

AMES TRANSIT AGENCY BOARD OF TRUSTEES
CYRIDE CONFERENCE ROOM

November 12, 2015

1. CALL TO ORDER: 4:00 P.M.
2. Public Comments
3. Ames Area MPO Funding Request
4. Orange Route Study Update & Presentation
5. Adjourn

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees
FROM: Sheri Kyras
DATE: November 12, 2015
SUBJECT: AMES AREA MPO FUNDING REQUEST

BACKGROUND: The Ames Area Metropolitan Planning Organization (AAMPO) will be discussing the allocation of carryover and annual allocations for the Section 5303 Federal Metropolitan Planning Organization (MPO) planning funds as well as projects funded under the federal Surface Transportation Program (STP) that provides for transportation projects, which may include transit **capital** projects.

INFORMATION: The AAMPO Technical Committee is beginning discussions regarding two federal funding resources as described below:

Federal Section 5303 Metropolitan Planning Organization Funds

The AAMPO anticipates having the following funding available for planning studies:

Carryover Funds (<i>available now</i>)	\$146,241
2016-2017 Annual Apportionment (<i>available July-Oct. 2016</i>)	<u>\$121,098</u>
Total	\$267,349

The Section 5303 carryover planning dollars may be utilized immediately upon approval in the current AAMPO Transportation Planning Work Program; whereas, the 2016-2017 funds would be available between July – October 2016. For CyRide’s System Redesign project, CyRide staff would request that \$100,000 of the carryover funds be programmed in the current Transportation Planning Work Program to fund the System Redesign project. This would allow funding to be available when the consultant selection process is completed possibly as early as next Spring. If awarded this funding, CyRide would need to contribute only \$50,000, as opposed to \$150,000, to complete this study.

Federal Surface Transportation Program (STP) Funds

The AAMPO currently receives \$1.4 million each year for transportation capital projects within the Ames community. Eligible capital projects include street improvements, traffic

signalization, **transit capital**, bike paths, and other transportation enhancement projects. Currently, the STP funds are programmed through 2018-2019; however, the AAMPO is beginning discussions regarding how to select a project(s) for the 2019-2020 budget year. Under consideration is an application process that would allow up to 80% federal funding for these projects. Other MPO's around Iowa and the nation provide funding for transit projects through their MPO STP funds; therefore, with CyRide's loss of federal capital dollars, staff believes requesting a portion of the AAMPO's annual funds will allow CyRide to continue to meet its infrastructure needs, providing benefit to the entire community. The specific 2019-2020 request recommended by staff, that could also be an annual request from that point forward, would be for up to 15% of the AAMPO's appropriation for the purchase of buses, which is the amount of STP funds the Des Moines MPO allocates for their transit system. This equates to approximately \$210,000 per year (a 40' bus costs \$445,000) and would allow CyRide to fund one additional new bus every 1-2 years.

CyRide has identified the need for new bus purchases in the last several years of the Five-Year Pro Forma (including 2019-2020) recently provided to the Transit Board of Trustees and City Council; however, sources of funding have yet to be identified in the latter years of the document. The STP funds would provide a funding source for new buses beginning in 2019-2020 and possibly into the future.

CyRide staff is seeking direction on requesting that CyRide bus projects be included in discussion on uses of these funds in the greater Ames community.

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees
FROM: Sheri Kyras
DATE: November 12, 2015
SUBJECT: ORANGE ROUTE STUDY UPDATE & PRESENTATION

BACKGROUND: The Orange Route Study began in January 2013 for the purpose of determining how CyRide could efficiently and effectively operate the busiest route in the State of Iowa in light of its continued ridership increases. At the July 2015 Transit Board meeting, board members were provided with a study update, which included the narrowing of possible alternatives to two (besides the no change alternative) – all articulated buses and Bus Rapid Transit service. At that meeting, board members requested additional information prior to selecting a preferred alternative to pursue. The information requested included:

- A side-by-side comparison of the two remaining alternatives, as well as continuing the Orange route with no changes.
- Refinement of the cost savings for each alternative
- Return on Investment for each alternative
- Timeline for project development under the BRT alternative
- Project development costs and funding sources for BRT alternative

INFORMATION: The side-by-side summary comparison is included on the attached chart. This chart summarizes the elements of each option, costs/savings, timeframe, operational statistics and benefits/impacts of the two remaining options (All Articulated Bus Option and Bus Rapid Transit Option) as well as the option of continuing the current route structure into the future (Existing Service Structure).

Consultant, Bill Troe, will be present at the meeting with more detailed information regarding each criteria included on the chart and will be available to answer board members questions. In addition, the Orange Route Study team will meet the day prior to the board meeting to discuss this information. If a recommendation from this committee is developed, it will be shared with board members at the board meeting.

As the study's tasks will be completed with the above information, staff is seeking selection of a preferred alternative to be addressed through future budget and grant sources.

ALTERNATIVES:

1. Approve the Bus Rapid Transit alternative as the preferred solution for efficiently operating the Orange Route service into the future and request staff to begin the process of developing material (budgets, timelines, etc.) for a possible federal New Start/Small Start grant request, ultimately submitting a letter of request to the Federal Transit Administration to enter into a Project Development agreement.
2. Approve the all articulated bus alternative as the preferred solution for efficiently operating the Orange Route service into the future. Direct staff to develop a plan to identify all funding opportunities and sources needed to purchase four additional articulated buses as required by this alternative.
3. Select the “No Change” option to continue operating the Orange Route as CyRide currently does today, with its current route structure and addressing additional demand by adding more standard buses to the route.

Table 1. Orange Route Alternatives Comparison Summary

Criteria	Alternative Service Options		
	Existing Service	All Articulated Bus Option	Bus Rapid Transit Option
Elements of Option	<ul style="list-style-type: none"> Route - One route Vet Med through Campus (Retains standard bus service to/from Vet Med) Estimate need 3-4 additional Standard Buses – Assume Purchase used vehicles 	<ul style="list-style-type: none"> Route - ISC Center through campus with shuttle from Vet Med to ISU Center 	<ul style="list-style-type: none"> Route - ISC Center through campus with shuttle from Vet Med to ISU Center Roundabout at Osborn Dr. & Bissell (2-Way on Osborn Dr) Repave ISC Lots C5 and C6 Signal Priority at Lincoln Way and Beach Enhanced Bus Stops (Shelters/Next Bus Signage)
Total Capital Cost	\$200,000	\$3,220,000	\$8,570,000
Federal Share	\$0	\$1,623,000	\$6,856,000
Local Share	\$200,000	\$1,588,000	\$1,714,000
Operating Costs (Annual)	\$1,618,000	\$1,172,000	\$1,091,000
Annual Savings Relative to Existing Service Plan - 2025 (Local Share~59% of Operating)	None	\$263,100	\$310,300
Years Required to Recoup Initial Local Investment	None	Approximately 6	Approximately 6
Buses Required (Including Spares)	15-16 Standard Buses	10 Artic. + 1 minibus for Vet Med	10 Artic. + 1 minibus for Vet Med

Criteria	Alternative Service Options		
	Existing Service	All Articulated Bus Option	Bus Rapid Transit Option
Drivers Required Per Day (3 Hour Shift - 15.5 Hour Day)	39	27	27
Number of Rides Per Day - 2024	18,400	18,400	14,600 - BRT Route 1,500 - Circulator 2,300 - Shift to Walking
Reserve Capacity Beyond 2025 Demand	None/Minimal - Must add Vehicles to Support More Peak Demand	Minimal - Must add Vehicles to Support More Peak Demand	Moderate – Can Accommodate another 3,000 plus per Day before Adding Vehicles
Frequency of Service	1-2 Min. - Peak AM Hours	3 Min - Peak 4-6 Hours Off-Peak 10-20 Min	3 Min - Peak AM 3 Hours Off-Peak 10-20 Min
Campus Impact	<u>Overall - NEGATIVE</u> Negative - More Vehicles Through Campus Added Environmental/Aesthetic Impacts	<u>Overall – POSITIVE</u> Positive - Fewer Vehicles on Campus	<u>Overall - POSITIVE</u> Positive - Fewer Vehicles on Campus Positive - Fewer Vehicles on Morrill Rd/Union Dr Negative - More Eastbound Buses on Osborn Dr.
Customer Ease of Use	Medium (due to overcrowding and multiple buses passing customers as a result of the number of buses operated on the route)	High (Retains existing route structure with no transfers on campus)	High (More consistent service frequency, reduced travel time due to signal priority, and increased comfort with enhanced bus stops – Including Next Bus information)
Estimated Implementation Period	Immediate – Used buses can be purchased	3-4 Years – Lead time to acquire/secure articulated bus funding	5-8 Years – First year for federal grants – 2019 – Then initiate articulated bus purchase