

Chatham County–Savannah MPC Stakeholder Committee Meeting #4

June 10, 2014



COASTAL REGION MPO

REGIONAL PARK + RIDE INITIATIVE

park. ride. relax.



Agenda

1. Introductions
2. Park-and-Ride Location Recommendations / Tech Memo #3
3. Potential Transit Service Plans & Costs
4. Park-and-Ride Lot Development & Costs
5. Potential Funding Sources
6. Potential Management Options
7. Next Steps

PARK-AND-RIDE LOCATION RECOMMENDATIONS



Park-and-Ride Location Recommendations

Candidate Park-and-Ride Lot Sites

Northwest Corridor Locations

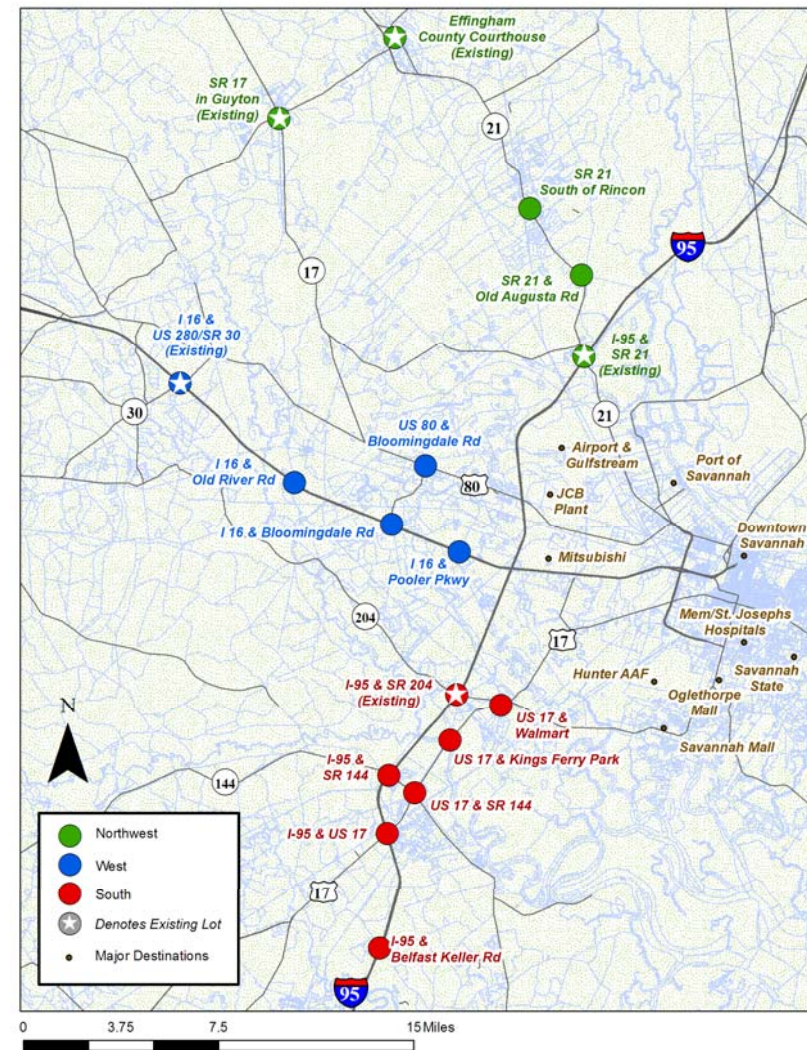
- I-95 & SR 21 (Existing Lot)
- SR 21 & Old Augusta Road
- SR 21 South of Rincon
- Effingham County Courthouse (Existing Lot)
- SR 17 in Guyton (Existing Lot)

West Corridor Locations

- I-16 & Pooler Parkway
- I-16 & Bloomingdale Road
- US 80 & Bloomingdale Road
- I-16 & Old River Road
- I-16 & US 280/SR 30 (Existing Lot)

South Corridor Locations

- US 17 & Vicinity of Wal-Mart
- I-95 & SR 204 (Existing lot)
- US 17 & Kings Ferry Park
- US 17 & SR 144
- I-95 & SR 144
- I-95 & US 17
- I-95 & Belfast Keller Road



Park-and-Ride Location Recommendations

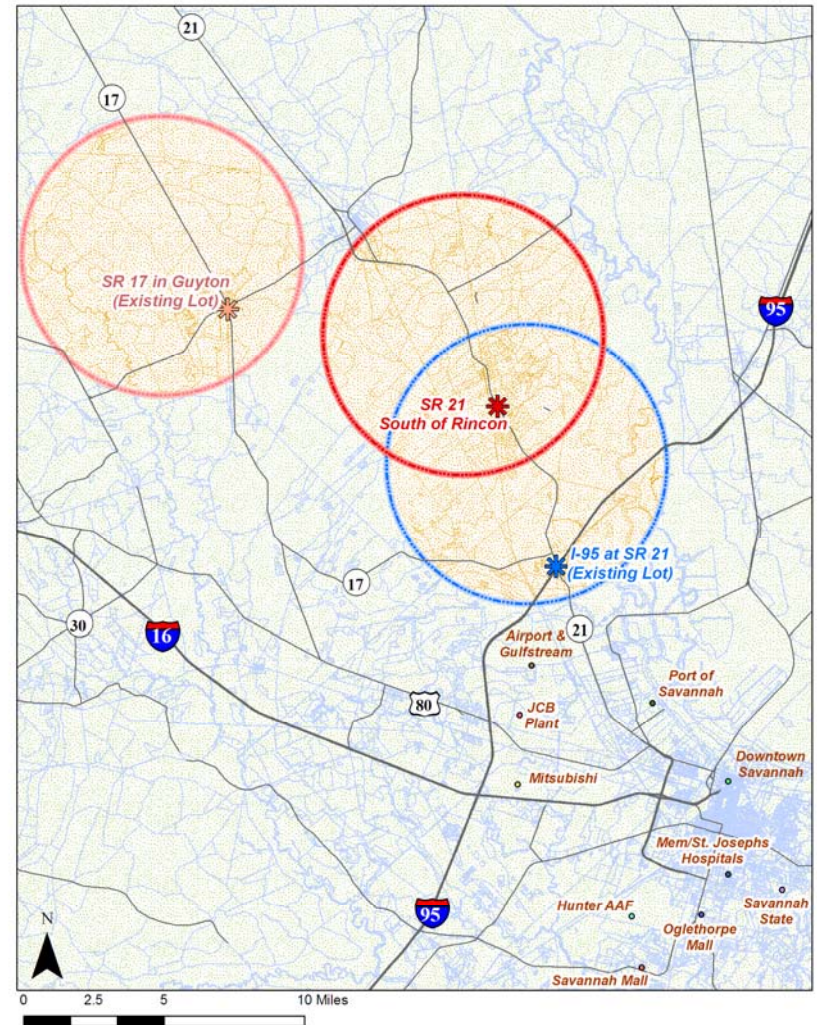
Process Used to Determine Preferred Sites:

- ✓ Site Suitability Evaluation
- ✓ Travel Demand Market Analysis
- ✓ Stakeholder Input at Last Project Meeting

Park-and-Ride Location Recommendations

Northwest (SR 21) Corridor

- ✓ SR 21 & I-95 (existing)
- ✓ SR 21 South of Rincon
- ✓ SR 17 in Guyton (existing)



Park-and-Ride Location Recommendations



Park-and-Ride Location Recommendations



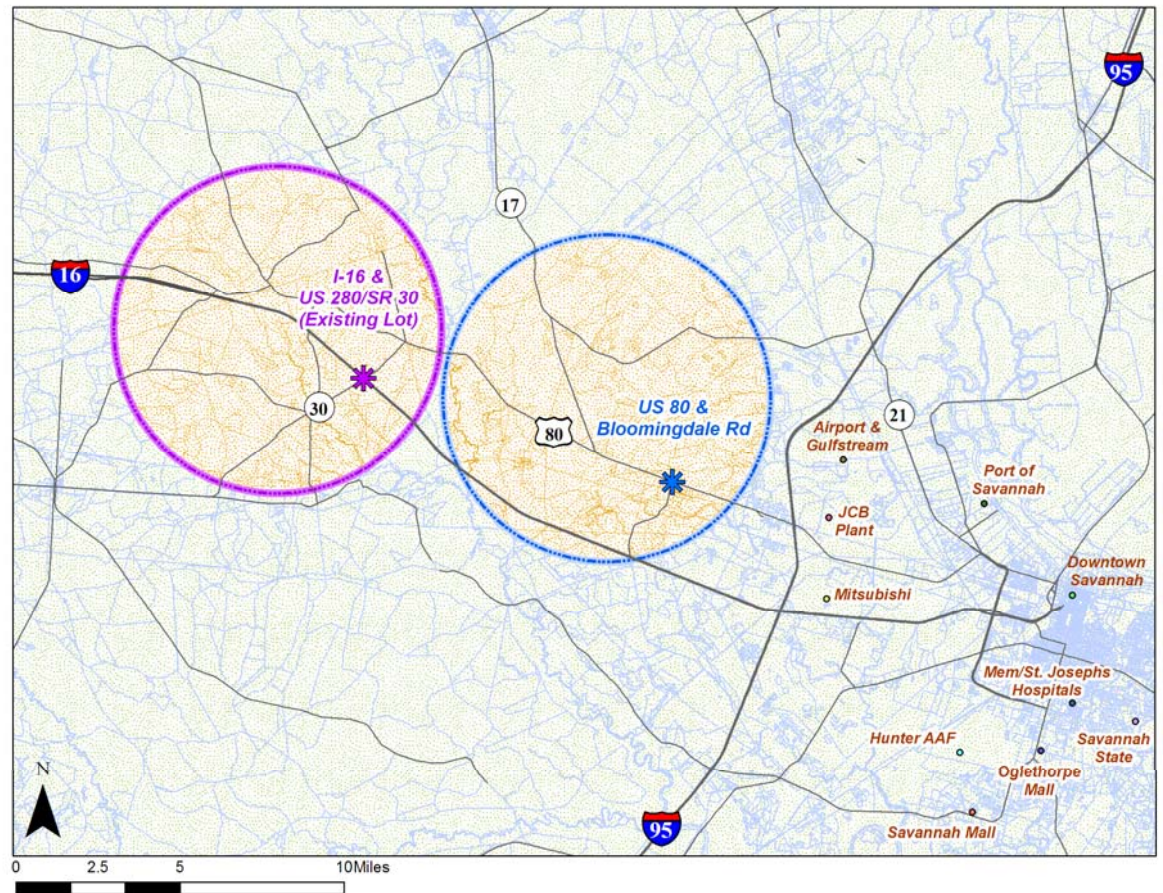
Park-and-Ride Location Recommendations



Park-and-Ride Location Recommendations

West (I-16/US 80) Corridor

- ✓ I-16 & US 280/SR 30 (existing)
- ✓ US 80 & Bloomingdale Road



Park-and-Ride Location Recommendations



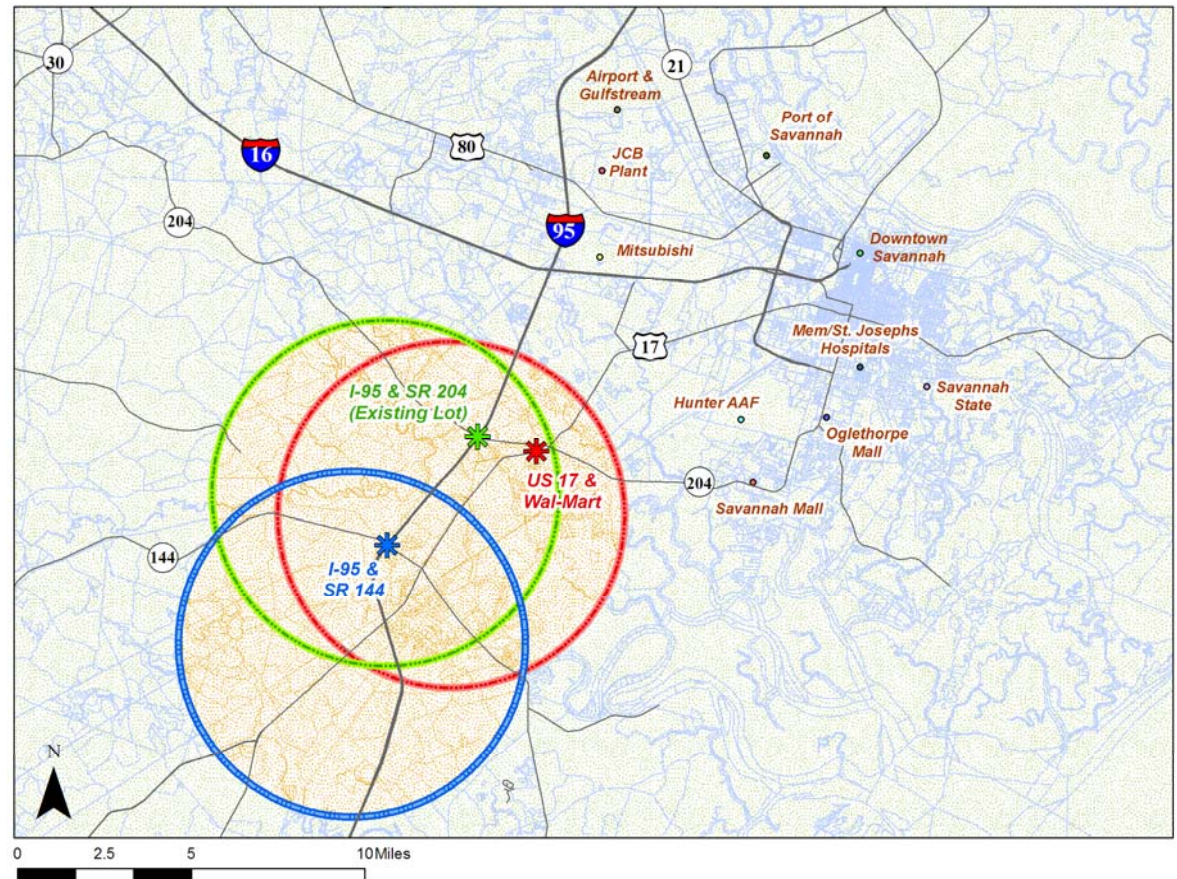
Park-and-Ride Location Recommendations



Park-and-Ride Location Recommendations

South (I-95/US 17) Corridor

- ✓ US 17 in Vicinity of Wal-Mart
- ✓ I-95 & SR 144 OR US 17 & SR 144
- ✓ I-95 & SR 204 (eventually phased out)

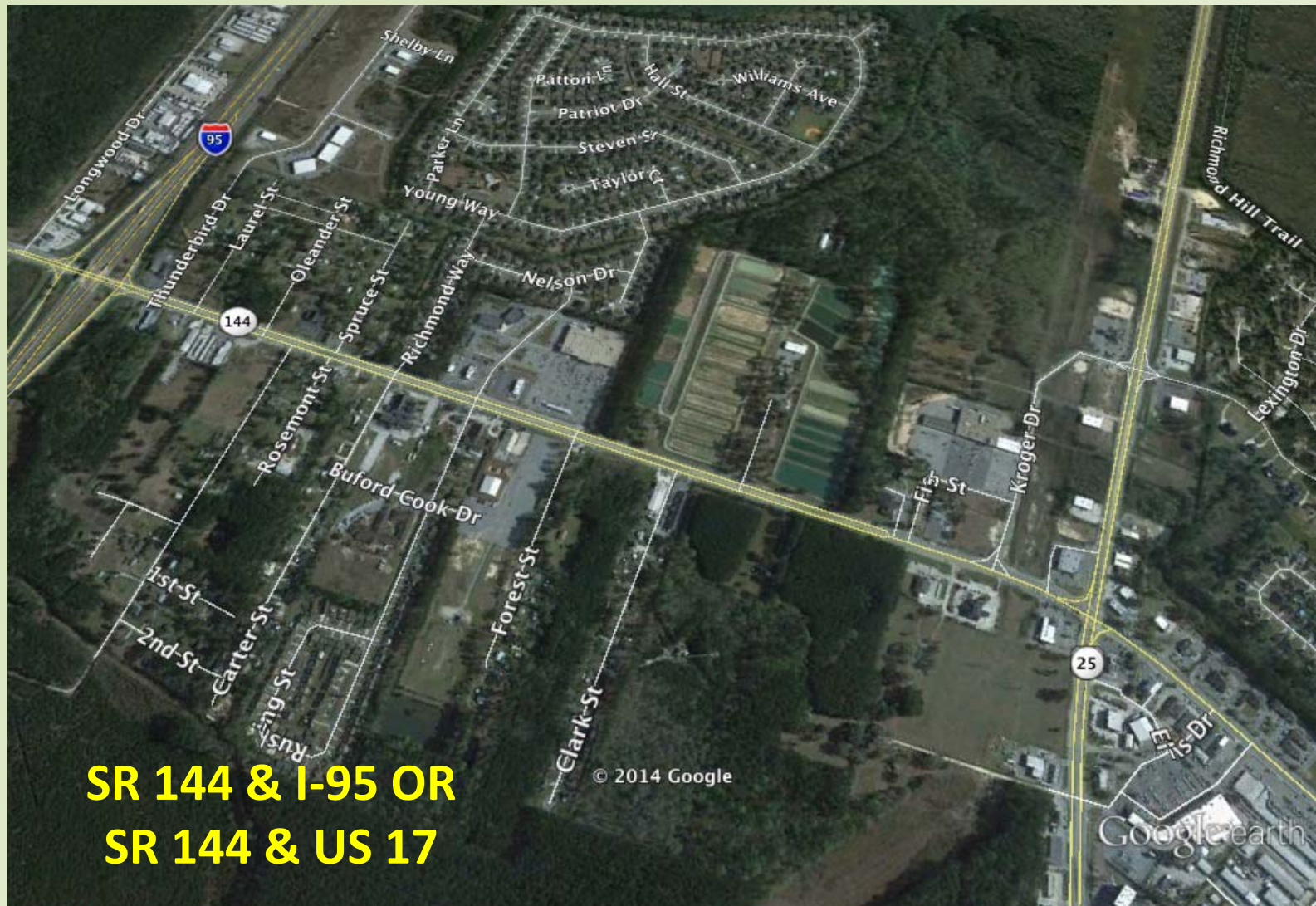


Park-and-Ride Location Recommendations



**US 17 in Vicinity
of Wal-Mart**

Park-and-Ride Location Recommendations



Park-and-Ride Location Recommendations

I-95 & SR 204



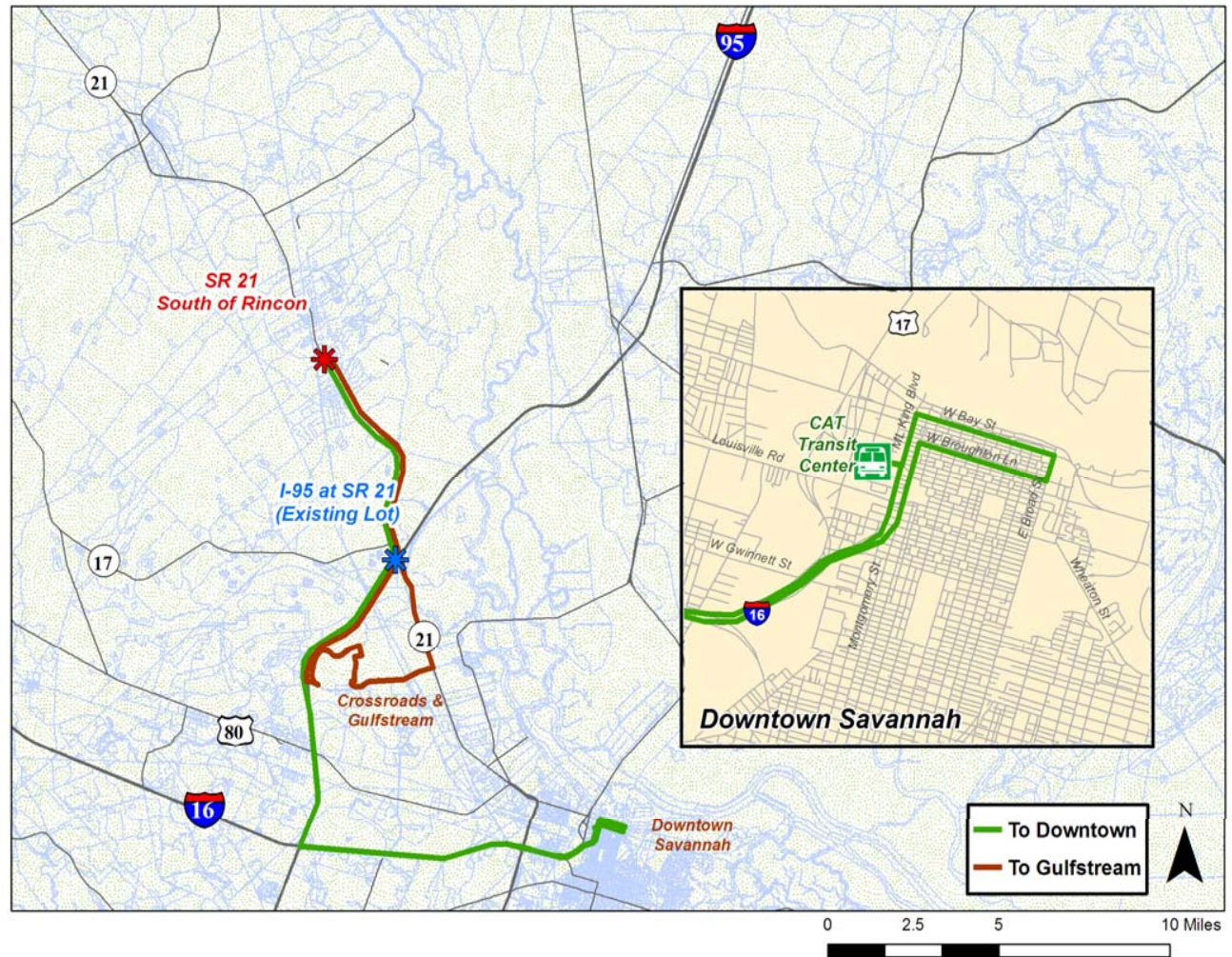
POTENTIAL TRANSIT SERVICE PLANS AND COSTS



Potential Transit Service Plans

Northwest Corridor Routes to:

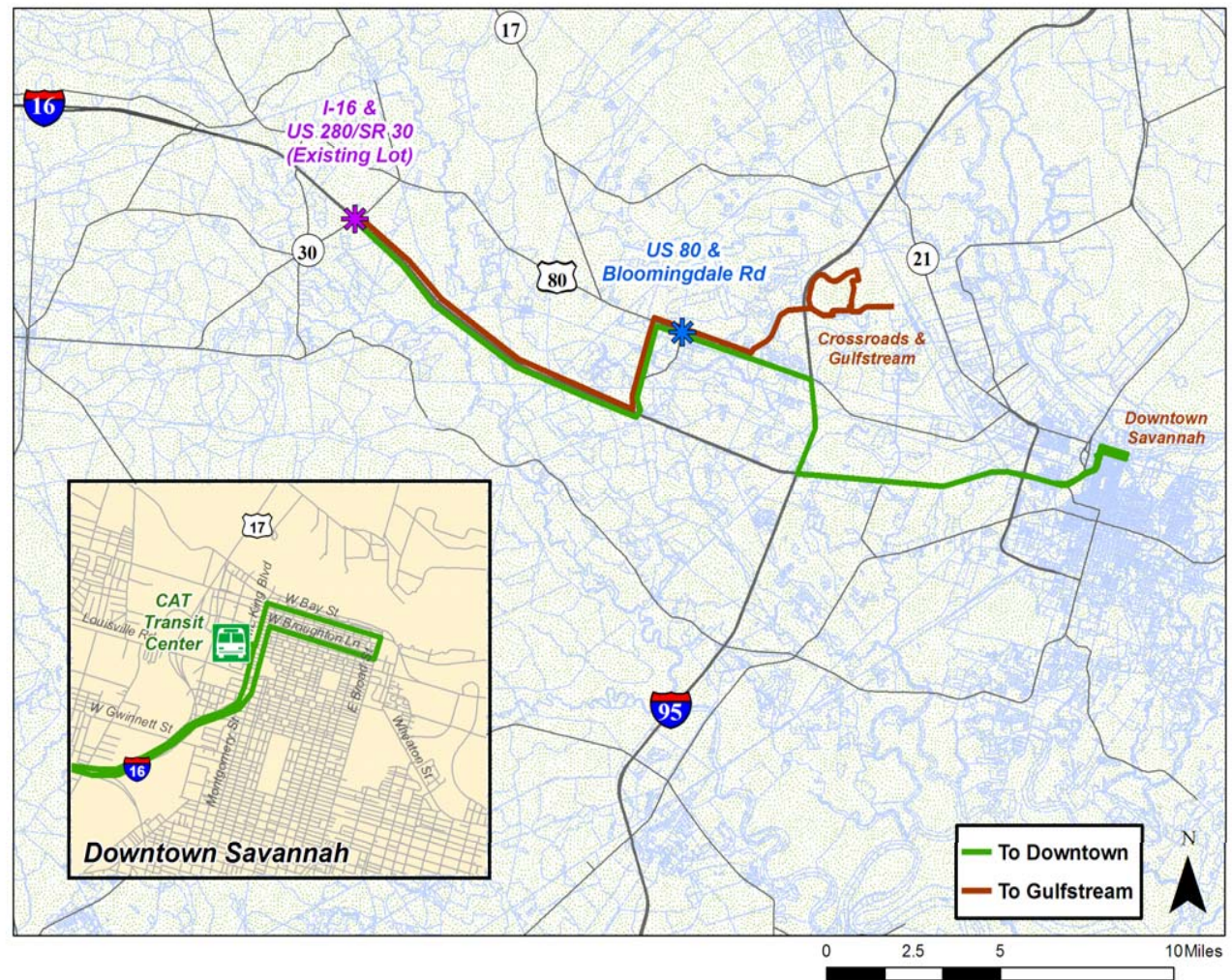
- Downtown
- Gulfstream & Crossroads



Potential Transit Service Plans

West Corridor Routes to:

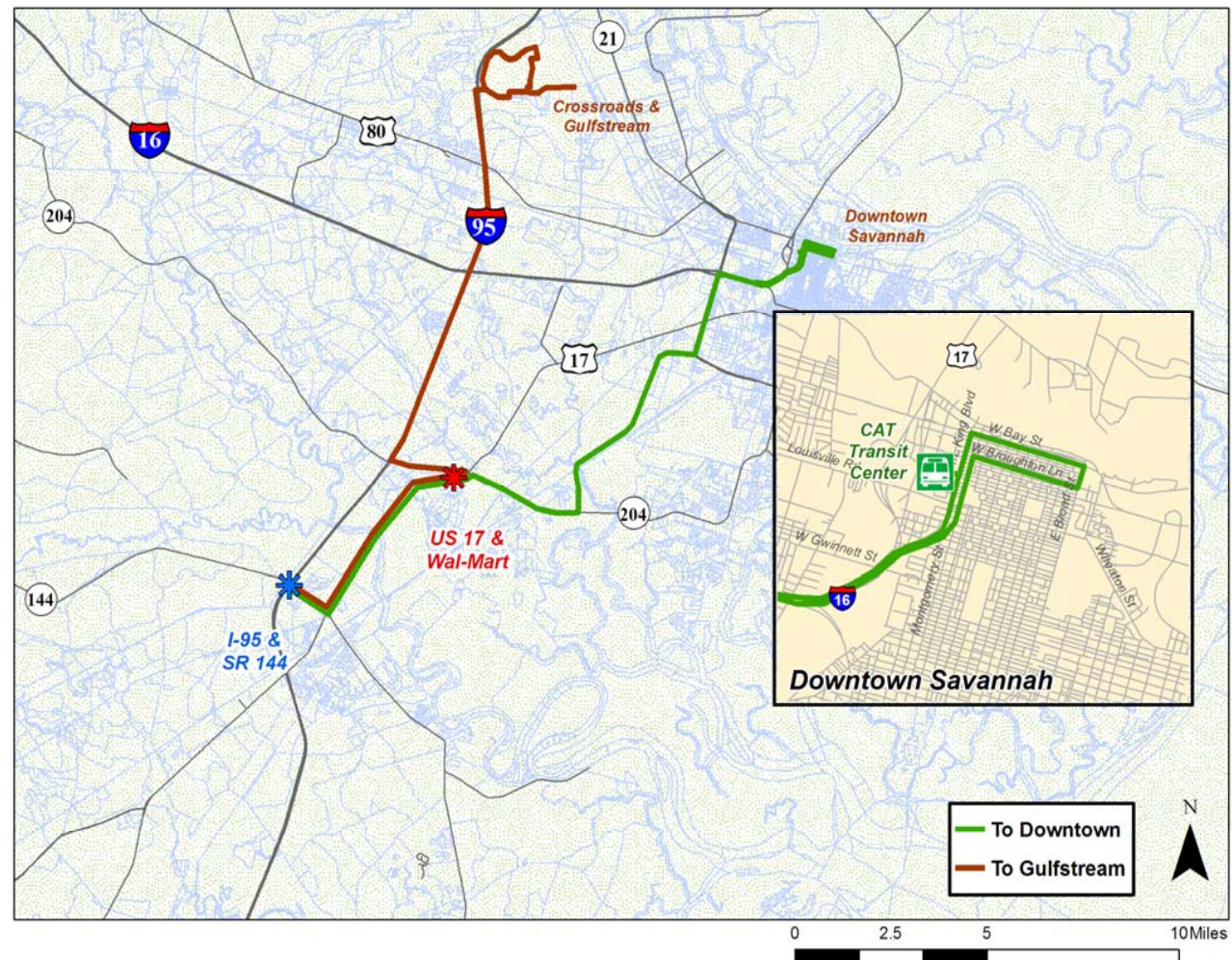
- Downtown
- Gulfstream & Crossroads



Potential Transit Service Plans

South Corridor Routes to:

- Downtown
- Gulfstream & Crossroads



Potential Transit Service Plans

Transit Schedule Assumptions

- Three morning and three afternoon trips in each corridor
- Approximate 90-minute service span in each peak period
- Two buses required for each route (one bus makes two trips)
- One bus assumed to remain available for guaranteed ride home service in midday

Potential Transit Service Costs

Estimated Annual O&M Costs

Cost Item	Unit Cost	Unit Type	Units	Cost Estimate
Contract Operator O&M =	\$56.00	per Total Bus Hr.	15,304	\$857,000
Fuel & Agency G&A =	\$11.00	per Total Bus Hr.	15,304	\$168,300
Small Bus Costs =	\$18,000	per Bus	8	\$144,000
Large Bus Costs =	\$29,000	per Bus	8	\$232,000
Total Annual O&M Cost Estimate				\$1,401,300

Notes:

1. Costs in 2014 dollars.
2. O&M = operations & maintenance
3. G&A = general administrative
4. Small bus (cutaway) bus estimated to be \$90,000, with a 5-year useful life
5. Larger bus (29' or more) bus estimated to be \$350,000, with a 12-year useful life

Potential Transit Service Plans & Costs

Estimates of Funding Subsidy: Base Year (2011)

Service	Corridor	Daily Ridership	Annual Ridership	Total Bus-Hours	Fare Revenues	Annual O&M Cost	Farebox Recovery %	Subsidy Required	Subsidy/ 1-Way Trip
Downtown Routes	Northwest	90	22,860	2,625	\$51,435	\$223,900	23%	\$172,465	\$7.54
	West	170	43,180	2,887	\$97,155	\$241,400	40%	\$144,245	\$3.34
	<u>South</u>	<u>140</u>	<u>35,560</u>	<u>2,362</u>	<u>\$80,010</u>	<u>\$206,300</u>	<u>39%</u>	<u>\$126,290</u>	<u>\$3.55</u>
Downtown Totals		400	101,600	7,874	\$228,600	\$671,600	34%	\$443,000	\$4.36
Gulfstream/ Crossroads Routes	Northwest	60	15,240	1,926	\$34,290	\$206,400	17%	\$172,110	\$11.29
	West	70	17,780	2,752	\$40,005	\$261,700	15%	\$221,695	\$12.47
	<u>South</u>	<u>40</u>	<u>10,160</u>	<u>2,752</u>	<u>\$22,860</u>	<u>\$261,700</u>	<u>9%</u>	<u>\$238,840</u>	<u>\$23.51</u>
Gulfstream Totals		170	43,180	7,430	\$97,155	\$729,800	13%	\$632,645	\$14.65
FULL SYSTEM TOTALS			144,780	15,304	\$325,755	\$1,401,400	23%	\$1,075,645	\$7.43

NOTES:

1. Ridership Annualization Factor = 254
2. Fare per Passenger Trip = \$2.25
3. Hours distributed to routes based on each route's 1-way trip revenue time. Midday hours are shared proportionally.
4. Costs for spare buses shared proportionally in O&M cost calculations

Potential Transit Service Plans & Costs

Estimates of Funding Subsidy: Horizon Year (2040)

Service	Corridor	Daily Ridership	Annual Ridership	Total Bus-Hours	Fare Revenues	Annual O&M Cost	Farebox Recovery %	Subsidy Required	Subsidy/ 1-Way Trip
Downtown Routes	Northwest	120	30,480	2,625	\$68,580	\$223,900	31%	\$155,320	\$5.10
	West	250	63,500	2,887	\$142,875	\$241,400	59%	\$98,525	\$1.55
	<u>South</u>	<u>190</u>	<u>48,260</u>	<u>2,362</u>	<u>\$108,585</u>	<u>\$206,300</u>	<u>53%</u>	<u>\$97,715</u>	<u>\$2.02</u>
Downtown Totals		560	142,240	7,874	\$320,040	\$671,600	48%	\$351,560	\$2.47
Gulfstream/ Crossroads Routes	Northwest	90	22,860	1,926	\$51,435	\$206,400	25%	\$154,965	\$6.78
	West	100	25,400	2,752	\$57,150	\$261,700	22%	\$204,550	\$8.05
	<u>South</u>	<u>60</u>	<u>15,240</u>	<u>2,752</u>	<u>\$34,290</u>	<u>\$261,700</u>	<u>13%</u>	<u>\$227,410</u>	<u>\$14.92</u>
Gulfstream Totals		250	63,500	7,430	\$142,875	\$729,800	20%	\$586,925	\$9.24
FULL SYSTEM TOTALS			205,740	15,304	\$462,915	\$1,401,400	33%	\$938,485	\$4.56

NOTES:

1. Ridership Annualization Factor = 254
2. Fare per Passenger Trip = \$2.25
3. Hours distributed to routes based on each route's 1-way trip revenue time. Midday hours are shared proportionally.
4. Costs for spare buses shared proportionally in O&M cost calculations

PARK-AND-RIDE DEVELOPMENT AND COSTS



Park-and-Ride Development

Development Options

- Existing GDOT Lot
 - Improve and Maintain
 - Expand to Accommodate Demand
- New Publicly Owned (State, Regional, or Local)
 - Significant Capital Costs and Lead Time
 - May Require Land Acquisition
- Lease Agreements with Private Owners
 - Utilize Existing Underutilized Parking
 - Economical and Efficient
- Development Agreement
 - Regulatory
 - Non-regulatory

Park-and-Ride Development

Lease Agreements with Private Owners

- Agreement to Use Existing Parking Area for Park-and-Ride
 - Specified Location, Number of Spaces, Days and Times Permitted
 - Monthly Rental Fee per Space
- Typically Co-located with:
 - Shopping Centers
 - Movie Theaters
 - Churches
 - Sporting Facilities
- Public Agency Generally Responsible for:
 - Installation of Amenities (Shelters, Signage, etc.)
 - Liability Insurance
 - Routine Maintenance and Pavement Repair

Park-and-Ride Development

Routine Maintenance

- Generally Includes:
 - Maintenance and Repair of Pavement, Lighting, Landscaping, Shelters, Signage, Fences, Etc.
 - Trash Removal and Cleaning
- GDOT Lots
 - County Generally Responsible through Memorandum of Agreement

Park-and-Ride Costs

New Construction

- Detailed Construction Cost Estimate Prepared
 - Savannah Area
 - 1 acre
 - 100 Space Layout
 - 20% Contingency
 - \$8,200 per Space
- Land Acquisition=\$280,000 per Acre
- Preliminary Engineering=20% of Construction

Park-and-Ride Costs

Improve Existing GDOT Lot or Leased Lot

- Improvements and Fixtures=\$1,600/space
- Engineering=20% of Construction

Park-and-Ride Costs

Annual Maintenance and Lease Costs

- Maintenance=\$100/space
- Lease=\$120/space (\$10/month)

Park-and-Ride Development

Potential Development Scenarios

Corridor	Location	Existing GDOT Lot	New Publicly Owned	Lease Agreements	Development Agreement
Northwest	I-95 & SR 21 (Existing)	✓			
	SR 21 South of Rincon		✓	✓	✓
	SR 17 in Guyton (Existing)	✓			
West	I-16 & US 280/SR 30 (Existing)	✓			
	US 80 & Bloomingdale Rd.		✓	✓	✓
South	US 17 & Vicinity of Walmart		✓	✓	✓
	I-95 & SR 144 OR US 17 & SR 144		✓	✓	✓

Park-and-Ride Development

Assumptions for Costing Purposes

- New Lots Assumed to be Either 50 or 100 Spaces
 - Based on Projected Ridership
- Northwest Corridor:
 - I-95 & SR 21 - Expand Existing GDOT Lot
 - SR 21 South of Rincon – Lease Agreement
 - SR 17 in Guyton – Maintain Existing GDOT Lot
- West Corridor:
 - I-16 & US 280/SR 30 – Maintain Existing GDOT Lot
 - US 80 & Bloomingdale Rd - New Publicly-Owned Lot
- South Corridor:
 - US 17 & Vicinity of Wal-Mart – Lease Agreement
 - I-95 & SR 144 – New Publicly-Owned Lot

Park-and-Ride Costs

Total Estimated Costs

Corridor	Park & Ride Lot	Type	Number of Spaces	One-Time Costs: Land, Engineering, Construction	Annual Costs: Maintenance and/or Lease
Northwest Corridor	I-95 & SR 21	Expand Existing	83	\$695,360	\$8,300
	SR 21 South of Rincon	Leased	50	\$96,000	\$19,300
	SR 17 in Guyton	Existing	20	\$38,400	\$2,000
	Corridor Total			\$829,760	\$29,600
West Corridor	I-16 & US 280/SR 30	Existing	35	\$67,200	\$3,500
	US 80 & Bloomingdale Rd	Publicly-Owned	100	\$1,264,000	\$10,000
	Corridor Total			\$1,331,200	\$13,500
South Corridor	US 17 & Vicinity of Wal-Mart	Leased	50	\$96,000	\$11,000
	I-95 & SR 144	Publicly-Owned	50	\$632,000	\$5,000
	Corridor Total			\$728,000	\$16,000
ESTIMATED TOTAL COSTS				\$2,888,960	\$59,100

POTENTIAL FUNDING SOURCES



Potential Funding Sources - Federal

- Federal Transit Administration (FTA) Funding
 - Section 5307: Urbanized Area Formula Program
 - Federal Share for Capital Expenses: 80%
 - Vehicles, Facilities, and Equipment
 - Preventive Maintenance
 - Capital Cost of Contracting
 - Federal Share for Operating Expenses for Areas Larger than 200,000
 - Operating Assistance up to Certain Limits for Systems Operating Less than 100 Buses in Peak Service (CAT operated 72 vehicles in FY 2012)
 - Section 5311: Nonurbanized Area Formula Program
 - Federal Share for Capital Expenses: 80%
 - Federal Share for Operating Expenses: 50%
 - One End of Trip Must be in Nonurbanized Area

Potential Funding Sources - Federal

- FTA Funding (Continued)
 - Section 5339: Bus and Bus Facilities
 - Eligible Activities: Replace, Rehabilitate, and Purchase Buses and Related Equipment, and Construct Bus-related Facilities
 - Federal Share: 80%
 - Funding is very limited
 - Transportation Investment Generating Economic Recovery (TIGER) Grants
 - Federal Share in Urbanized Areas: 80%
 - Federal Share in Rural Areas: 100%
 - More Competitive if Additional Match is Provided
 - TIGER Applications in FY 2014 Totaled 15 Times Available Funding
- Federal Highway Administration (FHWA) Funding
 - Surface Transportation Program (STP)
 - Can be Flexed to Transit Capital Projects (Including Park-and-Ride Lots)
 - Federal Share: 80%

Potential Funding Sources - Federal

- Department of Human Services (DHS) Funding
 - Human Services Coordinated Transportation
 - Services to Clients of Various Divisions (e.g., DFACS)
- Veterans Affairs (VA) Funding
 - Veterans Transportation and Community Living Initiative

Potential Funding Sources - State

- State Funding to Match Federal Funds
 - State Share for Capital Expenses: 10% (Half of Non-Federal Match)
 - Vehicles, Facilities, and Equipment
 - Preventive Maintenance
- State Funded Projects through GDOT and Core MPO
 - State Funds Possible for Park-and-Ride Lots
 - Work Through GDOT and Core MPO to Get Funds Programmed
- Georgia Transportation Infrastructure Bank (GTIB)
 - Revolving Infrastructure Investment Fund
 - Administered by State Road and Tollway Authority (SRTA)
 - Loans and Grant Funds

Potential Funding Sources - Local

- Necessary to Provide:
 - Local Match Share of Federal Capital Funding
 - Operating Costs not Covered by Farebox Revenue and/or Federal Operating Assistance
- More Agencies Relying on Local Funding
 - Dwindling Federal and State Funding
- Potential Local Sources:
 - Local Dedicated Property Tax (Chatham County)
 - General Fund Contributions
 - Vehicle Advertising
 - SPLOST Funds
 - Value Capture Mechanisms (e.g., Tax Increment Financing)
 - Public-Private Partnerships

POTENTIAL MANAGEMENT OPTIONS



Potential Management Options

- Transit Services
 - Directly Operated by Chatham Area Transit (CAT)
 - Directly Operated by Coastal Regional Commission (CRC)
 - Contract Service
 - Contract with a Service Provider to Provide All Aspects of Service
 - Service Provider Could be Public or Private (e.g., CAT, CRC, Private Provider)
 - Issue a Request for Proposals (RFP) and Select the Best Qualified Service Provider
 - Multi-agency Operating or Funding Agreement
- Park-and-Ride Lots
 - Existing Agencies Responsible for Construction and Maintenance
 - CAT, CRC, GDOT, Counties, Municipalities
 - Depending on Location of Lot
 - Multi-Agency Agreement Establishing Responsibilities

NEXT STEPS



Next Steps

- Completion of Tech Memos
- Briefing to CORE MPO Board
- Hold Final Stakeholder Meeting with Broader Audience
- Study Wrap-Up

THANK YOU!

