DESTINATION MEDICAL CENTER CORPORATION

RESOLUTION NO. 200-2026

A RESOLUTION AUTHORIZING USE OF UNALLOCATED LINK BRT PROJECT CONTINGENCY FUNDING

The following Resolution was offered by Paul D. Williams, seconded by Kim Norton.

BACKGROUND RECITALS

A. Pursuant to Resolution No. 156-2024, the Destination Medical Center Corporation (the "**DMCC**") approved general contingency funding (the "**Contingency Funding**") for the Link Bus Rapid Transit project and criteria for the preservation and use, approval, and reporting of the Contingency Funding (the "**Original BRT Contingency Criteria**").

B. Subsequently, the DMCC approved an increase in the Contingency Funding pursuant to Resolution No. 174-2025 and approved revisions to the Original BRT Contingency Criteria (the "**BRT Contingency Criteria**") pursuant to Resolution No. 181-2025.

C. The Destination Medical Center Economic Development Agency (the "**EDA**") and the City of Rochester (the "**City**") staff recommend authorization for the use of unallocated Contingency Funding, pursuant to the BRT Contingency Criteria, in such amount and subject to the requirements set forth in the change order request attached hereto as **Exhibit A** (the "**Contingency Funding Use Request**").

D. The Staff of the City and the EDA requests that the DMCC approve the Contingency Funding Use Request.

RESOLUTION

NOW, THEREFORE, BE IT RESOLVED, by the DMCC Board of Directors, that the DMCC approve the Contingency Funding Use Request based on the following conditions:

1. Use of the Contingency Funding shall be in strict compliance with all requirements set forth in the BRT Contingency Criteria.

2. The scope of approval of the Contingency Funding Use Request is limited to that set forth in the Contingency Funding Use Request attached hereto as **Exhibit A**.

3. Any modification to the Contingency Funding Use Request will be subject to subsequent approval by the DMCC.

BE IT FURTHER RESOLVED, that the Chair or the Treasurer of the DMCC is authorized and directed to transmit this Resolution to the City and to take such actions as are necessary and appropriate to effectuate the findings and approvals of this Resolution.

The question was on the adoption of the Resolution and there were 8 YEAS and 0 NAYS, as follows:

BOARD OF DIRECTORS
Destination Medical Center Corporation

	YEA	NAY	OTHER
Douglas M. Baker, Jr.	X		
Kristin Beckmann	X		
Peter Frosch	X		
Kim Norton	X		
Randy Schubring	X		
Mark Thein	X		
Pamela Wheelock	X		
Paul D. Williams	X		

RESOLUTION ADOPTED on September 24, 2026.

ATTEST: Pamela A. Wheelock
Pamela Wheelock, Chair
Destination Medical Center Corporation

EXHIBIT A

LINK BUS RAPID TRANSIT PROGRESS UPDATE & CONSTRUCTION MANAGEMENT CONTINGENCY USE REQUEST

SEPTEMBER 2026

Request of the Board

Authorize $1,417,717.20 of approved contingency funding for additional consultant construction management services in accordance with the approved Link BRT contingency use guidelines.

Approved Project or Program Baseline

The DMC Multi-modal Mobility Strategy includes the implementation of Link Bus Rapid Transit (BRT), which is the priority focus of DMC's mobility infrastructure investments. The Link BRT system is a transformative transportation investment designed to enhance mobility, ease congestion, and support the continued growth of Rochester. By providing fast, fare-free, and reliable transit service, with 12 stops located along the 2.8-mile-long corridor. Link will serve an estimated 11,000 commuters, residents, and visitors per day, strengthening downtown Rochester's accessibility and economic vitality.

Current Status

This project is 56.5% complete and is scheduled to open for service in late summer 2027.

Vehicle Procurement Highlights

- The City received and is testing 10 Link buses.
- The remaining buses are expected to be delivered this fall with seven already having been fully accepted.

Project Bidding Highlights:

- The final construction bid package, Volume E: West Transit Village Restrooms, has been approved and is approximately $500,000 under budget.
- All contracts have been approved and executed by the City Council. Construction has commenced and is anticipated to be complete by April of 2027.

Contingency Use

- Past Request: The City has completed the relocation of the two medium voltage electrical duct banks discovered within the footprint of the new elevator shaft at the eastbound Saint Marys Transit Center station.

- Current Request:
  - The original project budget for construction management services was based on a schedule that anticipated bidding in 2024, construction and revenue service occurring in 2025–2026, and project closeout in 2027.
  - The current timeline now extends construction, testing, and service into 2027, with closeout likely continuing into 2028.
  - This schedule extension combined with additional technical project delivery support requested by the City has led to an anticipated net cost increase of approximately $1,417,717.
  - During 2024 and early 2025, construction services staff were required to support several unplanned efforts—including multiple bid openings, value engineering, engineering support, multi-state bidder solicitation marketing, and third-party estimating—resulting in higher-than-expected pre-construction costs. Key technical personnel were consistently engaged at levels exceeding original estimates, further contributing to cost increases. The expansion of construction from two seasons to three (2025–2027) has further proportionally increased costs for inspection, administration, safety management, and field staking.
  - Additional technical support requested by the City construction management team added scope increases to ensure FTA grant agreement compliance, mechanical/electrical/plumbing engineering support for shop drawing review and expedited technical conflict resolution, construction safety orientation and compliance, and temporary traffic control monitoring software procurement.

Budget Highlights

Current Approved Budget

Description	Amount
West Transit Village (Volume A)	$7,916,655
Civil Underground and Infrastructure (Volume B)	$22,347,992
Transit Center (Volume C)	$77,558,384
Maintenance Bay Addition (Volume D)	$4,608,461
West Transit Village Bathrooms (Volume E)	$2,514,114
Vehicles	$21,726,404
Real Estate	$12,244,300
Professional Services	$27,925,000
Remaining Contingency (not previously allocated to Project Volumes A-E)	$20,323,873
Total Funding	**$197,165,183**

Use of Contingency

Description	Amount
Original Available	**$22,752,072**
West Transit Village (Volume A, previously allocated)	$229,232
Civil Underground and Infrastructure (Volume B, previously allocated)	$395,321
Transit Center (Volume C, previously allocated)	$1,787,184
Maintenance Bay Addition (Volume D, previously allocated)	$16,461
West Transit Village Bathrooms (Volume E, previously allocated)	$0
Vehicles	$414,072
Real Estate	$0
Professional Services	$0
Pending/Anticipated Unallocated Contingency Expenditures	*$2,117,717*
Total Use of Contingency (Actual and Pending)	$4,959,987
Remaining Available Contingency	**$17,792,085**

Risks to Scope, Budget, Timeline, or Delivery

Pending/Anticipated Unallocated Contingency Expenditures	Risk Impact	Cost Impact
Kimley-Horn construction management contract amendment	Medium	$1,417,717
Significant, adjacent, private development construction work is currently happening in four locations along the Link BRT project corridor. Some of these projects have been impacting the Link BRT sequence of operations. To date the impacts of other private projects have been successfully mitigated by Link's construction management team and Link's contractor. Through 2026 it will be important to monitor this work to ensure Link does not incur a schedule delay.	High	$0
On schedule bus delivery to Rochester and conformance with contract specifications.	Medium	$0
West Transit Village pavement thickness will be increased from 7" to 8.5" to achieve City of Rochester standards and maintain durability while heavy construction equipment needs to utilize the constructed roadway space.	Low	$100,000
The Maintenance Bay Addition had a delegated design requirement that had the contractor design the connection of the existing precast wall trusses to the new addition trusses. Through redesign the contractor has additional costs to accommodate the changes necessary for the connections	Low	$100,000
Fuel Escalation – MnDOT Standard Contract Specifications have additional provisions that allows contractors a payment increase after incurring additional fuel costs due to inflation price increases.	High	$0
Business Forward	Medium	$500,000
Pending/Anticipated Unallocated Contingency Expenditures		**$2,117,717**

Upcoming Requests or Decision Points

None at this time.

DMC Alignment

DMC EDA Staff are working in collaboration with city staff and the city's design consultant's SRF and Kimley-Horn, to maintain a continued focus on the goal of creating a world-class experience centered on equity of access and securing Link BRT as a desirable consumer choice.

Attachments / Exhibits

- Change order summary
- Detailed project updates

CHANGE ORDER SUMMARY

Table 1: Status Of Project Funding Including Any Use of the Contingency Funding Allocated to Specific Project Elements:

SCC#	SCC Description	Budget	Expenditures to Date
10	Guideway & Track Elements	$4,356,931	$1,477,875
20	Stations, Stops, Terminals, Intermodal	$62,174,323	$20,345,851
30	Support Facilities: Yards, Shops, Admin. Bldgs	$8,335,074	$3,221,877
40	Sitework & Special Conditions	$31,955,552	$14,038,652
50	Systems	$4,775,011	$1,025,236
	Subtotal 10-50	*$111,596,891*	
60	ROW, Land, Existing Improvements	$12,244,300	$12,095,408
70	Vehicles	$22,646,920	$11,436,840
80	Professional Services	$27,925,000	$25,415,391
	Subtotal 10-80	*$174,413,111*	
90	Unallocated contingency	$22,752,072	$3,714,851
	Total	**$197,165,183**	**$92,771,981**

Table 2: Remaining Contingency Balance

	Cost
Original Unallocated Contingency Balance	$22,752,072
Volume A West Transit Village - Net Change Orders	$229,232
Volume B Civil Underground and Infrastructure – Net Change Orders	$395,321
Volume C Transit Center – Net Change Orders	$1,787,184
Volume D Maintenance Bay Addition – Net Change Orders	$16,461
Volume E West Transit Village Bathrooms – Net Change Orders	$0.00
Vehicles – Net Change Orders	$414,072
Pending Future Change Orders	$2,102,717-2,117,717
Unallocated Contingency Remaining Balance	**$ 17,792,085 - $17,807,085**

Table 3: West Transit Village Change Order Status

Change Order Name	Description & Action Steps	Impact to Cost
Tree Clearing	Additional Clearing and Grubbing added from Volume B and C to complete removals according to federal regulations in month of March. Contract Change Executed	$131,238.00
Storm Sewer Revisions	Utility Updates and Plan Revisions for Storm Sewer. Contract Change Executed. Updated Pricing	($65,487.48)
WTV Charger Updates	The on-route chargers require updated foundations and configuration to meet the manufacturers' recommendations. Contractor to supply backup documentation.	($118.00)
Delete Camera	Time lapse camera. Contract Change Executed	($22,550.00)
8.5" Concrete Pavement	Modify concrete pavement thickness to meet City of Rochester Standards and Specifications with additional reinforcement.	$162,932.19
Stone Benches	Stone Bench Material Change due to product availability and performance standards	$23,100.00
	TOTAL SPENT	**$229,114.71**

Table 4: Civil Underground and Infrastructure (Volume B) Change Order Status

Change Order Name	Description & Action Steps	Impact to Cost
Sanitary and Water Updates – 14th Ave Redesign in progress	Drawings changes as spelled out on page 1 of the change order backup sheets. These are the true 'extras', meaning there is no unit pricing in the contract to capture the costs for tracking.	Pending
Revised Field Office	Modified Specifications of Line Items 4 Field Office ($220,018) bid to owner provided facility and upgrades required.	($97,505.00)
Subcut and Breaker Run	Subgrade Excavation and sub-cut replacement recommendations for 11th - 12th Ave. Contract	$36,400.00
Missing Bid Items	Add missing bid items: W200.552 1" Corp Stops, Hay Bales, Cat 30 Blanket, Culvert End Protection, 3" minus stabilization rock, PCMS, Ultra High Early Concrete, Aggregate Surfacing.	$11,550.00
Contaminated Soil	Contaminated Soil Testing, Hauling, Disposal, Acceptance by SKB, etc. Cost to date ($3,591.60)	$75,000.00
Revised Traffic Signal System E	Revised signal pole location due to existing RPU vault.	$2,253.15
Connection to 6-1/2 Street	Connect to 6 1/2 Street SE.	$9,780.00
J-Barrier with Fence	Additional Barricades 11th Ave to 12th Ave	$95,000.00
Electrical Conduit/Conductors	Traffic Signal adjustments for City Standards	$72,153.92
Storm Structure 680 Restocking	Net cost savings, Item will not be installed.	$5,518.70
6th Street Changes	Design Changes to multi-use trail and sidewalks for driveway access to adjacent properties	$15,392.03
Retaining Wall Cap Blocks	Modify Designed Retaining Wall for Cap Stone Blocks Per City Standards	$28,823.60
Lower Watermain	Remove Installed Watermain, Lower to elevation under Pedestrian Tunnel	$60,000.00
Seal Coal Chutes	Discovered abandoned coal chutes to existing business between 11th Ave and 13th Ave. Blocked and mortar openings.	$2,816.00
Surplus Pavers	Owner directed change to brick pavers. Updated Pricing	$64,504.98
Storm Sewer VE	Contractor proposed Value Engineering to revise Storm Sewer Structures (Net savings to project of $15834.70) 50% retained by contractor	$15,834.70
Weld Split Casing	Paid under existing bid item, no cost change order	$0
Temporary Lighting	Temporary Lighting supplied for replaced existing lighting in Parking Lot areas. Updated Pricing	$23,512.50
Paint Signal Poles	Paint Traffic Signal Poles per City Standards.	$56,000
MnDOT Signal Pole Changes	Design changes requested by MnDOT Signal Review	Pending
MnDOT Signage Changes	Design changes requested by MnDOT during submittal review	Pending
Additional Sanitary Revisions	Revised Sanitary Design. No cost CO anticipated	Pending
Signal M Mast Arm Change	Plan error during shop drawing review	$8,324.26

Retaining Wall Deduct	Installation of missing material not approved in submittals.	Pending
Additional Sanitary Manhole	Adjacent Project to supplement cost for post bidding request for added MH	Pending
Casting Revisions	Field Adjustments to castings at driveway location on 6th Street	$2,243.90
	TOTAL SPENT	**$487,602.74**

Table 5: Transit Center (Volume C) Change Order Status

Change Order Name	Description & Action Steps	Impact to Cost
Owner Supplied Materials	Owner supplied Materials will not be provided	(CANCELLED) $0
6th Street Station Changes	No Cost Change Order	$0
SMTC Building Permit Changes	Plan revisions include items such as plumbing, radon system additions.	Pending
SMTC Radon Gas System	Achieving the B3 certification requires radon gas system to be installed	$77,007.00
Asbestos in Building Demo	Additional Vermiculite in debris of building removal and hauling per RAP.	$12,584.36
Snowmelt Junction Boxes	Plan revisions for the stations to add additional Jbox .	$46,109.00
Station Slab Crown	Plan revisions, no cost or schedule change	$0
Heater Access Panels	Plan revisions for modifications of stations to include for systems controls for snow melt	Pending
Conduit Sizing	Resized conduit to stations, have not received pricing from contractor.	Pending
Heater Access Panels	Adjust access points in roof of stations. Have not received pricing from contractor.	Pending
RFI C58 Clarifications	Clarification with a change in specifications. No cost change order	$0
Storm Sewer VE	Value Engineering Eliminating Storm Sewer Structure	($11,887.25)
Modify Saint Marys Pump Size	Revisions to the sump pumps at Saint Marys Transit Center	Pending
Gutter Angle Connection Change	No Cost Change Order	$0
2nd Ave Stations Foundation Modifications	Contractor requested change with shop drawing review approval	($10,092.00)
Time Lapse Camera	Temporary public safety camera rental for construction activities monitoring	$35,600.40
Duct Bank	Relocate underground medium voltage duct bank for SMTC pedestrian tunnel	$1,233,000.00
Additional Mock Up	Owner requested additional mock up stencils for enhancements modifications	$4,290.30
SMTC Winter Work	St Marys winter work and means and method modifications	$748,814.60
	TOTAL SPENT	**$2,135,426.41**

Table 6: Maintenance Bay (Volume D) Change Order Status

Change Order Name	Description & Action Steps	Impact to Cost
Owner Supplied Materials	These items are being procured using the Volume D budget and are in process.	$146,953
Building Permit Revisions	No Anticipated Changes	$0
Roof Warranty	Specifications lacked identifying roof warranty upon submittal review, meet City Standard.	$4,428.00
Roof Joist Design	Delegated Design of the Existing Pre-Cast Wall modifications.	$12,033
	TOTAL SPENT	**$163,414**

Table 7: Bus Procurement Contract Change Order Status

Change Order Name	Description & Action Steps	Impact to Cost
Tariff Increases	Tariff cost increase implemented by New Flyer	$565,704
	TOTAL SPENT	**$565,704**

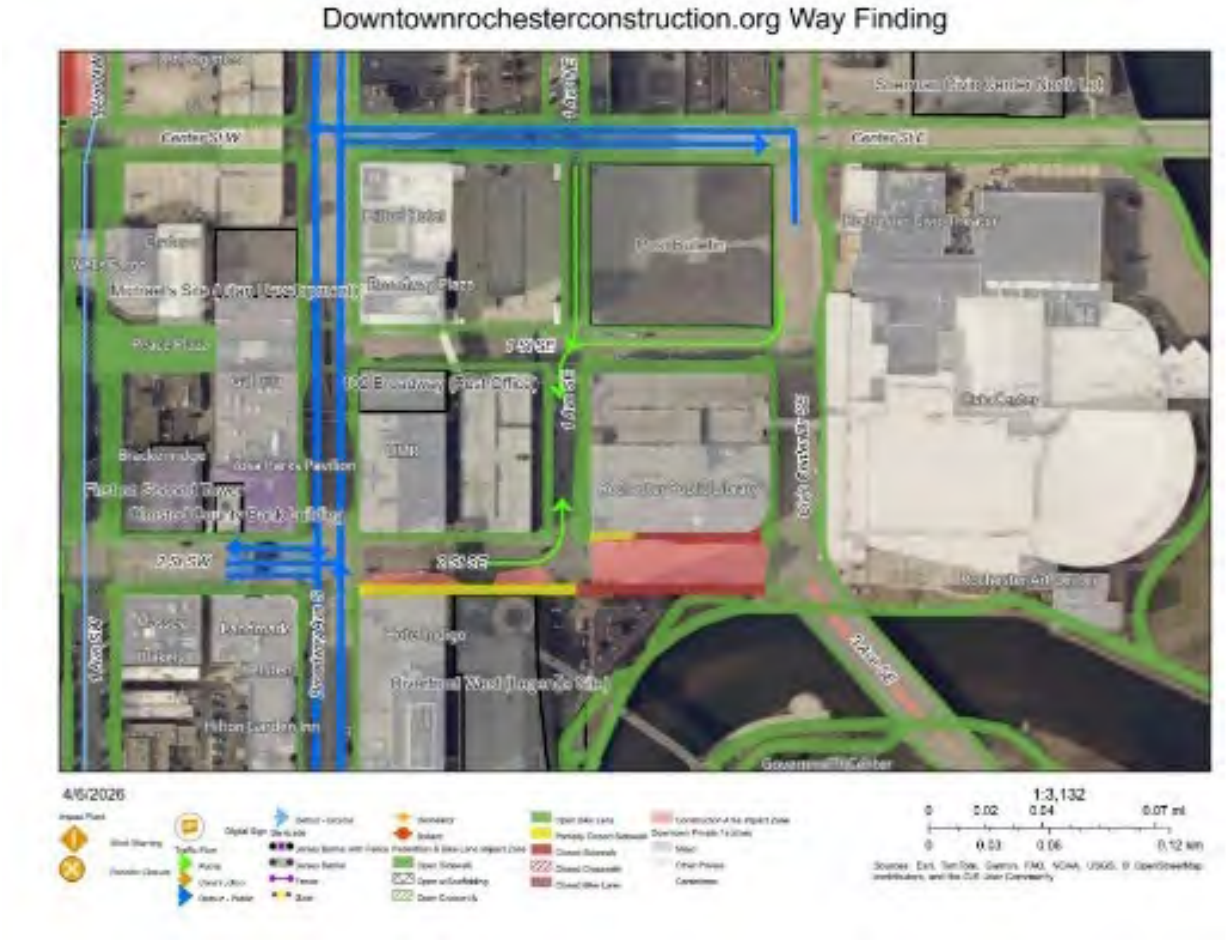
Detailed Project Updates

Business Forward Construction Mitigation: The project team is implementing the Business Forward strategy as they continue construction of Link BRT. Project team members meet with stakeholders impacted by the construction on a regular basis. The majority of the current disruption is located adjacent to the St. Marys Campus, West Transit Village, 19th Ave SW, 6th Ave SW, the Civic Center Stations and 6th Street SE. Hosting bi-weekly “What’s next on Link” meetings with local businesses.

Multiple tools are in place in response to feedback from local business owners including:

- A weekly Link BRT Newsletter
- Integrating travel information into https://www.downtownrochesterconstruction.org/
- Dynamic pedestrian scale wayfinding
- Regular check-ins by the Link Construction Management Team and Link Contractor

Example Wayfinding Detour Route Map:



Construction Updates:

General Road Closures

- The closure of 2nd Street SE from 1st Avenue SE to Civic Center Drive (until mid-September).
- Closed Civic Center Bridge from June 12 – August 31st
- The closure on 6th Avenue SW from 2nd Street SW to 1st Street SW was completed and has reopened. Closure of 2nd Street at the 6th Avenue SW intersection for private development construction happens September 4 – September 22nd 2026
- Traffic lane closures on one side of 2nd Street SW at 19th Ave SW east past US 52 interchange – July through November.

2nd Street SW / Saint Marys Transit Center – Corridor West End

Construction at the Saint Marys Transit Center advanced substantially during this period. Crews progressed working on tunnel foundation walls, reinforcement, elevator and stairwell walls, and concrete pours to installation of mechanical, electrical, plumbing, drainage, and underground utility systems. Sanitary and storm sewer work continued through the area, including utility work near 13th and 14th Avenues SW.

By July, waterproofing and electrical duct-bank work were progressing, roadway paving was being restored near 13th and 14th Avenues, and work was advancing on the local bus stop, and Link platform, stairs, circulator station footings, and upper walls. Traffic and pedestrian routes were modified throughout construction while maintaining emergency access to Saint Marys Hospital. The 2nd Street SW road closure in front of St. Marys Hospital is scheduled to reopen by November 2026.

Underground utility work has progressed from 14th Avenue SW to HWY 52 on the south half of 2nd Street, while maintaining two-way traffic on the north side. Starting September 14, the utility work will switch to the north side and be completed by October 30.

Both medium voltage duct bank relocations are complete and operational. The total cost of the change order was $1,214,523, of which $431,274 was paid for by RPU to cover the RPU feeder relocation and $783,249 in Link unallocated contingency funds were applied under the emergency contingency criteria to cover the cost of relocating the privately owned feeder. Earth retention systems have been installed and work has commenced on the south half of the underground pedestrian tunnel and southside east bound station.

West Transit Village

Work progressed from underground infrastructure into station construction. Storm sewer work was completed, followed by grading, excavation, footing construction, utility preparation, lighting infrastructure, and bus-charger-related work. Work is scheduled to be substantially complete on the roadway, sidewalks and plaza by middle of November allowing Rochester Public Transit to provide regular transit service to the 2,500-space Mayo Parking Ramp that is scheduled to open on December 15.

BRT Station - Concrete foundation walls were completed and subsequently backfilled, with electrical work, transformer pads, roadway construction, curbs, and other site improvements following. By July, the site was transitioning into vertical construction, with structural steel erection planned as the next major phase. The Station is scheduled to be substantially complete by April of 2027.

23rd Avenue SW Local Stations

Stormwater improvements were completed early in the period, followed by concrete, curb, roadway, and pavement reconstruction. Work then transitioned to station-area improvements, including sidewalks and accessible curb ramps. By July, major concrete work and removals were substantially complete, with decorative pavers, planters, landscaping, and other finishing improvements underway or scheduled. The work was completed and reopened of the intersections.

19th Avenue SW Stations

The westbound station progressed from completed structural steel framing and concrete bench reinforcement into gutter and façade installation, ramp construction, snowmelt installation, topping slabs, sidewalks, roofing, exterior metal panels, painting, and other architectural finishes. Construction then shifted to the eastbound station, requiring a traffic shift while crews began underground storm sewer work, grading, concrete restoration, and preparation for station construction.

7th Avenue Local Stations

Work began with concrete removals, excavation, storm sewer, and watermain construction. The eastbound station subsequently progressed through curb, gutter, paving, concrete restoration, and station improvements, eventually allowing traffic control to be removed and the local bus shelter to return to service. Work then shifted toward the westbound station, including installation of underground storm sewer, electrical, irrigation, and related station infrastructure.

6th Avenue Stations – Eastbound and Westbound

Both stations moved rapidly from foundations and underground utilities into vertical and architectural construction. Work included structural slabs, foundation walls, stormwater, electrical and plumbing systems, structural steel framing, canopy construction, curbs, pavement, and roof drainage. Later activities included roofing, painted structural columns, and installation of the station snowmelt systems. By July, both stations were well into station finishing and systems installation. At the end of August the south sidewalk will be completed including the addition of snowmelt and the temporary pedestrian access route will be removed from 6th Avenue to 5th Avenue.

2nd Avenue Stations / 1st Avenue Local Stations Area

Construction expanded into this portion of the corridor beginning in June. At the 2nd Avenue eastbound station, crews completed deep foundation piers and advanced into footing construction, reinforcing steel, backfilling, and storm sewer work. At the 1st Avenue eastbound local stop, crews prepared the station foundation and began transitioning toward excavation and discovered underground foundations of the adjacent wall. A redesign of the foundation of the station is complete and work has continued. Starting October 1st in coordination with the Mayo Gonda East valet drop off opening, 2nd Avenue BRT platform work outside of the Mayo building will commence and is scheduled to be completed by April of 2027.

Civic Center / Library Stations Area

Work progressed from station footings, underground utilities, stormwater improvements, and concrete construction into structural steel framing for both eastbound and westbound stations.

By July, structural steel was visibly defining the station footprints and crews were installing roof decking and other architectural components. Construction also expanded into the Civic Center Drive/2nd Street SE intersection and 3rd Avenue SE Bridge area, requiring a significant closure for underground utilities, intersection reconstruction, bridge rehabilitation, excavation, and paving. The bridge rehabilitation is completed and reopened August 31st. Work on the stations is scheduled to be completed by February of 2027.

6th Street SE & 3rd Avenue SE – East Terminus

The East Terminus Station continued transitioning from structural construction toward station completion. Work included upper walls, gutters and metal roofing installation and backing for architectural fascia, roof-related construction, concrete platform and topping slabs, snowmelt systems, irrigation, sidewalks, and ramp improvements. Intersection improvements were completed, including traffic signals and pavement markings configured to support future bus access and transit lanes. By July, work was increasingly focused on station platform systems installations and final finishes. Work completion is scheduled for November 2026.

Maintenance Bay / Transportation Center

The Maintenance Bay addition progressed from structural framing and roof truss installation into roofing, waterproofing, underground plumbing, slab-on-grade work, paving, windows, and building enclosure. Interior electrical, plumbing, and piping systems continued through July. Work also began transitioning toward specialized operational equipment, including installation of the tire-carousel system needed to support future Link bus maintenance. Work on the maintenance bay will be completed by end of September with full commissioning and testing completed.

Volume E: West Transit Village Bathrooms

The contract was awarded by the City Council in April. The contractor has been procuring materials, submitting shop drawings and has officially broken ground in coordination with the Volume A contractor. Footings and foundations will be completed by end of August and substantial completion is scheduled for April 2027.

Schools & Businesses

- Continue maintaining communications for coordinated access to Folwell & Riverside Elementary Schools.
- Businesses remain open and accessible near St. Marys including: Uni Uni Bubble Tea, Canadian Honker, Francisco's, Anderson Wheelchair and the newly opened Café Steam.
- Wayfinding signage and food pick-up temporary parking spots installed; new business temporary wayfinding signage coming in May.
- Interactive Construction Map: An online tool updated weekly to display closures, pedestrian walking routes, and bike routes sees over 1000 unique views per week. Kiosk map displays and new pedestrian wayfinding signage along 2nd Street SW.

Community Engagement

- Bi-weekly “What’s next on Link?” webinar series started in June with updates of traffic conditions and phasing for the local businesses to anticipate changes.
- Kutzky Neighborhood Association: Project Teammates meet monthly at the neighborhood association meetings to discuss project updates and hear community member’s feedback.

Upcoming Project Milestones

- 2nd Street SW – Continue underground utility infrastructure work from 14th Avenue to HWY 52 to be completed by November 1.
- 2nd Street SW – Anticipate a December timeframe of having 2nd Street open with at least one travel lane in each direction from Broadway to HWY 52
- Complete BRT Stations at 19th Avenue, 6th Street SE and Civic Center/Library by November 2026
- Begin work on 6th Avenue Stations and finishes completed by November 2026
- Begin work on 2nd Avenue Stations West Bound Station October to February 2027.
- Substantially complete Maintenance Bay Addition by October.
- Receive all remaining buses by Fall of 2026.