778,248

ON BORROWED TIME

POOR

FAIR

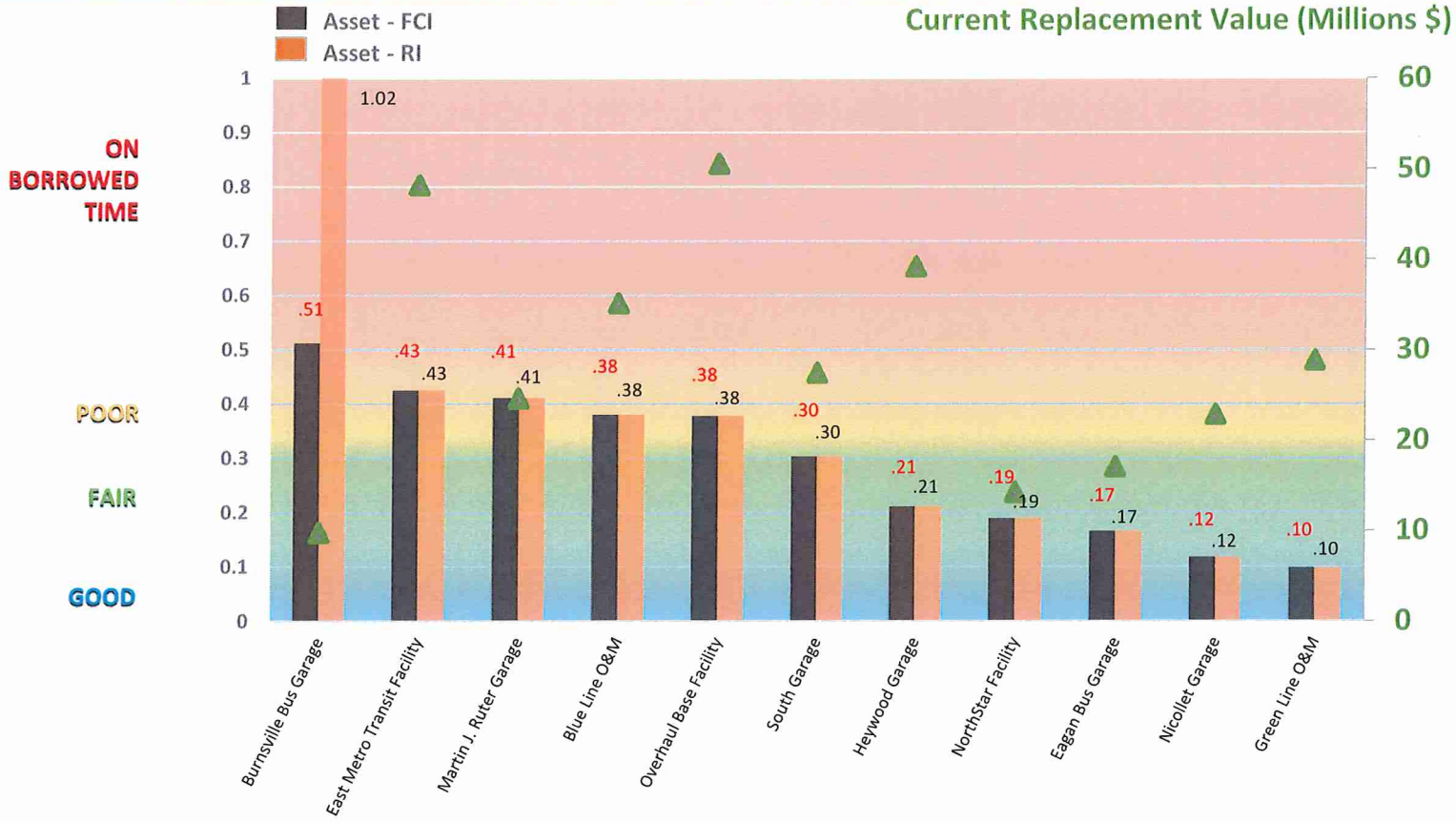
GOOD



Garage Buildings

CURRENT REALITY

FCI & RI BENCHMARK

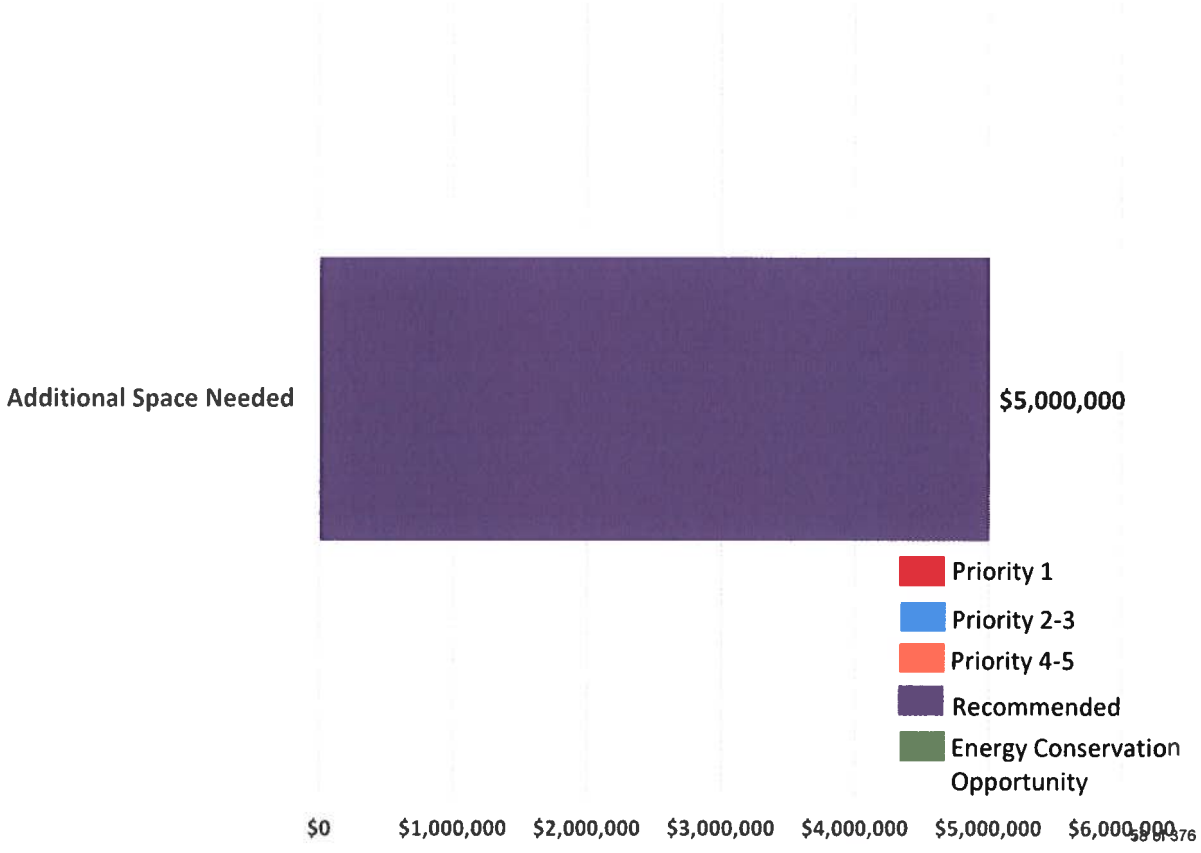


Burnsville Bus Garage

CURRENT REALITY // Metropolitan Council

DEFICIENCIES IN RI
(FCI + Other Opportunities)

FCI Total:	$2,933,953
RI Total:	$7,933,953
CRV:	$9,778,248

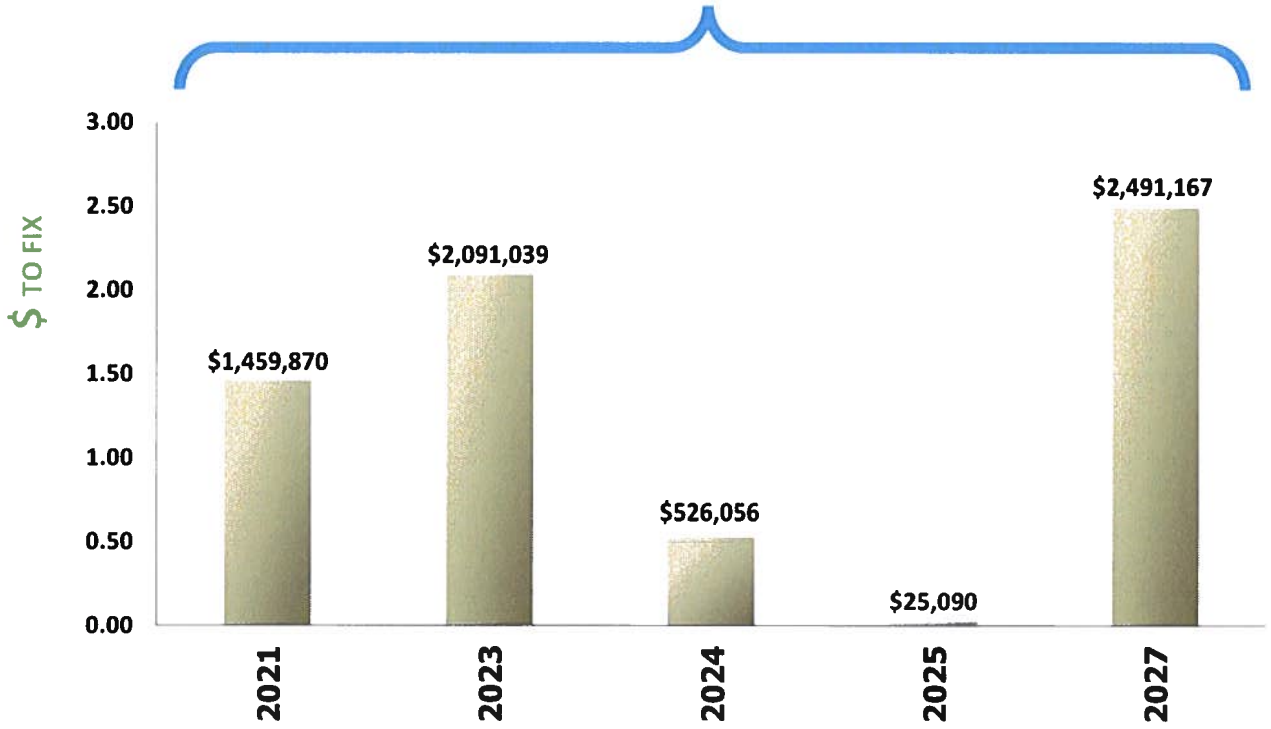


Burnsville Bus Garage

CURRENT REALITY // Metropolitan Council

10 YEAR FUNDING - UTOPIA
(includes 4.7% inflation)

$6,593,222



Burnsville Bus Garage

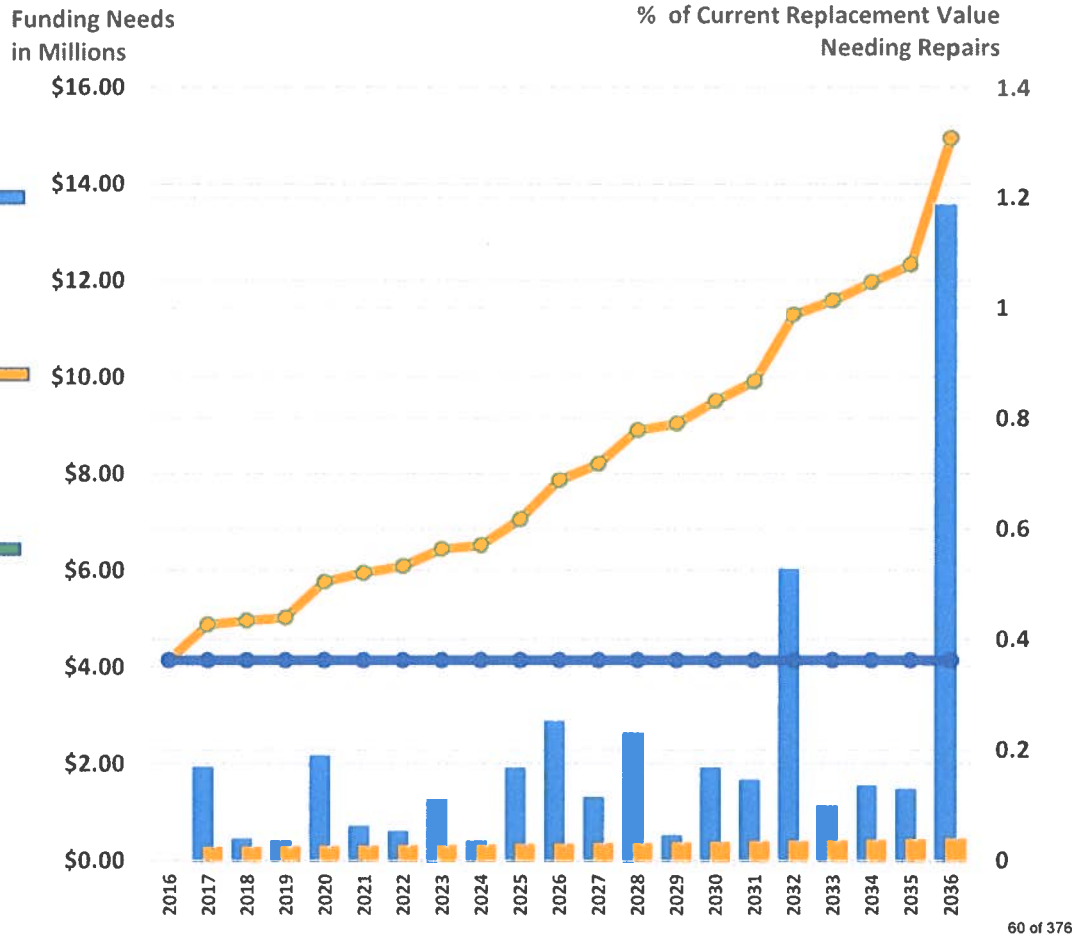
CURRENT REALITY // Metropolitan Council

FUNDING SCENARIOS
(includes inflation)

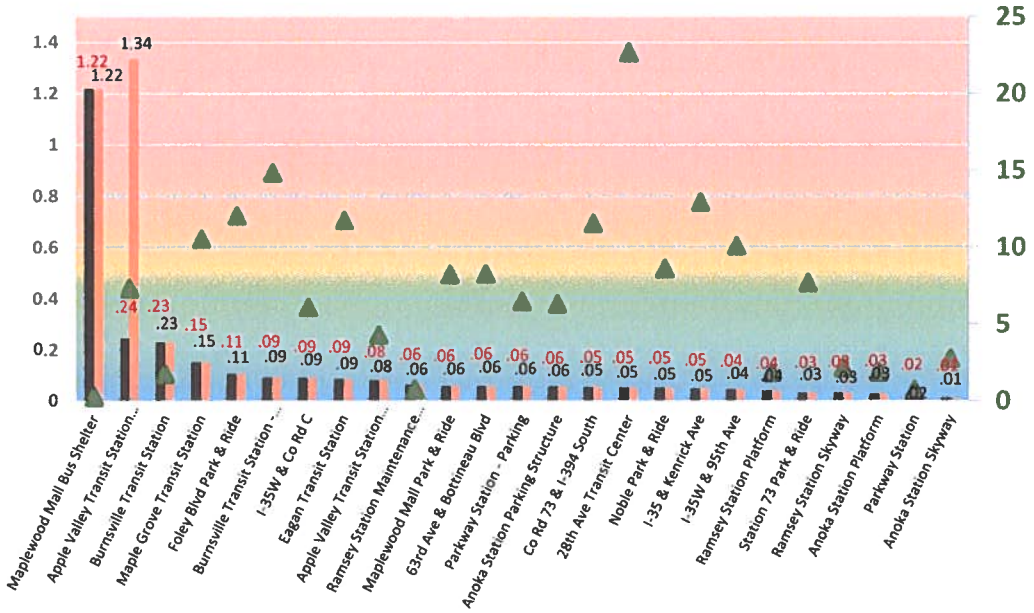
Maintain FCI:
Maintain Current Condition for 20 Years

Underfund:
Underfunding O&M by a Large Margin

Realistic:
To Be Determined



Parking Structures – FCI & RI Benchmark



Requirement Forecast Report
By Name

Asset: Burnsville Bus Garage

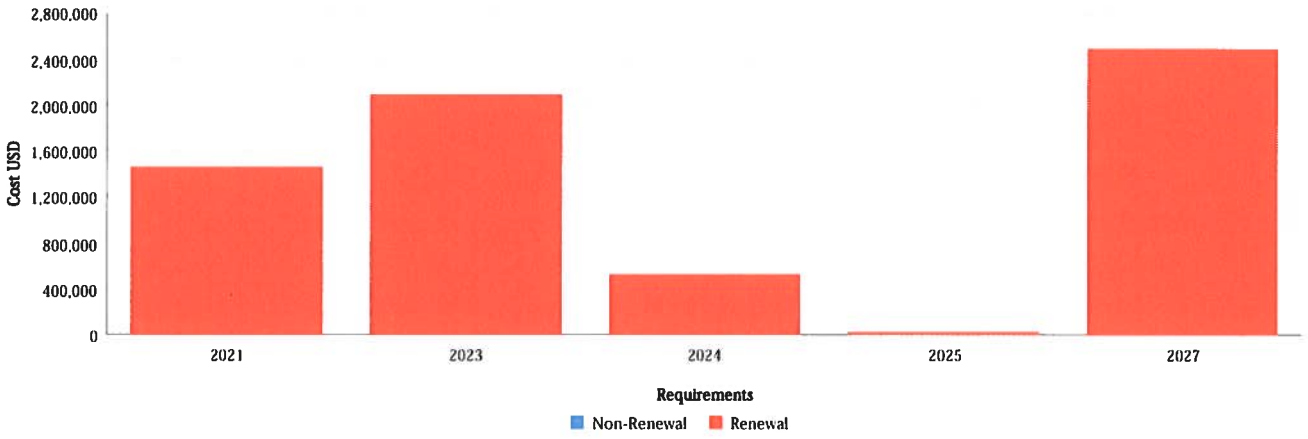
Project Number: Garages **Asset Number: 1**

Report is grouped by Year **Currency: USD**

Address 1	1500 Rupp Dr	**Address 2**	-
City	Burnsville	**State/Province/Region**	mn
Country	-	**ZIP**	55337

Current Replacement Value 9,778,248 **Size** 74,301 SF

Summary of Funding Needed by Requirement Type and Year



Year	Renewal Requirements	Non-Renewal Requirements	Total
2021	1,459,870	0	1,459,870
2023	2,091,039	0	2,091,039
2024	526,056	0	526,056
2025	25,090	0	25,090
2027	2,491,167	0	2,491,167
Total	**6,593,221**	**0**	**6,593,221**

Detail of Funding Needed by Year

Year	System	Requirement Name	Renewal	Non-Renewal	Total
2021	D5037 - Fire Alarm Systems	Fire Alrm - ORIG1977 - 2008 Renewal	329,882	0	329,882
	D5038 - Security and Detection Systems	Security - ORIG1977 - 2008 Renewal	109,249	0	109,249
	D5022 - Lighting Equipment	Ltg Fixt - ORIG1977 - 1997 Renewal	526,751	0	526,751
	D5031 - Public Address and Music Systems	PA - ORIG1977 - 1997 Renewal	197,774	0	197,774
	D5092 - Emergency Light and Power Systems	Gentr 200kW - ORIG1977 - 2000 Renewal	99,871	0	99,871
	D3050 - Terminal and Package Units	MAU #1 [6] - ORIG1977 - 1997 Renewal	144,137	0	144,137
	D3040 - Distribution Systems	Exh RstRm - ORIG1977 - 1997 Renewal	9,039	0	9,039

Year	System	Requirement Name	Renewal	Non-Renewal	Total
2021	D5092 - Emergency Light and Power Systems	Exit Signs - ORIG1977 - 2008 Renewal	43,163	0	43,163
		Subtotal for 2021	**1,459,870**	**0**	**1,459,870**
2023	C1030 - Fittings	Tlt Ptn - ORIG1977 Renewal	12,511	0	12,511
	C3030 - Ceiling Finishes	Clg ACT - ORIG1977 Renewal	7,244	0	7,244
	C3030 - Ceiling Finishes	Clg PT Struct - ORIG1977 - 1997 Renewal	341,531	0	341,531
	B2030 - Exterior Doors	Ext Dr OH Rlng 8x8 - ORIG1977 Renewal	5,587	0	5,587
	C3020 - Floor Finishes	Flrg Cpt - ORIG1977 - 2009 Renewal	55,713	0	55,713
	B2020 - Exterior Windows	HM Wdw - ORIG1977 Renewal	210,249	0	210,249
	D2010 - Plumbing Fixtures	Sink - ORIG1977 Renewal	13,800	0	13,800
	D3050 - Terminal and Package Units	UH #2 [1] - Elec - ORIG1977 - 2008 Renewal	754	0	754
	D2020 - Domestic Water Distribution	WtrHtr #1 - Elec Inst - ORIG1977 - 2013 Renewal	1,873	0	1,873
	D2020 - Domestic Water Distribution	WtrHtr #1 - Elec 50g - 2008 Renewal	3,122	0	3,122
	B2030 - Exterior Doors	Ext Dr OH Rlng 20x14 - ORIG1977 Renewal	70,425	0	70,425
	B2010 - Exterior Walls	Exterior CMU Splitface - ORIG1977 Renewal	81,420	0	81,420
	C3020 - Floor Finishes	Flrg Sealed Conc - ORIG1977 Renewal	43,979	0	43,979
	C1020 - Interior Doors	Int Dr HM 6x7 - ORIG1977 Renewal	33,342	0	33,342
	C1035 - Identifying Devices	Signage - ORIG1977 Renewal	66,279	0	66,279
	C3020 - Floor Finishes	Flrg Rubber Tile - ORIG1977 Renewal	66,172	0	66,172
	B2030 - Exterior Doors	Ext Dr OH Rlng 14x14 - ORIG1977 Renewal	5,731	0	5,731
	E - Equipment and Furnishings	Public Works Pressure Washer/Compressor/Etc. - 1977 Renewal	22,420	0	22,420
	C3020 - Floor Finishes	Flrg Epoxy - ORIG1977 Renewal	8,763	0	8,763
	B2030 - Exterior Doors	Ext Dr OH Rlng 9x10 - ORIG1977 Renewal	13,218	0	13,218
	B2030 - Exterior Doors	Ext Dr HM 3x7 - ORIG1977 Renewal	29,952	0	29,952
	B30 - Roofing	BUR - ORIG1977 Renewal	193,827	0	193,827
	C3030 - Ceiling Finishes	Clg Gyp w/PT - ORIG1977 Renewal	1,121	0	1,121
	D2010 - Plumbing Fixtures	Jan Sink - ORIG1977 Renewal	10,601	0	10,601
	C1020 - Interior Doors	Int Dr HM 3x7 - ORIG1977 Renewal	48,755	0	48,755
	C3020 - Floor Finishes	Flrg Pt Conc - ORIG1977 Renewal	956	0	956
	E - Equipment and Furnishings	Cswk - ORIG1977 Renewal	13,974	0	13,974
	D3040 - Distribution Systems	Exh Gen - ORIG1977 - 1997 Renewal	134,349	0	134,349
	C1020 - Interior Doors	Int Dr HM/Gl 3x7 - ORIG1977 Renewal	4,630	0	4,630
	D2010 - Plumbing Fixtures	Tlt - ORIG1977 Renewal	14,122	0	14,122
	D2010 - Plumbing Fixtures	Kit Sink - ORIG1977 Renewal	7,525	0	7,525
	D3050 - Terminal and Package Units	UH #1 [2] - Gas - ORIG2008 Renewal	4,024	0	4,024
	D2010 - Plumbing Fixtures	Urinal - ORIG1977 Renewal	11,646	0	11,646
	C3010 - Wall Finishes	Wall PT CMU - ORIG1977 Renewal	13,830	0	13,830
	C3010 - Wall Finishes	Wall PT GYP - ORIG1977 - 2009 Renewal	98,318	0	98,318
	C1030 - Fittings	8"x4' Mtl Lkr - ORIG1977 Renewal	99,015	0	99,015
	C3020 - Floor Finishes	Flrg C Tile - ORIG1977 Renewal	9,812	0	9,812
	D5033 - Telephone Systems	Tele/LAN - ORIG1977 - 2008 Renewal	301,732	0	301,732
	C3010 - Wall Finishes	Wall C Tile - ORIG1977 Renewal	7,098	0	7,098
	B2030 - Exterior Doors	Ext Dr Storefront 6x7 - ORIG1977 Renewal	21,619	0	21,619
		Subtotal for 2023	**2,091,039**	**0**	**2,091,039**
2024	E - Equipment and Furnishings	Public Works Oil/Lube Reels - 1977 Renewal	91,920	0	91,920
	C3010 - Wall Finishes	Wall PT CMU - ORIG1977 - 2009 Renewal	699	0	699
	E - Equipment and Furnishings	Auto Bus Washer - 1977 Renewal	433,437	0	433,437

Year	System	Requirement Name	Renewal	Non-Renewal	Total
		Subtotal for 2024	**526,056**	**0**	**526,056**
2025	D3050 - Terminal and Package Units	Mini-split #1 (2) - ORIG1977 - 2005 Renewal	25,090	0	25,090
		Subtotal for 2025	**25,090**	**0**	**25,090**
2027	C1010 - Partitions	4" Mtl Stud/Corrugated Mtl - ORIG1977 Renewal	8,041	0	8,041
	C1020 - Interior Doors	Int Dr Alum/Gl 3x7 - ORIG1977 Renewal	15,587	0	15,587
	C1010 - Partitions	12" CMU w/Gyp - ORIG1977 Renewal	66,864	0	66,864
	C1020 - Interior Doors	Int Dr Fbr 3x7 - ORIG1977 Renewal	3,515	0	3,515
	D2040 - Rain Water Drainage	Rf Drnge Gvty - ORIG1977 Renewal	144,683	0	144,683
	C1010 - Partitions	8" CMU w/Gyp 1 side - ORIG1977 Renewal	6,210	0	6,210
	C1010 - Partitions	12" CMU - ORIG1977 Renewal	17,185	0	17,185
	D3040 - Distribution Systems	Infrared Htg - Gas - ORIG1977 - 1997 Renewal	337,175	0	337,175
	C1020 - Interior Doors	Int Dr WD 3x7 - ORIG1977 Renewal	60,129	0	60,129
	C1010 - Partitions	4" Mtl Stud w/Gyp - ORIG1977 Renewal	43,617	0	43,617
	C1010 - Partitions	4" Wd Stud w/Gyp - ORIG1977 Renewal	3,544	0	3,544
	D5010 - Electrical Service and Distribution	Elec SwtchGr - ORIG1977 - 1997 Renewal	42,631	0	42,631
	D2030 - Sanitary Waste	Wste Gvty - ORIG1977 Renewal	359,908	0	359,908
	D2020 - Domestic Water Distribution	Wtr Dist - ORIG1977 Renewal	223,170	0	223,170
	D5010 - Electrical Service and Distribution	Elec Dstr - ORIG1977 - 1997 Renewal	828,002	0	828,002
	C1010 - Partitions	8" CMU - ORIG1977 Renewal	93,229	0	93,229
	C1020 - Interior Doors	Int Dr WD 3.5x7 - ORIG1977 Renewal	3,623	0	3,623
	D5010 - Electrical Service and Distribution	Elec Fdr - ORIG1977 - 1997 Renewal	127,419	0	127,419
	C1010 - Partitions	Frp Pnl/4" WD Stud/Gyp - ORIG1977 Renewal	10,298	0	10,298
	D3040 - Distribution Systems	Infrared Htrs - Gas - ORIG1977 - 1997 Renewal	96,336	0	96,336
		Subtotal for 2027	**2,491,167**	**0**	**2,491,167**
		Total	**6,593,221**	**0**	**6,593,221**

Requirement Forecast Report
By Name

Asset: Burnsville Bus Garage - Site

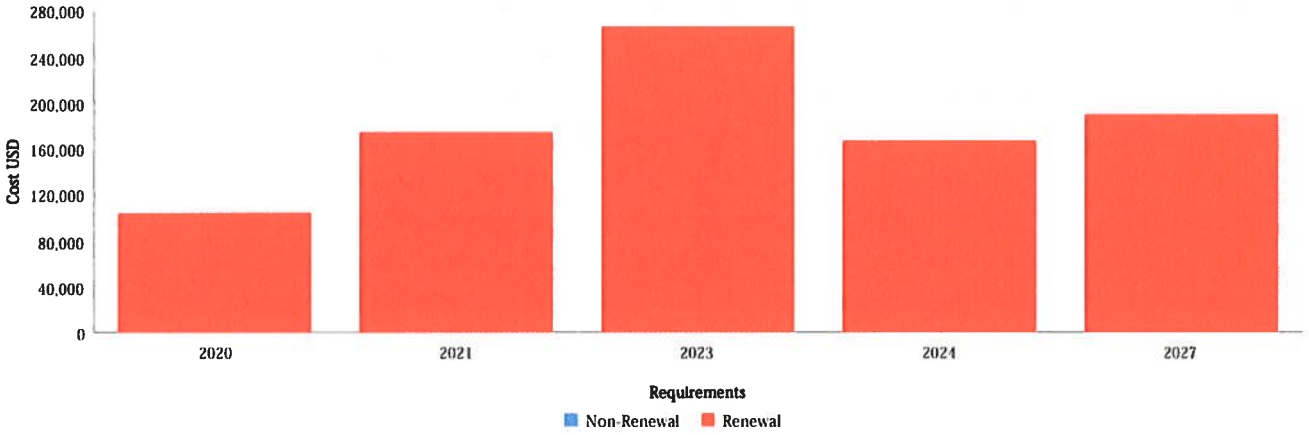
Project Number: Garages **Asset Number: 1**

Report is grouped by Year **Currency: USD**

Address 1	1500 Rupp Dr	**Address 2**	-
City	Burnsville	**State/Province/Region**	mn
Country	-	**ZIP**	55337

Current Replacement Value 636,391 **Size** 195,879 Each

Summary of Funding Needed by Requirement Type and Year



Year	Renewal Requirements	Non-Renewal Requirements	Total
2020	104,159	0	104,159
2021	174,300	0	174,300
2023	266,263	0	266,263
2024	166,700	0	166,700
2027	189,515	0	189,515
Total	**900,937**	**0**	**900,937**

Detail of Funding Needed by Year

Year	System	Requirement Name	Renewal	Non-Renewal	Total
2020	G2022 - Paving and Surfacing	Bit Pavement - ADDN1997 Renewal	104,159	0	104,159
		Subtotal for 2020	**104,159**	**0**	**104,159**
2021	G2022 - Paving and Surfacing	Conc Pavement - ADDN1997 Renewal	174,300	0	174,300
		Subtotal for 2021	**174,300**	**0**	**174,300**
2023	G2041 - Fences and Gates	Fencing CL - ORIG1977 Renewal	37,382	0	37,382
	G2040 - Site Development	Signage - ORIG1977 Renewal	104,838	0	104,838
	G2023 - Curbs, Rails and Barriers	Pipe Bollards - ORIG1977 Renewal	34,124	0	34,124

Requirement Forecast Report
By Name

Year	System	Requirement Name	Renewal	Non-Renewal	Total
2023	G4021 - Fixtures and Transformers	Site Lt (1 Fixt) - ADDN1997 Renewal	41,244	0	41,244
	G2041 - Fences and Gates	Fencing CL Gate - ADDN1997 Renewal	17,749	0	17,749
	G2040 - Site Development	Monument Sign - ORIG1977 Renewal	11,843	0	11,843
	G2056 - Planters	Planting - ORIG1977 Renewal	5,708	0	5,708
	G2022 - Paving and Surfacing	Conc Pavement - ORIG1977 Renewal	13,374	0	13,374
		Subtotal for 2023	**266,263**	**0**	**266,263**
2024	G3063 - Fuel Storage Tanks	Under Ground Tank - Diesel - ORIG1977 - 1999 Renewal	123,835	0	123,835
	G3063 - Fuel Storage Tanks	Diesel Pump System (2) - ADDN1999 Renewal	42,864	0	42,864
		Subtotal for 2024	**166,700**	**0**	**166,700**
2027	G2055 - Planting	Planting - ORIG1977 Renewal	15,139	0	15,139
	G30 - Site Mechanical Utilities	Storm Swr - ORIG1977 Renewal	162,878	0	162,878
	G2031 - Paving and Surfacing	Conc Sidewalk - ADDN1997 Renewal	11,498	0	11,498
		Subtotal for 2027	**189,515**	**0**	**189,515**
		Total	**900,937**	**0**	**900,937**

Requirement Forecast Report
By Name

Year	System	Requirement Name	Renewal	Non-Renewal	Total
2023	G2057 - Irrigation Systems	Irrigation - ORIG1994 Renewal	16,378	0	16,378
	G2020 - Parking Lots	Conc Pavers Sidewalk - ORIG1994 Renewal	941,024	0	941,024
	G2040 - Site Development	Monument Sign - ORIG1994 Renewal	11,843	0	11,843
	G2056 - Planters	Planter - ORIGN2015 Renewal	11,640	0	11,640
	G2045 - Site Furnishings	Conc Planter - ORIG 1994 Renewal	7,894	0	7,894
	G2040 - Site Development	Signage - ORIG1994 Renewal	273,721	0	273,721
	G2023 - Curbs, Rails and Barriers	Pipe Bollards - ORIG1994 Renewal	16,250	0	16,250
	G2045 - Site Furnishings	Mtl Bench 6' - ORIG1994 Renewal	11,841	0	11,841
	G2022 - Paving and Surfacing	Bit Pavement - ORIG1994 Renewal	223,961	0	223,961
	G2031 - Paving and Surfacing	Conc Sidewalk - ORIG1994 Renewal	50,548	0	50,548
	G2041 - Fences and Gates	Wood Fences - ORIG1994 Renewal	18,053	0	18,053
	G2045 - Site Furnishings	Bike Rack - ORIG1994 Renewal	3,947	0	3,947
		Subtotal for 2023	**2,503,013**	**0**	**2,503,013**
2024	G2012 - Paving and Surfacing	Seal Coating - ORIG1994 - 2010 Renewal	699,804	0	699,804
		Subtotal for 2024	**699,804**	**0**	**699,804**
2026	G2056 - Planters	Planter - ORIG1994 Renewal	137,360	0	137,360
		Subtotal for 2026	**137,360**	**0**	**137,360**
		Total	**4,198,578**	**0**	**4,198,578**

ANGIE CRAIG
2ND DISTRICT, MINNESOTA

WASHINGTON OFFICE
1523 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2271

Congress of the United States
House of Representatives
Washington, DC 20515-2302

April 17, 2020

Minnesota Valley Transit Authority
Luther Wynder, Chief Executive Officer
100 East Highway 13
Burnsville, MN 55337

RE: Letter of Support for the Modernization of Burnsville Bus Garage
2020 Regional Solicitation Application

Dear Mr. Wynder:

I write to voice my support for Minnesota Valley Transit Authority's Regional Solicitation Federal Funding Application for the modernization of Burnsville Bus Garage (BBG). The proposed improvements will have far reaching benefits to both commuters and the local government entities tasked with the operations, maintenance and ongoing modernization of our suburban and urban transit systems.

The Burnsville Bus Garage (BBG) Modernization project, which serves Scott and Dakota counties in my district, is over capacity and greatly in need of operational updates. The building was originally constructed in 1977 and a 2018 Metropolitan Council-led study revealed that the building has significant deficiencies and needs repair. In the study's ranking of bus garages in the Twin Cities region, BBG received the lowest score in terms of facility conditions.

The BBG Modernization addresses a support facility remodel and augmentation of the existing building footprint, relocation of maintenance area and bus wash bay to the rear of the building, additional storage, surface lot mill and overlay (including re-striping), and a redundant fiber connection that runs from BBG to the Burnsville Transit Station.

The project scope increases bus storage capacity to accommodate current and long-term vehicle inventories, resolves congestion and safety issues by relocating maintenance and bus wash, adds much-needed storage and employee parking space, and provides consistent network connectivity. Additionally, the relocated maintenance area provides the ceiling height needed to maintain all bus types in the MVTA fleet and accommodate future modernized vehicles.

I appreciate your efforts to secure funding for the modernization of the transit support facility and I strongly encourage MVTA to move forward with this project.

Sincerely,

Angie Craig

Angie Craig
Member of Congress

Senate

State of Minnesota

April 10, 2020

Minnesota Valley Transit Authority
Luther Wynder, Chief Executive Officer
100 East Highway 13
Burnsville, MN 55337

RE: Letter of Support for the Modernization of Burnsville Bus Garage
2020 Regional Solicitation Application

Dear Mr. Wynder:

I'd like to extend my support for the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for the modernization of Burnsville Bus Garage (BBG).

The BBG Modernization project will focus on repairing the exterior walls that are becoming unsafe which includes the deterioration of supporting masonry block foundations and bearing walls. The interior ceiling height is too low to allow buses to raise to full height for repairs and inspections and there is a lack of storage for parts, tools, and other maintenance equipment. Also, the replacement of the roof, the relocations of the bus wash and maintenance area, technology improvements and an expansion to add bus storage.

The project benefit will increase bus storage capacity to accommodate current and long-term vehicle inventories, resolves congestion and safety issues by relocating maintenance and bus wash, adds much-needed storage, provides enough ceiling height to maintain all bus types in the MVTA fleet and resolves unacceptable asset conditions by removing unsafe conditions.

I appreciate your efforts to secure funding for the modernization of the transit support facility and I encourage MVTA to move forward with this project.

Sincerely,

Dan D. Hall

City Of Burnsville
952-895-4400
100 Civic Center Parkway • Burnsville, Minnesota 55337-3817 www.burnsvillemn.gov

April 13, 2020

Minnesota Valley Transit Authority
Luther Wynder, Chief Executive Officer
100 East Highway 13
Burnsville, MN 55337

RE: Letter of Support for the Modernization of Burnsville Bus Garage
2020 Regional Solicitation Application

Dear Mr. Wynder:

I'd like to extend my support for the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for the modernization of Burnsville Bus Garage (BBG).

The BBG Modernization project will focus on repairing the exterior walls that are becoming unsafe which includes the deterioration of supporting masonry block foundations and bearing walls. The interior ceiling height is too low to allow buses to raise to full height for repairs and inspections and there is a lack of storage for parts, tools, and other maintenance equipment. Also, the replacement of the roof, the relocations of the bus wash and maintenance area, technology improvements and an expansion to add bus storage.

The project benefit will increase bus storage capacity to accommodate current and long-term vehicle inventories, resolves congestion and safety issues by relocating maintenance and bus wash, adds much-needed storage, provides enough ceiling height to maintain all bus types in the MVTA fleet and resolves unacceptable asset conditions by removing unsafe conditions.

I appreciate your efforts to secure funding for the modernization of the transit support facility and I encourage MVTA to move forward with this project.

Sincerely,

Elizabeth B. Kautz
Mayor

Dan Kealey
City Council Member

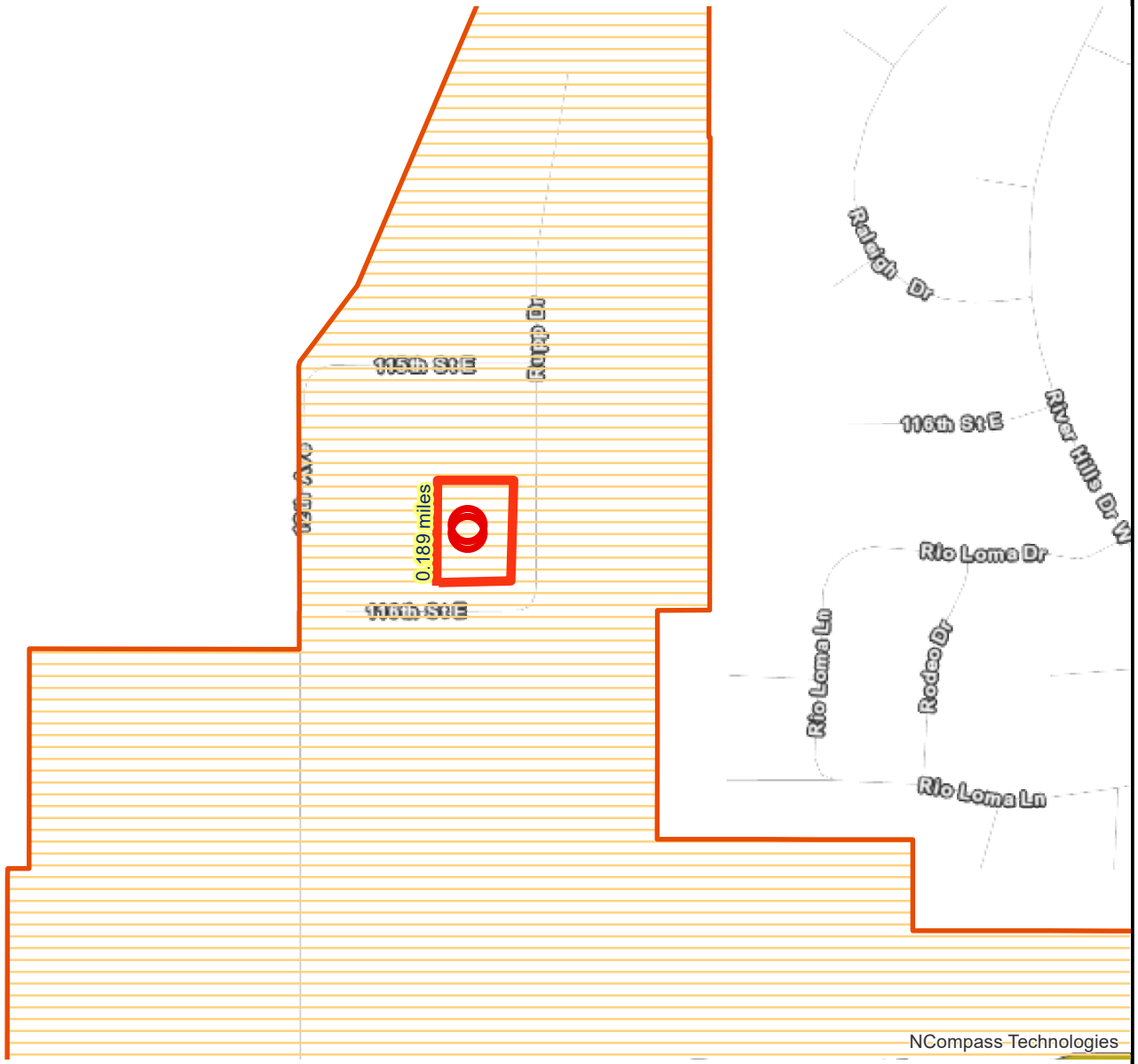
Regional Economy

Transit System Modernization Project: Burnsville Bus Garage Modernization | Map ID: 1586184692778

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Total Population: 13592
Total Employment: 6644
Mfg and Dist Employment: 2408



Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 4/6/2020
LandscapeRSA5

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

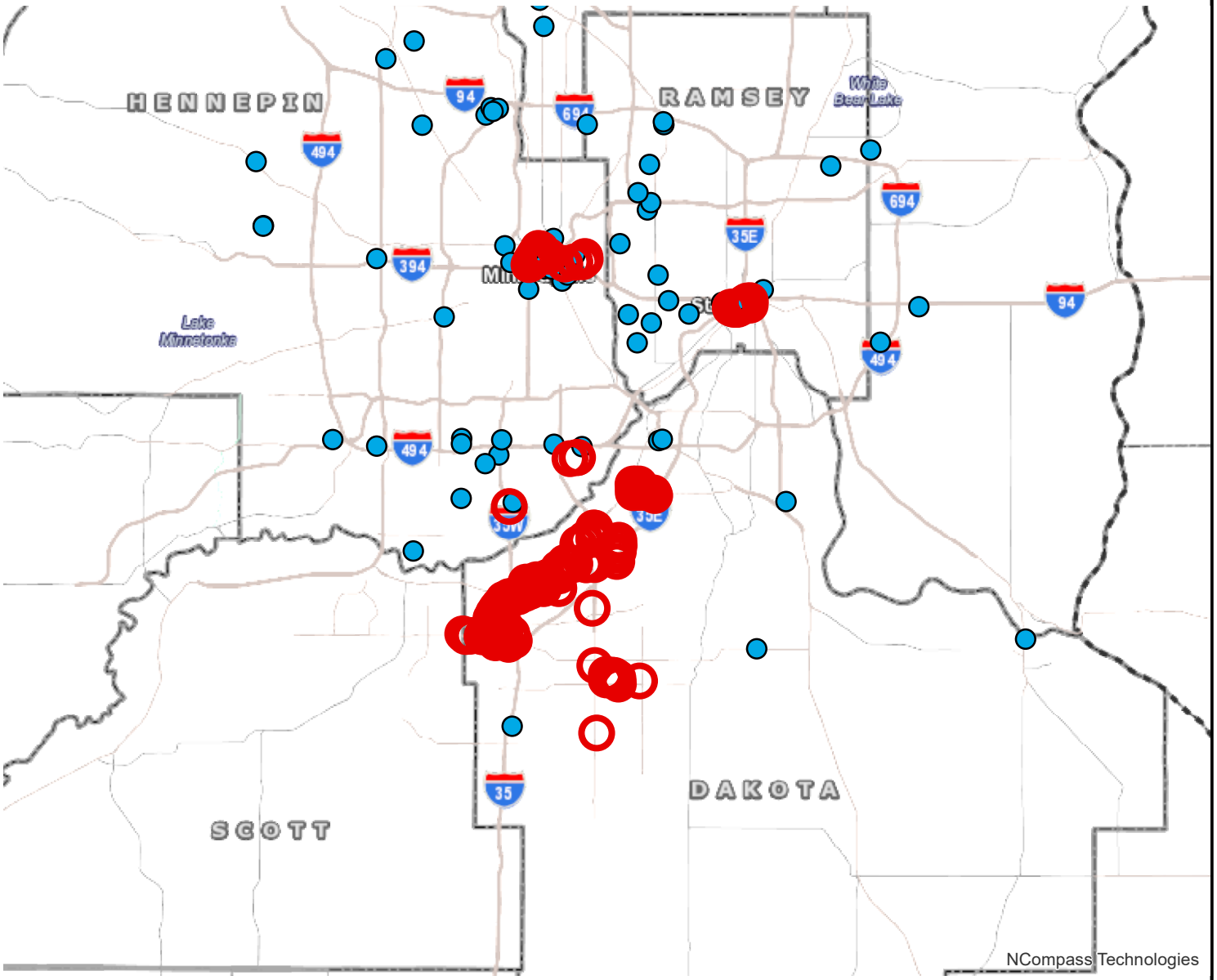
Regional Economy

Transit System Modernization Project: Burnsville Bus Garage Modernization | Map ID: 1586184334415

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Total Population: 13592
Total Employment: 6644
Mfg and Dist Employment: 2408



Project Points
Postsecondary Education Centers
Project

0 4 8 16 24 32 Miles

Created: 4/6/2020
LandscapeRSA5

METROPOLITAN COUNCIL

Minnesota Valley Transit Authority
Burnsville, Minnesota

Burnsville Bus Garage
Reconfiguration Report

March 23, 2018
Architect's Project Number: 104418

KODET ARCHITECTURAL GROUP, LTD
15 Groveland Terrace | Minneapolis, MN 55403-1154
612.377.2737 | www.kodet.com

Executive Summary:

The Minnesota Valley Transit Authority is the public transportation agency servicing Apple Valley, Burnsville, Eagan, Lakeville, Rosemount, Savage, and Shakopee. Currently the MVTA is operating out of garages located in Eagan and Burnsville. This report will be assessing the parking capacity and flow of bus traffic at the Burnsville location, and will propose alternate layouts for the garage and methods of parking to accommodate future growth and additional vehicle needs.

The Burnsville Bus Garage consists of a two-story administrative area, a vehicle-parts storage area, and a 58,000 square-foot garage that is three bays wide by thirteen bays long. This space houses parking for buses, as well as storage for non-revenue vehicles, six maintenance bays, a wash bay, and storage for miscellaneous equipment and materials. Currently, the east and west bays are first to be filled. Buses are parked perpendicular to the flow of traffic. The central bay is filled next, with buses being parked three wide for the length of the building. In addition, overnight parking also occurs in the wash bay and maintenance bays.

The size of the garage and current layout of the buses are causing issues with parking and traffic flow. Parking in the central bay is causing buses along the east and west bays to be parked in. Each morning, in order for buses in the east and west bays to become accessible, buses in the central bay must be pulled out of the garage and parked adjacent to the building. These buses will remain parked next to the building until their routes begin. This issue is exacerbated on cold days, as buses being parked outside are required to idle to ensure they do not have issues starting and staying warm. Another issue is the amount of careful maneuvering required for buses being parked in the east and west bays. Instead of aisle parking, which allows buses to pull straight through their parking space, these buses are currently arranged so that they turn into and back up out of their stalls. This puts buses at an increased risk of having a minor collision due to the amount of additional maneuvering that is being required. Finally, non-revenue vehicles are parked wherever they can fit, causing them to be inaccessible during weekend hours.

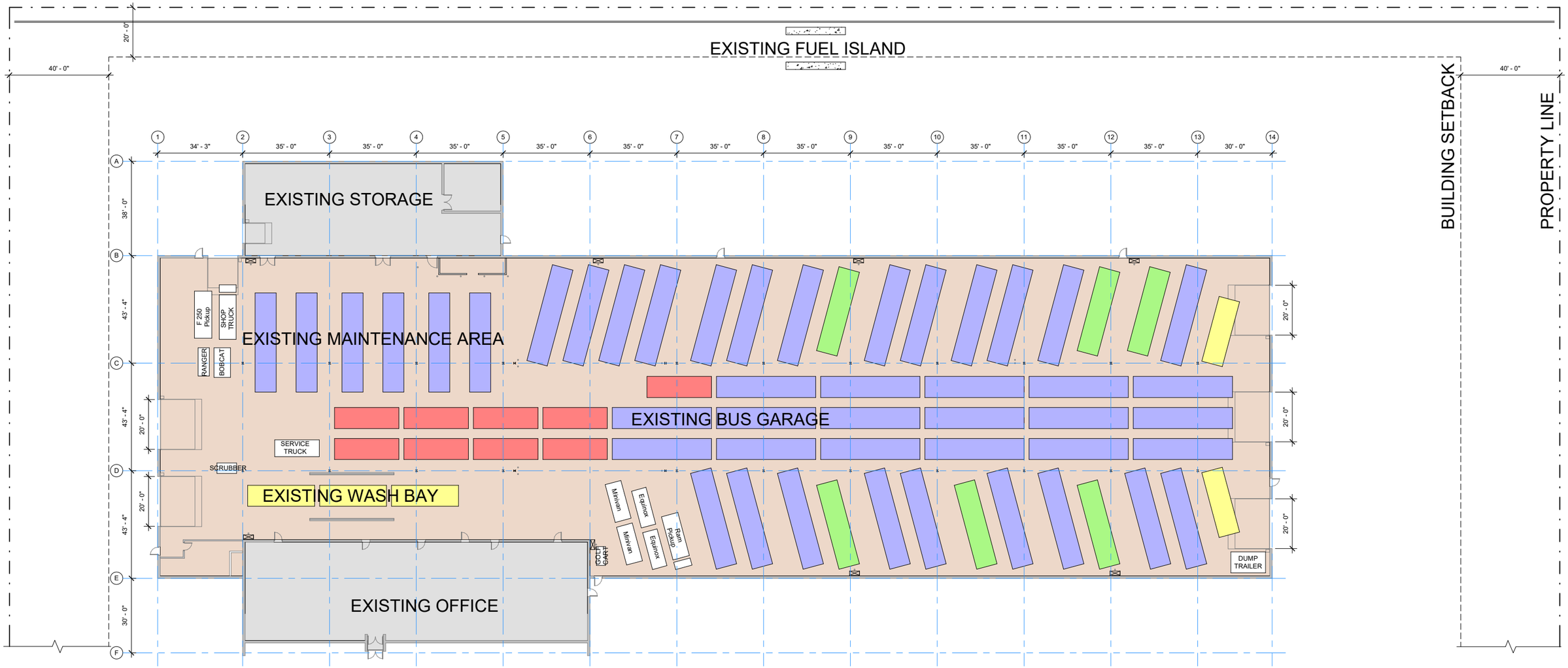
This report reviewed these inefficiencies and is proposing alternate traffic patter and flow options to alleviate the congestion in the garage, as well as reduce or eliminate the amount of turning and backing up required by the buses. The options proposed within this report range from a minor revision of the bus parking layout with minor modifications to the facility, to potentially major additions to the building. The proposed options will allow MVTA the possibility in phased construction and renovations of any changes needed.

LEGEND

EXISTING BUS - 26' - 0"
EXISTING BUS - 27' - 0"
EXISTING BUS - 35' - 0"
EXISTING BUS - 40' - 0"
FUTURE BUS - 26' - 0"
FUTURE BUS - 27' - 0"
FUTURE BUS - 35' - 0"
FUTURE BUS - 40' - 0"
NON-REVENUE VEHICLES

SUMMARY - BUS COUNT

	EXISTING	NEW
26' - 0" BUS	ALL - 9	0
27' - 0" BUS	ALL - 5	0
35' - 0" BUS	ALL - 6	0
40' - 0" BUS	ALL - 45	0



N

MVTA BURNSVILLE BUS GARAGE

BUS LAYOUT - EXISTING

RECONFIGURATION REPORT

3/15/18

P EXIST.

KODET ARCHITECTURAL GROUP, LTD

Option 3:

Option 3 offers the same layout of the bus garage as proposed in option 2, while extending the building north, as proposed in option 1B. Also, option 3 proposes a more substantial addition to the west side of the building compared to option 2. The addition relocates the maintenance garage and wash bay to an area outside of the vehicle storage and provides a 2nd floor mezzanine and room for storage. Also, the increased size of the addition allows for improved efficiency and flow of bus traffic within that space. However, this arrangement does require that the fuel island be relocated to the south west corner of the site.

Pro's:

- Dedicated maintenance garage
- Increased height in maintenance garage so that buses can be lifted full height without hitting structure
- Provides a mezzanine space for additional storage

Con's:

- Most expensive option
- Requires relocation of the fuel island
- Generator will need to be relocated
- Maximizes building footprint on the site. This Option may require additional storm-water management and containment systems.

Estimated Budget:

SCHEME 3:

Budget Range:	$6,721.632.00	to	$8,402,040.00

***All Options include $350,000.00 in Mech./Elect. upgrades and differed maintenance.*

Option 4:

Option 4 proposes demolishing the existing building on site and building a new facility. Drawings have not been proposed for this option; however, a cost estimate is included with the following assumptions. Given the current facility, and needs that have been presented, we are including numbers for the follow square footages.

- 60,000 square foot vehicle storage space
- 13,500 square foot maintenance garage
- 1,500 square foot wash bay
- 3,000 square foot storage area
- 10,000 square foot office area

This assumption does not include doing a Phase I and Phase II Environmental Site Assessment. Additional funds may be required for removal of hazardous materials.

Estimated Budget:

SCHEME 4:

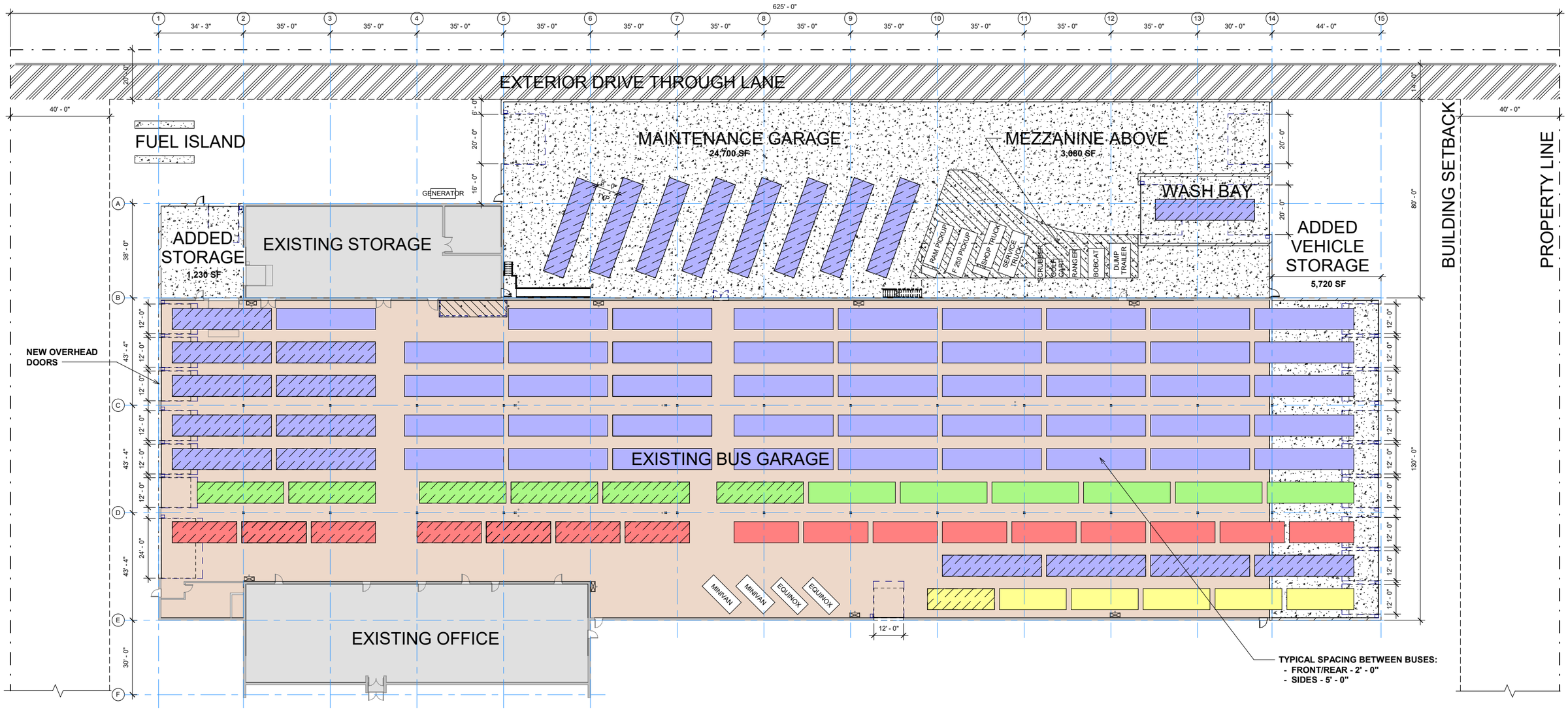
Budget Range:	$14,954,964.00	to	$18,693,705.00

LEGEND

- EXISTING BUS - 26' - 0"
- FUTURE BUS - 26' - 0"
- EXISTING BUS - 27' - 0"
- FUTURE BUS - 27' - 0"
- EXISTING BUS - 35' - 0"
- FUTURE BUS - 35' - 0"
- EXISTING BUS - 40' - 0"
- FUTURE BUS - 40' - 0"
- NON-REVENUE VEHICLES

SUMMARY - BUS COUNT

	EXISTING	NEW
26' - 0" BUS	ALL - 9	7
27' - 0" BUS	ALL - 5	1
35' - 0" BUS	ALL - 6	6
40' - 0" BUS	ALL - 45	22



N

MVTA BURNSVILLE BUS GARAGE

BUS LAYOUT - OPTION 3

RECONFIGURATION REPORT

KODET ARCHITECTURAL GROUP, LTD

3/15/18

MODERNIZATION
Burnsville Bus Garage

Minnesota Valley Transit Authority

2020 Regional Solicitation

PUBLIC TRANSIT NEED

The Burnsville Bus Garage (BBG) was originally constructed in 1977 as a manufacturing plant. It was re-purposed as a transit bus garage in 1996. The 5-acre site is underserved by a 58,000-square-foot maintenance and storage garage that houses 65 transit buses, eight support vehicles, and six maintenance bays. There is also 10,000 square feet of administrative space.

A 2018 Metropolitan Council lead study revealed that the building has significant deficiencies in need of repair. In the consultant's ranking of bus garages in the Twin Cities region, BBG received the lowest score in terms of facility conditions throughout the entire region.

The BBG Modernization Project addresses a support facility remodel, roof and wall system enhancements, the relocation of the bus wash and maintenance area, technology improvements and additional storage space for fleet (revenue and non-revenue).

The project scope increases bus storage capacity to accommodate current and long-term vehicle inventories, resolves congestion, adds much-needed storage and employee parking space, and provides technology enhancements throughout the facility and on-board buses. Additionally, the project provides sufficient ceiling height to maintain all bus types in the MVTA fleet.

TOTAL PROJECT COST $3.5M

Requested Federal Funds $2.8M
Local Match Funds $700,000

Minnesota Valley Transit Authority

100 East Highway 13
Burnsville, Minnesota 55337

T: (952) 882-7500
F: (952) 882-7600

May 1, 2020

Metropolitan Council
Elaine Koutsoukos, TAB Coordinator
390 Robert Street North
St. Paul, MN 55101

RE: 2020 Regional Solicitation Application for Transit Modernization of the Burnsville Bus Garage

Dear Ms. Elaine Koutsoukos,

Minnesota Valley Transit Authority (MVTA) is applying for the 2020 Regional Solicitation for a transit modernization project at Burnsville Bus Garage (BBG). The proposed transit modernization will consist of remodeling the existing exterior cracked walls (that continue to expand), increase the ceiling height, relocate the bus wash area, the addition of vehicle storage space to the building, and technology needed interfaces. Limitations with facility design have created safety and operational challenges at BBG; as revenue and non-revenue vehicle inventories continue to grow.

BBG, located at 11550 Rupp Drive in Burnsville, was constructed in 1977 as a manufacturing facility in an industrial park adjacent to the Minnesota Valley National Wildlife Refuge. The facility was converted to a bus garage in 1996. The garage area houses maintenance and a bus-washing system in addition to revenue and non-revenue vehicle storage.

MVTA is the second-largest public transit agency in Minnesota based on ridership and provides public transportation to the fast-growing population and employment centers in Dakota County and Scott County. We presently operate twenty transit stations and park and ride facilities in our service area. As the major transit provider for the southern metro area, MVTA is well aware of what is necessary to operate and maintain transit facilities. MVTA is committed to providing transit services through an efficient, integrated network of facilities and services.

Please feel free to contact me or email Nene Israel, Grants Management Analyst, at nisrael@mvta.com, if you have any questions.

Sincerely,

Luther Wynder
Chief Executive Officer

Minnesota Valley Transit Authority

2018-2022

Minnesota Valley Transit Authority

Strategic Plan

March 2018

Strategic Plan Summary

In the winter of 2017, the Minnesota Valley Transit Authority set out to create a dynamic blueprint for the growth of the agency for the next five years. With the help of Bolton & Menk, Inc., MVTA has created a plan that can be used to track progress and keep the wheels of the company moving on a path of continued success for years to come.

Conversations with key staff and board members at a Strategic Plan retreat identified five guiding principles for the agency: increase and strengthen partnerships; promote MVTA's brand; provide state-of-the-art, real-time information; prioritize customer support and feedback; and explore last-mile, special event, and other innovative services.

Specific goals were built on the framework of these principles. The four key goals include: service excellence, financial stability, community engagement, and innovative solutions. Each goal brings its own unique contribution to the agency while simultaneously supporting the others, steering the company in the right direction. The four goals will be explored in detail in the following pages.

This Strategic Plan is not a static, unchanging document; it is a living document that allows flexibility to develop work plans and adjust to external factors and customer needs. Goals, focus areas, and action items will help measure progress and influence decisions that are consistent with the agency's mission and vision. The plan may be updated periodically to address new challenges and needs.

A separate, dynamic list of departmental projects is included as a supplemental appendix to MVTA's Strategic Plan. Results and accomplishments of each project will allow MVTA to achieve the bigger picture goals and action metrics identified in the Strategic Plan.

our Mission

Connecting customers to desired destinations.

our Vision

Establish MVTA as the most connected transit agency through service, innovation, technology, and partnerships.

we are MVTA

Free public **Wi-Fi** on all buses

over **3.8 million** miles operated each year

2nd largest provider in MN

11,000+ daily boardings

2 counties
7 cities

20 transit stations and park & rides

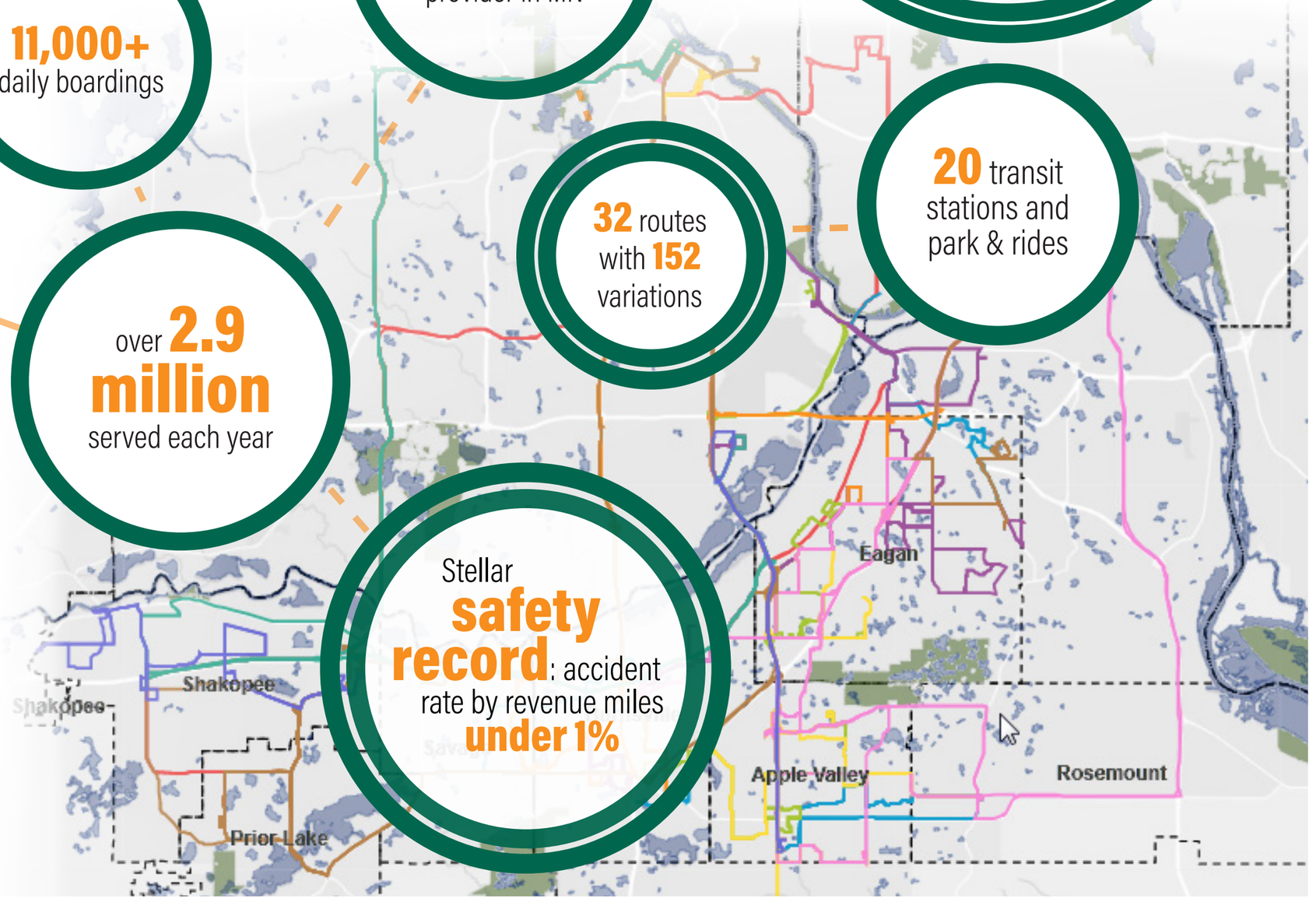
32 routes with **152** variations

over **2.9 million** served each year

164 buses

95.5% customer satisfaction rate

Stellar **safety record**: accident rate by revenue miles **under 1%**



Top 5 *Guiding Principles* for the next 5 years

#1 Increase & strengthen **Partnerships**

#2 Promote MVTA **Brand**

#3 Provide **Real-Time** Information

#4 Prioritize **Customer Support** & Feedback

#5 Explore Last-Mile, Special Event, & Other **Innovative** Services

Goal one

Service Excellence

"Combining leadership, teamwork, and problem solving to efficiently deliver safe, courteous, and reliable service."

Focus Areas & Actions

Improve and maintain safe, courteous, and reliable service to our customers.

- Ensure an on-time garage pull-out rate of 95%
- Provide courteous, helpful operators and clean vehicles and facilities
  - » Achieve and maintain 95% on-time performance for bus washing (interior and exterior)
  - » Conduct monthly review of performance against performance targets included in contracts
- Achieve 90% or above customer satisfaction rate
- Maintain a missed trip rate by revenue miles of less than 1%
- Maintain an accident rate by revenue miles of less than 1%
- Develop and maintain MVTA mobile app by 2020
- Develop new and meaningful ways for customers to contact MVTA
- Achieve and maintain high availability rate for public Wi-Fi amenity
- Achieve and maintain 90% compliance rate in the delivery of agency-wide technology services and support

Work with all stakeholders to ensure comprehensive transit network.

- Create a refreshed marketing plan based on the revised mission and vision to build awareness and education of MVTA services
- Work with businesses and cities to enhance service, including last-mile connections, and to grow ridership
  - » Meet with member counties once per year to identify transit needs
- Develop and enhance public and private partnerships
  - » Create outreach materials tailored to public and private partnership options
  - » Meet with local businesses to determine partnering opportunities, encourage transit-friendly development, and promote transit incentives
  - » Create an MVTA Partnership Working Group consisting of elected officials and stakeholders

Increase and strengthen partnerships.

- Collaborate with public/private partners to develop last-mile solutions
  - » Develop one new partnership per year
- Ensure connectivity with transportation organizations to meet diverse needs
  - » Meet annually with other transit providers, such as DARTS (Dakota County) and SmartLink Transit (Scott County), to discuss opportunities
- Explore ways to serve areas within Dakota and Scott counties that are currently under-served or without service
  - » Meet with member communities once a year to discuss service needs and opportunities

Goal two

Financial Stability

"Balancing long-term financial needs through cost control and service planning."

Focus Areas & Actions

Focus on planning and delivery of productive service.

- Manage costs and develop efficiencies
  - » Annually review costs against performance and provide recommendations for changes
- Perform comprehensive review and update of all existing and potential sources of funds by 2019
- Develop suite of MVTA services that adapts to changing community needs
  - » Actively assess route performance according to MVTA and/or regional standards
- Develop an annual agency project plan and share focus areas with MVTA Board
- Ensure compliance with Federal and State reporting requirements by completing reports inclusive of: Annual Financial Audits, National Transit Database reporting, and Minnesota Legislative Transit Report

Advocate for sustainable funding solutions.

- Actively inform legislators
  - » Meet with local area legislators at least once per year
- Partner with Metropolitan Council to develop funding strategies
  - » Meet with the Suburban Transit Association prior to each legislative session to discuss strategies and coordinate with the Metropolitan Council
- Work in conjunction with transit providers to promote a coherent, unified regional system
  - » Continue to work with the Suburban Transit Association to build regional partnerships

Explore all new potential funding and financing sources.

- Evaluate potential sources, develop a strategy, and then implement an action plan to increase MVTA's transit share for new grants and potential revenue sources
- Leverage public/private partnerships
  - » Increase collaboration with private businesses
- Diversify portfolio with grants, creative fares, funding programs, and bus and facility advertising
  - » Identify at least one new opportunity per year
- Evaluate the use of existing public Wi-Fi and customer facing station digital displays as a means to sell ad space

Goal three

Community Engagement

"Maximizing opportunities to increase awareness, build trust, and engage stakeholders."

Focus Areas & Actions

Promote MVTA brand

- Develop and implement a public relations campaign that focuses on the customers and the community by 2019
- Capitalize on co-branding opportunities two times a year
- Promote the MVTA brand through targeted marketing on a monthly basis

Answer the question "what can MVTA do for you?"

- Educate the public and stakeholders about the benefits of public transit at schools, senior centers, cities, etc
  - » Increase the number of transit fairs and informational events attended by MVTA representatives
- Reach out to employers, cities, and communities that have unfulfilled transit needs
  - » Engage local chambers of commerce or other advisory groups to discuss transit

Utilize social media to engage customers and the community

- Post regular route updates on social media platforms as soon as information is available
- Create and share surveys annually
- Actively monitor comments through the GIS Strategic Plan story map

Goal four
Innovative Solutions

"Developing tailored, industry-leading transportation solutions to meet diverse customer needs."

Focus Areas & Actions

Technology

- Deploy centralized reporting system by 2020
- Leverage data and business intelligence to improve efficiency
  - » Work to increase use of technology reports, such as data warehouse or Automatic Passenger Count, to find efficiencies and validate service decisions
- Analyze data to determine appropriate bus size for routes based on existing and future service needs
  - » Review ridership data by route annually to determine fleet needs
- Implement a fully integrated CAD/AVL system by 2022
- Continuously explore and implement ways to reduce costs and cut waste in infrastructure, service operations, and maintenance overhead using cloud and virtualization technologies
- Implement a centralized MVTA Operations Center to monitor and manage service
- Evaluate a minimum of one new or existing technology system a year for continuous improvement and deployment

Provide meaningful, real-time information.

- Deploy and enable integrated Real-Time Information System across MVTA facilities
- Post critical, timely information on website and digital channels within one hour of the incident and update plan for customer response during non-work hours
- Create communication tools as a means to provide and receive information, such as a mobile app, by 2020

Creatively embracing change

- Conduct comprehensive energy efficiency assessment of all facilities to identify potential long-term cost-savings
- Explore funding opportunities for zero-emissions replacement and expansion vehicles and charging systems
- Explore new special event services
  - » Develop a special event service plan by 2020
- Support the promotion of alternative transportation modes such as vanpool, carpool, bicycling, walking, and other active means
  - » Promote and provide educational information on alternative modes and regional services such as bikeshare, dial a ride, vanpool, MetroPass, and Guaranteed Ride Home

Acknowledgements

MVTA Board

William Droste, Chair
Clint Hooppaw, Vice Chair
Chris Gerlach, Secretary/Treasurer
Kevin Burkart
Bob Coughlen
Gary Hansen
Dan Kealey
Jon Ulrich
Jay Whiting

MVTA Staff

Luther Wynder, Executive Director
Jen Lehmann, Planning Manager
Richard Crawford, Public Information Manager
Tyre Fant, IT Manager
Steve LaFrance, Facilities Manager
Samantha Porter, Transportation Director
Dan Rudiger, Fleet Manager
Heidi Scholl, Procurement and Contract Manager
Lois Spear, Finance Director
Tania Wink, Finance Manager

Bolton & Menk, Inc.

Jane Kansier, Project Manager
Doug Abere, Facilitator/Quality Control & Assurance
Nicole Schmidt, Project Communication Specialist
Ashley Hudson, Planner/Public Engagement Specialist
Nick Meyers, GIS Project Manager

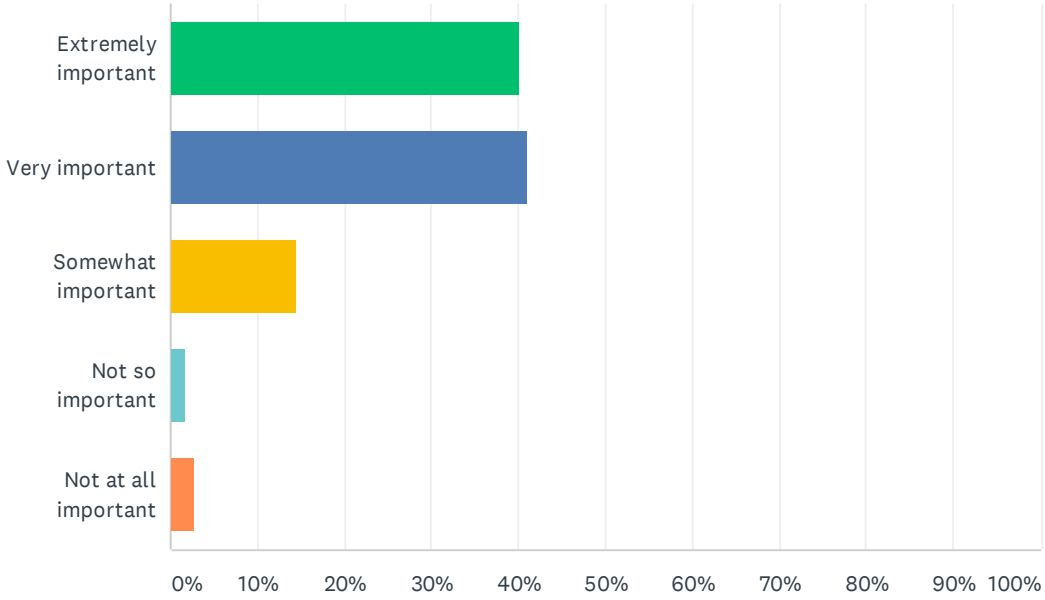
prepared by:

BOLTON & MENK

Real People. Real Solutions.

Q1 How important is it to you that MVTA bus garages are in a state of good repair for the storage of buses and for fleet maintenance crews to keep the buses in good condition.

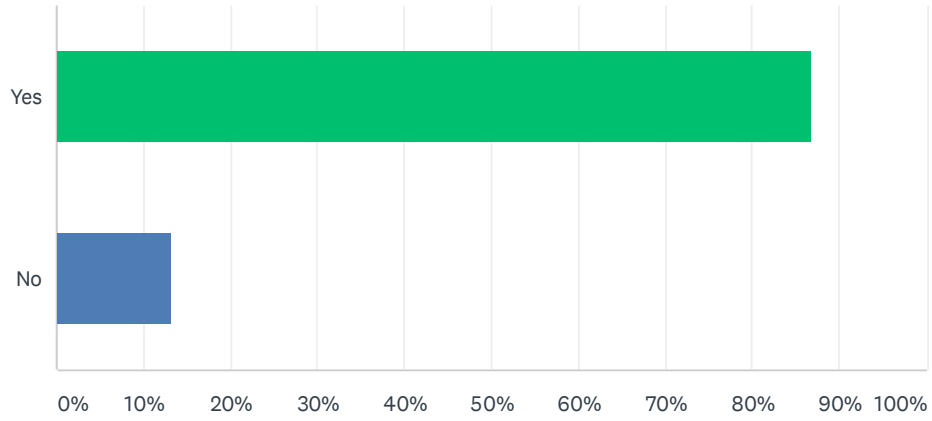
Answered: 251 Skipped: 0



ANSWER CHOICES	RESPONSES	
Extremely important	40.24%	101
Very important	41.04%	103
Somewhat important	14.34%	36
Not so important	1.59%	4
Not at all important	2.79%	7
TOTAL		251

Q2 Do you believe that areas of transit stations should be accessible as possible to everyone?

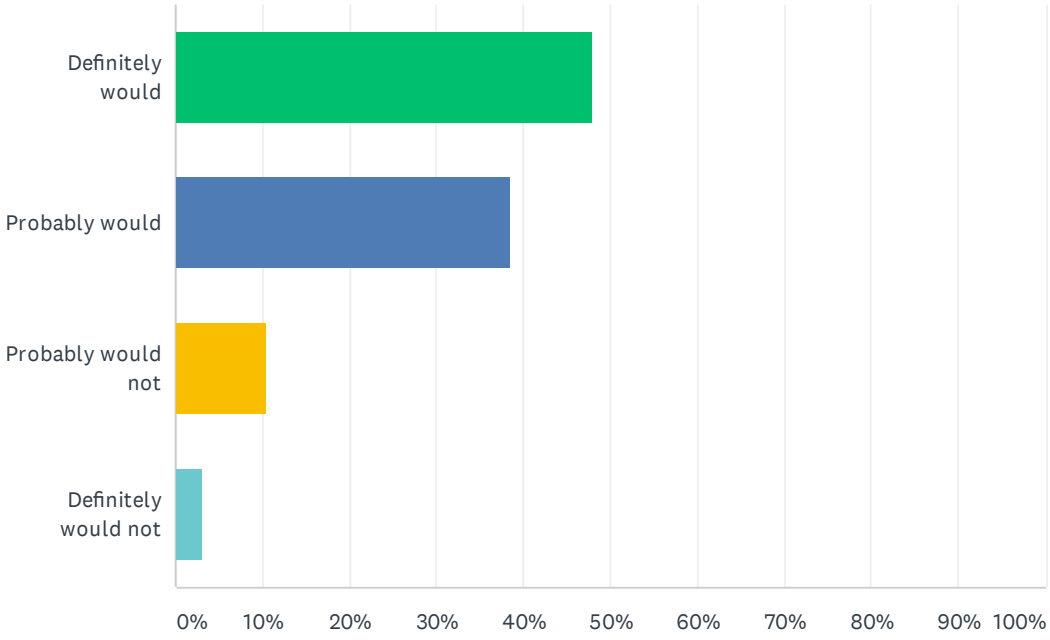
Answered: 251 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	86.85%	218
No	13.15%	33
TOTAL		251

Q3 Would you support having elevators on all multi-level parking ramps?

Answered: 250 Skipped: 1



ANSWER CHOICES	RESPONSES	
Definitely would	48.00%	120
Probably would	38.40%	96
Probably would not	10.40%	26
Definitely would not	3.20%	8
TOTAL		250