

## AMES TRANSIT AGENCY BOARD OF TRUSTEES

AMES, IOWA

April 11, 2013

The Ames Transit Agency Board of Trustees met April 11, 2013 at 5:30 p.m. in CyRide's Conference room. Trustees Anders, Madden and Wacha were present, Trustees Leines and Schainker were absent and Trustee Rediske would be coming later.

**PRESENTATION – ORANGE ROUTE STUDY UPDATE:** Director Kyras introduced Bill Troe, Project Manager, who provided an update on the Orange Route Study to date. Mr. Troe described the data collection effort, which included on-off counts to determine higher ridership locations, a passenger survey to individuals parking at the Iowa State Center to determine where their trip started and ended and information regarding ISU building usage and Osborn Drive usage by vehicle type.

The on-off count data found that the highest usage bus tops are as follows:

1. Maple-Willow Larch
2. Iowa State Center Parking Lot
3. Parks Library
4. Beardshear Hall
5. Kildee-Bessey Halls
6. Gilman Hall, Memorial Union, Gerdin
7. Forker, Lied Rec, Seed Science Lab
8. General Services Building

Eighteen hundred surveys were distributed to passengers of which approximately 630 were returned, for a 33% return rate. Mr. Troe considered this a statistically significant return. The passenger survey from the ISC lot found that 75% of individuals driving to this location lived within Ames and 25% lived outside of Ames. Further, that a majority of the riders were coming from locations south of Lincoln Way. The primary reason given for using the lot and riding CyRide's Orange route was because it was free parking followed by "it was on their way" and it was a quicker trip. The survey also found that a majority of the riders from the ISU lot were not willing to pay for parking at the Center followed by \$20 per year being the maximum willing to pay to park.

Mr. Troe also explained the alternatives that would be studied, which included light rail, trolley, Bus Rapid Transit, and bus only options such as all articulated buses on this route. He also briefly discussed possible criteria that each alternative would be evaluated against such as: Meets Riders Demands, Flexible for High/Low Demand Period, Benefits to Current/New Riders, Benefits to the Community, Safety/Reduces Conflicts on Campus, Environmental Effects and Cost.

Director Kyras explained that a public meeting had been held one night before the Board Meeting and that it was not well attended. She indicated that efforts will be made to get

more public involvement and input. The next steps on this project are to continue developing data and identifying alternatives over the summer then in the fall when students return to have a second public meeting to discuss the information gathered around each of the alternatives on this route.

Trustee Rediske arrived at 6:13pm.

President Anders proceeded by calling the meeting to order at 6:19 p.m. with Trustees Anders, Madden, Wacha, and Rediske in attendance.

**APPROVAL OF MINUTES:** Trustee Madden made a motion to adopt the March 11, 2013 minutes. Trustee Wacha seconded the motion. (Ayes, four. Nays, none.) Motion carried.

**PUBLIC COMMENTS:** No public comments.

**FY2014 STATE GRANT APPLICATION:** Director Kyras said that CyRide submits a State Grant to the Iowa DOT by May of each year for operating and capital funding. She asked Shari Atwood, CyRide's Transit Planner, to provide the details of CyRide's 2013-2014 application request.

Ms. Atwood explained that the 2013-2014 application contained two operating assistance requests - \$586,171 for general operating assistance and \$222,864 for Elderly and Disabled funding used to support Dial-A-Ride service. Total operating funding requests total \$809,035.

She indicated that on the capital side, the discretionary requests for Federal 5339 funding were for 8 - 40 ft. replacement buses with surveillance cameras for a total cost of \$2,883,200 and \$40,000 or Elderly and Disabled funding to improve bus stops. Total capital requests are for \$2,923,000.

Operating and Capital requests total \$3,732,235 in the grant application.

Director Kyras added that the Elderly and Disabled operating funds were higher than originally reported by the Iowa DOT. At that time, CyRide staff was concerned that this lower amount (estimated at approximately \$139,000) would be not cover CyRide's HIRTA Dial-A-Ride contract for expenses during the 2013-2014 budget year as expenses were estimated to be around \$180,000. However with this change, CyRide will have sufficient funding for next year's Dial-A-Ride services.

She also added that the eight 40-ft buses would not be purchased unless federal/state dollars were available. As federal and state budgets are not set at this time, CyRide includes buses that are eligible for replacement in the hope that some level of funding may be realized. She indicated that CyRide received a significant number of new buses from the federal stimulus program as a result of including all eligible buses in the state's grant application. If all eligible buses had not been included, CyRide would not have received the

level for funding that it did. She indicated that as of this date there is no capital identified; however, all paperwork would be in place if funding became available from the state or federal sources.

Ms. Atwood explained that there were several projects missing this year from previous years: Job Access and Reverse Commute (JARC) funding for #4A Gray midday (midday Yellow), #6 Brown summer and #10 Pink. CyRide typically request \$77,500 for these JARC projects, however, this funding was eliminated in the Transportation Bill, MAP-21, and provided to transit systems through operating funds instead.

Trustee Madden made a motion to approve the FY2014 State Grant application subject to public hearing comments. Trustee Rediske seconded the motion. (Ayes: Four. Nays: None.) Motion carried.

**RATE SETTING RESOLUTION – FARES:** Director Kyras explained that this is the time of year CyRide looks at fare and pass prices. She distributed data indicating the impact of the previous year's fare increase. She indicated that cash and ticket revenues had declined 2.7% and total revenues were down 2.1%, indicating that fewer non-students were riding transit and instead choosing to travel by other means. She also indicated that the additional 25¢ was inconvenient for customers, as putting a \$1 bill in the farebox was easier. She also indicated that the introduction of the new monthly reduced fare pass had impacted total revenue.

She indicated that the only change to the fare structure is the shop rate changed to \$86/hour from \$84/hour.

Trustee Wacha made a motion to approve the 2013-2014 fare rates that reflect no change from the 2012-2013 rate structure, except for an increase in the Shop Rate to \$86/hours. Motion seconded by Trustee Madden. (Ayes: Four. Nays: None.) Motion carried.

(Ayes: Four. Nays: None.) Motion carried.

**RATE SETTING RESOLUTION - PASSES:** Director Kyras discussed the chart on page 9 for semester and monthly passes, showing revenue is higher, but lower than expected. With the introduction of a new pass, revenue was up 7.8%.

Trustee Madden made a motion to approve the 2013-2014 rates, which reflects no change from the 2012-2013 pass rate structure. Trustee Rediske seconded the motion. (Ayes: Four. Nays: None.) Motion carried.

#### **TRANSIT DIRECTOR'S REPORT:**

- **Articulated Bus Public Perception** - An attachment to the report included interesting Twitter comments on the articulated buses. Director Kyras indicated that students are enjoying the new-style bus and that it is being heavily used, with standing loads. She

further stated that staff was in the process of evaluating the potential of these vehicle to determine which routes could benefit the most from their operation. Staff is considering the Cardinal route, in addition to the Orange route, especially with the additional housing units in Fredrickson Court next fall. Mileage about 3 mph.

- **Construction Update** – This is the first week of construction and the project is to be substantially completed by May 30 of 2014. Staff is working through the phasing and was surprised by the number of construction and supply trailers needed for the project. Parking for staff and contractors will also be a challenge. She also made the Transit Board members aware that CyRide will not have access to its fueling station or bus wash until the newly-constructed service lane is available August 7. Henkel will provide a portable fueling station during the summer for fueling buses and CyRide staff will need to wash buses by hand. Trustee Madden offered that staff could contact ISU’s Transportation Facility to see if their facility could accommodate CyRide buses during the summer months.
- **MAP-21 Change** - MAP-21 is creating an unexpected challenge for CyRide. Prior to MAP-21, CyRide was a designated recipient where it was eligible for funding to come directly to CyRide. This new legislation will require transit systems serving populations of 50,000 – 200,000 to go through the Iowa DOT as a Direct Recipient of the State. Many grants allow only Designated Recipients to apply for them, which would eliminate possible funding opportunities for CyRide that were previously available. Director Kyras explained that she was being told by others in Washington that legislators did not understand the ramification and some groups were urging legislators to reconsider this change. With this change, CyRide will need to change legal documents, indicating the new designation to Direct instead of Designated.

Trustee Madden said with the change in status, perhaps consideration should be to lobby or influence the legislators. Director Kyras agreed and stated that the Iowa transit delegation was working with the legislators and, depending on how this effort turned out, might need additional assistance from the community. She further explained her concern that the Iowa DOT has a different perspective and would like all transit systems in Iowa to share in funding as opposed to individual grants to specific systems. As a result, this difference could create issues in the future if grant programs became available again, particularly with the need for buses to address projected enrollment increases.

- **Leases/Contracts** - May Transit Board will have renewals for leases expiring June 30, 2013 with Jefferson and Executive Express, as well as contracts for advertising and HIRTA.

Next meeting of the Ames Transit Board to be held May 9, 2013 at 5:30 p.m.

Transit Board meeting adjourned at 6:40 p.m.

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President, Robert Anders

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Recording Secretary, Joanne Van Dyke