

**CITY COUNCIL  
COMMUNICATION:**

**03-354**

**AGENDA:**

JULY 28, 2003

**SUBJECT:**

MTA INTERMODAL  
FACILITY STUDY  
UPDATE

**TYPE:**

**RESOLUTION**  
ORDINANCE  
RECEIVE/FILE

**SUBMITTED BY:**

RICHARD CLARK  
DEPUTY CITY  
MANAGER

**ITEM** \_\_\_\_\_

**OFFICE OF THE CITY MANAGER  
CITY OF DES MOINES, IOWA**

**SYNOPSIS —**

The City of Des Moines and the Metropolitan Transit Authority (MTA) jointly issued a Request for Proposals (RFP) on May 27, 2003 seeking proposals from qualified firms to update an original feasibility study completed in 1993 that recommended a second intermodal facility on the south side of the Des Moines Central Business District. The study will also examine the effectiveness of the existing Walnut Transit Mall and, if appropriate, identify alternative approaches for accommodating downtown transit activities. The study will be under the guidance of a steering committee composed of representatives from the Downtown Parking Committee, Downtown Community Alliance, City staff, and the MTA. A subcommittee of the steering committee evaluated the proposals received, interviewed selected firms, and recommended the most qualified firm. TranSystems Corporation (Kansas City, MO) is the selected consultant. TranSystems has assembled a team that includes local firms Herbert Lewis Kruse Blunck Architecture (Des Moines) and CB/Richard Ellis (West Des Moines). The MTA Board will approve the firm and award a contract in the coming weeks.

**FISCAL IMPACT —**

On September 17, 2002, the MTA Board approved the proposed study and included the necessary funding request in the Federal Transit Authority (FTA) grant application. The estimated cost for the proposed study is approximately \$274,839. The FTA funds will provide 80 percent of the cost and the required matching 20 percent will be split equally between the City and the MTA. The City's portion of this matching amount will be approximately \$27,484. The City's funds will be parking revenue from the Center Street Park and Ride.

**RECOMMENDATION —**

**Allocate up to \$27,500 of Park and Ride revenues for a study of an additional Park and Ride Facility and evaluation of the Walnut Transit Mall.**

**BACKGROUND —**

On September 23, 2002, by Roll Call No. 02-2368, Council directed the City Manager to work with the MTA to solicit proposals and to allocate

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up to \$25,000 of Park and Ride Revenues for the study. The cost of the recommended proposal is slightly higher than originally anticipated and the City will be required to increase its matching amount by approximately \$2,484.

Last year Iowa's congressional delegation appropriated \$700,000 in FTA funds to the MTA to support development of planning and construction documents for a second intermodal park and ride facility in the Des Moines Central Business District. The original feasibility study was completed in 1993, and recommended the current Center Street Park and Ride. The study also recommended that a second intermodal facility was needed on the south side of the Des Moines Central Business District. The FTA funds are intended to update the current feasibility study and confirm the appropriateness of the project, recommend a location, and move into preliminary engineering.

It is expected that the design and construction of this facility will be a cooperative effort between the MTA and the City of Des Moines. The project is envisioned to include both structured and surface parking, and the acquisition of shuttle vehicles.

At the present time, the MTA and the City desire to move forward to update the original feasibility study. This study will undertake the following major activities:

1. Analyze parking supply and demand in the Central Business District and determine whether or not there is a need for an additional intermodal facility in downtown Des Moines.
2. If an additional park and ride facility is necessary, determine the optimum location for the facility.
3. Analyze the current transit route structure in the Central Business District with respect to the usage, function, and effectiveness of the Walnut Street Transit Mall and identify appropriate alternative transit routes, including transfer needs, to serve the changing downtown environment.

Once the study has been completed, assuming the study substantiates a continued need for this facility, the project will then move into the site evaluation and preliminary engineering phase. The MTA will be the lead agency in managing the contract for the study. A steering committee has been established to guide the overall study. This committee includes representatives from the Downtown Parking Committee; Downtown Community Alliance; City staff from Traffic and Transportation, Community Development, Office of Economic Development, and City Manager's Office; and the MTA.

