



UCAT Fleet Facility

SITE SELECTION STUDY

PRESENTATION FOR THE PEOPLE OF KINGSTON, NY

FEBRUARY, 2021

Developed by:

PA PASSERO ASSOCIATES
engineering architecture



TAC Committee

- Brian Slack – Principal Transportation Planner, Ulster County Transportation Council
- Dennis Doyle – Director, Ulster County Planning Board, Ulster County Transportation Council
- Sajaa Ahmed – Director, Ulster County Area Transit
- Jacob Blosser – Projects Manager II, Ulster County Buildings and Grounds
- Nick Hvozda – Deputy Coordinator, Department of the Environment at Ulster County
- Evelyn Wright – Deputy Ulster County Executive
- Dan Coats – Coordinator, NYDOT Region 8
- Brian Atkinson – Building Supervisor, Ulster County Area Transit
- Robert Buser – Deputy Commissioner DPW-Maintenance, Ulster County Buildings and Grounds
- William Califano – UCAT Maintenance and Safety Coordinator
- Amanda Lavelle – Director, Ulster County Department of the Environment
- Toni Roser – Deputy Director, Ulster County Area Transit



Presentation Overview

- Executive Summary
- Project Requirements
- Explore site possibilities
- Social Justice Consideration
- Site Selection Matrix
- Conceptual Cost Estimates
- Site Recommendation / Conclusion



Executive Summary

- Built in 2005 on Golden Hill
- Ulster County Area Transit (UCAT) has outgrown its existing facility
 - Lack of Indoor bus storage
 - Outdoor storage of temperature sensitive parts
 - No growth potential, capacity for electrification
- Passero Associates retained by Ulster County Transportation Council (UCTC)
 - Previous Consultations & design plans for Rochester Transit Service & others



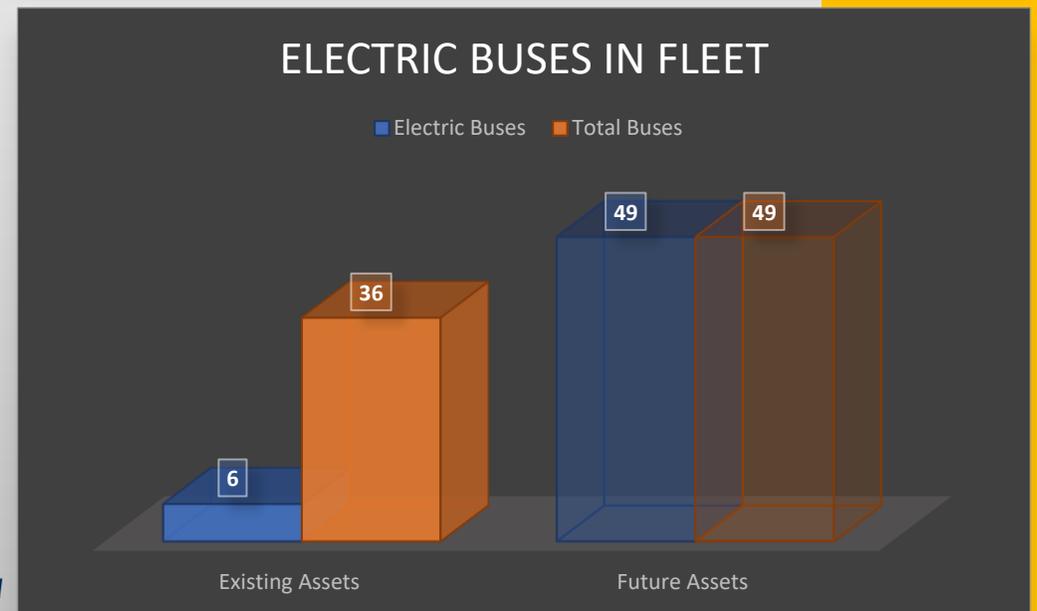
Project Requirements

- Indoor housing of assets, ability to expand over next 20 years
 - Currently 12 of the 40+ buses in operation can be stored internally
 - Future requirements of up to 49 buses stored internally
- Space for facility staff to maintain effectiveness and efficiency.
- Provide existing facility improvements and bring up to code
- Facility with potential to meet goal of 100% Fleet Electrification over the coming years



Project Requirements: Fleet Electrification

- Goal of an all-electric fleet
- Provide Space for all buses to be inside & charging
- Chargers can be bought/ upgraded as electric powered fleet grows
- Includes rooftop solar array



Site #1 Expand Existing Site

- Pros
 - All inclusive Site
 - Utilities are already in place
- Cons
 - Construction of new, larger retaining wall is expensive
 - Requires large amounts of fill material
 - Existing water main from water tower
 - Pushes closer to residential neighborhoods
 - Requires City-owned land acquisition
- Includes improvements to existing facility to bring to code
- Ultimately, no longer under consideration



Site #2 Golden Hill Site

➤ Pros

- Can use maintenance facilities at existing garage
- Utilities are accessible along roadways
- Provides enough space for storage
- Adds no additional traffic

➤ Cons

- Close to proposed housing project where abandoned UC Jail is located
- Not a flat site, needs earthwork

➤ Options for full or phased construction

➤ Includes improvements to existing facility to bring to code

➤ Recommended site based on selection matrix



Site #3 Tech City Site

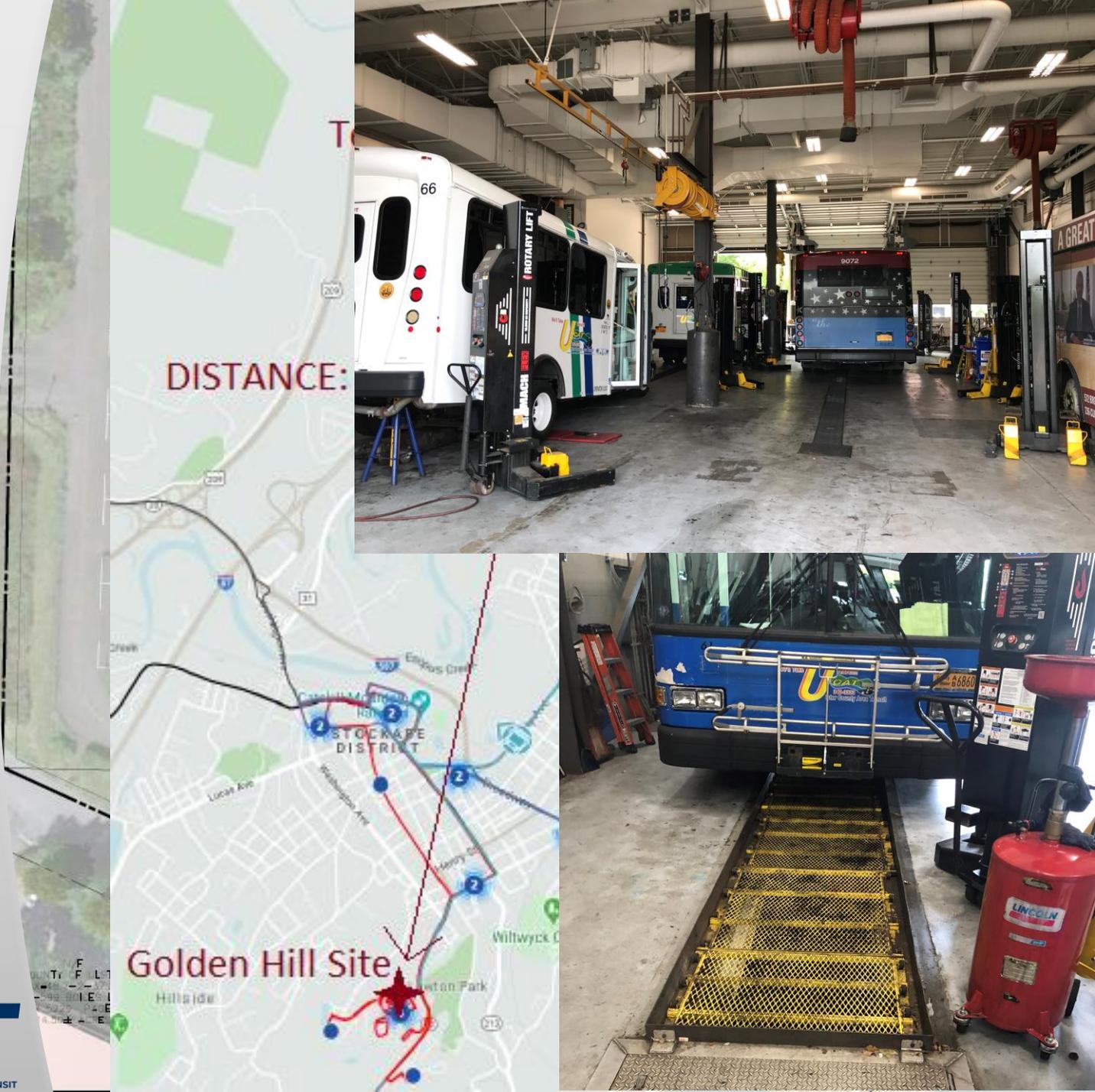
➤ Pros

- Site is an existing flat parking lot
- Utilities are accessible along roadways
- Largest Available space
- Close to major highways / roadways

➤ Cons

- Satellite site on opposite side of the city
- Site located in Environmental Easement
- Portion of site within 500 year floodplain
- Requires redundant facility amenities

- Includes improvements to existing facility to bring to code
- Largest / most expensive building to construct



Environmental Justice

- Policy to protect minority and/or low-income populations (EJ populations)
- Designed to incorporate non-discrimination principles into transportation planning/decision making
- All site locations observed for EJ concerns



U.S. Department
of Transportation

**Federal Transit
Administration**

CIRCULAR

FTA C 4703.1

August 15, 2012

Subject: **ENVIRONMENTAL JUSTICE POLICY GUIDANCE FOR FEDERAL TRANSIT
ADMINISTRATION RECIPIENTS**

The guiding EJ principles followed by DOT and FTA are briefly summarized as follows:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

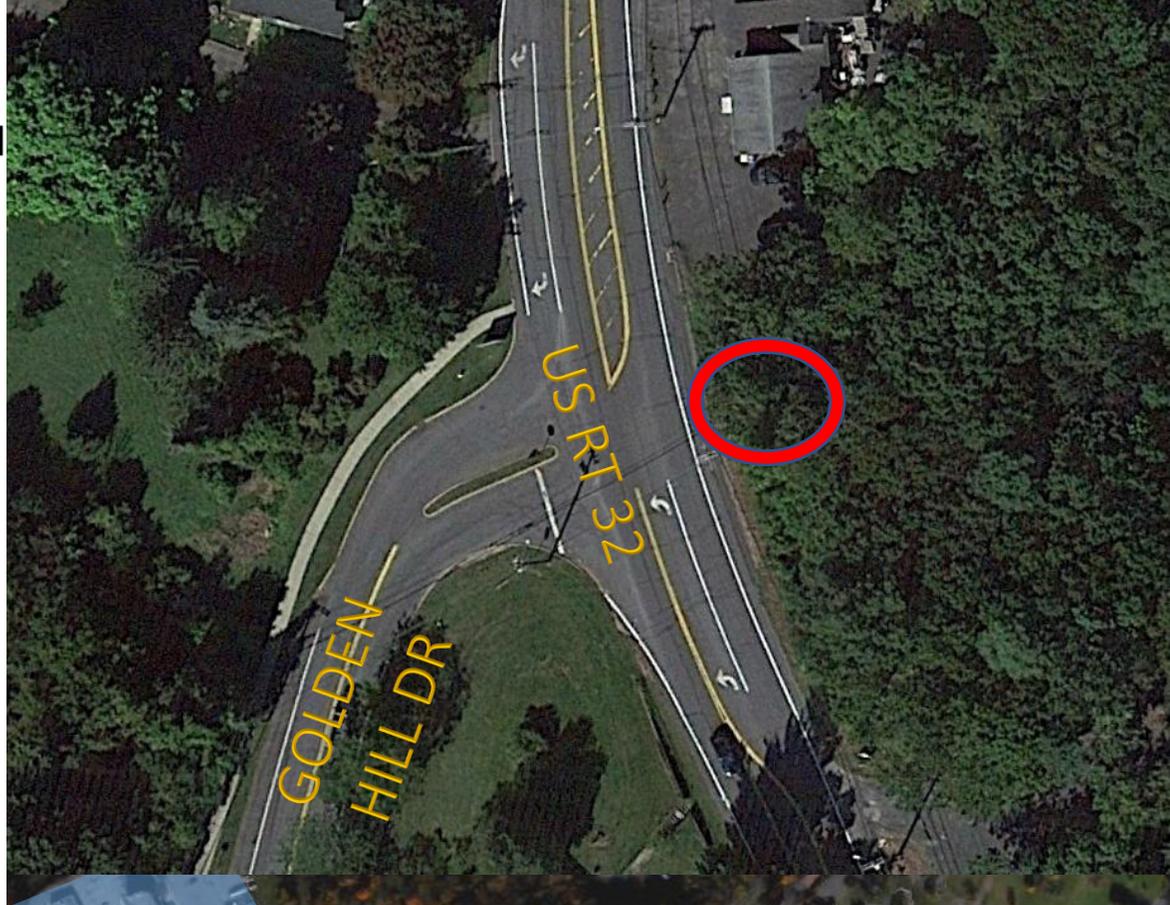
ENVIRONMENTAL JUSTICE

➤ **Site Location #1** over RT 32 in the Residential Neighborhoods

➤ **Crash History** recorded by UCTC at **Site Location #2** Stays on south side of Golden Hill Drive

➤ **Almost all incidents** at **Site Location #2** keeps existing UCDOH facility between bus garage and proposed project adds affordable housing project
 ➤ **no increase to traffic** at this time

		Distance	33ft of Intersection
		TOTAL_CRASHES	8
		Months	120
		Dates:	2/28/2009 2/28/2019
		# ACC	%
Severity	FATAL	0	0.0%
	PROPERTY_DAMAGE_AND_INJURY	2	25.0%
	INJURY	0	0.0%
	PROPERTY_DAMAGE_NON_REPORTABLE	3	37.5%
		3	37.5%
		8	
Crash Type	REAR_END	0	0.0%
	OVERTAKING	0	0.0%
	HEAD_ON	0	0.0%
	RIGHT_ANGLE	1	12.5%
	SIDESWIPE	0	0.0%
	LEFT_TURN_AGAINST_OTHER_CAR	0	0.0%
	RIGHT_TURN_AGAINST_OTHER_CAR	0	0.0%
	RIGHT_TURN_WITH_OTHER_CAR	0	0.0%
	LEFT_TURN_WITH_OTHER_CAR	0	0.0%
	OTHER	7	87.5%
	UNKNOWN	0	0.0%
		8	
Time of Day	TOD_6_10	2	25.0%
	TOD_10_16	1	12.5%
	TOD_16_19	3	37.5%
	TOD_19_24	1	12.5%
	TOD_24_6	1	12.5%
		8	
Season	Spring_3_5	3	37.5%
	Summer_6_8	0	0.0%
	Fall_9_11	3	37.5%
	Winter_12_2	2	25.0%
		8	
Day of week	Sun	1	12.5%
	Mon	1	12.5%
	Tue	0	0.0%
	Wed	0	0.0%
	Thurs	0	0.0%
	Fri	3	37.5%
Sat	3	37.5%	
		8	
Collision Type	COLLISION_WITH_MOTOR_VEHICLE	1	12.5%
	COLLISION_WITH_FIXED_OBJ	2	25.0%
	COLLISION_WITH_BIKE_PED	0	0.0%
	COLLISION_WITH_ANIMAL	5	62.5%
	COLLISION_WITH_OTHER	0	0.0%
		8	



ENVIRONMENTAL JUSTICE



➤ Site Location #3
Surrounded by
Large Industrial
Centers.

➤ Does not further
encroach on any
residential areas



Project Name: UCAT Transit Facility Site Selection
 Project No: 20202987.0001
 Reviewed by: ABG



1: POOR	WF=WEIGHT FACTOR
2: BELOW AVERAGE	
3: AVERAGE	
4: ABOVE AVERAGE	
5: BEST	

SITE SELECTION DECISION MATRIX		SITE 1 (EXPAND EXISTING LOCATION)		SITE 2 (GOLDEN HILL)		SITE 3 (TECH CITY)		COMMENTS
		UNWEIGHTED (WF)	WEIGHTED	UNWEIGHTED (WF)	WEIGHTED	UNWEIGHTED (WF)	WEIGHTED	
1	ACCOMMODATE TRANSIT PROGRAM/FLEET SIZE	1	0.75	4	0.75	5	0.75	Tech City has a sprawling, flat parking lot behind an abandoned complex to work with.
2	ACCESSIBILITY FOR BUSES & STAFF	3	1	3	1	4	1	Both Golden Hill locations are located near other government facilities, but are not nearby major arterial roadways. Tech City is adjacent to Major Roadways, but is not adjacent to existing facilities.
3	PROXIMITY TO EXISTING FACILITIES	5	1	5	1	2	1	Using the existing site creates no travel to access existing-proposed facilities. Site #2 is across the street, creating minimal/negligible travel. Tech City is located on the opposite side of the City of Kingston, about 15 minutes drive time.
4	PUBLIC OWNED LAND	5	0.5	5	0.5	5	0.5	All Locations are owned by Ulster County
5	UTILITIES AVAILABLE NEARBY	5	0.5	5	0.5	5	0.5	All locations possess full utility access
6	COMPATIBLE WITH ADJACENT USES	5	0.75	3	0.75	3	0.75	Both Golden Hill locations are adjacent to other Ulster County Facilities, Tech City is an abandoned Tech Park that is being repurposed by the County for future development. Proposed affordable housing project is near site #2
7	COMPATIBLE WITH MASTER PLAN	5	1	5	1	2	1	Both Golden Hill locations are contained within the area used for Ulster County Facilities, Tech City would utilize industrial space the county plans to revitalize over the next few years.
8	PROVIDES FLEXIBILITY TO MEET FUTURE NEEDS	1	1	3	1	5	1	The existing Golden Hill location is already cramped, expansion would further this issue. SITE #2 provides more space and ample turning room for all bus sizes. Tech City has a massive area to work with.
9	ABILITY TO ACCOMMODATE FLEET ELECTRIFICATION PROGRAM	4	1	4	1	4	1	All locations have electricity access to accommodate the program. All sites would need to place charge stations for the buses inside the facility.
10	COST TO DEVELOP SITE	1	2	2	2	4	2	The existing golden hill location has no developable area without major site work, including a large retaining wall and importing massive quantities of soil. Site #2 would require clear cutting a large portion of the project area, earth work and stabilization of slopes greater than 1:3. The project also calls for the expansion of an existing storm water facility. The Tech City site is flat, existing parking lot and would be approx. \$1-1.5 million cheaper to develop the site. However, there is a significant potential cost to complete environmental remediation due to the NYSDEC environmental easement over the area.
11	COST TO DEVELOP FACILITY	5	1.5	3	1.5	1	1.5	The existing golden hill location would be the easiest facility to construct as all the existing maintenance, storage and necessary equipment is already on site. Site #2 adjacent to the existing site is slightly more expensive as some basic maintenance equipment would be required, but all major work can be completed at the original location. Tech City would be the most expensive facility due to the need for maintenance equipment to be installed at the facility, likely offsetting the costs saved from site development.
12	ENVIRONMENTAL CONCERNS	2	1.5	3	1.5	2	1.5	All three locations are flagged by NYSDEC for potential rare plants/animals. Both Golden Hill locations would require the clear cut of existing woodlands. The Tech City location is subject to an environmental easement to the DEC due to the IBM corporation's previous use of the area. The existing site has a large existing watermain that flows downhill from the existing water tower, right where the expansion of the existing facility would likely fit.
SUBTOTAL		42	40 WEIGHTED	45	43.25	42	40.5	Based on this Decision Matrix, Site #2 Golden Hill Location is recommended
		UNWEIGHTED		UNWEIGHTED	WEIGHTED	UNWEIGHTED	WEIGHTED	

Cost Estimate Site #2

- Full Construction Build
 - 30,000 SF facility
 - \$20 million
- Phased Construction Build
 - 23,600 SF facility
 - \$16 million
- Phased Un-Insulated Construction Build
 - Up to 23,600 SF facility
 - \$13.5 million

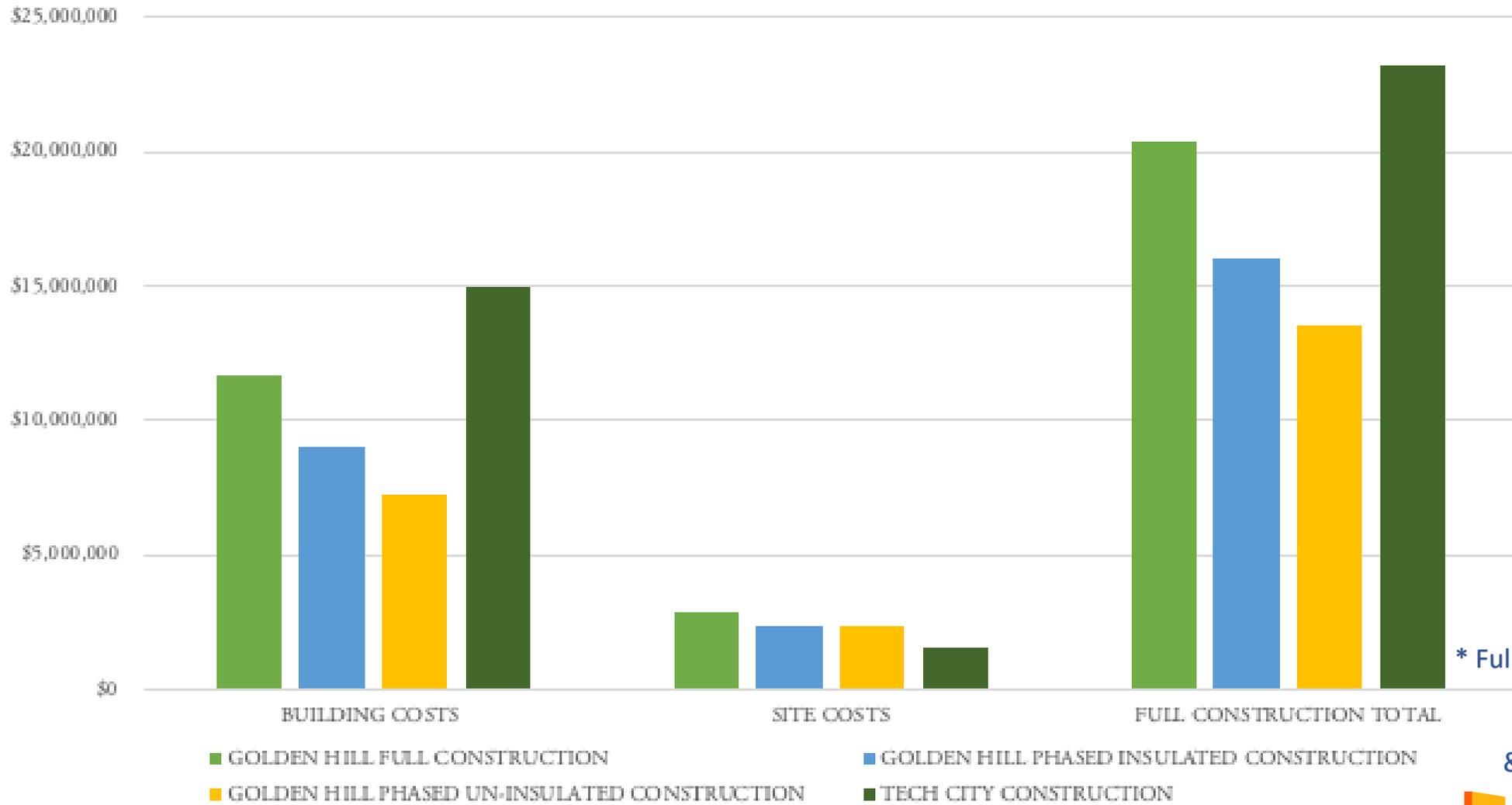


Cost Estimate Site #3

- Full Construction Build
 - 40,000 SF
 - \$23 million
- Does not include Un-Insulated option due to requirement for offices/services at remote location.



Conceptual Cost Estimates



* Full Construction Total includes 20% contingencies & 20% soft costs

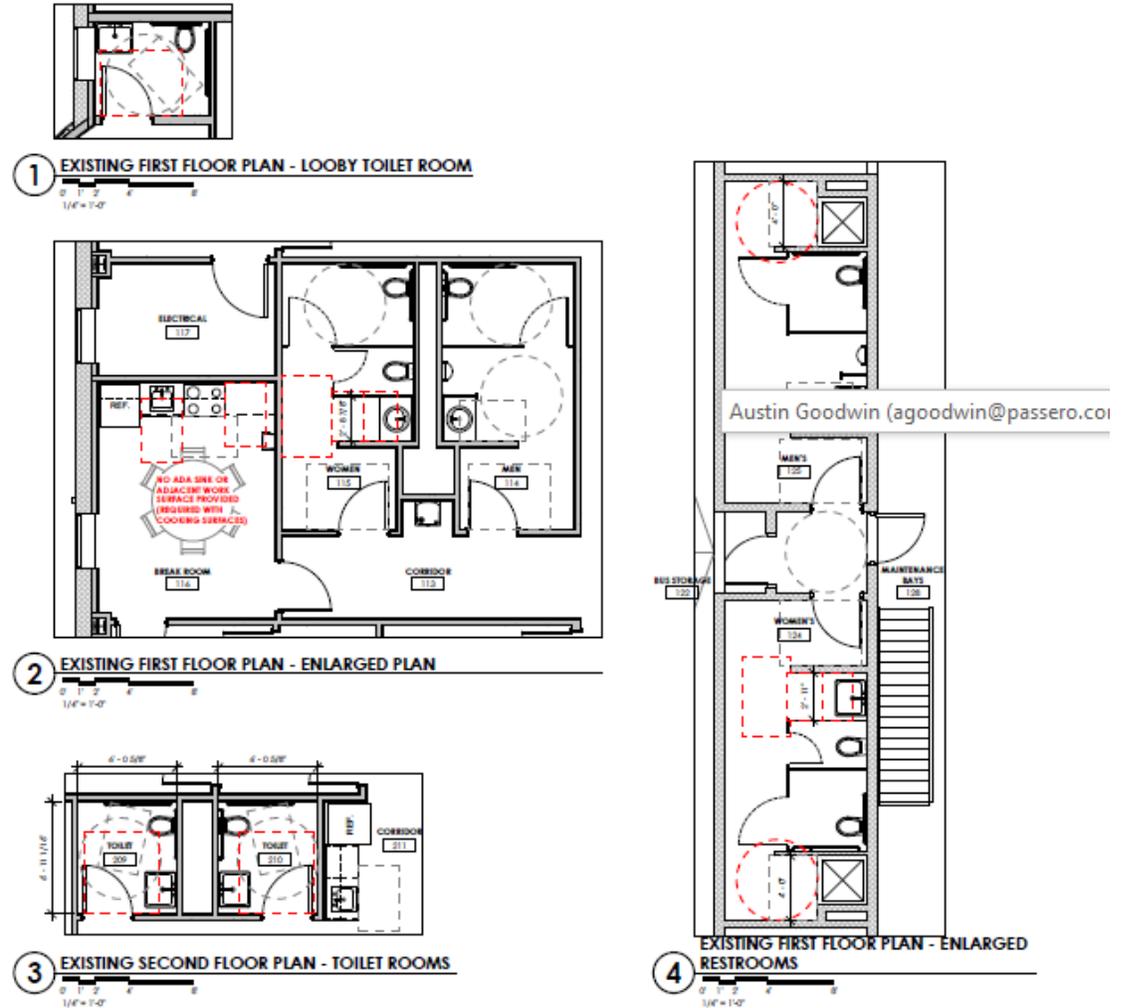
Site Recommendation

- Golden hill site can use existing amenities
- Located in area historically used for Ulster County facilities
- Does not add major bus traffic to different area of city
- Utilizes existing parking lot
- Adds sidewalk up to County Health Building



Existing Facility Improvements

- All proposed sites include existing facility renovations.
- Analyzed for design deficiencies
- Improvements to expand services



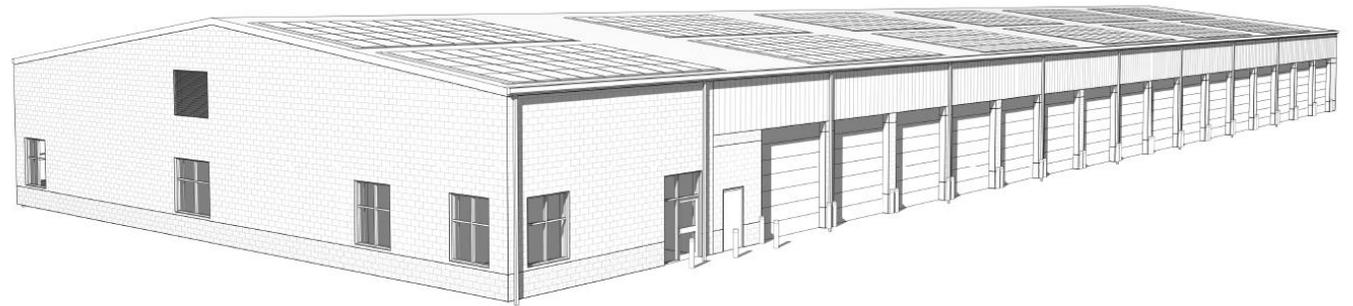
ADA ASSESSMENT



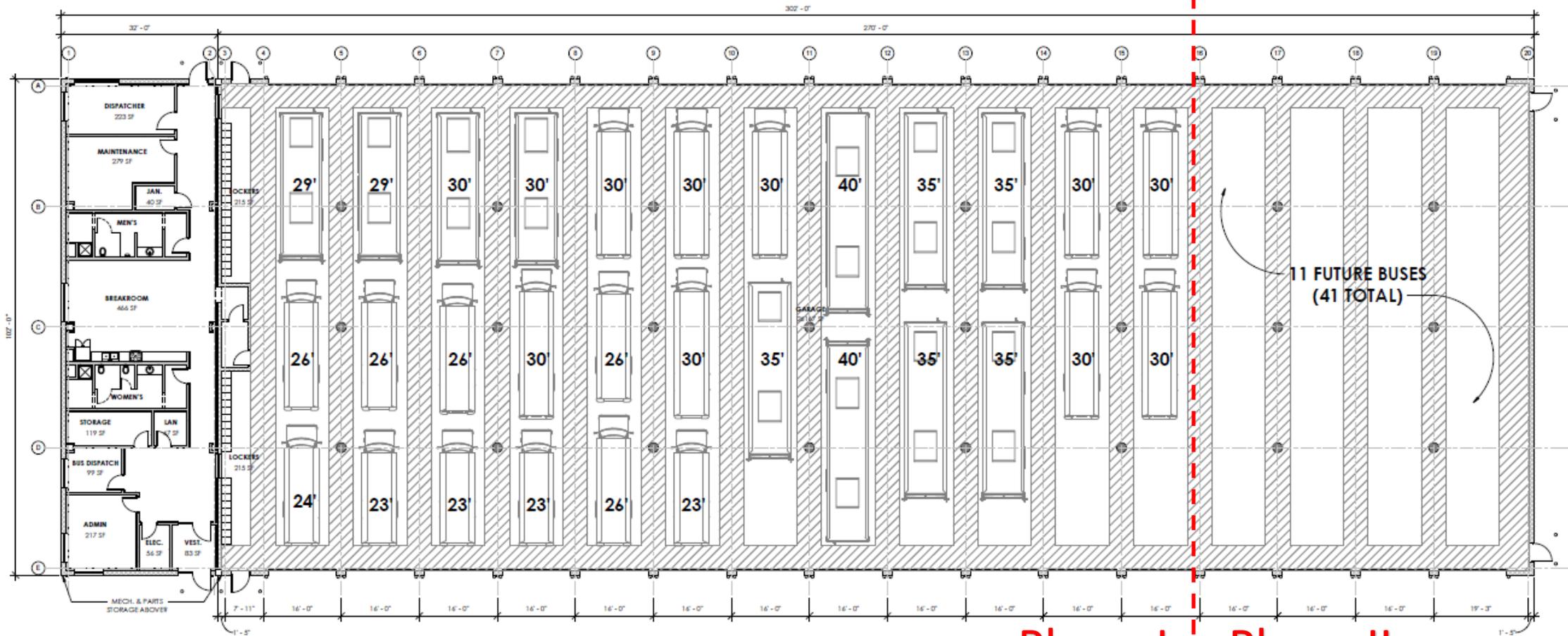
1 FIRST FLOOR - LAYOUT
 0 2 4 8 16
 1/8" = 1'-0"

Proposed Facility

- Golden Hill building options: 23,000 or 30,000 SF
- Up to 20 storage bays, 41 bus capacity
- Solar arrays
- Radiant Heat flooring / efficient designs



NEW FACILITY MASSING



Phase I | Phase II

1 FIRST FLOOR PLAN
 0' 4' 8' 16' 32'
 3/32" = 1'-0"

Conclusion

- Continue to revise Report with TAC committee based on public comment
- Deadline for comment: Friday, Feb 26
- Revisions to report based on comments
- Final Report published

Report URL link

<https://ulstercountyny.gov/sites/default/files/documents/planning/Passero%20Report%202021%2011x17%20Draft.pdf>



Questions / Comments?

- Brian Slack
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bsla@co.ulster.ny.us
- Project Website:
<https://ulstercountyny.gov/transportation-council/maintenance-storage-selection>

