

**Goal:**

- The goal of the study was to arrive at a conceptual assessment of and recommendations for uses of BBG and the adjacent site/building (“Brady Building”), consistent with maximizing effectiveness, efficiency and economy in overall bus storage and maintenance operations, while also being mindful of MVTA’s projected long-term growth and goals.

**Analysis:**

- Projected MVTA Fleet Growth
  - 4 buses/year average growth (\* expect approximately 12 buses in 2010 due to BRT).
  - Bus storage capacity identified as primary need.

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fleet (# of buses)	114	118	122	126	130	134	138	142	146	150	154
Existing EBG Capacity	60	60	60	60	60	60	60	60	60	60	60
Existing BBG Capacity	52	52	52	52	52	52	52	52	52	52	52
<b>Surplus / Shortfall:</b>	<b>(2)</b>	<b>(6)</b>	<b>(10)*</b>	<b>(14)</b>	<b>(18)</b>	<b>(22)</b>	<b>(26)</b>	<b>(30)</b>	<b>(34)</b>	<b>(38)</b>	<b>(42)</b>

Current Capacity and Fleet Size

- Building Review
  - BBG: Primary concerns regard existing maintenance bays (vertical clearance, heat loss due to bus circulation) and singular access to Cliff Road (though has been workable).
  - Brady Building: Generally in good condition with select system replacements required to adapt previous office/warehouse function to bus circulation and storage.
- Estimated total project costs for development of the Brady Building and improvements to maintenance and storage capacity at BBG (costs are escalated for time frames shown and include “soft” project costs):
  - Brady Building Conversion: \$5.5M (2009 construction)
  - BBG Maintenance Addition: \$10.7M (2010 construction)
  - BBG Storage Addition: \$3.5M (2011 construction)

**Result**

- Recommend not pursuing Brady Building - high cost per bus with no maintenance improvements and less than ideal configuration.
- Alternate options and conceptual estimates (assuming fourth quarter 2009 construction):
  - Full BBG Expansion: \$9.9M
    - Challenges with maintenance bays corrected.
    - Single access to Cliff Road remains.
    - City variance potentially required.
    - Net increase of 36-bus capacity.
  - BBG Replacement: \$19.1M
    - Net increase of 36-bus capacity.
  - EBG Expansion : \$7M for 100-bus capacity
    - Expand in accord with previous master plan.
    - Land acquisition costs not included in above conceptual estimate.
    - Net increase of 40-bus capacity.