

City Council Staff Report



DATE: February 4th, 2010
DEPARTMENT: Public Works
AUTHOR: Kent Cashel, Transportation Manager
TITLE: Expanded Transit Facility
Construction Contract.
TYPE OF ITEM: Administrative

SUMMARY RECOMMENDATION:

A. Background

In 2002 Park City began operating transit service for Summit County. Expansion of both County and City service has required the addition of vehicles to the City's bus fleet which now includes 28 -35' buses, 5 -20' cutaway vans and the Main Street trolley. These vehicles are housed and maintained at the Public Works facility on Ironhorse Dr. All available storage bays are now occupied and four 35' buses and four 20' buses are currently stored outside.

Storing equipment outside presents several operational problems during the peak of winter (e.g., snow covering buses, engine starting, warming bus interior). Any future expansion of transit service (e.g., Quinn's Junction or the new Park and Ride at Richardson's flat) will require the construction of a new storage and maintenance facility before that service can be implemented.

The search for a site on which to construct a new transit facility began in January 2006. Details of this search are summarized in the timeline below:

January 2006 **Facility Needs Analysis**

Staff worked with LSC Transportation Consultants, Inc to conduct a facility needs analysis. This analysis forecasts that over the next 20 years the number of buses in Park City Transit's fleet will grow to 64 (55 buses, 1 trolley and 8 vans).

March 2006 **Joint PW Facility Team Meets**

Initial discussions with Summit County regarding the need for a new transit maintenance and storage facility identified additional City and County needs for expanded Public Works operations facilities.

A team of City and County staff and elected officials began meeting to discuss a strategy for acquiring land for joint uses. The team was comprised of the following members:

- Bob Richer Summit County Commission
- Jim Hier Park City Council
- Tom Bakaly Park City City Manager
- Derrick Radke Summit County Engineer
- Nora Sheppard Summit County Planning Director
- Eric Dehaan Park City Engineer
- Pat Putt Park City Planning
- Kevin Callahan Summit County Public Works
- Jerry Gibbs Park City Public Works
- Kent Cashel Park City Public Works

The team determined the need to acquire land for the following joint uses:

Transit	8 acres
City PW facility	5 acres
County PW facility	3 acres
Solid Waste Transfer Facility.	5 acres
Recycle Utah	<u>2 acres</u>
	23 Acres Total

April 2006

Available Parcel Analysis

City and County staff conducted an inventory of parcels that met facility requirements and whose zoning would allow for construction of City and County Public Works facilities. The few parcels that were identified were located on the west and east side of the US-40 corridor from I-80 south to the Summit-Wasatch County line.

May 2006

Property Negotiations Begin

Staff begins working with numerous properties that would meet long term needs

February 2007

Property Negotiations Cease

Staff exhausts negotiations on all parcels that would meet long term needs

Feb – May 2007

Project Updates to City Council

Staff meets with Council in 3 separate closed sessions to discuss

Transit site alternatives. An operational cost analysis prepared by Staff indicates that the Ironhorse parcel is the optimal site alternative. Primary factors in this analysis are:

1. avoidance of deadheading costs of \$250,000 per year. Deadheading costs are the labor, fuel and maintenance costs of driving buses to and from a remotely operated facility such as Silver Creek.
2. Avoidance of the substantial costs to build, staff and operate two equipment maintenance facilities (one for City fleet and one for Transit fleet).

Council directs staff to continue to explore Ironhorse site.

October 2007

Feasibility Analysis

Staff completed a comprehensive financial engineering feasibility analysis which indicated that the Ironhorse Facility could be expanded to accommodate required transit and storage maintenance space and that the Ironhorse Facility would save approximately \$250,000 in annual transit operating expenses over other site alternatives. Staff presents findings of feasibility analysis to Council.

December 2007

Letter of Intent

Summit County and Park City Municipal Corp formally execute a letter of intent through Council and Commission action stating that the two parties would cooperate on the financing design and construction of a joint transit operations facility at the Ironhorse location.

This agreement tasked the Joint Transit Advisory Board with developing a project cost sharing methodology.

April 2008

Environmental Work Completed

Park City completed required Federal Transit Administration (FTA) environmental study and submitted to the FTA.

July 2008

FTA Environmental Clearance

The FTA provided environmental clearance for the project.

August 2008

FTA Grant Approval

Staff submitted a project grant proposal to the FTA which was approved with initial federal funding of \$2.5 million.

November 2008

Request for Stimulus Funding

Staff submits request for \$7.5 million to complete project under the American Reinvestment and Recovery Act (Stimulus Bill). Feedback on submittal is that project is very likely to receive \$2.5-3 million in ARRA funding (no local match required).

- November 2008** **Triangle Parcel Letter of Intent**
Summit County and City formally adopt letter of intent to jointly finance and purchase 112 acres of land owned by PRI\Boyer located behind UDOT shed on SR-248. The letter of intent states that the land is to be purchased for “public uses’ and that the City and County will jointly master plan the property.
- December 2008** **Purchase of Triangle Parcel**
City and Summit County purchase the “Triangle Parcel”.
- January 2009** **Council Provides Direction on Involvement in NOMA Redevelopment.**
Council directed Staff that Council’s involvement in NOMA redevelopment would not to be in the form of creating a master plan for the area but rather through:
1. Revisiting the City’s General plan
 2. Responding to individual private development proposals within the context of the General Plan.
- February 2009** **Staff begins A&E Procurement Process**
Staff begins process of procuring required architectural engineering and design services for the project.
- April 2009** **Staff completes A&E selection process**
Selection committee comprised of County and City Staff ranks and recommends top ranked firm for project contract.
- May 2009** **Council Authorizes Design Contract**
Design and engineering contract executed with Cooper, Roberts, Sorenson Associates.
- May 2009** **Staff Presents Project Concept to Planning Commission**
On May 13th Staff presented project concept drawings to the Park City Planning Commission. Staff provided Council with a Manager’s Report (May 21st Council Packet) that summarized Commission comments.
- May 2009** **Joint Transit Advisory Board Begins Process of Making Recommendation to County\City on Project Cost Sharing**
- July 2009**
- November 2009**

B. Analysis

Facility Requirements

Required elements for the City\County expanded transit maintenance and operations facility were determined using short and long range transit planning documents. The facility design must meet County and City transit needs, as well as City Public Works needs through the year 2030. Project expansion needs are summarized in the table below.

The expanded facility design includes the following key elements:

- 60 bus bays
- Employee parking structure (86 spaces)
- Bus wash
- Eight bus maint bays
- Expanded fleet parts room
- Maint tool and equipment storage
- Fueling facility.
- Green building elements per City policy

Procurement

Green Building Elements

Fuel Depot

Funding to Date

Next Steps

Key milestones for the project are found below:

ALTERNATIVES

- A. Approve The Recommendation.
- B. Deny The Recommendation.
- C. Defer the item to a later date.
- D. Do Nothing.

SIGNIFICANT IMPACTS

RECOMMENDATION