

Transit and Equipment Facilities Replacement

Pre-Submittal Meeting– February 21, 2024

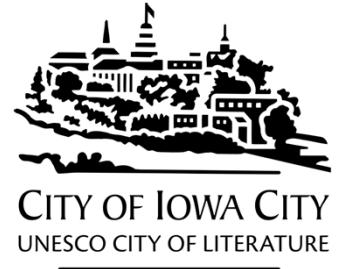


CITY OF IOWA CITY
UNESCO CITY OF LITERATURE

Guidelines



- Sign in and Meeting Recording
- Addendum will be issued via IonWave
- FTA Funding



Project Background



FINAL SITE MASTER PLAN

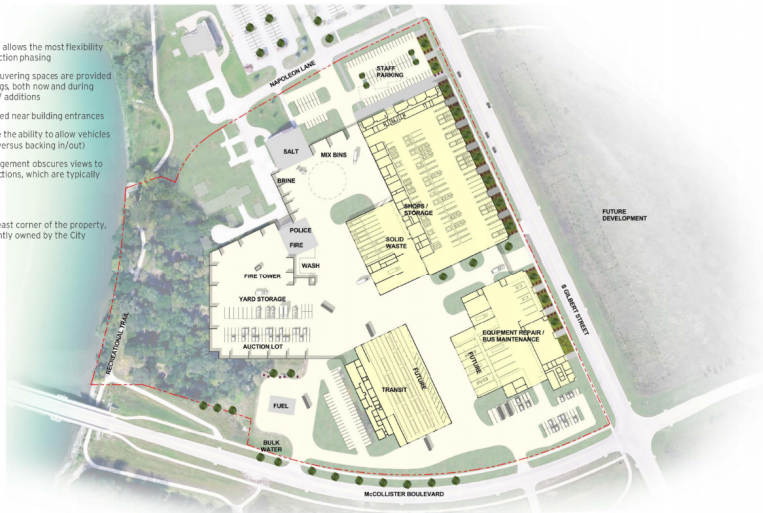
Scheme H

Advantages

- 3-building design allows the most flexibility regarding construction phasing
- Appropriate maneuvering spaces are provided around the buildings, both now and during future expansions/ additions
- Parking is provided near building entrances
- Repair bays have the ability to allow vehicles to drive through (versus backing in/out)
- The building arrangement obscures views to back-of-house functions, which are typically utilitarian

Disadvantages

- Utilizes the southeast corner of the property, which is not currently owned by the City



FINAL SITE MASTER PLAN

Scheme G2

Advantages

- Does not require the purchase of the adjacent corner lot
- Parking is near the offices and front doors
- Less costly than option G1

Disadvantages

- Tight turning radii - 80 feet outside of buildings, gets down to 60 feet between Transit and wash bays
- Bus turning and wash bays are closer to each other
- Architectural presence along Gilbert Street is aesthetically undesirable due to the configuration of the Repair Building and the relationship between future development of the parcel at the southeast of the site
- Future expansion along Gilbert Street results in a foreign architectural element (repair bay) relative to the rest of the facility
- More visibility to back-of-house functions. Back of house functions are required to be located nearer to public frontages



Project Background



Aging Facilities

- Built in the 80s

Built on Former Landfill

- Differential settlement has created vehicle access issues

Building Space and Utilities Limit Expansion of Electric Fleet

- Hallways have been used for storage
- Current electrical service cannot support additional electric buses

Primary Objectives



Sustainability Conscious

- LEED or other sustainability certification program
- Transit Facility to support a full conversion to electric or no/low emissions

Centralize City Services

- Continue to build out Public Works Campus

Minimize Interruption to City Operations

- Existing facilities to remain while existing facility is replaced

Additional Objectives



Compliment Topography and Adjacent Buildings

Aid in continuation of FTA grant obligation process and investigate additional funding opportunities

Streamline NEPA process

Possible Demolition of Current Facilities Once New Facility is Complete

Scope Overview



- Facility Programing and Space Allocation through Bid Documents for New Facility(ies)
 - Coordination with Local Energy Provider for Electric Fleet
- NEPA Documentation
- Geotechnical Investigation
- Bid and Construction Phase Services
- Estimate of Probable Construction Cost

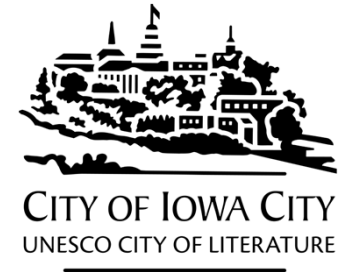
Funding



- Total federal funding available \$19.25 M
 - Federal Transit Administration Low/No Emission Grant: \$18.5 M
 - Community Project Funds- United States Congress: \$750,000
- Total local: \$20.5 M
 - Local match – Transit funds: \$8.5 M
 - Local CIP – Equipment funds \$12 M

Current Total Capitol Program Funding \$39.75 M

Schedule and Contact



Project Schedule

- Design: Summer 2024 – Winter 2025
- Construction: Winter 2025-
Summer 2027

Submittal Schedule - 2024

- Question Deadline: March 4
- Submission Deadline: March 25
- Anticipated Interviews: May 21-22
- Final Selection: May 24
- Awarded Contract: July 16

Contact

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