

Item # MPO 1  
Date: 1-27-09

**AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)  
TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: 2009 PASSENGER TRANSPORTATION DEVELOPMENT PLAN  
ADDENDUM**

**BACKGROUND:**

The Passenger Transportation Development Plan (PTDP) is a federally-mandated planning document that must be developed by metropolitan planning organizations in coordination with human service agencies and private/public transportation providers. This document outlines and justifies current and future transportation needs and identifies funding sources, or potential funding sources, to implement these projects. All projects must be approved within PTDP documents prior to inclusion in other federally required MPO programming documents (Transportation Improvement Programs) before projects can proceed.

**INFORMATION:**

Typically, the PTDP is used locally to identify and justify transportation projects for which it anticipates spending federal, state and human service dollars. With the possible economic stimulus funding becoming available as early as February and the requirement that transit systems must award procurement contracts within 7 days of the President signing the bill into law, the Iowa Department of Transportation (DOT) has decided to use the project justifications in this document to determine which projects in the State of Iowa will receive transit funding.

**The Iowa DOT has advised that any "ready to go" projects must be amended into the current 2009 PTDP's and justifications strengthened accordingly.** Therefore, the Ames Area Metropolitan Planning staff believes that it is in AAMPO's best interest to include the following projects and additional language as an addendum to the 2009 PTDP to strengthen Ames' chances of obtaining 100% stimulus funding.

Specifically, the addendum concerns CyRide's ability to quickly award procurement contracts for the purchase of buses, providing the ability for the DOT to fund hybrid or diesel buses and additional buses/funding for a new type of vehicle. This will allow the Iowa DOT to have a full understanding of the position CyRide is in to take advantage of this new funding.

The following projects and text would be an addendum to information currently contained in AAMPO's 2009 PTDP:

<u>Provider Name</u>	<u>Project Description</u>	<u>Type</u>	<u>Total Cost</u>	<u>Source</u>	<u>Fed. Amount</u>
CyRide	10 - 40' HD Expansion Diesel/Hy-brid Buses w/cameras	CAP	\$ 5,720,000	STIM/ 5309/5307	\$ 5,720,000
CyRide	Three Light Duty Low-floor buses	CAP	\$ 345,000	STIM/ 5309/5307	\$ 345,000
CyRide	Three Light Duty Low-floor buses upgrade (partial funding)	CAP	\$ 150,780	STIM/ 5309/5307	\$ 150,780
<b>TOTAL</b>			<b>\$ 6,215,780</b>		<b>\$ 6,215,780</b>

**Ten 40-foot Heavy Duty Diesel/Hybrid Expansion Buses with cameras (5307):** CyRide requests funding to expand their fleet by ten buses. CyRide currently has 57 large 40-foot HD buses within its active fleet of which 40% are NOT accessible. CyRide's goal is to have a 100% accessible fleet. The pull out requirement for fall 2009 is expected to increase to 53 buses (2 more) leaving only 4 spares for preventive maintenance or heavy duty maintenance. CyRide has an issue of keeping buses adequately maintained with this low of a spare ratio. CyRide's goal would be to attain ten extra buses to achieve a 20% spare ratio. CyRide can proceed immediately with procurement of these vehicles with bus options currently under contract.

**Light Duty Low-floor Buses (5307):** Within the last year, a "manufactured" low-floor light-duty bus has been developed on the market which seems to be a better quality light-duty bus than other options. This means that the bus is structurally better (no rattling) and the design offers seamless boarding with the bus floor only 5" from the ground, automatically kneeling upon the door opening. Low-floor allows for no steps within the bus after boarding and it seats more passengers due to the design. If a ramp is needed, it can be deployed manually if it malfunctions. The bus is more suited for ease of travel and transferring for all passengers but especially the disabled population.

**A)** CyRide currently has three light-duty buses in the 2009 TIP at \$80,000/bus (\$240,000 total). CyRide wishes to increase this funding level to \$115,000/bus (\$345,000 total) to purchase these better low-floor quality vehicles as described above.

**B)** CyRide received 5309 funding for three light-duty buses in 2008 at \$78,000/bus (\$234,000 total) which is in an approved grant at an 83% level. This request would add another project for three low-floor buses and include additional funding to increase the level of funding for those approved buses from 2008 to \$115,000/bus (\$345,000), asking for an additional \$50,260/bus.

These changes were approved by the Human Services Council, who serves as the PTDP coordinating committee, via electronic vote consensus on January 26, 2009.

**ALTERNATIVES:**

1. Approve the above projects and text revisions to AAMPO's 2009 PTDP.
2. Do not approve the projects and text revisions as proposed.

**ADMINISTRATOR'S RECOMMENDATION:**

The availability of this federal stimulus funding has come as an unanticipated but welcome funding source to help make needed improvements to CyRide's fleet. However, the time frame to qualify for funding is extremely short.

Therefore, it is recommended by the Administrator that the AAMPO Policy Committee adopt Alternative No. 1, approving the projects and text revisions to the 2009 PTDP described above. This action will provide the Iowa DOT with the appropriate information regarding CyRide needs as they allocate these stimulus transit funds statewide.