

Item 23-0156: Request to approve Acceptance of Federal Transit Administration FY 2021 American Rescue Plan Act (ARP) grants of \$3,370,750 and \$32,147 and Coronavirus Response and Relief Supplemental Appropriations Act (CRSSAA) grant of \$32,146

Item 23-0157: Authorization to Award Whitman Facility Remodel Phase 1 Construction Project to SMA Construction Services LLC

Item 23-0158: Request to approve Submittal of Applications for Fiscal Year 2023 Federal 5339 (b) Funds for \$12,000,000 for the Whitman Facility Remodel Phase 2 and \$25,254,700 for the Downtown Appleton Joint Development Project

Fox Cities Transit Commission
Mon, Feb 20, 2023 3:00PM • 24:33

George Dearborn (Chairman) 02:53

Next item is authorization—acceptance of the Transit Administration FY 2021 American Rescue and also the Coronavirus relief supplementary. And I believe that Ron is going to explain that. I need a—first need a motion to approve. Almost tricked me.

Diane Dexter (Commissioner) 03:16

I move to approve.

Ronald Torrance (Commissioner) 03:18

Second.

George Dearborn (Chairman) 03:19

Thanks. Okay. Thanks.

General Manager Ron McDonald (Valley Transit) 03:21

Thank you, Chair. So, these were grants that were previously awarded to Valley Transit. And what we're doing is we're asking for authorization then to accept these and put them into our budget. And our intent is to use these funds for the next project on the agenda. So, I was looking for acceptance of these grants.

Unknown Commissioner 03:43

Question. Is it—was the coronavirus, the \$32,146, separate from first one?

General Manager Ron McDonald (Valley Transit) 03:51

Yes.

Unknown Commissioner 03:51

Okay.

George Dearborn (Chairman) 03:55

Other questions? Okay. All those in favor, please say aye. Any opposed? Was that an "Aye" or opposed or? Okay that's an aye. Okay. Thank you. Motion carries.

George Dearborn (Chairman) 04:14

Next item is authorization to award Whitman facility remodel phase one. And I need a motion first to put that on the floor please.

Larry Wurdinger (Commission Member) 04:26

So move.

Mike Patza (Commissioner) 04:27

Second.

George Dearborn (Chairman) 04:28

We have a motion and a second. So, this again is—Ron and Steve and Jan is it?

Jon Wallenkamp (Kueny Architects) 04:38

Jon

George Dearborn (Chairman) 04:38

Jon will go over this. And I think we have a—is this one we have a presentation for?

General Manager Ron McDonald (Valley Transit) 04:44

Yeah. So, John, if you want to come forward, and I can kind of talk briefly about it. We have Facilities Department is here with us also who's overseeing the project.

General Manager Ron McDonald (Valley Transit) 04:55

So, this is—if you remember, we did a master plan, spatial needs and masterplan for the Whitman facility for administrative offices, and then ultimately our maintenance facility. (Right in the middle John.) So, we didn't have—we applied for a grant and weren't successful at it. So, we didn't have enough money to do the entire project. So, we split it into two phases. The first phase is what we're looking for authorization for today. John from Kueny Architects is going to go over it briefly for you—just a reminder of where we're at and what Phase One encompasses. And then ultimately, we'll be looking for authorization to move forward and enter into a contract.

General Manager Ron McDonald (Valley Transit) 05:39

I did submit a memorandum breakdown of the bids. And so, we went out for bid, and the low bid on this project was SMA Construction LLC. And they came in at \$6,705,000. And then we're adding 5% on for a contingency fee up to 5% for a total of \$7,040,250. So that's what we'll be looking for. But Jon, if you want to go ahead.

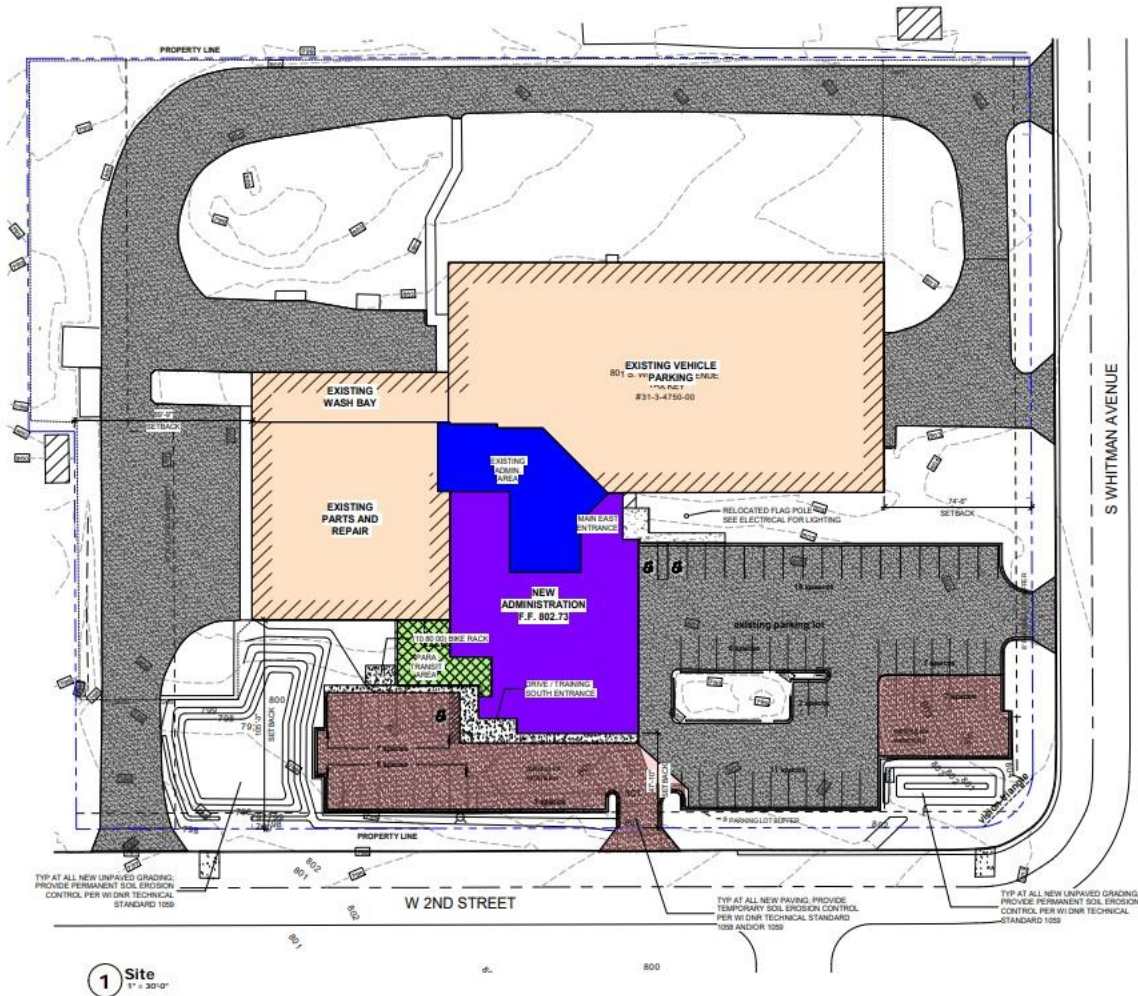
Jon Wallenkamp (Kueny Architects) 06:15

Just to highlight the project that Ron indicated, the overall project was cut down to the first phase and second phase. So just to highlight the areas of—**[note: his microphone wasn't working so he switched to a new one]**

Jon Wallenkamp (Kueny Architects) 06:36

Test, yeah. So, on the south side of the facility the existing parking lot will be left as is and on the orange area of the parking here, that's going to be the expanded parking lot. So that's part of this phase, and would be constructed in Phase One of the project. So even though this is Phase One of the project, there's two phases of the construction phase. So just to keep that in mind, and I'll highlight that as we go. And that's only the reason—

the main reason for that is to keep part of the staff that's going to be staying in the facility, able to stay within the facility.



Jon Wallenkamp (Kuey Architects) 07:12

The main purple area is the main addition, that is part of this phase. That's directly south of almost the entire facility encompassing the entire existing office area—the little outdoor court area that's there.

Jon Wallenkamp (Kuey Architects) 07:28

The green area off to the southwest is also part of the numbers Ron mentioned, and that's the area for future paratransit that would house in that area.

Jon Wallenkamp (Kuey Architects) 07:39

The blue you're seeing on the map, that's the current office footprint. That will be 100% remodeled, gutted down to the existing structure—new electrical, new HVAC, so 100% remodel in the exist there. That's the part that turns into Phase Two of the construction project. So, during phase one, that blue area will stay occupied partially by staff that's got to run the buses and control that out. Other office staff will be leaving and going to a different location. But primarily to keep that function going, the blue will be Phase Two of the project.



(0) Addendum #02 January 30, 2023
Floor Plan - Overall
 kuenyarch.com ©2023 Kueny Architects L.L.C. - All Rights Reserved
 City of Appleton - Valley Transit Facility Renovation Phase 1
 801 S. Whitman Avenue, Appleton, WI 54914
 12/09/2022

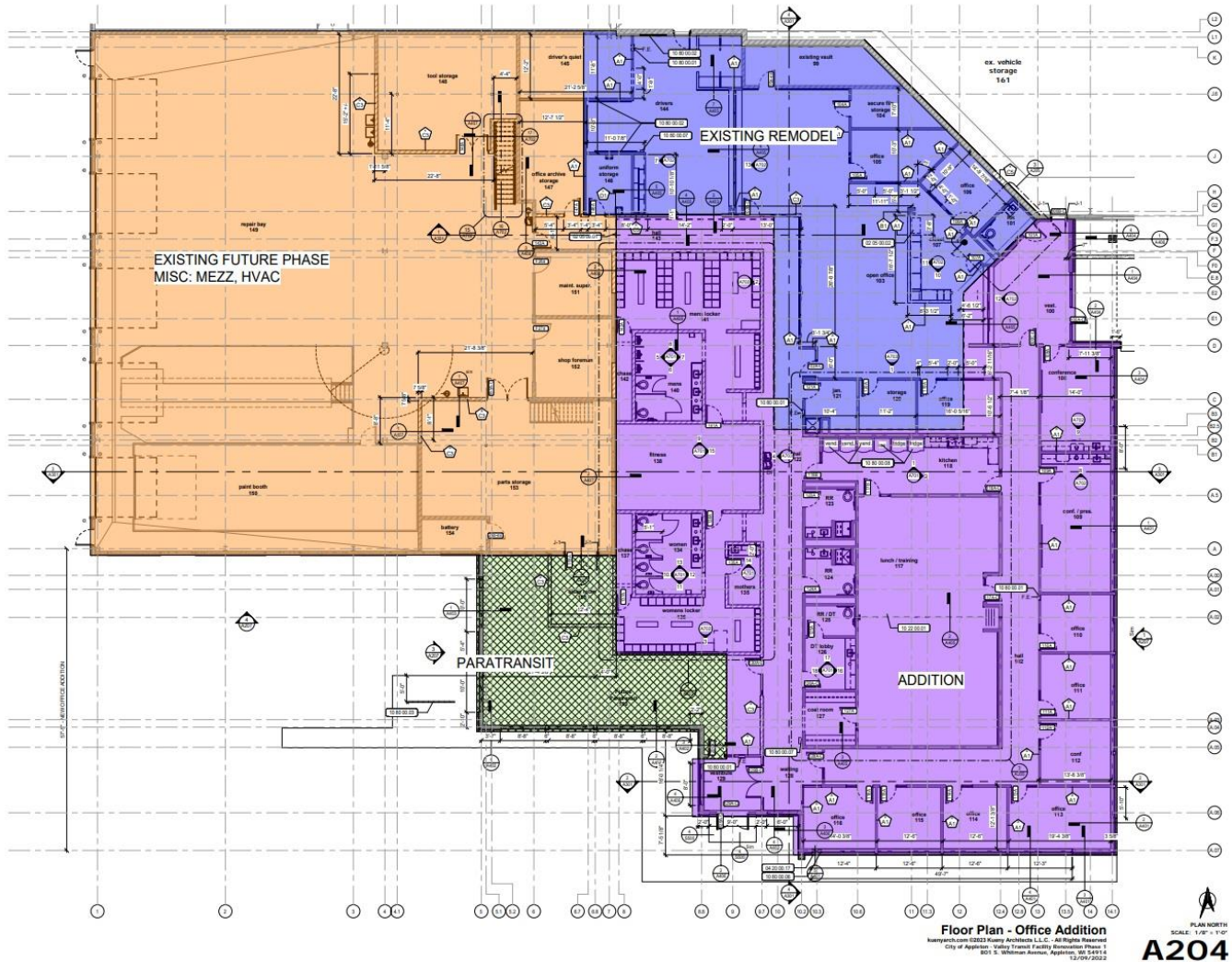


Jon Wallenkamp (Kueny Architects) 08:17

The orange areas are primarily made up of the future phase of the project that would eventually go out for bids. But the bottom left, or the west side, the left side, the repair bay, that is part of a facility that will get upgraded mechanically. Additional mezzanines will be in that and additional electrical. Mainly that work is needed to happen due to the new mechanical system that's going in place—electrical system, geothermal to house that location. So, there's an additional mezzanine going on and enlarging the current mezzanine.

Jon Wallenkamp (Kueny Architects) 08:54

Just to blow it up a little bigger. There again, purple is the main addition. Green is the brand-new addition. Blue existing. And then orange existing. Any questions?



General Manager Ron McDonald (Valley Transit) 09:22
Sorry, what was the question?

Unknown Commissioner 09:23
How long do we expect the project to take—this phase?

Jon Wallenkamp (Kueny Architects) 09:26
I believe—it's just under a year. I believe the number of days they have completed is a number of years. Right now, we're—once we get into the contractual piece in working out the schedule, they'll be determining exactly when they start and then those days will start counting down.

General Manager Ron McDonald (Valley Transit) 09:46
Steve or Dean, do you guys have anything you'd want to add that hasn't been addressed?

Unknown Commissioner 09:54
I think we're good. Okay.

General Manager Ron McDonald (Valley Transit) 09:56

I guess one thing I would like to mention is some of the projects that—part of the project that Steve has introduced, primarily—so we're looking at geothermal for heating and cooling. At some point, I don't know whether it's gonna be Phase One or Phase Two, but there'll be solar panels added onto the building to replace solar panels that are have exceeded their life expectancy that are on the building right now. And then, in the second phase, we'll also be adding a tank to capture the rainwater and use that for washing our buses into the future.

General Manager Ron McDonald (Valley Transit) 10:36

We'll be looking at that. So, we're trying to put a lot of sustainable and environmentally friendly parts of this project. The geothermal was important to us because that will help us control our ongoing costs. We pay the cost upfront for our heating and cooling, on the capital end of it, but it'll help us on the operating side as we move forward, the remainder the life of the building. So I think those are some important components that we want to talk about. Which one is that Dean?

Director Dean Gazza (Parks, Recreation, and Facilities) 11:07

That's already on. Okay. Number one. I'm Dean Gazza, Director of Parks, Recreation, Facilities Management, and I just want to note on top of the design, just what a great job Valley Transit has done working with their own staff to determine, you know, work out an efficient model that will work not only for the short term, but the long term. And Jon's architect has been patient working alongside of us.

Director Dean Gazza (Parks, Recreation, and Facilities) 11:31

As everybody knows, there's been some market challenges in regards to trying to mitigate some of that rising inflation cost but yet come up with a design that's still going to work for the long term. And hats off to you guys for coming off what a great design and working together with Steven and architect and the team. So great job. Thank you.

General Manager Ron McDonald (Valley Transit) 11:59

Thanks, Jon. If I can just expand a little bit more on my memo then. So, I went through what the total cost is. We're intending to use federal grant money for this. So, in the previous agenda item, we asked for money from the American Rescue Plan, the ARPA, grant and also some CRSSAA grants, and 5310. So, we're looking at doing this project with 100% federal dollars, federal grant money, not looking at costing local municipalities anything. So, the grants that we've obtained are payable at 100%. So, we're looking at this infrastructure I think is a great opportunity for us to spend these onetime dollars on something for infrastructure. So, with that, I'd be willing to answer any questions anybody might have.

George Dearborn (Chairman) 12:58

Hearing none, no one remote who has a question? All right. I guess, given that we have a motion and second on the floor. So, all those in favor, please say aye. Any opposed? Thank you, motion carries. Good project. Good way to go for all of us.

General Manager Ron McDonald (Valley Transit) 13:18

Thank you.

George Dearborn (Chairman) 13:20

And next item is approve—I need a motion first to get on the agenda. It's approved submittal of application for fiscal year 2023 for funds for the Whitman Facility Remodel and for the downtown Appleton Joint Development Project. So, I need a motion and a second for that, please.

Greg VandeHey (Commissioner) 13:41

So move.

Ronald Torrance (Commissioner) 13:44

Second.

George Dearborn (Chairman) 13:45

A motion's been made. It's on the floor. Ron.

General Manager Ron McDonald (Valley Transit) 13:48

Thank you chair.

George Dearborn (Chairman) 13:49

Please explain that. You know about it.

General Manager Ron McDonald (Valley Transit) 13:50

Right. So, this is a—this particular grant is called—it's a section 5033—5339 (b) Bus and Bus Facilities grant. This is a grant that we've applied for, for other projects. So, if you remember last time we came back and asked for authorization to apply for a RAISE grant for the transit center. And we also want to apply for this money for the transit center. Because they're competitive grants. We want to apply for them, and hopefully we get awarded one of them to do the project. And then—so that's the \$25 million.

George Dearborn (Chairman) 14:26

Yes?

General Manager Ron McDonald (Valley Transit) 14:26

The 12 million is for the Phase Two of the Whitman Transit Center Facility. So, this grant is due in April. The application is due in April. The notice of awards are set to be announced at the end of June. So, we're hoping to be fortunate enough to get grant money for the transit center project, the multimodal transit center project, as well as Phase Two of the Whitman facility. So, I would ask authorization for us to apply for the grant. And then if we're awarded it is we come back to you and then seek approval to accept it.

Diane Dexter (Commissioner) 14:27

Can you define local match?

General Manager Ron McDonald (Valley Transit) 14:31

Sure. That's a good question. So, both projects are a little bit different. So, bear with me here. This this particular grant is an 80/20 grant. So, 80% is federal dollars. 20% is local dollars. So, depending on the projects, we will be looking at a number of different mechanisms to provide the local funding. As an example, there are other potential grant monies that can be used to offset local share, as long as it's allowable by the Federal Transit Administration. So, we would look at that. There, there are opportunities for in-kind match. So, if there's services or something donated that's acceptable by the Federal Transit Administration, we could look at an in-kind match to match the 20%. And then there are other fund balances, like we have a depreciation account that we use for capital projects and things like that.

General Manager Ron McDonald (Valley Transit) 16:08

So, depending on which grants we get, and what opportunities are available, will really dictate how we account for the local share on that particular project. And again, we will have to delineate that specifically, as we accept each one of those grants, because both grants are different—or both projects are different on how we would get there.

Diane Dexter (Commissioner) 16:29

I was wondering if we needed a sign off from each of the communities that was involved.

General Manager Ron McDonald (Valley Transit) 16:35

We we've never done that before. Because what we've been doing—you know, like the Whitman facility that we just approved, there is no local commitment, it's all done with a federal grant. And then, typically, in other projects, like when we bought all the buses, what we do is when we buy buses, there's a depreciation that is accounted for, gets put into our depreciation for the local share. So, we have an ongoing depreciation account that helps us long in buying capital projects in the future.

General Manager Ron McDonald (Valley Transit) 17:10

But again, depending on the project, like I say, the—for the joint development as an example, we intend to get a joint development agreement with a developer that will pay the lion's share of that local, and then we will look at if there's in-kind matches and other opportunities there. Like I said, there might be some other grants that we can tap into that would be allowable for local share. So, each one's different. Does that help?

Diane Dexter (Commissioner) 17:39

Yes.

George Dearborn (Chairman) 17:43

Any other questions? Hearing none, all those in favor of awarding this app—or applying for this application. please say aye. Any opposed? Thank you. Motion carries.