

**AMES TRANSIT AGENCY BOARD OF TRUSTEES**  
**CYRIDE CONFERENCE ROOM**

May 29, 2018

1. CALL TO ORDER: 3:30 P.M.
2. Approval of May 3, 2018 Minutes
3. Public Comments
4. Facility Analysis & Discussion
5. Meeting Dates/Times:
  - June 28, 2018, 8:00 AM
  - August 15, 2018, 8:00 AM
6. Adjourn

**Call in Information for Conference Call for Trustee Bibiloni and Trustee Schrader who are out of the state:**

**DIAL-IN NUMBER: 1-866-244-8528**

**PARTICIPANT PASSCODE: 576515**

**Transit Board Meeting Schedule for 2018-2019 School Year**

September 19, 2018

October 17, 2018

November 21, 2018

December 19, 2018

January 16, 2019

February 20, 2019

March, 20, 2019 **(Spring Break Week for ISU)**

April 17, 2019

May 15, 2019

## AMES TRANSIT AGENCY BOARD OF TRUSTEES

AMES, IOWA

May 3, 2018

The Ames Transit Agency Board of Trustees met on May 3, 2018 at 7:00 a.m. in the CyRide Conference room. President Valentino called the meeting to order at 7:04 a.m. with Trustees Valentino, Bibiloni, Cain, Jeffrey, Nelson and Schainker present.

Guests in Attendance: New appointment to the Ames Transit Board of Trustees, Jacob Schrader, Student Government Senator. Public in Attendance: Peter Hallock and Cathy Brown, ISU University Planner.

**APPROVAL OF MINUTES:** Trustee Bibiloni made a motion to approve the March 19 and April 4, 2018 minutes as presented. Trustee Schainker seconded the motion. (Ayes: Six. Nays: None.) Motion carried.

**PUBLIC COMMENTS:** Director Kyras shared the CyRide 2.0 comments received to-date and indicated that staff will continue to add to the list so that it can provide information next fall as staff and the board considers modifications to the service for the next year. Trustee Cain asked about Vet Med service and Director Kyras indicated that she had heard from several customers and a Vet College representative concerning the 60-minute service level. She indicated that one change the board could consider along with next year's budget would be to add a bus to the Peach route, which would address this concern and concerns raised on this same route that services north Ames to North Grand Mall as well.

**RECOGNITION OF OUTGOING & INCOMING BOARD MEMBERS:** Director Kyras shared the Transit Board of Trustees changes for the next year, indicating that Trustee Valentino would be graduating at the end of the week and introduced Jacob Schrader, sophomore in Economics, indicating he would be representing the students interests for the next year.

Trustee Bibiloni, representing the Transit Board, thanked Trustee Valentino for the positive impact his decisions as a Transit Board member had on students and acknowledged the challenging issues he had assisted the organization with during his board tenure. He also thanked President Valentino for being a great mentor, for being known as "CyRide's biggest fan," and representing the board at student town hall meetings. Further, he indicated that President Valentino had provided him, personally, with great insight regarding his job on the board.

Director Kyras also shared with board members that elections for the President, Vice President and Ames Area MPO would be held at the next board meeting.

**STATE GRANT & PUBLIC TRANSIT INFRASTRUCTURE GRANT (PTIG) APPLICATION:** Director Kyras introduced Shari Atwood, CyRide's Transit Planner, who had prepared the

application and would provide information for the Transit Board. Ms. Atwood stated that consideration of a state grant application was an annual activity for the board each year. She indicated that the application would be submitted to the Iowa Department of Transportation (Iowa DOT) for formula operating assistance based on 5.512092% of the overall state funds available, which is estimated to equate to \$805,748 for CyRide. She indicated that the application also consists of a request for federal formula 5310 funds for service for disabled individuals utilizing CyRide's DAR service in the amount of \$150,000.

She indicated that capital funding was also contained in the application for \$3,354,440 in federal funds to purchase 8 – 40' heavy-duty replacement buses, \$111,086 for bus annunciators, and \$594,627 for discretionary funding to replace CyRide's bus wash and HVAC system.

She explained the buses, bus wash and HVAC would be competitively considered for funding by Iowa DOT, with the outcome of this decision unknown until later this year or next year. The total grant request is for \$5,015,901.

Ms. Atwood then explained the source of local funding for each type of purchase, indicating that buses could be funded at 80% to 85% and funding for buses would be approved by the board at the time that federal/state grant commitments are required and that the other capital projects were contained in the Capital Improvement plan and matched with local dollars.

Trustee Nelson made a motion to approve the FY2019 State Grant Application subject to public hearing comments. Trustee Bibilioni seconded the motion. (Ayes: Six. Nays: None.) Motion carried.

**PROTERRA ELECTRIC BUS ANALYSIS AND PRESENTATION – Part 2:** Director Kyras briefly described the result of the first part of the electric bus analysis where the Total Cost of Ownership was calculated, as well as the benefits quantified. She then described the new information Proterra had developed, which consisted of the results of simulating CyRide's routes using electric buses. In summary, the computer simulation indicated that electric buses could be utilized all day on the circulator routes under average conditions, hot and most of the routes in cold weather conditions; however, the local routes (operating through town) could operate all day on average and hot days, but that they would need to be utilized on shorter shifts during cold weather. Lauren Cochran, Regional Sales Representative for Proterra, was available via conference call to answer questions.

Trustee Cain asked if the electric buses were comparable to diesel buses in regards to height and weight. Ms. Cochran answered that the buses were 11' 2" in height, but were lighter weight than diesel buses due to the composite body being lighter. Rich Leners indicated that, at the above stated height, the buses would be able to fit within the facility. Director Kyras indicated that the only facility issue that staff was currently

aware of was in the electrical voltage to the building, which is at 208kv and 480kv is needed.

Trustee Schainker asked about whether staff had concerns regarding the inability for electric buses to be on a route all day. Rob Jennings, CyRide's Transit Scheduler/Budget Analyst, indicated that this would not create significant issues as some buses are not operated all day today and the electric buses could be put on these routes.

Trustee Jeffrey inquired about the seating capacity on electric buses. Ms. Cochran indicated that it was the same as diesel buses.

Trustee Bibiloni inquired about whether the Orange route could operate with electric buses. Director Kyras indicated that the goal for this route currently was to have all articulated buses on this route, which would require six more of this type of vehicle.

Director Kyras then explained to the board the four options that staff had identified for possible next steps in the electric bus technology. She explained that option #1 was to continue to monitor the status of the technology and bring information back to the board at a predetermined date to determine next steps.

She indicated that option #2 was to complete further research by hiring an independent consulting firm to do further research to assist CyRide in moving toward this technology. She stated that there are two non-profit firms in the United States that work with transit systems on this type of analysis - CTE and CALSTART. She indicated that CTE has prepared a possible scope of work and cost estimate to provide the board with the type of services that could be offered and the potential cost of \$30,000 for this option.

Director Kyras then identified how this option could be funded. She indicated that two possible funding sources had been identified – savings from the flood pump purchase (\$60,000) and from the new buses (\$47,000) as CyRide will only be able to purchase four instead of the planned five buses.

Director Kyras then explained option #3. She stated that CyRide could rent a bus from Proterra and complete a demonstration project over a seven month period testing the bus in hot and cold weather, as well as determine how it operated on CyRide services and gain a better understanding of the maintenance required on this new type of bus. She indicated that a side-by-side comparison could be made with one of CyRide's newer diesel buses and that InTrans (ISU Research firm) was interested in completing this independent analysis for CyRide. She indicated that this organization has submitted a state pre-application in case the board decided to select this option. She then detailed how the rental program could work and the estimated cost of this option of \$130,875 and possibly less due to lower bus rental costs and/or grant funding for a portion of the bus rental. She indicated that this option could be funded with the same revenues as identified in option #2, as well as diesel savings and possible grant funding.

Director Kyras indicated option #4 was to submit a LowNo Grant by June 18, 2018 for a board-specified number of buses, equipment and facility reconfiguration. She explained the advantages of applying this year – additional funding and emphasis on small urban systems. Staff would have to prepare the grant application within the next month and a half – answering questions presented in the packet. The time frame would require the need to have a special meeting to approve a grant budget committing local dollars and specific project for submission of the application in June.

Director Kyras shared that staff's recommendation was to proceed with either option #2 or #3 as the first option does not move CyRide forward on this technology and that she believes CyRide is not prepared to submit an application at this time, as significant questions need to be answered, such as how the facility would need to be modified to incorporate electric buses.

Trustee Jeffrey indicated she could support option #2, to hire a consultant for \$30,000 to gain more information before committing to the technology. Trustee Schainker agreed and believes there is value in an independent analysis. Director Kyras indicated that she could develop a scope of work under this option and send a Request for Proposal to both firms.

Trustee Schainker made a motion to adopt Alternative #2 to direct staff to develop a contract with CTE or other consulting firm to analyze the impact of electric buses in CyRide's fleet and on its facility. Motion seconded by Trustee Cain. (Ayes: Six. Nays: None.) Motion carried.

Trustee Nelson indicated that if the work the board approved could be completed by December- January, that it could then rent a bus from Proterra and still complete the demonstration project for a seven month period and gain information regarding cold and hot weather conditions.

**HIRTA CUSTOMER FEEDBACK & CONTRACT:** Director Kyras briefly summarized its contractual relationship with the Heart of Iowa Regional Transit Agency (HIRTA) for CyRide's Dial-A-Ride (DAR) service and the federal source of funding for this service. Further, she indicated that if CyRide did not contract for this service, it could not utilize federal funding and would need to fund 100% of its cost. She also indicated that HIRTA services for Story County and DAR customers are combined to provide an efficient, unduplicated door-to-door service. She indicated that CyRide's current contract with HIRTA for this service expires June 30, 2018.

Director Kyras provided information regarding a recent DAR customer satisfaction survey and a summary of the DAR service goals and current year results. Highlights of the survey were that the 25 respondents of 132 surveys distributed provided CyRide with information and that the results indicated a higher level of satisfaction, in general, with service this past year. In addition, there were a few opportunities to improve

service this next year through discussions with HIRTA – amount of time on hold to get a reservation and pick up time negotiations, as well as the condition of buses.

Director Kyras then recapped the goals established for the service and the actual performance over the past year. She indicated that all but one goal had been met and this goal reflected lower ridership for the service.

Director Kyras shared her opinion that the survey and performance measures were trending in the right direction. As a result, she asked HIRTA representatives if they were interested in entering into another three-year contract and they indicated they were. She then asked for a cost proposal for service during FY19, which was received and reflected a 5% increase in costs. This increase was higher than in past years and HIRTA indicated several factors had caused this higher proposal – low unemployment in Ames, which required paying drivers at a full-time rate/benefits and increased technology (on-line reservation and pay portals.) Director Kyras indicated that the price proposal was lower than CyRide could operate the same service.

Trustee Bibiloni shared a concern that he had been told from a student group on campus regarding late HIRTA buses. Director Kyras indicated that HIRTA's on-time performance was more than 95%, per a CyRide audit of their trips, and that she had not received a concern from the group regarding this issue. She shared that a trip is considered on-time if it is 10 minutes before or after the scheduled pick up time and wondered if this criteria was creating some confusion.

Trustee Nelson made a motion to approve entering into a new contract with Heart of Iowa Regional Transit Agency (HIRTA) and directing staff to prepare a new contract for board approval at a future meeting. Trustee Schainker seconded the motion. (Ayes: Six. Nays: None.) Motion carried.

**DMACC CONTRACT FOR GRAY ROUTE TRIPS:** Director Kyras shared the history of the CyRide-DMACC service contract. She indicated that the contract was for three years and due to expire May 10, 2019. However, with the implementation of CyRide 2.0 in August 2018, the route that DMACC is supporting (Gray Route) will no longer exist. She indicated that an alternate solution had been provided for DMACC consideration at less than half the price under the existing contract; however, DMACC had indicated its desire to end the contract due to low ridership. Director Kyras indicated that she had requested a City Attorney's office opinion on terminating this contract. Their opinion indicated that CyRide would technically be in breach of contract as of August 13, 2018 and that the Assistant City Attorney indicated that a separate letter of agreement to terminate this contract as of August 13, 2018 be developed and signed by both parties.

There was a discussion about this impact on CyRide and Director Kyras indicated that she believed it was in CyRide's best interest to terminate the contract as well, due to its driver shortage and the allocation of a driver for a service carrying typically 1 passenger per trip.

After a brief discussion, the transit board consensus was that it best to end the contract with a formal letter signed by both parties.

Trustee Bibiloni made a motion to terminate the contract between CyRide and DMACC for two trips on the #4 Gray route, effective August 13, 2018 and develop a Letter of Termination for signature by both parties. Trustee Jeffrey seconded the motion. (Ayes: Six. Nays: None.) Motion carried.

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

- 1) Ames Intermodal Facility Leases** – Director Kyras provided the following update and history. CyRide is responsible for the facility as it was built with federal transit money. There are three tenants in the facility that have leases: Executive Express, Jefferson Lines/Burlington Trailways and the Ames Police Department (no cost lease). The two private lease increases are calculated annually, based on the Producer Price Index and last year there was an increase of 1.6% plus a parking rate increase. The result is that there is a \$25 increase per month for Executive Express (office and garage), and \$18 increase per month for Jefferson Lines/Burlington Trailways (office only), which equates to about \$500 more in revenue for the facility next year.
- 2) Labor Negotiations** – Director Kyras indicated that the city is in the beginning stages of discussing the next round of labor negotiations. However, with the change in state collective bargaining laws, the process will be different this next year. CyRide is exempt from a majority of the new state restrictions, as its collective bargaining requirements are governed by the federal government through grants. This difference within a single, bargaining unit covering more than CyRide employees will be more difficult to negotiation. If there are changes that require board consideration as the new process is developed, staff will update the Transit Board.
- 3) Shelter Damage** – CyRide bus shelters were impacted by the recent bb gun vandalism and will cost \$5,800 plus labor for the shattering of 14 glass panes.
- 4) FY2018 Federal Funding Allocations** - Congress approved the FY2018 funding allocations in late March, but CyRide has not be notified of its specific allocation to-date, which will be for the current year ending June 30, 2018. CyRide believes its allocation will be higher than budgeted based on the recent actions taken by Congress. She also indicated that several discretionary grants would receive additional funds this one year only – Bus and Bus Facilities and TIGER. Cathy Brown inquired about the possibility of funding an expansion of the Campustown parking garage with this funding. Director Kyras indicated that eligible projects required a transit component, but that this could be explored further.
- 5) State Urban New Bus Grant Application** – Director Kyras indicated that the Iowa DOT's statewide bus replacement grant had been awarded Bus and Bus Facility funding;

however, CyRide did not receive funding for any of its buses. However, there are two additional funding opportunities administered by the Iowa DOT; however, they will be a combination of local funding requirements at 15% and 20%; whereas, the statewide Bus and Bus Facilities was at 15%. As a result, CyRide will only be able to purchase up to four buses under these other programs.

**6) Affordable Care Act Update** –Director Kyras provided a brief summary of the challenges and direction the board had previously provided regarding the Affordable Care Act. She indicated that the last change that was required was the monitoring of part-time driver hours to ensure that health insurance was offered at the required time due to the variability in this portion of CyRide’s employee’s hours. She indicated that the newest cost estimates for an outside firm to assist CyRide with this effort was \$20,000 to \$30,000 per year. As a result, a Request For Proposal will be developed for these services, with the goal of having a firm begin this work July 1, 2018.

**7) Facility Study** – Director Kyras had hoped to have completed the board-requested information on the four facility options for the current meeting; however, as staff and the architectural firm were working through the last two options, more time was needed to make sure that the four options were comparable, so that the board could determine which option was the best solution for CyRide. She indicated that this would be prepared for the next meeting. Director Kyras requested that the previously-scheduled May 29, 2018 at 3:30 PM be used to discuss this topic.

**Set Meeting Times and Place:**

- May 29, 2018, 3:30 PM
- June 28, 2018, 8:00 AM
- No July 2018 meeting
- Set up a permanent day of the month/time (beginning August 2018) – Third Wednesday of each month
- August 15, 2018 8:00AM

**ADJOURN:** Trustee Bibiloni made a motion to adjourn the meeting at 8:39 a.m. and motion seconded by Trustee Jeffrey. (Ayes: Six. Nays: None.) Motion carried.

---

Steven Valentino, President

---

Joanne Van Dyke, Recording Secretary



**CITY OF AMES, Iowa**

**MEMO TO:** Ames Transit Board of Trustees

**FROM:** Sheri Kyras

**DATE:** May 29, 2018

**SUBJECT:** Facility Analysis & Discussion

**Background:** At the March Transit Board meeting, board members were provided information regarding facility expansion options #1 and #2. These options and a brief summary of the information provided are as follows:

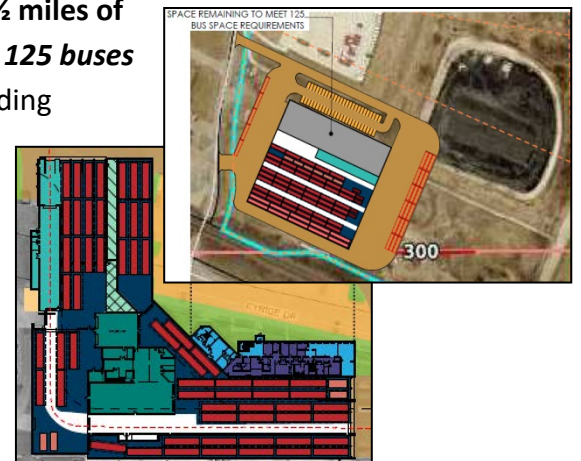
- **Option 1 – (Current Site Plus Brookside Park/Haber Rd. Site)**

– This option houses **95 buses** indoors with an expansion at CyRide’s current building and relocates employee parking to the Haber Rd. site. Two options were provided – one utilizing 50 ISU parking spaces in an existing lot in conjunction with a new 100 space lot constructed by CyRide and the other option constructed 150 spaces as a separate parking lot. *20-Year Construction/Operating Cost Estimate – Approximately \$25 million. Percent of Space Needs Accommodated – 41-44%. Concerns – Walking distance, Flood plain*



- **Option 2 – (Haber Rd. Site as Second Facility within ½ miles of Current Facility)**

– This option houses a fleet of up to **125 buses** indoors between CyRide’s current site and a new building constructed at the Haber Rd. site. An additional bus small storage expansion would be constructed at CyRide’s current site and a new building at the Haber site with parking. *20-Year Construction/Operating Cost Estimate – Approximately \$37-38 million. Percent of Space Needs Accommodated – 100%. Concerns – Haber Tunnel, Flood plain*



**Information:** The following information will detail the modifications to Option #1 and #2 required for comparability, the two remaining options, a comparison between options and discussion of possible funding scenarios.

### **Option #1 and #2 Modifications**

While preparing information for Options #3 and #4, several changes were necessary on Option #1 and #2 to allow for consistency across the four options. These changes are as follows:

- **Space Needs** – In the previous Option #2 conceptual design and cost estimate, ASK Studio “fit” the design to the site, which was smaller than the space needs required. So, to be comparable with Option #3 and #4, the Option #2 design was made larger to meet 100% of space needs in each programmatic category, except interior vehicle storage. Vehicle storage, as designed, would park all of the 125 planned buses; 65 at the new facility and the remainder at CyRide’s current facility. However, this option accommodates only 81% of the standard bus vehicle parking in terms of square footage, due to tighter parking at CyRide’s current facility. Overall, this option satisfied 89% of the total space needs and allows for full functionality of the buses at the new site. The current site would remain undersize compared to the space needs analysis.
- **“Stacking” of Buses** – In discussions on options #3 and #4, CyRide staff and ASK studio established a standard transit industry design criteria that the maximum desired number of buses in a line (end to end) was five and that a circulation lane would be included after three rows of buses. As the original Option #2 design incorporated six 40’ buses in a line, this design was changed to reflect this new standard, so that the options were consistent for comparison purposes.
- **FTA Payback** – In recent discussions with the FTA, the useful life of a building is 40 years. The original estimates presented to the board in March were based on a 20-year building life. These estimates have been changed in options #1 and #2 to accurately reflect FTA requirements.

The modified design for option #2 and cost estimate for both option #1 and #2 are attached to this report.

### **Options #3 and #4**

The following information will provide a similar study as was presented at the March board meeting regarding the final, two additional facility options – Option #3 and #4 – as identified below:

- **Option #3** - Second Facility More Than ½ Mile From Current Facility
- **Option #4** – Second Facility Site Large Enough to Accommodate All Operations in the Future

Each option is briefly described below.

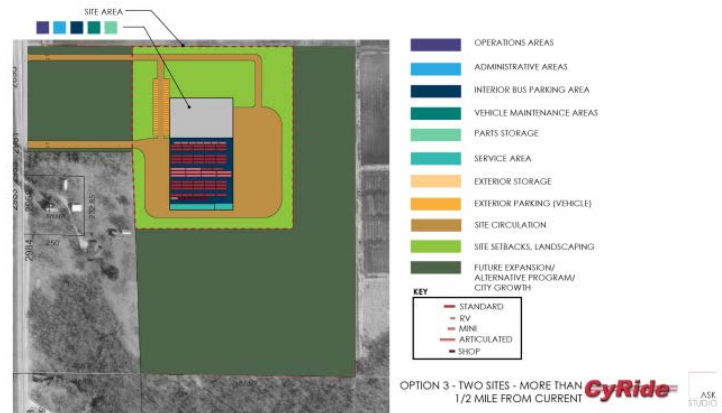
### Option #3 – Second Facility More Than ½ Mile From Current Facility

**Description** - This option would identify a 12-acre site more than ½ mile from CyRide’s current facility that could be used as a permanent second site. With approximately ½ of CyRide’s fleet beginning service in the south and west side of Ames, a second site in the area of Hwy. 30 and S. Dakota was chosen as the most efficient, second site for this analysis (see map to the right).



Under this option, there would be no new changes to CyRide’s current facility as CyRide’s unmet space needs would be met at the new, second site on S. Dakota. This site would contain the following:

- **Buses** - Up to 65 buses parked indoors at the new site with the remainder of fleet at CyRide’s current site.
- **Small Bus Fueling** - Fueling of small buses would remain at ISU’s Transportation Services as it does currently with these vehicles being housed at CyRide’s current site.
- **Additional Spaces** - Additional space as required in the space needs analysis would be added at the new site, including a new, second wash/fuel lane, maintenance bays, offices and storage. These additional needs total 112,031 sq. feet.
- **Operating Cost** – The same additional operating costs from Option #2 would apply to this option as well (\$293,000 per year). Additionally, one new annual operating cost is anticipated under this option – additional deadhead cost (bus operating from facility to beginning of route and vice versa for the return trip). It is anticipated that additional miles would be added as a result of the second facility being located in West Ames, which is not as centrally located as CyRide’s current site. This is estimated to cost \$44,475 additional each year. Therefore, the total annual additional operating costs for this option would be \$337,475.
- **Construction Type** -The new building’s construction type, for analysis purposes, is a pre-cast concrete structure; however, when a specific option and site is chosen, the least expensive type of construction will be specified that will have a 40-year useful life. The



cost of the new building will be less expensive than constructing at CyRide’s current site due to the ability to build in large components on a site with fewer site coordination factors.

- **CDL Training Course** - A site in the area of S. Dakota and Hwy. 30 would most likely be able to accommodate an additional 2 acres for the new CDL-required training course; however, this was not included in the conceptual drawing or the cost estimates.
- **FTA Payback** - There would be no need to payback funds as the current building would not be changed.
- **Expandability** – This option allows for growth at the new facility if future ridership needs were to require more than the 125 buses currently planned for in this study.

The attached Option #3 diagram/cost estimate illustrates CyRide’s concept of a new, second building in the area of S. Dakota and Hwy. 30.

**Option Considerations** - The chart below summarizes the important considerations of Option #3, per board direction.

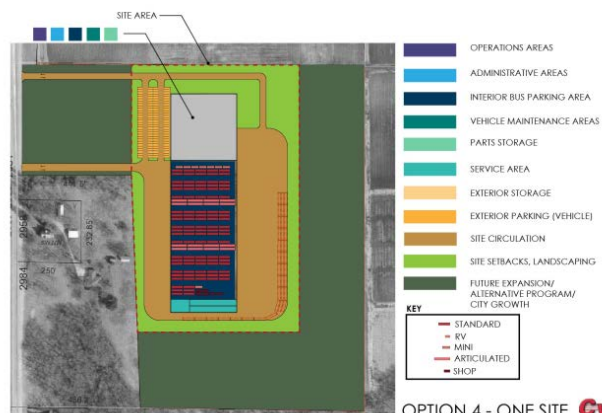
Option Considerations	Total Cost
Land Costs	\$0
Construction Costs	\$26,734,556
Design Costs	\$2,761,834
Operating Costs (annual) – additional	\$337,435
FTA Payback	\$0
Additional Acres Needed	12 acres
% of Space Needs Accommodated	89%

The land, construction, design and FTA payback costs were estimated using the same or similar assumptions as in Options #1 and #2.

**In summary, this option would require one-time capital costs for the construction and design of a second, new facility at a total cost of \$29,496,390 and annual operating costs of \$337,435, which would equate to a 20-year cost of \$9,068,080.**

#### Option #4 – Second Facility Site Large Enough to Accommodate All Operations in the Future

**Description** - This option would identify an 18-acre site more than ½ mile from CyRide’s current facility that could be used as a permanent, new site for all CyRide’s space needs. This would require that, over time, CyRide leave its current site and operate all of its fleet in



the south and west side of Ames in the area south of Hwy. 30 on S. Dakota. This location was chosen as the most efficient new location for CyRide to operate from for this analysis as a significant portion of CyRide's service starts/ends near this location. This is the same location as was used for Option #3.

Under this option, there would be no new additions to CyRide's current facility and all of CyRide's space needs would be constructed at a new location on S. Dakota. This new site would contain the following:

- 125 buses parked indoors at the new site
- All CyRide functions would be operated from the new site
- All space, as required in the space needs analysis, would be fulfilled at this new site over time (most likely at least a 20-year period). It would be built as financing became available and the need to expand the fleet from its current 95 buses occurred – eventually leaving the current site when financing/need allowed.
- **Operating Cost** – One annual operating cost is anticipated under this option – additional deadhead cost (bus operating from facility to beginning of route and vice versa for the return trip). It is anticipated that additional mileage would be added as a result of the second facility located in West Ames, which is not as centrally located. This is estimated to cost \$88,949 additional each year.
- **FTA Payback** – Two potential FTA costs would be incurred under this option – short term and long term. First, in the short-term, there would be no costs to CyRide while it operated two buildings. However, in the long-term, once CyRide consolidated its operations to this new site and abandons/sells its interest in the building at CyRide's current site, it is estimated that the federal "payback" or transfer costs to the new building would be between \$4.5 and \$9.6 million dollars in today's dollars, calculated as follows:

In discussions with the FTA regarding how to calculate the federal share of CyRide's current building, they indicated that CyRide would need to calculate the cost of the building in two ways (market value and depreciated value of the grants received to build the facility) and that the higher of the two methods would be required for payback to FTA. They indicated that would be a negotiated process with the FTA, but for purposes of CyRide's current analysis an estimate could be used.

CyRide worked with the City Assessor's office to complete a **preliminary** market assessment of the facility (attached). Based on his preliminary analysis, the market value of the facility is approximately \$4.5 million dollars.

Staff also estimated that the depreciated value of the grant funds received would be approximately \$11 – \$12 million dollars. Therefore, the highest facility value

would be the depreciated value of the building (80% federal share of \$12 million is \$9.6 million) and will be used for this analysis. If this option is chosen as the preferred direction for CyRide, a full analysis would need to be completed with a formal market assessment and grant-negotiated, depreciation value calculated. FTA would need to concur with the final assessment. This value/federal interest could also be transferred to the new building, as opposed to a cash outlay and, additionally, the depreciated cost will continue to decline as the facility ages.

- **Construction Type** - The new building’s construction type, for analysis purposes, is a pre-cast concrete structure; however, when a specific option and site is chosen, the least expensive type of construction will be specified that will have a 40-year useful life. The cost of the new building will be less expensive than constructing at CyRide’s current site due to the ability to build in large components on a site with fewer site coordination factors.
- **CDL Training Course** - A site in the area of S. Dakota and Hwy. 30 would be able to accommodate an additional 2 acres for the new CDL-required training course; however, this was not included in the conceptual drawing or the cost estimates.
- **Expandability** – As with Option 3, this option allows for future expansion should ridership require further space for its bus fleet.

The attached Option #4 diagram/cost estimate illustrates CyRide’s concept of a new building in the area of S. Dakota and Hwy. 30.

**Option Considerations** - The chart below summarizes the important considerations of Option #4, per board direction.

Option Considerations	Total Cost
Land Costs	\$0
Construction Costs	\$46,149,562
Design Costs	\$4,767,517
Operating Costs (annual) – additional	\$88,949
FTA Payback (est.)	\$9,600,000
Additional Acres Needed	18 acres
% of Space Needs Accommodated	100%

The land, construction, and design were estimated using the same or similar assumptions as in Options #1, #2, and #3.

**In summary, this option would require one-time capital costs for the construction and design of a new facility, on a new site, at a total cost of \$50,917,079 and annual operating costs of \$88,949, which would equate to a 20-year cost of \$2,390,093, as well as a potential up to \$9.6 million dollar payback or transfer of FTA interest to the new building.**

## Option Comparison

Chart 1 below entitled, “Summary of Facility Expansion Options” provides a side-by-side analysis of the four options, based on board-directed criteria, as well as FTA-required criteria. Through discussions with the FTA representatives, it has been determined that a formal Facility Feasibility Study will need to be developed and approved by their agency in order to be consider for federal funding (grants) for an expansion project. Their analysis must include additional criteria to satisfy this requirement and are included in the attached chart.

**Chart 1**  
**Summary of Facility Expansion Options**

Criteria/Options	<b>Option 1</b> Current Needs (95 Buses)	<b>Option 2</b> Permanent Two Locations Near CyRide 1 (125 Buses)	<b>Option 3</b> Permanent Two Locations Further from CyRide 1 (125 Buses)	<b>Option 4</b> Satellite Location Consolidates CyRide into One Facility in Future (125 Buses)
Land Cost	\$0	\$0	\$0	\$0
Construction/Design Cost	\$15,882,480	\$34,774,958	\$29,496,390	\$50,917,079
Operating Cost - 20 Yr. +3% incr./yr.	\$9,800,000	\$6,878,816	\$9,068,080	\$2,390,093
20-Year Cost	\$25,682,480	\$41,653,774	\$38,564,470	\$53,307,172
FTA Payback/Transfer to Facility Cost	\$420,375	\$306,089	\$0	\$0 - \$9,600,000
Additional Acres Needed	1 to 1.25	6 to 8	12	18
% Space Need Accommodated	41-44%	89%	89%	100%
Operational Impact	High	Medium	Medium	Medium - Low
Maintenance Impact	Low	Medium	High	High-Low
Environmental Impact	Medium	High	Low	Low
Potential Fatal Flaw	No*	Yes	No	No
Ability to Accommodate Training Course/Expand Facility	No	No	Yes	Yes
* While this may not be a fatal flaw, CyRide would need to identify an additional 2 acres and increase land costs to accommodate new CDL license requirements in 2020.				

Further, the information contained in the above chart was then quantified in Chart 2 below. A rating from 1-10 (10 being the highest/best situation) was utilized, resulting in an overall rating for the four options.

**Chart 2**  
**Summary of Facility Expansion – Rating**

Criteria/Options	<b>Option 1</b> Current Needs (95 Buses)	<b>Option 2</b> Permanent Two Locations Near CyRide 1 (125 Buses)	<b>Option 3</b> Permanent Two Locations Further from CyRide 1 (125 Buses)	<b>Option 4</b> Satellite Location Consolidates CyRide into One Facility in Future (125 Buses)
<b>20-Year Cost (Construction/Design)</b>	10	5	8	2
<b>FTA Impact</b>	5	5	10	0
<b>Space Accommodated</b>	2	8	8	10
<b>Operational Impact</b>	2	5	5	10
<b>Maintenance Impact</b>	8	5	2	10
<b>Environmental Impact</b>	5	0	10	10
<b>Space for Additional Functions</b>	0	0	10	10
<b>Total</b>	<b>32</b>	<b>28</b>	<b>53</b>	<b>52</b>

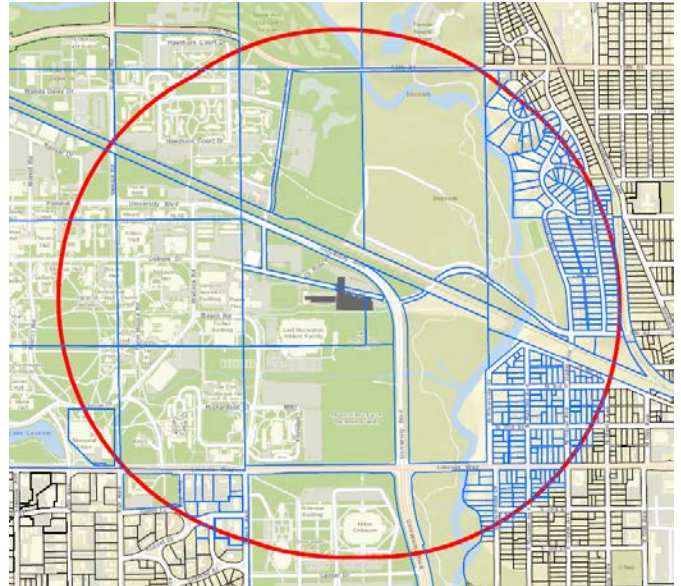
The result is that Options #3 and #4 received the highest technical analysis score. Staff’s summary of the comparison is as follows:

- **Option #1** is the least expensive option; however, it has higher operational impacts (financially and functionally) than the other options, with the high annual cost of an employee shuttle and less functionality at the current site. It meets only 41-44% of the space needs for fleet of 125 buses; accommodating only 95 buses (current fleet size). There is also some concern that it may encounter additional environmental issues due to the previous uses of this land when construction begins.
- **Option #2** has the second highest in overall cost, and it is believed to have a fatal flaw in land availability. The site that was used to evaluate this option (Haber Rd.) cannot be used as a potential site due to “ISU restrictions” per an email recently received from ISU’s Facilities Planning and Management Department. This memo indicated that it could possibly be considered under Option 1 as a surface lot only. In reviewing other



possible lots within a ½-mile radius of CyRide’s current site (see graphic below), staff is unable to identify at least a five acre lot that is available and could be used for CyRide purposes. As a result, staff believes that this issue creates a fatal flaw for this option.

Additionally, it is more expensive than other options due to the price of flood remediation (more than \$2 million dollars) that would most likely be needed if any, available site could be identified within the ½-mile radius. Additionally, a location under this scenario could encounter environmental issues due its location within a flood plain.



- **Option #3** has the second lowest overall cost, with no payback to FTA, as there would be no additional construction at the current site with all space need changes occurring at a new site. It also has the second highest percent of space needs accommodated for a 125 bus fleet. The operational and maintenance impacts are considered to be medium-high under this option and it is assumed that there would be no environmental impacts in the area of S. Dakota and Hwy. 30 (this is not located in a flood plain). Additionally, this option could most likely accommodate the space needed for the CDL-required training site and/or space to address future unknown needs.
- **Option #4** has the highest cost option over a 20-year period and requires a significant FTA payback/transfer to the new facility; however, CyRide could start with implementation of Option #3 and grow as space and resources allowed to fully- implement Option #4. With all functions eventually housed in one location, the operational and maintenance impacts could be avoided and the availability of land in the S. Dakota and Hwy. 30 area could allow for the CDL-required training site and/or space to address future unknown needs to be accommodated. It is also assumed that there would be no environmental impacts as locations in this area are outside of a flood plain.

### **Potential Funding Scenarios**

The purpose of this information is to provide board members with a sense of how CyRide might be able to fund expansion of the facility. CyRide currently has a need for indoor bus storage for 25-30 buses and supporting functions, such as a bus washer/fuel lane, operational offices and maintenance bays/storage. Today, CyRide’s needs far outweigh its financial resources;

therefore, the project and its ultimate phasing is based upon the possibility of receiving grants or other local funding mechanisms. Each of these is briefly discussed below.

### Grant Opportunities

Possible sources of grant funding include the following:

- **State Public Transit Infrastructure Grant (PTIG)** – This is a state competitive, vertical infrastructure grant available to urban and rural transit system within Iowa. It typically has a maximum annual award of \$600,000 to a project it chooses to fund.
- **Federal Bus and Bus Facilities Program** – This federal grant program will provide up to an 80% funding match. Recent facility awards have ranged between \$800,000 to \$6,600,000 in federal support.
- **BUILD Program (Former TIGER Program)** – This new/revised FTA program may be able to fund up to 80% of a project. As 2019 will be the first year of the new BUILD regulations, it may or may not be a possibility, based on the new program requirements. Recent facility awards for the TIGER program have ranged from \$6 million to \$19 million in federal funding.

As these are competitive grants and the funding outcome for CyRide would be unknown, it has developed three scenarios to scale the first phase of the project to potential funding. If one of these specific funding scenarios is not able to be achieved and different funding levels become available, CyRide would work with its Architectural firm to maximize facility construction to match the funding received; however, these scenarios reflect CyRide’s ability to scale the project to the funds available.

#### ***Funding Scenario 1 - State/Local Funding Only***

This scenario assumes that only a state competitive grant would be able to be secured.

Funding Source	Dollars
State PTIG (80%)	\$600,000
CyRide Local (20%)	\$150,000
<b>Total</b>	<b>\$750,000</b>

The State of Iowa’s Public Transit Infrastructure Program (PTIG) is a statewide competitive application with a typical, maximum award of \$600,000 annually to a single transit system. **This grant would allow for a \$750,000 design/construction project and may be better suited to adding to a federal grant award.**

### ***Funding Scenario 2 - Federal/Local***

This scenario assumes that only a federal Bus and Bus Facilities competitive grant would be able to be secured.

<b>Funding Source</b>	<b>Dollars</b>
<b>Bus and Bus Facilities (80%)</b>	\$6,000,000
<b>CyRide Local (9%)</b>	\$750,000
<b>Land In-Kind (11%)</b>	\$1,000,000
<b>Total</b>	<b>\$7,750,000</b>

The total project cost is based upon an assumption that the land will be an in-kind local contribution, at an estimated value of approximately \$1 million dollars, plus the \$750,000 CyRide currently has earmarked for a facility project. **A local match of \$1.75 million at 20% will allow up to a \$6 million dollar grant request for a total building design/construction project of \$6.75 million (\$7.75 million, less the in-kind match).**

### ***Funding Scenario 3 - Federal/Local/State***

This scenario assumes that both a state and a nationally-competitive BUILD grant, able to be funded at 80%, would be able to be secured along with the local dollars currently set aside for a facility project.

<b>Funding Source</b>	<b>Dollars</b>
<b>BUILD (80%)</b>	\$9,400,000
<b>State PTIG (5%)</b>	\$600,000
<b>CyRide Local (6%)</b>	\$750,000
<b>Land In-Kind (9%)</b>	\$1,000,000
<b>Total</b>	<b>\$11,750,000</b>

The same assumptions on in-kind land revenue would be included in this scenario, as well as the maximum state grant award of \$600,000. **Under this scenario, CyRide would be able to apply for approximately a \$9.4 million dollar federal grant request for a total building design/construction project of \$10.75 million (\$11.75 million, less the in-kind match).**

### **Other Funding Opportunities**

Other funding scenarios discussed by past transit board members include the possibility of bonding to design/construct a new facility or expansion project. Bonding possibilities and funding estimates would require additional research in conjunction with city staff, as well as further board discussions on revenue, if the board desires this approach. Discussion topics could include: revenue source for repayment of the bond, specifics of the bonding process.

## Next Steps

Once the Transit Board chooses an option, staff will begin three processes. First, staff will document the Facility Expansion study process and information into a formal Facility Feasibility Study for submission to the Federal Transit Administration (FTA). The FTA must approve the document and process before CyRide could be considered for grant funding for the expansion project. Second, staff will begin working on a site analysis for the option chosen to determine a location(s) that can be leased/purchased for the expansion project. Third, staff will work with ASK Studio in analyzing sites and, once it is selected, will develop a preliminary design of the expansion project, illustrating a phased, construction project (matching potential grant funding possibilities) for preparation in submitting a 2019 grant(s). A potential schedule for discussions/decisions to be able to submit a federal grant application in 2019 is as follows:

<u>Activity</u>	<u>Date</u>
Expansion Options Discussion/Option Chosen	May – August 2018
Site Analysis/Site Chosen	September - December 2018
Facility Concept/Budget Developed for Grant	January - March 2019
Grant Development	March – May 2019
Grant Submission (Based on a Possible Grant Release of May 2019)	June/July 2019

## **ALTERNATIVES:**

- 1.** The Transit Board approves **Option #3, with a land area of 18-20 acres** as the preferred direction for CyRide’s facility expansion; directs staff to develop a formal Facility Feasibility Study for submission to the Federal Transit Administration and develop a site analysis identifying expansion location(s) for consideration.
- 2.** The Transit Board approves **Option #1** as the preferred direction for CyRide’s facility expansion; directs staff to develop a Facility Feasibility Study for submission to the Federal Transit Administration and to develop a preliminary concept for submission of the project in a 2019 grant.
- 3.** The Transit Board approves **Option #2** as the preferred direction for CyRide’s facility expansion; directs staff to develop a formal Facility Feasibility Study for submission to the Federal Transit Administration and develop a site analysis identifying expansion

4. The Transit Board approves **Option #4** as the preferred direction for CyRide's facility expansion; directs staff to develop a formal Facility Feasibility Study for submission to the Federal Transit Administration and develop a site analysis identifying expansion location(s) for consideration.
  
5. The Transit Board **tables the discussion** to a future board-directed meeting, with direction to staff on additional information needed or topics of discussion for the meeting.

**RECOMMENDATION:**

The Transit Director recommends Alternative #1 to choose Facility Expansion Option #3, adding additional acreage (18-20 acres) to the option. Option #3 received the highest rating, based upon board and FTA priorities and provides the greatest benefit to CyRide in the short and long-term. Adding the additional acreage allows CyRide to begin planning for the CDL-required training course and for the Transit Board in the future to have the ability to relocate all of CyRide's facility/operations at the new site, if it is financially and functionally realistic in the future.

# Option 1 (Modified)



City of Ames  
CyRide

2018 Master Planning  
Preliminary Budget - Option 1.2  
3/19/2018



OPTION 1 - 601 N UNIVERSITY - 1



OPTION 1 - 601 N UNIVERSITY - 2ND  
3.19.2018

- OPERATION AREA
- ADMINISTRATIVE AREA
- VEHICLE RIG PARKING AREA
- VEHICLE MAINTENANCE AREA
- PARTS STORAGE
- SERVICE AREA
- EXTERIOR STORAGE
- EXTERIOR PARKING (VEHICLE)
- PEE CIRCULATION
- PEE DETACK LANDSCAPING



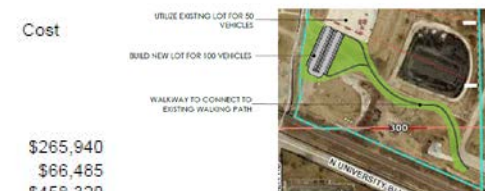
### General Requirements

Percentage of Construction See Below

#### Site

	Quantity	Unit	Unit cost	Cost
Site Clearing/Development	132970 sf		\$2.00	\$265,940
Site Landscaping and Security	132970 sf		\$0.50	\$66,485
Parking Paving	53920 sf		\$8.50	\$458,320
Bus Parking paving and Circulation	39602 sf		\$10.00	\$396,020
Special Site Construction	0 ls		\$0.00	\$0

#### Subtotal Site



OPTION 1 - HABER LOT - OPTION 1  
3.19.2018



#### Building Areas

Administration and Operations	8,100 sf		\$215.00	\$1,741,500
Vehicle Maintenance/Parts	19,164 sf		\$185.00	\$3,545,340
Interior Vehicle Storage	25,843 sf		\$135.00	\$3,488,805
Vehicle Service Areas	0 sf		\$185.00	\$0
Moderate Remodeling Areas	7,996 sf		\$65.00	\$519,740
<b>FFE for Administration and Operations</b>	8,100 sf		\$25.00	\$202,500
<b>Maintenance Equipment</b>	19,164 sf		\$20.00	\$383,280
<b>Fuel and Wash Equipment</b>	1 ls		\$0.00	\$0

#### Subtotal Building and Equipment



OPTION 1 - HABER LOT - OPTION 2  
3.19.2018



#### FTA Assessments

Assessment #1	1 ls		\$346,875.00	\$346,875	37 years remaining
Cost of concrete at \$6 sf, 62,500sf, 37/40					
Assessment #2	1 ls		\$73,500.00	\$73,500	30 Years Remaining
Cost of patio at \$98,000, 30/40					

#### Subtotal of FTA Assessment

#### Subtotal Building Costs

Public Perimeter/Remodeling	10.0%			\$1,106,793
Design Contingency	12.5%			\$1,383,491
General Conditions	8.0%			\$885,434
OH/P	4.0%			\$442,717
Development Costs	9.0%			\$996,114

#### Total Costs

Year 1	\$ 16,873,454
Year 2	\$ 17,464,025
Year 3	\$ 18,075,266
Year 4	\$ 18,707,901
Year 5	\$ 19,362,677

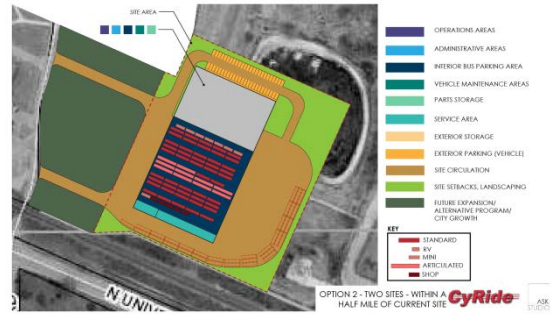
Based on escalation of 3.5% per year.

## Option 2 (Modified)



### City of Ames CyRide

2018 Master Planning  
Preliminary Budget - Option 2.0  
5/16/2018



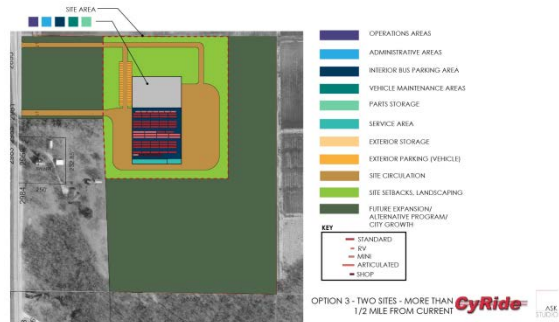
	Quantity	Unit	Unit cost	Cost	Remarks
<b>General Requirements</b>					
Percentage of Construction See Below					
<b>Site</b>					
Site Clearing/Development	324831	sf	\$2.00	\$649,662	No relocation costs included
Site Landscaping and Security	324831	sf	\$1.00	\$324,831	New site systems.
Parking Paving	21190	sf	\$8.50	\$180,115	Includes walks and paths
Bus Parking paving and Circulation	159113	sf	\$10.00	\$1,591,130	
Special Site Construction	1	ls	\$2,400,000.00	\$2,400,000	Raise site 2 feet. 60k yards Excavate equal. Import and Export
<b>Subtotal Site</b>				<b>\$5,145,738</b>	
<b>Building Areas</b>					
Administration and Operations	7,151	sf	\$215.00	\$1,537,465	
Vehicle Maintenance/Parts	36,306	sf	\$185.00	\$6,716,610	
Interior Vehicle Storage	73,141	sf	\$135.00	\$9,874,035	
Vehicle Service Areas	6,381	sf	\$185.00	\$1,180,485	Wash and Fuel
Moderate Remodeling Areas	0	sf	\$65.00	\$0	
<b>FFE for Administration and Operations</b>	7,151	sf	\$25.00	\$178,775	
<b>Maintenance Equipment</b>	36,306	sf	\$20.00	\$726,120	
<b>Fuel and Wash Equipment</b>	1	ls	\$400,000.00	\$400,000	
<b>Subtotal Building and Equipment</b>				<b>\$20,613,490</b>	
<b>FTA Assessments</b>					
Assessment #1	1	ls	\$213,730.00	\$232,589	37 Years remaining
Cost of concrete at \$6 sf, 41908 sf, 37/40					
Assessment #2	1	ls	\$49,000.00	\$73,500	30 Years remaining
Cost of patio at \$98,000, 30/40					
<b>Subtotal of FTA Assessment</b>				<b>\$306,089</b>	
<b>Subtotal Building Costs</b>				<b>\$26,065,317</b>	
Public Perimeter/Remodeling	1.5%			\$386,388	
Design Contingency	12.5%			\$3,219,904	
General Conditions	8.0%			\$2,060,738	
OH/P	4.0%			\$1,030,369	
Development Costs	9.0%			\$2,318,331	
<b>Total Costs</b>				<b>\$35,081,047</b>	
Year 1				\$ 36,308,883	
Year 2				\$ 37,579,694	
Year 3				\$ 38,894,964	
Year 4				\$ 40,256,308	
Year 5				\$ 41,665,279	
Based on escalation of 3.5% per year.					

# Option 3



City of Ames  
CyRide

2018 Master Planning  
Preliminary Budget - Option 3.0  
5/16/2018



	Quantity	Unit	Unit cost	Cost	Remarks
<b>General Requirements</b>					
Percentage of Construction See Below					
<b>Site</b>					
Site Clearing/Development	484335	sf	\$2.00	\$968,670	No relocation costs included
Site Landscaping and Security	484335	sf	\$1.00	\$484,335	New site systems.
Parking Paving	9464	sf	\$8.50	\$80,444	Less walks and paths than 2.0
Bus Parking paving and Circulation	170403	sf	\$10.00	\$1,704,030	
Special Site Construction	0	ls	\$0.00	\$0	
<b>Subtotal Site</b>				<b>\$3,237,479</b>	
<b>Building Areas</b>					
Administration and Operations	6,300	sf	\$215.00	\$1,354,500	
Vehicle Maintenance/Parts	33,678	sf	\$185.00	\$6,230,430	
Interior Vehicle Storage	65,772	sf	\$135.00	\$8,879,220	
Vehicle Service Areas	6,281	sf	\$185.00	\$1,161,985	Wash and Fuel
Moderate Remodeling Areas	0	sf	\$65.00	\$0	
<b>FFE for Administration and Operations</b>	6,300	sf	\$25.00	\$157,500	
<b>Maintenance Equipment</b>	33,678	sf	\$20.00	\$673,560	
<b>Fuel and Wash Equipment</b>	1	ls	\$400,000.00	\$400,000	
<b>Subtotal Building and Equipment</b>				<b>\$18,857,195</b>	
<b>FTA Assessments</b>					
Assessment #1	0	ls		\$0	
NA					
Assessment #2	0	ls		\$0	
NA					
<b>Subtotal of FTA Assessment</b>				<b>\$0</b>	
<b>Subtotal Building Costs</b>				<b>\$22,094,674</b>	
Public Perimeter/Remodeling	0.0%			\$0	
Design Contingency	12.5%			\$2,761,834	
General Conditions	8.0%			\$1,767,574	
OH/P	4.0%			\$883,787	
Development Costs	9.0%			\$1,988,521	
<b>Total Costs</b>				<b>\$29,496,390</b>	
Year 1				\$ 30,528,763	
Year 2				\$ 31,597,270	
Year 3				\$ 32,703,175	
Year 4				\$ 33,847,786	
Year 5				\$ 35,032,458	
Based on escalation of 3.5% per year.					

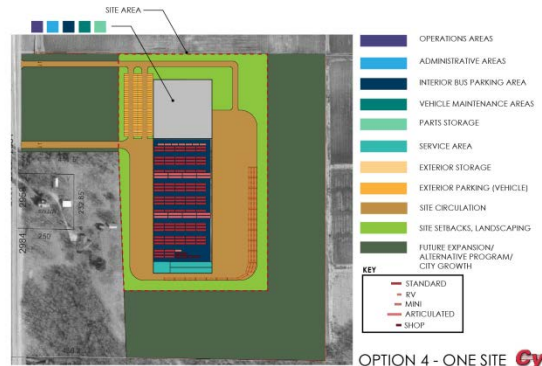


# Option 4



City of Ames  
CyRide

2018 Master Planning  
Preliminary Budget - Option 4.0  
5/16/2018



OPTION 4 - ONE SITE **CyRide** ASK STUDIO

	Quantity	Unit	Unit cost	Cost	Remarks
<b>General Requirements</b>					
Percentage of Construction See Below					
<b>Site</b>					
Site Clearing/Development	662981	sf	\$2.00	\$1,325,962	No relocation costs included
Site Landscaping and Security	662981	sf	\$1.00	\$662,981	New site systems.
Parking Paving	21086	sf	\$8.50	\$179,231	Includes walks and paths
Bus Parking paving and Circulation	262928	sf	\$10.00	\$2,629,280	
Special Site Construction	0	ls	\$0.00	\$0	
<b>Subtotal Site</b>				<b>\$4,797,454</b>	
<b>Building Areas</b>					
Administration and Operations	17,600	sf	\$215.00	\$3,784,000	
Vehicle Maintenance/Parts	45,400	sf	\$185.00	\$8,399,000	
Interior Vehicle Storage	131,868	sf	\$135.00	\$17,802,180	
Vehicle Service Areas	8,700	sf	\$185.00	\$1,609,500	Wash and Fuel
Moderate Remodeling Areas	0	sf	\$65.00	\$0	
<b>FFE for Administration and Operations</b>	17,600	sf	\$25.00	\$440,000	
<b>Maintenance Equipment</b>	45,400	sf	\$20.00	\$908,000	
<b>Fuel and Wash Equipment</b>	1	ls	\$400,000.00	\$400,000	
<b>Subtotal Building and Equipment</b>				<b>\$33,342,680</b>	
<b>FTA Assessments</b>					
Assessment #1	1	ls		\$0	
NA					
Assessment #2	1	ls		\$0	
NA					
<b>Subtotal of FTA Assessment</b>				<b>\$0</b>	
<b>Subtotal Building Costs</b>				<b>\$38,140,134</b>	
Public Perimeter/Remodeling	0.0%			\$0	
Design Contingency	12.5%			\$4,767,517	
General Conditions	8.0%			\$3,051,211	
OH/P	4.0%			\$1,525,605	
Development Costs	9.0%			\$3,432,612	
<b>Total Costs</b>				<b>\$50,917,079</b>	
Year 1				\$ 52,699,177	
Year 2				\$ 54,543,648	
Year 3				\$ 56,452,676	
Year 4				\$ 58,428,519	
Year 5				\$ 60,473,517	
Based on escalation of 3.5% per year.					

A Summary Appraisal Report of  
**CyRide Bus Service and Storage Facility**  
**1700 University Boulevard**  
**Ames, IA 50010**

As of  
**April 12, 2018**

Prepared for

**Sheri Kyras**  
**Transit Director, CyRide**  
**Ames, IA 50010**

Prepared by

**Gregory P. Lynch, M.S., MAI, CAE, CCIM**

## Summary of Salient Facts and Conclusions

### Property Identification

Address - 1700 University Boulevard, Ames, IA 50010  
Owner - IOWA STATE UNIVERSITY  
Purchase Date - 8/12/1859

### Ownership History (Three Years)

The property has not sold within the last three years.

Offers/Listings - None known

Leases - None known

### Assessed Valuation and Taxes

**The subject property is owned by Iowa State University which is a tax exempt entity; therefor there is no assessed value.**

Assessed Value	
Land	\$0
Improvements	\$0
<b>Total</b>	<b>\$0</b>
District/Parcel #	09-03-310-000

### Purpose, Use and Users of the Appraisal

**The purpose of this appraisal is to estimate the *Fee Simple* value of the improvements only of the above-described property.** The intended use of this appraisal is for *Administrative Decision Purposes*.

This appraisal report is intended for use only by the Ames CyRide and those agencies or departments administering the value concerning it

**Definition of Market Value**

The actual value of all property subject to assessment and taxation shall be the fair and reasonable market value of such property except as otherwise provided in this section. "Market value" is defined as the fair and reasonable exchange in the year in which the property is listed and valued between a willing buyer and a willing seller, neither being under any compulsion to buy or sell and each being familiar with all the facts relating to the particular property. Sale prices of the property or comparable property in normal transactions reflecting market value, and the probable availability or unavailability of persons interested in purchasing the property, shall be taken into consideration in arriving at its market value. In arriving at market value, sale prices of property in abnormal transactions not reflecting market value shall not be taken into account, or shall be adjusted to eliminate the effect of factors which distort market value, including but not limited to sales to immediate family of the seller, foreclosure or other forced sales, contract sales, discounted purchase transactions or purchase of adjoining land or other land to be operated as a unit. Iowa Law, Section 441.21 (B)

**Scope of Work**

The scope of the appraisal assignment involved inspecting the property and researching comparable land and building sales, comparable rentals, and market rates that were pertinent to this appraisal assignment. Additional market information was available to us through in-house data collected from previous assignments of similar improvements and appraisals submitted to our office. All of the information was then used in determining the highest and best use of the property and the completion of the appropriate approaches to value. The final reconciliation of value was then based upon this analysis.

**Date of Inspection**

4/12/2018

**Date of Valuation**

4/12/2018

**Date of Report**

4/17/2018

## Environmental Problems

See Assumptions and Limiting Conditions

## Highest and Best Use

The reasonably probable and legal use of vacant land or an improved property, which is physically possible, appropriately supported, financially feasible, and that results in the highest value. The four criteria the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity.

The subject's current use as a bus service and storage facility is its highest and best use.

## Approaches to Value

<b>Cost Approach Improvements Only</b>	<b>\$4,571,000</b>
Sales Comparison Approach	NA
Income Approach	NA

## Final Estimate of Market Value of Improvements

<b>Fee Simple Value</b>	
Land	NA
Improvements	\$4,571,000
<b>Total</b>	<b>\$4,571,000</b>

## Analysis of Reasonable Marketing Period

Based on current market conditions, and assuming an aggressive effort by a professional broker, similar comparables would indicate an estimated marketing time of approximately 18 months for the subject property at its appraised market value.

## Description of Improvements

The subject is a bus service and storage facility containing a total of 79,033 square feet. It has been well maintained and is in good condition for its age.

The following tables depict its' components:

**Table #1**

Use	Square Feet	Year Built
Administrative/Offcies	3,800	2008
Operations	7,500	1983
Vehicle Maintenance	8,700	1989
Parts Storage	1,300	1989
Interior Bus parking	53,233	See Table #2
<u>Service</u>	<u>4,500</u>	<u>1989</u>
<b>Total SF</b>	<b>79,033</b>	

The office area is comprised of the Administrative/Office and Operations areas shown above and contain 11,300 square feet.

The non-office areas total 67,733 square feet, and are comprised of the Vehicle Maintenance, Parts Storage, Interior Bus parking and Service components.

**Table #2**

Square Feet	Year Built
23,487	1983
8,676	1989
4,570	2002
9,000	2005
<u>7,500</u>	<u>2014</u>
<b>53,233</b>	

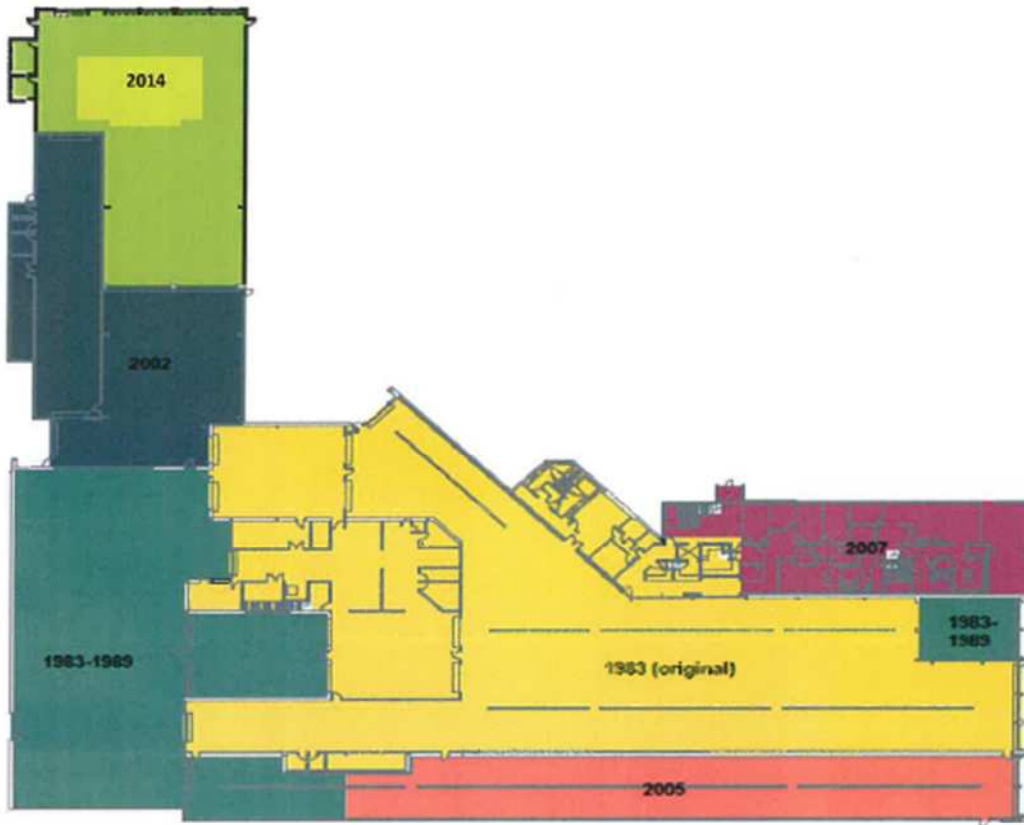
The average ceiling height of the 67,733 square feet square feet service/storage area is 16 feet.

## Paving/Landscaping/Yard Lighting/Underground Tanks

There is approximately 78,400 square feet of paving that is in average condition. There are also various landscape improvements on the site. There are 9 twenty (20) foot high single metal yard lights. There are two underground 600 gallon double walled fiberglass oil tanks, one underground 12,000 gallon double walled fiberglass fuel tank and one underground 20,000 gallon double walled fiberglass fuel tank.

Property Sketch

**CyRide Facility Building  
(Expansions Included)**



Total Square Feet – 79,033

## Cost Approach

The *Cost Approach* to value is based upon the principle of substitution; that is, a purchaser would pay no more for a developed property than the cost of developing a new property. The *Cost Approach* to value is estimated by the summation of the land value and the depreciated cost of the improvements.

### Land Value

The land value is not part of this assignment, and no estimate of value is rendered for it.

### Replacement Value of Improvements

Marshall (Section/Page)	15/17	14/33
Occupancy	Office	Service
Building class	C	C
Building quality	Good	Average
Exterior wall	Dryvit/Masonry	Dryvit/Masonry
Number of stories	2	1
Height per story	12	16
Average floor area	11,300	67,733
Average perimeter	296	1,507
Region	Central	Central
Climate	Extreme	Extreme
<b>Base square foot cost</b>	<b>\$159.00</b>	<b>\$85.50</b>
<b>Square Foot Refinements</b>		
Heating, cooling, ventilation	12.60	\$2.27
Elevator Adjustment	0.00	0.00
Miscellaneous	0.00	0.00
<b>Total</b>	<b>\$171.60</b>	<b>\$87.77</b>
<b>Height and Size Refinements</b>		
Number of stories-multiplier	1.000	1.000
Height per story-multiplier	1.000	1.041
Floor area/perimeter-Multiplier	0.982	0.917
Combined Multiplier	0.982	0.954
<b>Lump Sum Adjustments</b>		
Sprinkler	\$5.02	\$2.67
Mezzanine	0.00	0.00
Miscellaneous	0.00	0.00
<b>Total</b>	<b>\$5.02</b>	<b>\$2.67</b>
<b>Final Adjustments</b>		
Refined square foot cost	\$173.51	\$86.44
Current cost multiplier	0.98	0.98
Local Cost Multiplier	0.99	0.99
<b>Current S. F. Cost</b>	<b>\$168.34</b>	<b>\$83.86</b>



## **Site Improvements**

I have estimated the replacement cost new of the 78,400 square feet of paving to be \$3.86 per square foot. This totals \$302,624.

The replacement cost new of the landscaping is estimated to be \$20,000.

The yard lighting is estimated to have a replacement cost new of \$10,276.

The four underground tanks are estimated to have a replacement cost new of \$616,789.

The total replacement cost new estimate of the site improvements are \$949,689.

The estimated depreciation is 50% for these, and I conclude a depreciated value of \$474,844 for these items.

## Summary of Cost Approach

Replacement Cost New of Buildings						Per SF
11,300	Sq. Ft. @	\$168.34		Per Sq. Ft. is	\$1,902,242	
67,733	Sq. Ft. @	\$83.86		Per Sq. Ft. is	<u>\$5,680,089</u>	
79,033	Total				\$7,582,331	\$ 95.94
Entrepreneurial Profit @		5.00%			<u>\$426,601</u>	
Total Replacement Cost					\$8,008,932	
Less: Depreciation Attributable to Building Improvements						
\$8,008,932		* Depreciation of	49%	is	<u>\$3,912,586</u>	
Depreciated Cost of Building Improvements						\$4,096,346 \$ 51.83
Replacement Cost of Site Improvements					\$949,689	
Less: Depreciation Attributable to Site Improvements						
\$949,689		* Depreciation of	50%	is	\$474,844	
Depreciated Cost of Site Improvements						\$474,844 \$ 6.01
Total Depreciated Cost of Improvements						\$4,571,190 \$ 57.84
Add: Land Value					\$0	
Cost Approach Indication to Value					\$4,571,190	\$ 57.84
Rounded to:						\$4,571,000 \$ 57.84

## Sale Comparison Approach

This property is a very unique municipal bus service & storage facility. Because of its nature, I could find no comparable sales to use. Therefore I didn't develop this approach.

## Income Approach

This property is a very unique municipal bus service & storage facility. Because of its nature, I could find no comparable leases to use. Therefore I didn't develop this approach.

## Reconciliation and Final Estimate of Value

The last analytical phase in the valuation process is the reconciliation of the value estimates into a final value conclusion. To reconcile the value estimates, each approach is reviewed for reasonableness and reliability. The following is a summary of the value indications developed within this appraisal.

Cost Approach of Improvements	\$4,571,000
Sales Comparison Approach	NA
Income Approach	NA

### *Cost Approach*

The *Cost Approach* was developed using the Marshall Valuation Service Manual.

### *Sales Comparison Approach*

Not developed

### *Income*

Not developed

As result of the above investigation and analysis, it is my opinion the market value of the fee simple interest in the **improvements only** as of April 12, 2018, is:

**Four Million Five Hundred Seventy One Thousand Dollars**  
**(\$4,571,000)**

## **Assumptions & Limiting Conditions**

### **General Conditions**

This is a summary appraisal report which is intended to comply with the minimum reporting requirements set forth under Standard's Rule 2-2 of the Uniform Standards of Professional Appraisal Practice for a summary appraisal report. As such, it presents only summary discussions of the data, reasoning, and analyses that are used in the appraisal process to develop my opinion of value. Supporting documentation concerning the data, reasoning, and analyses is retained in the Ames City Assessor's office. The depth of discussion contained in this report is specific to the needs of the client and for the intended uses stated herein. I am not responsible for unauthorized use of this report.

The Americans with Disabilities Act ("ADA") became effective January 26, 1992. I make no specific compliance survey and analysis of the property to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the property together with detailed analysis of the requirements of the ADA could reveal that the property is not in compliance with one or more of the requirements of the Act. If so, this fact could have a negative effect upon the value of the property. Since I have no direct evidence relating to this issue, I did not consider possible noncompliance with the requirements of ADA in estimating the value of the property.

No opinion is intended to be expressed for legal matters or that require specialized investigation or knowledge beyond that ordinarily employed by real estate appraisers, although, such matters may be discussed in the report.

No opinion as to title is rendered. Data on ownership and the legal description are obtained from Story County Auditor's Office and are considered reliable. Title is assumed to be marketable and free and clear of all liens and encumbrances, easements, and restrictions, except those specifically discussed in the report. The property is appraised assuming it to be under responsible ownership and competent management and available for its highest and best use.

I did not conduct an engineering survey. Except as specifically stated, data relative to size and area are taken from sources considered reliable, and no encroachment of real property improvements is assumed to exist.

Maps, plats, and exhibits included herein are for illustration only as an aid in visualizing matters discussed within the report. They should not be considered as surveys or relied upon for any other purpose.

No opinion is expressed as to the value of subsurface oil, gas, or mineral rights and that the property is not subject to surface entry for the exploration or removal of such materials, except as is expressly stated.

The Uniform Standards of Professional Appraisal Practice of the Appraisal Foundation and the Code of Professional Ethics and the Standards of Professional Practice of the Appraisal Institute govern disclosure of the contents of this appraisal report. Neither all, nor any part of the contents of this report, (especially any conclusions as to value, the identity of the appraiser, or the firm with which he/she is connected; or any reference to the Appraisal Institute and the MAI or SRA designations) shall be disseminated to the public through advertising media, public relations media, news media, sales media, or any other public means of communications without the prior written consent and approval of the undersigned. This consent and approval does not apply to government agencies, which disclose appraisals and appraised values through their normal business functions.

### **Hazardous Material**

Unless otherwise stated in this report, I did not observe the existence of hazardous material, which may or may not be present on the property. I have no knowledge of the existence of such materials on or in the property. However, I am not qualified to detect such substances. The presence of substances such as asbestos, urea-formaldehyde foam insulation, lead-based products, or other potentially hazardous materials may affect the value of the property. The value estimate is predicated on the assumption that there is no such material on or in the property that would cause a loss in value. No responsibility is assumed for any such conditions or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field if desired.

### **For Court or Hearing Testimony**

Testimony or attendance in court or at any other hearing is not required by reason of rendering this appraisal, unless such arrangements are made a reasonable time in advance.

### **For Title Report Non availability**

Because no title report was made available, I assume no responsibility for such items of record not disclosed by my normal investigation.

### **For Questionable Soil or Geologic Conditions**

No detailed soil studies covering the subject property were available. Therefore, premises as to soil qualities employed in this report are not conclusive, but are considered consistent with information available.

### **For Improved Property**

I personally inspected the subject property and find no obvious evidence of structural, mechanical or roof deficiencies, except as stated in this report; however, no responsibility for hidden defects or conformity to specific governmental requirements, such as fire, building and safety, earthquake, or occupancy codes, is assumed without provision of specific professional or governmental inspections.

Because no termite inspection report was available, I assume no evidence of termite damage or infestation unless so stated. No consideration is given in this appraisal to personal property located on the premises or to the cost of moving or relocating such personal property; only the real property is considered.

## Certification

I certify that to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.

I have no present or prospective interest in the property that is the subject of this report, and no personal interest with respect to the parties involved.

I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.

My engagement in this assignment was not contingent upon developing or reporting predetermined results.

My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.

My analyses, opinions, and conclusions were developed; and this report has been prepared in conformity with the Uniform Standards of Professional Appraisal Practice of the Appraisal Foundation, FIRREA Guidelines, and the Code of Professional Ethics and the Standards of Professional Practice of the Appraisal Institute.

The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.

As of the date of this report, I, Gregory P. Lynch, M.S., MAI, CAE, CCIM, have completed the requirements under the continuing education program of the Appraisal Institute.

I have made a personal inspection of the property that is the subject of this report.

Sheri Kyras- Transit Director and Rich Leners Assistant Transit Director - Fleet & Facilities for CyRide provided information on areas, ceiling heights and ages of the components of this property.

Date of Valuation: 4/12/18

Valuation Estimate: \$4,571,000

Appraiser:   
Gregory P. Lynch, M.S., MAI, CAE, CCIM      Certificate # CG01032

# June

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
					<b>1</b>	<b>2</b>
<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>
<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>
<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>
		<b>August Meeting</b> August 15 @ 8:00 AM		Transit Board Meeting 8:00 AM		
				<b>2018-2019 Board Meeting Schedule</b> <b>Third Wednesday @ 8:00am</b>	Please add dates to your calendar!	<b>2018</b>

