

DART - Purchase DART Replacement Buses

<i>Primary Sponsor</i>	DART
<i>Project Title</i>	Purchase DART Replacement Buses
<i>Termini Description (i.e. Park Avenue to 19th Street)</i>	Des Moines Area
<i>Total Estimated Project Cost</i>	\$3,255,763
<i>Federal Fiscal Year 2019 STP Request</i>	\$1,300,000
<i>Total Funding Secured</i>	\$1,955,763
<i>Source of additional funds and local match?</i>	Budgeted FTA 5307 formula funds - \$1,386,149 and Budgeted DART Local funding for capital - \$569,614
<i>Is this project seeking funding over multiple years?</i>	No
<i>Has your agency previously applied for STP funds for this project?</i>	No
<i>Has this project previously been awarded STP funds?</i>	No
<i>The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.</i>	Public transit is an integral strategy of the MPO's Tomorrow Plan for developing transportation choices in the Des Moines region. The latest VMT report shows that people are driving less while the use of alternative modes are increasing. DART provided 4.3 million trips on fixed-route services last year, a 6.8% increase over the preceding year. Yet the benefits of public transit go beyond services provided to passengers, as public transit reduces congestion and the need for costly infrastructure expansion, helps cities maintain air quality standards, promotes economic opportunities, and drives community growth and revitalization. The procurement of buses is costly, yet essential, if DART is to provide a safe and efficient service that meets the needs of the growing Des Moines region.
<i>Describe how this project impacts other city/county goals, plans, and projects.</i>	Investments in public transit are supported in multiple regional plans for the Des Moines area, either directly as in Mobilizing Tomorrow, or indirectly as part of a greater sustainability effort such as in Capital Crossroads. DART's long-range plan, DART Forward, outlined phased improvements to transit services starting in 2012 with the opening of DART Central Station. Our current project builds on the momentum of the DART Forward improvements by advocating for consistent annual fleet replacements, which are desperately needed for the 45 heavy-duty buses already beyond useful life.
<i>Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects</i>	DART worked with the City of Des Moines (and Polk County) on the development of the transit hub, in addition to service improvements along the Ingersoll and University corridors. The city has already made infrastructure investments along Ingersoll in anticipation of DART's proposed bus rapid transit line, which is currently awaiting federal funding. DART is also supporting the city's plan for the SW 9th Street corridor, which is identified as a potential bus rapid transit line.

<p><i>Expansion is considered an expensive and last resort to address congestion issues. If this is an expansion project please explain what other methods have been used to address congestion.</i></p>	<p>This is a replacement project.</p>
<p><i>Project Type</i></p>	<p>Transit</p>
<p><i>Additional information you would like to share:</i></p>	<p>The project is for the purchase of 40' heavy-duty transit vehicles with a useful life of 12 years. The buses designated for replacement with FFY2019 funds are 2002 and 2003 models and delivery typically takes 12 months, which will make these buses over 17 years old at time of replacement.</p>