

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

**SUBJECT: AMENDMENTS TO AMES AREA 2015 - 2019 FINAL PASSENGER
TRANSPORTATION PLAN AND TO 2017-2020 TRANSPORTATION
IMPROVEMENT PLAN**

BACKGROUND:

The federal government requires a locally-coordinated planning process for transportation issues between human/health service agencies and transportation providers. States and metropolitan planning organizations in turn, have been charged to carry out this process and as a result are required to develop a Passenger Transportation Plan (PTP). This plan provides needs-based justification for identifying passenger transportation priorities and/or strategies.

CyRide provides the staff on the AAMPO's behalf for this coordination and works with both the Story County Human Service Council and the Transportation Collaboration groups. The PTP must be updated, at a minimum, every five years. The Ames Area MPO last amended its PTP in May 2015 and is required to submit the next full PTP to the Iowa DOT in 2019. During the interim, there must be documentation of at least two coordination meetings to be submitted to the IDOT annually by July 31st of which the Ames Area MPO exceeds this requirement.

Projects funded with Enhanced Mobility for Seniors and Individuals with Disabilities (5310) formula funding as well as Job Access Reverse Commute (JARC or 5316) funding must specifically be identified within the PTP. JARC funding was eliminated under the MAP-21 transportation bill but there are remnants of this funding still circulating. Currently, the PTP identifies four projects for utilization of the 5310 funding: 1) CyRide's ADA Dial-A-Ride service, 2) Bus Stop Improvements, 3) Replacement/Expansion of Light Duty Buses/Vehicles, and 4) Replacement/Expansion of Van Vehicles, with no projects for 5316 (JARC) funding. Any suggested changes to 5310 or 5316 (JARC) funded projects within the PTP require an amendment to the plan.

PTP AMENDMENT:

Recently, the Iowa DOT announced a small amount of remaining 5316 (JARC) funding available for urbanized transit agencies in the amount of \$68,000. The Iowa DOT is taking applications due October 1st to allocate this remaining 'leftover' funding to urbanized transit agencies. Therefore, **CyRide will be submitting applications for this available funding which were funded previously under JARC but are now carried forward through CyRide's local budget.** These project inclusions have been added on pages 35-36 of the PTP Amended Program (see attached):

	CyRide	FY2017-FY2018	
	Local	Federal (50%)	Total
Brown Route Frequency/Hours Expansion	\$27,400	\$27,400	\$54,800
Mid-Day South Duff Expansion	\$15,300	\$15,300	\$30,600
Pink – E. 13 th /Dayton Route Expansion	\$25,300	\$25,300	\$50,600

• **Brown Route (Summer & School-year Weeknight) Frequency Expansion (JARC):**

Additional service was added to the Brown route for the summer during the day as well as fall/winter at night. The Stange area was an area that has dramatically increased as evidenced by high loads on CyRide’s buses and requests for additional bus trips. This service provides customers’ access to the North Grand Mall and also to ISU campus for employment and job training. This service originally began in FY2008 and was continued with funding under CyRide’s operating budget when Job Access & Reverse Commute (JARC) funding was eliminated under MAP-21. However, the Iowa DOT has recently announced in summer 2016 that remaining JARC funding under previous transportation bills (prior to FAST and MAP-21) is currently available for urban transit systems. **Therefore, CyRide proposes that these services between ISU campus and North Grand Mall continue into FY2017 funded under JARC.** The available funding will provide services for approximately 90% of a year if fully funded under the request for calendar year 2017. CyRide intends to fund the service thereafter via its operating budget.

Again, CyRide estimates that this request will fund 90% of an entire calendar year worth of service to the Ames community for 2017. CyRide will fund the 50% local portion of the services while federal funding is available. **Approximate annual funding = (\$54,800 total; \$27,400 federal)**

• **Pink Route (E. 13th/Dayton) Expansion (JARC):**

This project was identified as a gap for the Ames community within the initial gap analysis as well as identified as a top priority through the PTP process over the past several years. **This service officially began in August 2010 but is expected to continue for the life of this plan. The area has several industrial plants as well as medical businesses along this corridor. This project is identified to be funded either through JARC funding to get individuals to work.** Mainstream Living (human service agency) representatives have discussed that by providing fixed-route services to this area, a cheaper service can be provided since Heart of Iowa Regional Transit Agency (HIRTA) currently provides many trips for individuals to this area of town. Therefore, the trip can be provided at a much lesser cost via fixed route and also make customers obtain the service the day they need it instead of requesting the service a day in advance making individuals more independent. This service originally began in FY2010 and was continued when JARC funding was eliminated under MAP-21 funded under CyRide’s operating budget. The Iowa DOT recently announced in summer 2016 that remaining JARC funding under previous transportation bills is currently available for urban transit systems. Therefore, it is proposed that these services continue into 2017 funded via JARC. The available funding will provide services for approximately 90% of a year if fully funded under the request for calendar year 2017. CyRide intends to fund the service thereafter via its operating budget.

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- **Mid-day Yellow (South Duff) Expansion (JARC):** Additional service was requested for mid-day service to the Yellow Route to accommodate passengers that need rides between their home on the south side of Ames and ISU campus for employment and/or training purposes. This service has been implemented as the #4A Gray since the majority of the route is aligned with the Gray route but it serves passengers residing on the Yellow route. This service originally began in FY2008 and was continued when JARC funding was eliminated under MAP-21 funded under CyRide's operating budget. However, the Iowa DOT has recently announced in summer 2016 that remaining JARC funding under previous transportation bills is currently available for urban transit systems. Therefore, CyRide proposes that these services continue into 2017 funded via JARC. The available funding will provide services for approximately 90% of a year if fully funded under the request for calendar year 2017. CyRide intends to fund the service thereafter via its operating budget.

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These projects were reviewed with the Story County Human Service Council at their September 22, 2016 meeting and was recommended to the Ames Area MPO to be amended into the PTP. No additional comments were made toward the PTP plan at the September 20, 2016 public input meeting.

The PTP amendment is following the following schedule:

- September 20, 2016 – Public Meeting (opportunity for comment)
- September 27, 2016 – MPO Policy Committee Meeting (Present PTP Amendment)
- October 11, 2016 – MPO Policy Committee Meeting (final PTP approval)

The AAMPO Policy Committee is required to approve the PTP along with the recommended program for submittal to the Iowa Department of Transportation and Federal Transit Administration. Projects for Enhance Mobility for Seniors and Individuals with Disabilities and Job Access and Reverse Commute must be in an approved PTP update prior to approving any projects within the annual Transportation Improvement Program (TIP) to obtain grant funding.

ALTERNATIVES:

1. a. Approve the amended Ames Area MPO 2015 Passenger Transportation Plan and set October 11, 2016, as the date for the public hearing.

b. Approve the amended FY 2017-2020 Transportation Improvement Program and set October 11, 2016, as the date for the public hearing.

2. Approve the amended Ames Area MPO 2015 Passenger Transportation Plan with AAMPO Policy committee modifications for submission to the Iowa Department of Transportation and Federal Transit Administration.

RECOMMENDED ACTION:

The Administrator recommends that the Transportation Policy Committee adopt Alternative No. 1 as noted above.

Ames Area MPO 2015 - 2019 Final Passenger Transportation Plan

March 2014

May 2015 (Amendment)

Sept. 2016 (Amendment)



Prepared By

RECENT DEVELOPMENTS

Recent developments since the last Passenger Transportation Plan have occurred and are noteworthy to report as they may impact/change the transportation needs for the community and ability to fund future transportation projects.

- 1) MAP-21 Transportation Bill Impact – The most significant development that impacts transit in Story County is the new Transportation Bill entitled *Moving Ahead for Progress in the 21st Century Act* (MAP-21). Federal funding for transportation programs is authorized on a multi-year basis in Congressional bills, then signed into law by the president. The previous transportation law, called SAFETEA-LU, was a five-year authorization bill that expired on September 30, 2009. Since that time, Congress has approved twelve Continuing Resolutions to extend this legislation. On July 6, 2012, the President signed into law a new transportation law called MAP-21, which is an 18-month law that expires on October 1, 2014. This new law provides transit agencies with its “authorized” level of federal operating and capital funding for this period. Congress then “appropriates” funds annually each year.

The transportation funding distributed under MAP-21 was primarily to transit agencies with rail transportation, with the remainder primarily going to agencies serving large populations. All discretionary funding for small urban transit agencies that have a population between 50,000-200,000 will now be distributed by the Iowa DOT. Specifically, instead of CyRide receiving the \$2 million on average annually, they will now receive \$0, unless their buses rank well within the Iowa DOT’s Public Transit Management System (PTMS) process. This PTMS process distributes funding to the oldest and highest mileage vehicles throughout the State of Iowa. Rural transit agencies will receive discretionary funding allocated directly to the Iowa DOT of approximately \$1.25 million. Previously, Iowa tried to attain \$7-\$13 million in discretionary funding for bus replacement for both urban and rural transit systems. The State was traditionally successful in attaining \$5 million through past years.

Two years ago, nationally competitive grants seemed to be the future in how transit agencies could acquire capital funding as opposed to a direct earmark from their senator or congressman. With MAP-21, national competitive discretionary grants are no longer available and much of the funding is now formulized. However, even if competitive grants became available in the future, CyRide would not qualify to apply as it is no longer designated a designated recipient. CyRide is classified now as direct recipient and can only apply through the Iowa DOT.

Specifically, two discretionary programs that could fund bus replacement that were eliminated were TIGGER and Clean Fuels. CyRide previously received funding for hybrid upgrades through the TIGGER program and for articulated buses under the Clean Fuels program. State of Good Repair funding that funded several years of buses for CyRide as well as the Iowa DOT to distribute to transit agencies is now only available to transit agencies with rail modes of transportation. Rail does not exist currently for Iowa. The only discretionary program that remains intact is TIGER which funded the Ames Intermodal Facility.

Iowa transit agencies did communicate this problem for capital funding to the Iowa DOT Commission requesting they allocate Iowa’s Clean Air and Attainment Program (ICAAP) funding for bus replacement. The Iowa Commission agreed to fund \$3 million of ICAAP funding for bus replacement to be dispersed through the Iowa DOT’s PTMS process for the next year. This PTMS process funds buses throughout the state that are the oldest vehicles with the highest mileage.

As stated earlier, discretionary programs were either eliminated or have been turned into formula programs under MAP-21. While Job Access Reverse Commute (JARC) and New Freedom (NF) funding was eliminated, the projects can be rolled into a transit agencies’ general operations funded through their annual formula appropriation. JARC and New Freedom funding generally provided funding for routes serving the low-income, elderly or disabled individuals. Specifically, CyRide received

Job Access and Reverse Commute (JARC) funding to operate the #6 Brown (Summer & Weeknight), #4A Gray (Yellow mid-day) and #10 Pink routes. HIRTA received these funds for the Ames-Iowa City Service to Iowa City Hospitals service as well as a Mobility Coordinator position. These JARC funds helped subsidize 50% of the total route costs which is funded through March 2014. CyRide's board has approved to continue these routes along with other existing route services for FY2014 and FY2015. However, if remaining JARC or NF funding becomes available in the future these services will hopefully qualify for future funding under these programs as they are still a need within the system. The Small Transit Intensive Cities funding increased from 1% of federal transit funds to 1.5% of the funds, providing CyRide with another \$500,000 within their operating budget. Assuming continued funding levels, CyRide anticipates these routes would continue in the future. CyRide typically reviews their operating budget in the fall of each year, which includes the continuation, and expansion of any and all CyRide routes. The AAMPO will continue to discuss and document any changes of CyRide's routes through the PTP process.

CyRide has virtually no prospects of future funding availability for facility construction with the exception of state Public Transit Infrastructure Grant (PTIG) monies which are limited to approximately \$800,000 - \$880,000 federal per year. If any future opportunities arose in the future, CyRide most likely will not be able to apply due to its "direct" status as only designated recipients may apply for Section 5339 type funds unless Congress designates otherwise. Lastly, under MAP-21 there are two new planning program requirements for transit agencies to prepare Asset Management and Safety Plans.

- 2) Central Iowa RSVP's Volunteer Driver Transportation Program – January 2014 marks the start of the fourth year for RSVP to manage its Volunteer Driver Transportation program to Story County residents. Changes this year include that RSVP can no longer charge clients to ride this service. However, reimbursing the driver for their mileage costs is still a priority to keep this program solvent. Otherwise volunteer drivers may not wish to participate, especially with high gas prices.. Therefore, RSVP now "suggests donations" from clients between \$3 and \$12 per trip. For more information, view the Story County Transportation brochure at www.cyride.com/sct
- 3) Story County's Resource Guide – Last year, an online resource guide was developed by a team of individuals to replace Mid-Iowa Community Action's (MICA's) paper version. This guide lists out locations for Story County residents to find information about the following categories: Food/Shelter, Disability, Health, Older Adults, Parent/Family, Youth, Education, Community, Substance Abuse, Domestic Violence, Veteran Assistance, Financial Assistance, and Give Back. Unfortunately, transportation was not a resource that was listed out separately on the home page.

As a result, the United Way's Transportation Collaboration (TC) tried to contact the online resource guide team to add Transportation as a main category for navigation as well as add the new Story County Transportation Brochure as a resource to the guide. The TC discovered that all of the original members of the online resource guide development were no longer with their organizations and had left Story County. Therefore, there was no way to update the guide with this information. The guide was built on the premise that agencies would develop and update their portions of the guide as needed. This updating has not materialized, for various reasons, and the guide is now outdated and not as resourceful as the previous paper version.

In December 2012, an original member of the online resource guide development team returned to Story County. The Story County Human Service Council is now the organization that oversees the guide providing some continuous oversight of the document. Additionally, the online guide proved to be more expensive to maintain than originally anticipated and was dropped this past year. Attempts have been made to move forward once again with an updated paper copy of the guide.

- 4) Story County Transportation Brochure – The United Way's Transportation Collaboration (TC) developed a brochure that markets all of the open to the public transportation available throughout the county. The brochure resulted after 658 surveys were taken from low-income clients in late 2011. The

IV – PRIORITIES AND STRATEGIES

The following are passenger transportation priorities and strategies for the next five years, as recommended by the Story County Human Service Council at their January 23, 2014 meeting, as amended at their January 22, 2015, April 23, 2015 and September 22, 2016 meetings. These are projects that could secure grant funding over the next five year period. Please note, that any Enhanced Mobility for Seniors and individuals with Disabilities projects (Section 5310 funding) and Job Access Reverse Commute Funding (Section 5316 funding) must be specifically included in the PTP. All other strategies/projects funded by other means are encouraged to include in the PTP but are not required. This process ensures a cooperative effort between human service agencies and transportation providers to focus on transportation services to achieve the best possible transportation service for the community focusing on the elderly and disabled populations.

The PTP committee, made up of transportation providers and human/health service agencies, provided consensus to forward the following priorities and strategies forward and recommends this plan to the Ames Area Metropolitan Planning Organization for formal approval. The AAMPO must review and approve the projects and overall PTP plan as amended for submittal to the Iowa Department of Transportation.

- 1. Dial-A-Ride Service (Section 5310):** This need was identified as a base need for the community for those individuals that cannot ride the fixed-route system but can rather ride CyRide’s Dial-A-Ride door-to-door service operated under subcontract currently to Heart of Iowa Regional Transit Agency (HIRTA). CyRide is mandated by the federal government as part of the American’s With Disabilities Act (ADA), to provide this complementary fixed-route service for person’s with a disability. This demand response service operates the same hours and days as the CyRide’s fixed-route transit system. More demand will be warranted from the community in future years. Enhanced Mobility for Seniors and individuals with Disabilities funding (Section 5310 funds) can be utilized by transit agencies to subcontract out their ADA service however; they cannot provide the service themselves and receive the funding. Therefore, it is more economical to subcontract and coordinate with another provider. **Approximate annual funding = (\$237,500 total; \$190,000 federal)**

	Dial-A-Ride (HIRTA)			
	Provides door-to-door ADA service within the Ames city limits.			
Annual Numbers	FY2010	FY2011	FY2012	FY2013
# Revenue Hours	2,551	2,503	2,665	3,204
# Revenue Miles	30,498	31,122	34,108	35,445
# Days Provided/Yr.	362	362	359	359
# Riders (unlinked)	9,745	9,101	10,853	9,468
# Elderly Rides				
# Disabled Rides	9,745	9,101	10,853	9,468
Operating Costs	\$136,856	\$142,717	\$162,094	\$144,023

- 2. Transit Amenities/Bus Stop Improvements (Section 5310):** Improving the accessibility of CyRide’s bus stops as well as CyRide’s image is of importance to CyRide and their Board of Trustees. Shelters have be prioritized within a bus stop plan for the community to be funded from this identified funding in the next few years as long as funding is available to improve accessibility. These improvements also include lighting within the bus stop improvement as only a few bus stops currently have lighting within the shelter. Many passengers result to lighting up the schedule display within the shelter in the evening hours with their cell phone or a street light. Future shelters would incorporate lighting.

In addition, real-time schedule information has been a request within the Ames community for many years. This technology was implemented in February 2013 with LED digital signage at certain major transfer points on Iowa State University campus. Additional LED signage for real-time bus information can be incorporated into CyRide’s system making it easier for seniors and the disabled know when their

Next bus will be arriving. CyRide intends to place these signs at major transfer locations. **Approximate annual funding = (\$50,000 total; \$40,000 federal)**

3. **Small Light-Duty Bus Replacement/Expansion (Section 5310):** CyRide's complementary Americans with Disabilities Act (ADA) service called Dial-A-Ride, is a door-to-door service serving individuals with a disability within the City of Ames. Passengers eligible for Paratransit service as defined by the (ADA) can ride this service. This service requires small light-duty accessible vehicles to operate door-to-door within the City of Ames. The useful life of these vehicles is four years as recommended by the Federal Transit Administration. CyRide currently leases one light-duty bus to its ADA contractor to help operate this service. The remaining vehicles are provided by the contractor directly as they also operate the regional public transit service for Story County. CyRide needs to systematically replace this vehicle leased to its contractor at a minimum of four years and maximum of every eight years.

Additionally, this funding may be utilized to purchase expansion vehicles as needed for its ADA service as ridership for Dial-A-Ride increases. Specifically, CyRide cannot deny Dial-A-Ride passengers a ride due to vehicle capacity issues. CyRide must ensure a ride to its passengers within a two hour window (one hour before/after requested pickup/drop off) of the passengers' request. As of FY2013, Dial-A-Ride ridership has remained fairly stable. However, this may change as more and more disabled individuals turn to Dial-A-Ride for that "guaranteed ride" within the two-hour window. Section 5310 funds can be utilized by transit agencies to purchase replacement and/or expansion buses to operate its ADA service. Expansion vehicles may be necessary within this next five-year period as demand increases and CyRide would need to respond and provide additional vehicles if required.

CyRide estimates up to two light-duty buses being purchased for either replacement/expansion within the PTP between FY2015 – FY2019 with the cost identified below. **Approximate funding per bus = (\$90,000 total; \$76,500 federal) OR Approximate maximum funding = (\$180,000 total; \$153,000)**

4. **Van Replacement/Expansion (Section 5310):** In January 2015, a [Demand Response Service Action Plan](http://www.cityofames.org/modules/showdocument.aspx?documentid=20699) (<http://www.cityofames.org/modules/showdocument.aspx?documentid=20699>) and Communication Plan were finalized under the guidance of a task force to develop process improvements for the door-to-door public transit service to the general public within Story County/Ames. While, the plan identifies 23 specific actions to improve demand response county-wide public transit service, many of these improvements can also benefit CyRide's Dial-A-Ride service provided to ADA-eligible disabled individuals as both transit services are operated by the same transit provider.

Specifically under Action Item #23 in Appendix H, the [Demand Response Service Action Plan](#) identified dedicating one "unscheduled" vehicle each day to address unforeseen operational issues to ensure smooth operation of service. The need was to keep demand response public transit service on time alleviating concerns from passengers. Again, this service improvement need was seen as something to improve not only HIRTA's service but CyRide's Dial-A-Ride service as well. Therefore a possible funding source for the purchase of the vehicle is 5310 (elderly and disabled funding) impacting the demand response services within the Ames community. The vehicle would be operated to keep the service within the City of Ames on-schedule as much as possible and/or assist where needed. Although the action plan identifies a bus to operate this service improvement, recent discussions have identified the unscheduled vehicle as an accessible van. The useful life of this vehicle is four years as recommended by the Federal Transit Administration and therefore, would need replaced within the life of this PTP.

CyRide estimates up to two accessible vans being purchased between FY2015 – FY2019 for either replacement/expansion within this PTP with the estimated costs identified below. CyRide and/or HIRTA would be required to fund the 25% local portion of the vehicle. **Approximate funding per van = (\$57,500 total; \$42,925 federal) OR Approximate maximum funding = (\$115,000 total; \$85,850)**

5. Brown Route (Summer & School-year Weeknight) Frequency Expansion (JARC): Additional service was added to the Brown route for the summer during the day as well as fall/winter at night. The Stange area was an area that has dramatically increased as evidenced by high loads on CyRide's buses and requests for additional bus trips. This service provides customers' access to the North Grand Mall and also to ISU campus for employment and job training. This service originally began in FY2008 and was continued when Job Access & Reverse Commute (JARC) funding was eliminated under MAP-21 funded under CyRide's operating budget. However, the Iowa DOT has recently announced in summer 2016 that remaining JARC funding under previous transportation bills (prior to FAST and MAP-21) is currently available for urban transit systems. Therefore, CyRide proposes that these services between ISU campus and North Grand Mall continue into FY2017 funded under JARC. The available funding will provide services for approximately 90% of a year if fully funded under the request for calendar year 2017. CyRide intends to fund the service thereafter via its operating budget.

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6. Pink Route (E. 13th/Dayton) Expansion (JARC): This project was identified as a gap for the Ames community within the initial gap analysis as well as identified as a top priority through the PTP process over the past several years. This service officially began in August 2010 but is expected to continue for the life of this plan. The area has several industrial plants as well as medical businesses along this corridor. In addition, this area anticipates that a new mall will commence construction when the economy recovers bringing additional jobs to the developed area. As of current, no developer is interested in revitalizing this project. This project is identified to be funded either through JARC funding in getting individuals to work or through New Freedom funding in providing better service to medical facilities than the demand response trips that need to be coordinated a day in advance. Mainstream Living (human service agency) representatives have discussed that by providing fixed-route services to this area, a cheaper service can be provided since Heart of Iowa Regional Transit Agency (HIRTA) currently provides many trips for individuals to this area of town. Therefore, the trip can be provided at a much lesser cost via fixed route and also make customers obtain the service the day they need it instead of requesting the service a day in advance making individuals more independent. This service originally began in FY2010 and was continued when JARC funding was eliminated under MAP-21 funded under CyRide's operating budget. The Iowa DOT recently announced in summer 2016 that remaining JARC funding under previous transportation bills is currently available for urban transit systems. Therefore, CyRide proposes that these services continue into 2017 funded via JARC. The available funding will provide services for approximately 90% of a year if fully funded under the request for calendar year 2017. CyRide intends to fund the service thereafter via its operating budget.

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7. Mid-day Yellow (South Duff) Expansion (JARC): Additional service was requested for mid-day service to the Yellow Route to accommodate passengers that need rides between their home on the south side of Ames and ISU campus for employment and/or training purposes. This service has been implemented as the #4A Gray since the majority of the route is aligned with the Gray route but it serves passengers residing on the Yellow route. This service originally began in FY2008 and was continued when JARC funding was eliminated under MAP-21 funded under CyRide's operating budget. However, the Iowa DOT has recently announced in summer 2016 that remaining JARC funding under previous transportation bills is currently available for urban transit systems. Therefore, CyRide proposes that these services continue into 2017 funded via JARC. The available funding will provide services for approximately 90% of a year if fully funded under the request for calendar year 2017. CyRide intends to fund the service thereafter via its operating budget.

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The remaining projects/strategies below and on the following pages are not required to be coordinated through the PTP but have been expressed as needs within previous meetings over the years or throughout the past year:

Previous needs were shared with the Human Service Council at their October 24, 2013 meeting and were requested to provide additional needs and possible strategies within the next few months. This information was also shared at the UWSC's Transportation Collaboration Committee. **The additional or refined needs and strategies/projects are identified in red on the following pages and were shared with the group in subsequent meetings and/or via e-mail. Those strategies that have been implemented or partially implemented are identified in blue.** Please note that no additional core needs were defined but only possible strategies/projects were added to meet those core needs. The needs were accumulated from the public through public meetings and/or through communications with transportation providers and human service agency representatives. Note that these possible strategies have not all been recommended but if federal/state/local funding became available for the specific project – it could be recommended into the program rather easily as it's already defined as a need.

Needs	Possible Strategies/Project
<p>Education/Marketing:</p> <ol style="list-style-type: none"> 1. Need to reduce intimidation and misconceptions to riding public transit. 2. Awareness of available programs regarding transportation. 3. Need for insurance/maintenance awareness for automobile owners 	<ol style="list-style-type: none"> 1. Large Group Training of how to ride public transit 2. Train the Trainer Sessions for one-on-one training. 3. How to Ride CyRide digital formatted DVD video 4. Communication tools for non-English speaking individuals riding CyRide ie. picture board? 5. Promote RSVP volunteer transportation program – volunteers & for additional volunteers 6. Maintenance/insurance class for vehicle owners 7. Car Seat installation education program and/or resources 8. Market “Beyond Welfare” car donation program need for pass through sponsorship by other non-profit agencies due to state regulations limiting more than 6 non-profit car donations per non-profit per year. 9. Improve CyRide’s How to Ride written materials describing what a transfer is; when a transfer is applicable as opposed to utilizing two fares; and actual logistics of transferring. 10. Implement Google Transit and/or Trip Planner so anyone could Google how to get from point A to point B via bus in Ames. 11. Develop a “Need Transportation” brochure so individuals can quickly determine which service provider could provide a ride to their destination and for how much.