

**AMES AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: AMES AREA 2010 PASSENGER TRANSPORTATION DEVELOPMENT  
PLAN (PTDP)**

**BACKGROUND:**

With the passage of the last transportation bill, the federal government mandated an annual coordinated planning effort between human service agencies and transportation providers in order to increase transportation efficiencies while improving transit for the disabled, low-income, and elderly populations.

The Iowa Department of Transportation (IDOT) charged metropolitan planning organizations with this task in urbanized areas and now requires that all state/federal funding be incorporated into this planning effort called a Passenger Transportation Development Plan (PTDP). This is the Ames Area Metropolitan Planning Organization's (AAMPO's) third effort towards this process.

Over the past year, CyRide staff has been working with local human service agencies and transportation providers to identify service gaps, transit challenges and priority projects. These meetings have primarily occurred through the Human Services Council and United Way's Transportation Collaboration Committee. The result of this effort has been a coordinated plan for the Ames area.

Any funding for transit to be incorporated into the Transportation Improvement Plan (TIP) must first be identified within an approved PTDP. A full copy of the "Ames Area 2010 Passenger Transportation Development Plan" is available online at [http://www.cyride.com/planning\\_policies/Ames\\_PTDP.html](http://www.cyride.com/planning_policies/Ames_PTDP.html) by clicking the Final Ames Area 2010 PTDP. In addition, an executive summary of the full plan is enclosed for the Policy committee's review.

A local PTDP requires:

- involvement from Human Service Agency/Health Organizations, Transit System Operators, Private Transportation Providers, and General Public Participation through required surveys and meetings
- an inventory of each transportation provider for services provided and fleet information including utilization/replacement.
- identification of transportation needs, gaps, and duplication of services
- development of strategies to overcome needs and gaps
- identification of financial resources available
- creation of recommended projects and prioritization

The PTDP Committee (human service and transportation providers) reviewed the plan and electronically voted the recommended program to be incorporated into the PTDP for AAMPO approval, which can be viewed in the executive summary. In addition, the AAMPO Technical Committee reviewed the full document and offered no changes to the plan. The AAMPO Policy Committee is required to approve the PTDP along with recommended programs (as described on pages 9-14 of the executive summary) for submittal to the IDOT by April 1, 2009.

It should be noted that staff spent considerable effort with other regional/community partners over the past year to coordinate a new regional HIRTA service, the Ames-Iowa City Transportation Service, operated by Heartland Senior Services that began January 20, 2009. A brochure is enclosed for additional information. This project was chosen as a top service need by the PTDP Committee in 2009 which was also described as a need through the local ASSET process. The IDOT considered this project to be a statewide best practice of PTDP coordination according to comments received within the PTDP draft submittal. Further coordination will occur over the next year to discuss continuation into year three and possibly expanding service to primary health clinics and/or other hospitals in the Des Moines area. The following describes efforts since the service began:

The Ames-Iowa City Transportation Service is funded through six sources for the first two years of the project. The service has traveled to University of Iowa Hospitals and Clinics on five of the twelve Tuesdays/Wednesdays in January and February 2009. Fourteen passengers have utilized this service (2.8 passengers/trip) and all had positive comments. Heartland Senior Services did note that some dental clinic procedures need to start prior to 9:00 am, although the bus isn't scheduled to arrive in Iowa City until 10:00 am. The service will continue to be discussed through the Human Service Council and the Transportation Collaboration Committee over the next year to make any refinements to the service as needed.

### **ALTERNATIVES:**

1. Approve the PTDP for submission to the IDOT and Federal Transit Administration.
2. Approve the PTDP with AAMPO Policy committee modifications for final submission to the IDOT and Federal Transit Administration.
3. Do not approve the PTDP, thereby forgoing federal and state grant opportunities.

### **ADMINISTRATOR'S RECOMMENDATION:**

Approving the PTDP for submission to the IDOT and Federal Transit Administration will allow CyRide/HIRTA to include projects within the TIP and apply for grant funding to support transportation services in the Ames community.

Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, thereby approving the Passenger Transportation Development Plan for submission to the IDOT and Federal Transit Administration.

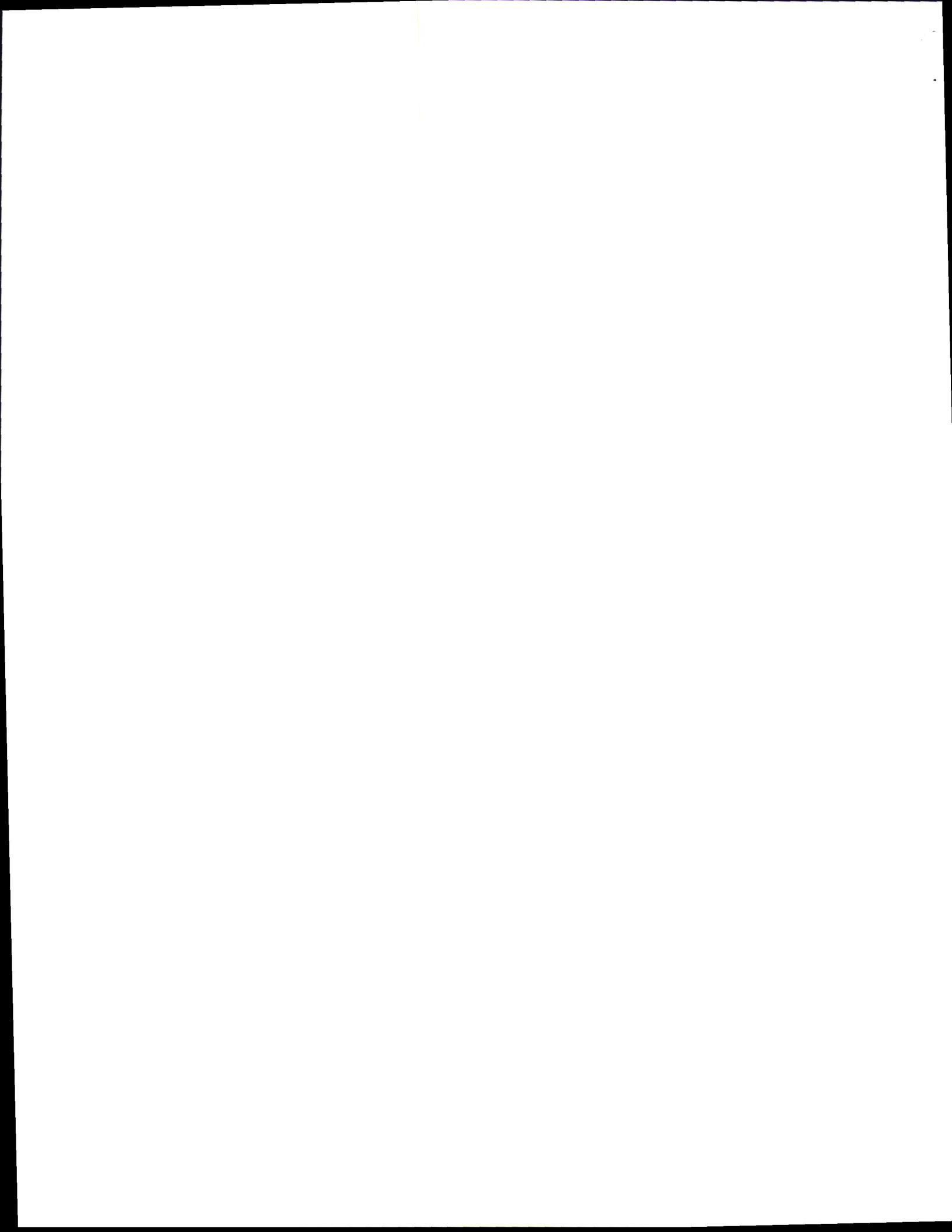


# Ames Area 2010 Passenger Transportation Development Plan Executive Summary April 2009



Prepared By:







## INTRODUCTION

Transportation is the foundation for all individuals to access employment, education, medical care, social activities, and recreational opportunities within the Ames community. For those individuals without a personal vehicle due to personal circumstance, accessing these critical needs is still vital. For others, limiting vehicles in the household is a “green” lifestyle choice for a better environment. But regardless of choice or hardship, mobility throughout the Ames community is essential to maintain connections and independent lifestyles we all cherish.

The Ames Passenger Transportation Development Plan (PTDP) is an effort of providing key community decision makers with the knowledge of how individuals are currently being transported throughout Ames, the additional transportation needs and service requests identified, and recommended projects to overcome these needs. The plan, developed by transportation providers and human/health service agency representatives, focuses on improving transportation access and availability for the community with an emphasis towards low-income, elderly and disabled populations. The process also allows opportunity to coordinate together to bring knowledge of what, where and when transportation services are available; how to use them; and then how to provide the most efficient service with available identified resources.

### **Mobility Is...**

**Knowledge of transportation services available and how to use them**

Congress mandated this coordination through the SAFETEA-LU transportation bill that required a planning effort in order to receive three types of federal transit funding tied to the following populations: low-income (Job Access Reverse Commute funds), elderly (Special Needs funds) and disabled (New Freedom funds). The Iowa Department of Transportation further requires each metropolitan planning organization or regional planning alliance to conduct this planning effort for communities or agencies to receive ANY state/federal “transit” funding. Coordinating transportation services offers a great way to communicate transportation services offered by all transportation providers while ensuring the efficient use of funding for existing or new services that benefit the entire community. This is the third PTDP planning effort from the Ames Area Metropolitan Planning Organization.

The following sections summarize the six major requirements of the PTDP document.

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## 1 - INVOLVEMENT

Forty-eight organizations throughout Ames collaborated through approximately 17 meetings over the past year into the development of the Ames PTDP. Formal involvement occurs through the Human Services Council which meets monthly when Iowa State University is in session. This group points out transportation needs throughout the community, strategies on how to resolve these needs as well as provides consensus regarding the recommended projects included within the plan to forward to the AAMPO for formal approval. The major emphasis for Human Services Council is interaction with other human service agency representatives and the ASSET process. The AAMPO is a member of the council attending these monthly meetings.



In 2007, United Way of Story County (UWSC) began the Transportation Collaboration Committee providing a small forum for human service agencies to discuss transportation issues. This group meets once a quarter with subcommittees more often throughout the year. Transportation projects funded through the UWSC include car seat program, bus education, car maintenance/insurance forums, emergency gas voucher program, repair program for Wheels to Work and medical transportation to University of Iowa Hospitals and Clinics.

The AAMPO has compiled an extensive e-mail database listing of Ames' human/health service agencies and private-public transportation providers it utilizes in obtaining transportation needs and suggestions to improve transportation services for the community. This listing has been utilized over the past year for not only the PTDP efforts but also in gaining letters of support for proposed additional transportation revenue sources through the state for transit. Overall communication between human service providers and coordination for increased public transit services has improved over the past few years as a result of this process.

Key PTDP participants are listed below:

Ames Community Preschool Center (ACPC)	Iowa Workforce Development
American Red Cross	ISU Story County Extension
Ames Area Metropolitan Planning Organization	ISU Memorial Union
Ames Community Schools	Lutheran Services in Iowa (LSI)
Ames Police Department	Mainstream Living
Ames Public Library	Mary Greeley Medical Center
Assault Care Center (ACCESS)	Mid-Iowa Community Action (MICA) Family Development
Beyond Welfare	Mid-Iowa Community Action (MICA) Health Services
Boys & Girls Club of Story County	National Alliance on Mental Illness Central Iowa (NAMI-CI)
Boy Scouts of America	Retired & Senior Volunteer Program (RSVP)
Camp Fire USA	Richmond Mental Health Center
Center for Creative Justice	Riverside Manor
Central Iowa Retired and Senior Volunteer Program (RSVP)	Salvation Army
Community & Family Resources (CFR)	Story County
CIT	Story County Community Foundation
Childserve	Story County Community Life
City of Ames	Story County Community Services
CyRide	Story County Decat and Empowerment
Emergency Resident Project (ERP)	Story County Medical Center
Experience Works (EI)	(The) Arc of Story County
Foster Grandparent Program	United Way of Story County (UWSC)
Good Neighbor Emergency Assistance (GNEA)	Volunteer Center of Story County (VCSC)
Heartland Senior Services (HSS)	Youth & Shelter Services (YSS)
Heart of Iowa Regional Transit Agency (HIRTA)	
IA Comprehensive Human Service & Iowa Homeless Youth	

## 2 - INVENTORY

The PTDP document provides information regarding transportation services available for the Ames area in the following areas: airport, taxi, charter, intercity, ridesharing, and school. In addition, there are extensive details regarding the public transit service available between CyRide and Heartland Senior Services for fixed-route and ADA demand response service for the Ames community. These details are broken into the frequency of service provided along route corridors by Weekday, Weekday-Night, Saturday and Saturday-Night/Sunday service levels and are then graphed for visualization. HIRTA's regional transportation within Story County, operated by Heartland Senior Services, is also described and graphed as well.



One of the major requirements of the plan is to identify and obtain fleet information from all transportation providers including human service agencies and private-public providers including: fleet size/type, fleet utilization, fleet replacement/rehabilitation. Purchasing vehicles is a major expense and if providers are not utilizing their equipment for the majority of the day, then efforts could be made to coordinate and share vehicles among other providers. The same could be considered for maintenance efforts or drivers. While this year's inventory was more successful, human service agencies do not fully consider themselves to be transportation providers in acquiring a few vans/cars to utilize upon demand. Many have little information on how often they utilize their equipment. However, many providers agree that providing transportation for clients in some instances utilizes their own personal staff that has other responsibilities than transporting a client across town. AAMPO staff will continue to work in this area to see if sharing of resources is a possibility. In some aspects, efficiencies already occur between organizations. For instance, Story County Community Life contracts with the City of Ames Fleet Services to maintain and procure new vehicles for their organization.

To summarize, fourteen private/human service agency transportation providers' fleet information is available with an account of the trip purpose for those vehicles within the document. CIT, a private transportation company, provides school service for the Ames Community School District. CIT has the largest fleet of all the providers and coordinates with CyRide to provide some fixed-route trips during weekday peak periods. Story County Community Life, Youth and Shelter Services and Ames Taxi are the next largest providers. Most other human service agencies have a handful of vans/cars available as needed to transport their clientele. A few health organizations have small buses that provide essential trips for their residents living in their community. However, some only have this transport during certain times or days of the week. The majority of these organizations are providing transportation for the elderly, youth and/or those with mental disabilities to communities throughout Story County, not just within Ames.

### 3 - NEEDS/GAPS ANALYSIS

#### Mobility Is....

**Availability of  
transportation services  
when and where  
they are needed**

Significant efforts to document transportation needs and areas currently unserved in Ames are summarized within then next section of the document. These needs were compiled from meetings through Human Service Council, United Way of Story County's Transportation Collaboration Committee, PTDP surveys, and the general public suggestions to CyRide. In addition, a

significant gap analysis of CyRide's service by day and time of the week was completed within the first PTDP document and was relevant in defining major gaps for what an individual would walk in taking public transportation. This analysis was a graphical representation illustrating popular destinations, childcare, medical complexes, and mental health services. The gap analysis revealed the following priority areas as significant transportation gaps for the community which is still a concern to the PTDP committee:

- Dayton Industrial Area
- S. 16<sup>th</sup> Street -
- Daycare to Work Transportation
- Outside Ames Transportation
- Duff Commercial Area
- Stange Road/Bloomington/  
North Grand Mall
- Earlier Sunday morning service



Additional needs were documented in the areas of education/marketing, affordability, maintenance/insurance, bus storage facilities, amenities, fleet and regional services.

## 4 - STRATEGIES

Based upon the comprehensive needs assessment, possible strategies were identified that could provide solutions to these needs and are listed below.

<b>Needs</b>	<b>Possible Strategies/Project</b>
<p><b>Education/Marketing:</b></p> <ol style="list-style-type: none"> <li>1. Need to reduce intimidation and misconceptions to riding public transit.</li> <li>2. Awareness of available programs regarding transportation.</li> <li>3. Need for insurance/maintenance awareness for automobile owners</li> </ol>	<ol style="list-style-type: none"> <li>1. Large Group Training of how to ride public transit</li> <li>2. Train the Trainer Sessions for one-on-one training. Hire full time one-on-one trainer?</li> <li>3. How to Ride CyRide digital formatted DVD video</li> <li>4. Communication tools for non-English speaking individuals riding CyRide ie. picture board?</li> <li>5. Improved signage on CyRide buses for visually impaired riders – black letters on white background</li> <li>6. Promote RSVP volunteer transportation program – volunteers &amp; for additional volunteers/Re-work program via HSS</li> <li>7. Market Randall moving vehicle availability and sponsorship.</li> <li>8. Maintenance/insurance class for vehicle owners</li> <li>9. Car Seat installation education program and/or resources</li> <li>10. Market “Beyond Welfare” car donation program need for pass through sponsorship due to IRS regulations of 5 non-profit car donations per year.</li> <li>11. Improve How to Ride written materials describing what a transfer is; when a transfer is applicable as opposed to utilizing 2 fares; and actual logistics of transferring.</li> <li>12. Implement Google Transit so anyone could Google how to get from point A to point B via bus in Ames.</li> </ol>
<p><b>Affordability Needs:</b></p> <ol style="list-style-type: none"> <li>1. Need for affordable passenger transportation services or programs to make services more affordable.</li> <li>2. Need for transportation assistance programs.</li> <li>3. Increased demand for elderly “free” transportation at health/residential facility homes –as seniors vacate their automobiles &amp; become less independent.</li> </ol>	<ol style="list-style-type: none"> <li>1. Continue Transportation Assistance for bus pass/tickets or gas vouchers               <ol style="list-style-type: none"> <li>a. City of Ames Planning &amp; Housing: CDBG program</li> <li>b. UWSC “emergency” program through MICA</li> <li>c. Story County (assistance to those leaving the state of Iowa)</li> </ol> </li> <li>2. Implement common data-base of all Ames transportation assistance bus pass/ticket &amp; gas voucher programs to avoid duplication</li> <li>3. Continue Car Seat Donation Program</li> <li>4. United Way’s TCC investigate/discuss possible improvements?               <ol style="list-style-type: none"> <li>a. Affordability of Heartland Senior Service’s transportation.</li> <li>b. No resources available for non-Medicaid individuals issue.</li> </ol> </li> <li>5. Identify opportunities for human service organizations to share vehicles and/or drivers (operating 15-18 hours/week on average).</li> </ol>
<p><b>Maintenance/Insurance Needs:</b></p> <ol style="list-style-type: none"> <li>1. Need for more cost efficient methods to maintain and replace human service provider vehicles.</li> <li>2. Need for low-cost maintenance for Wheels to Work program.</li> </ol>	<ol style="list-style-type: none"> <li>1. Coordination of replacement/maintenance of human service provider vehicles.</li> <li>2. Coordinate group of mechanics to repair Beyond Welfare donated vehicles.</li> <li>3. Investigate “sharing” of vehicles for providers &amp; implications to insurance coverage.</li> </ol>



Needs	Possible Strategies/Project
<p><b>Bus Storage/Maintenance Facility:</b></p> <ol style="list-style-type: none"> <li>1. CyRide Bus Storage Facility: CyRide is currently housing 70 vehicles and storage is at capacity. Anticipating growth to 95 vehicles, expansion buses, articulated buses, 100% bike racks on current fleet, hybrid buses would be beyond capacity of current garage to store as well as provide adequate maintenance.</li> <li>2. CyRide Facility Renovation: Renovate current CyRide Bus storage facility: Any new buses ordered thereby having newer emission requirements would require CyRide to raise the ceiling height of garage doors as well as internal components throughout the garage so that buses could fit safely though the facility.</li> <li>1. CyRide Maintenance Shop: Additional need to expand maintenance work area is needed to maintain new buses as well as house extra bays</li> <li>2. Heartland Senior Services (HIRTA) needs storage for vehicles. Currently, parking is outside in the elements.</li> </ol>	<ol style="list-style-type: none"> <li>1. CyRide Facility Study – study of current site location and additional off-site locations to add additional capacity for bus storage, maintenance and operational needs over next 20 years. Design off-site CyRide facility with appropriate functions needed including Heartland Transportation Services administration and storage functions.</li> <li>2. Modernize current CyRide storage facility including rehab old wash-bay, upgrade ventilation system, replace shop/barn air conditioning system, replace shop/barn exhaust removal system, make facility energy efficient in all mechanisms possible, relocate parts office, replace shop hoists, secure building/buses, replace/repair exterior walls, shutoff system for fuel/oil/hydraulic lines, electric distribution rehabilitation, fire sprinkler upgrade, security systems added to facility, install back-up power supply and increase ceiling height of garage doors and interior building by raising internal components.</li> <li>3. Actively pursue federal earmark funding opportunities in light of new transportation reauthorization bill.</li> <li>4. Resurface Iowa State Center Parking lot where commuters park to obtain #23 Orange to travel to ISU campus.</li> <li>5. ISU Intermodal Facility – Continue to study and discuss possibility of constructing a Intermodal facility housing Intercity carriers near proximity of campus with tie to transit operations.</li> </ol>
<p><b>Transportation Amenities</b></p> <ol style="list-style-type: none"> <li>1. Need to improve accessibility and lighting of bus stops/shelters.</li> <li>2. Need for bike racks on buses to promote sustainability of community.</li> </ol>	<ol style="list-style-type: none"> <li>1. Identify/study passenger travel paths (sidewalk access) to/from bus stops from health facilities. (CyRide buses must travel main arterials via city policy.)</li> <li>2. Bus Stop/Shelter improvements (solar shelters, benches, i-stops, ADA concrete pads, lighting) for major boarding locations</li> <li>3. Bike Racks on as many CyRide vehicles that can be currently stored.</li> </ol>
<p><b>Fleet Needs</b></p> <ol style="list-style-type: none"> <li>1. Reduce transit providers average fleet age</li> <li>2. Attain 100% accessible fleet for transit providers</li> <li>3. Increase/maintain spare ratio to 18-20% for transit providers.</li> <li>4. Increase fleet size for increases in service needs (frequency and geographic coverage)</li> <li>5. ADDED: Improve vehicle security systems</li> </ol>	<ol style="list-style-type: none"> <li>1. Identify and apply for federal/state grants as necessary to meet transportation providers' fleet needs. (CyRide has 70% of its fleet past its useful life; 30% cannot load wheelchairs); Heartland Senior Services (HSS's vehicles were past their useful life however 6 vehicles are currently being replaced through the PTMS process) In addition, CyRide purchased a minibus for HSS to operate Dial-A-Ride service. Heartland also received a small bus for the Ames-Iowa City service project.</li> <li>2. Need for accessible vehicle due to added accessibility features/demands at the Aquatic Center.</li> <li>3. Need additional accessible bus to safely operate system &amp; meet schedule.</li> <li>4. Add cameras to all CyRide buses to reduce liability and improve ability to assist City of Ames Police.</li> </ol>



<b>Needs</b>	<b>Possible Strategies/Project</b>
<p><b>Urban</b></p> <ol style="list-style-type: none"> <li>ADDED: Maintain existing transit services and geographic coverage.</li> <li>Need to geographic service coverage of transit in Ames to serve gap areas.</li> <li>Need for increased frequencies of service on high-capacity corridors.</li> <li>Need for additional hours of transportation to specific areas of Ames.</li> <li>Specific need for third shift transportation (12am - 6am?)</li> <li>Need for affordable <u>emergency</u> transportation for low-income K-12 (at-risk) students and seniors.</li> </ol>	<p><b>Urban Strategies/Projects</b></p> <ol style="list-style-type: none"> <li>Continue existing transit services OR more efficient alternative service. <ul style="list-style-type: none"> <li>Continuation of Brown Route Frequency/Hours Expansion</li> <li>Continuation of Yellow Route Mid-day Expansion</li> <li>Continuation of Contracted Paratransit Service</li> </ul> </li> <li>Study third shift transportation needs for Ames. (Transportation needed after 6pm and before 6am)</li> <li>Transit service to East Ames to E. 13<sup>th</sup>/Dayton to serve medical hub, industrial/commercial areas and human service agencies serving mentally disabled community.</li> <li>Transit service to new Aquatic Center on E. 13<sup>th</sup> to open summer 2009.</li> <li>Transit service in evening to DMACC Hunziker Center</li> <li>Fare-free city-wide: 4 options (Large Scale, Weekends only, Weekends/nights only, Summer only)</li> <li>Additional Services In Light of Ridership Increases – two buses to keep schedule on-time &amp; safe.</li> <li>Transit service earlier on Sunday morning (red/blue routes; green implemented fall 2009)</li> <li>On-demand service needed for senior transportation after 2pm and for low-income students missing school buses from middle/high schools.</li> <li>Boys &amp; Girls Club transportation from schools high costs for service, gasoline &amp; vehicle insurance.</li> <li>Blue South frequency improvements <ul style="list-style-type: none"> <li>Friday 7:15 – 9:45pm (Frequency = 20 min)</li> <li>Saturday 5:15 – 9:45pm (F = 20 min)</li> <li>Sunday noon – 12pm (F = 30 min.)</li> </ul> </li> <li>Yellow Route – Sunday service 10:45 – 6pm (F = 40 min.)</li> <li>Brown South – School Days Weeknight service 6-9pm (F = 40 min.)</li> <li>Billy Sunday Road/Airport – Request from apartment complex. 7:30 am – 5:30pm (F = 40 min.)</li> <li>Airport Shuttle Enhancement – Requests before ISU starts (fall) and ends (May). Three trips/day for three days before &amp; after school starts.</li> <li>Alternative Analysis Study of Orange Route</li> <li>Improve route efficiencies by adding AVL technology.</li> </ol>
<p><b>Regional</b></p> <ol style="list-style-type: none"> <li>Need for additional/improved transportation outside the Ames community for medical transportation and other essential services.</li> <li>Need for commuter transportation to/from outlying areas in Story County into Ames as well as I-35 corridor between Ames &amp; Des Moines.</li> </ol>	<p><b>Regional Strategies/Projects</b></p> <ol style="list-style-type: none"> <li>Transit service between Ames &amp; Iowa City for medical purposes. Coordinate with interested Des Moines partners for year three of service continuation to also serve Des Moines metro residents to Iowa City and expand ability of Ames residents to receive medical care into Des Moines.</li> <li>Study I-35 corridor between Ames and Des Moines to account for daily commute patterns and possible transit need/solutions from bus rapid transit, regular bus service, to vanpool/carpool options.</li> <li>Study transportation commuter needs into Ames from Story County communities. Possibly coordinate program with ISU transportation that offers employee incentives to carpool/vanpool city-wide.</li> <li>Adult Day Service transportation for Story County residents</li> <li>Additional hours for agency special events</li> <li>Easier demand response re-scheduling of pickups/drop offs</li> <li>Transportation service to/from Nevada 3 x's a day</li> <li>Rural meal-site transportation (meals/activities)</li> <li>Out of service hours transportation for agency special events</li> </ol>



## 5 - FINANCIAL RESOURCES

Financial support for the planning and delivery of public transit services comes from several sources. Federal and state programs have been identified within the financial section of the full document with references to likelihood in receiving those dollars for the City of Ames. Over the past three years, Ames has been successful in attaining many new state and federal funds not traditionally received previously due to efforts through the PTDP coordination process. Specifically, over \$1.2 million was received last year for transportation projects within the Ames community. Some of those projects are identified below:

Job Access/ Reverse Commute	<ul style="list-style-type: none"> <li>• CyRide Service Expansion to Yellow Route – midday (\$2,310)</li> <li>• CyRide Service Expansion to Brown Route – weeknights &amp; summer weekday (\$22,050)</li> </ul>
Special Needs	<ul style="list-style-type: none"> <li>• CyRide Bus shelter purchases (\$40,000)</li> </ul>
Iowa's Clean Air Attainment Program	<ul style="list-style-type: none"> <li>• CyRide Public Education Program (\$50,080)</li> <li>• CyRide Hybrid bus expansion (\$915,200)</li> </ul>
New Freedom	<ul style="list-style-type: none"> <li>• CyRide Partial bus purchase (\$94,000)</li> <li>• HIRTA Ames to Iowa City Transportation Regional Service (\$21,736)</li> <li>• HIRTA Bus Purchase for Ames to Iowa City Regional Service (\$62,250)</li> </ul>
STA Coordination	<ul style="list-style-type: none"> <li>• HIRTA Ames to Iowa City Transportation Regional Service (\$13,042)</li> </ul>

One of the struggles from this planning effort is identifying local human service agency funding for transportation similar to the numerous eligible “transit” funding programs identified in the plan. The Iowa DOT considers projects matched with human service agency funding a priority in awarding competitive projects throughout the state. The USDOT sites approximately 58 programs identified in the full PTDP document that can be utilized to support transportation for the disabled, youth, elderly, low-income, rural residents, military veterans and Native Americans. Some local agencies revealed that funding is available for programs that benefit units of people but not necessarily for transportation projects. Others indicated the request would depend on the type of transportation project identified for whether local funding support could be identified. And yet others indicated that matching transportation projects would not be an option for their agency. However, efforts were successful this past year in identifying additional local support (City of Ames, Story County, Story County Community Foundation and United Way of Story County) to match federal/state funding for a two year demonstration project for the new regional Ames-Iowa City transportation service which was a major priority for the community. If deemed successful, the project may possibly be added for local funding support through the annual ASSET process.

In addition, local funding support for CyRide was identified within the full PTDP document as over 60% of its total budget is derived through a strong collaborative partnership between the City of Ames (16%), Government of the Student Body (37%) and Iowa State University (7%). According to Iowa Code, the City of Ames can levy a dedicated property tax for 95¢ per 1,000 assessed valuation to a municipal transit levy in support of public transit. Ames is currently at an estimated 62¢ for 2009.

## 6 - RECOMMENDED PROGRAM & PRIORITIZATION

The projects listed on the following page are critical to securing grant funding within the next twelve month period. All projects for which federal grant applications may be submitted must first be included in the AAMPO's PTDP recommended program prior to inclusion into subsequent AAMPO programming documents. For instance, any projects should be identified first in the PTDP prior to the Transportation Improvement Program or Transportation Planning Work Program. 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, disabled and low-income populations. After inclusion in the TIP or TPWP, projects are then eligible to receive federal or state transit grant funding.

Some recommended projects may not come to fruition due to programming changes or lack of local funding support but the recommended project to be included should be included in the PTDP if consideration for federal/state funding is a possibility within the next few years. Next year, the IDOT is considering amendments to this year's planning process since PTDP development is rather time consuming for metropolitan planning organizations and regional planning alliances.

### **Mobility Is....**

Ability to **pay**  
for the service

The PTDP committee, made up of transportation providers and human/health service agencies, provided consensus to forward these recommended projects and written justifications to the AAMPO for formal approval. The AAMPO must review and concur the projects and overall PTDP plan for submittal to the Iowa Department of Transportation by April 1, 2009.



## RECOMMENDED PROJECTS – YEARS 2010-2013

Provider	Project Description	Type	Estimated Cost	Proposed Funding (List all anticipated sources)		Priority
				Potential Source	Amount (\$)	
Projects recommended as candidates for FTA or STA funding:						
1	CyRide General Operations	O	\$ 7,280,545	5307	\$ 1,500,000	H
1	CyRide General Operations	O	(see above)	STA - F	\$ 523,616	H
2	CyRide Subcontracted ADA Dial-A-Ride Service	O	\$ 171,141	5310	\$ 131,019	H
3	CyRide Brown Route Frequency/Hours Expansion	O	\$ 62,617	5316	\$ 31,309	H
4	CyRide Yellow Route Mid-day Expansion	O	\$ 15,256	5316	\$ 7,628	H
5	CyRide E. 13th/Dayton Service	O	\$ 329,700	5316, 5317	\$ 164,850	H
5	CyRide E. 13th/Dayton Service	O	\$ 329,700	ICAAP	\$ 263,760	H
6	HIRTA Ames to Iowa City Service	O	\$ 38,272	5317, STA - S	\$ 30,618	H
7	CyRide Alternative Analysis Study - Orange Rt.	P	\$ 200,000	5339	\$ 160,000	M
8	CyRide I35 Ames-Des Moines Corridor Planning	P	\$ 100,000	STA - S	\$ 80,000	M
9	AAMPO Planning	P	\$ 35,000	5303	\$ 28,000	H
10	CyRide One LD low-floor bus (Aquatic Center)	C	\$ 119,000	5317	\$ 98,770	H
11	CyRide One 40' HD bus (cameras)	C	\$ 384,000	5317	\$ 100,000	H
12	CyRide Transit Amenities	C	\$ 50,000	5310	\$ 40,000	M
13	CyRide Replace 13 - 40' HD Buses (cameras)	C	\$ 4,992,000	5309	\$ 4,143,360	H
14	CyRide Replace 5 - 159" LD Low-floor Buses	C	\$ 575,000	5309	\$ 460,000	H
15	CyRide Facility Cameras/Proximity Card Access	C	\$ 56,660	5309	\$ 45,328	M
16	CyRide West Wall EIFS Exterior Replacement	C	\$ 200,000	PTIG	\$ 160,000	H
17	CyRide Shutoffs for fuel/oil/hydraulic lines	C	\$ 36,000	5309	\$ 28,800	H
18	CyRide Electric Distribution Rehabilitation	C	\$ 30,000	5309	\$ 24,000	L
19	CyRide Vehicle Security System Cameras Rep.	C	\$ 216,000	5309	\$ 172,800	H
20	CyRide Fire Sprinkler System Upgrade	C	\$ 250,000	5309	\$ 200,000	L
21	CyRide Storage area air handling replacment	C	\$ 250,000	5309	\$ 200,000	L
22	CyRide Satellite Maintenance Facility & Expansion Hybrid Buses	C	\$ 20,500,000	5309	\$ 16,400,000	M
23	CyRide Garage Expansion Phase III	C	\$ 1,168,400	5309	\$ 934,720	M
24	CyRide AVL technology, web planner, passenger cd	C	\$ 1,632,540	5309	\$ 1,306,032	L
25	CyRide Resurface ISC Commuter parking	C	\$ 1,000,000	5309	\$ 800,000	L
26	CyRide ISU Intermodal Facility	C	\$ 15,000,000	5309	\$ 12,000,000	L
27	CyRide Ames Fare Free	O	\$ 5,010,955	?	\$ 4,008,764	M
28	CyRide Vanpool Program	C, O	\$ 430,000	ICAAP, 5309	\$ 344,000	M

Projects recommended as candidates for human services or other funding:

6	HIRTA Ames to Iowa City Service	O	\$ 38,272	SC, SCCF, UWSC, ASSET	7,654.40	H
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Note: for FTA/STA projects, projects for sub-providers to designated public transit systems must be grouped by designated transit system(s)

**Project Type Codes:** O = Operations, C = Capital, P = Planning

**Funding Source Codes:** FTA Programs: **5307** = Urbanized Formula, **5309** = Capital Investment Grants, **5310** = Special Needs, **5311** = Non-Urbanized Formula, **5316** = Job Access/Reverse Commute, **5317** = New Freedom, **5339** = Alternative Analysis Funding, **ICAAP** = Iowa's Clean Air Attainment Program  
 STA Programs: **STA - F** = State Transit Formula, **STA - S** = State Transit Special Projects, **PTIG** = Public Transit Infrastructure Grant  
 HHS Programs: **HS** = Head Start, **OAA** = Older Americans Act, etc., **WTF** = Welfare to Work  
 laDHS Programs:

**Priority Code:** H (High), M (Medium), or L (Low)



The following justifications discuss the relevant funding for each of the identified projects within the Passenger Transportation Recommended Plan shown on the previous page.

1. General Operations – CyRide (5307): This funding supports the operations of CyRide's fixed-route operations that provides service throughout the Ames community. The Federal Transit Administration has requested that this formula funding allocation be allocated 100% to operations to make the grant process easier for the grantee as well as FTA. As a result, grants can be drawn and closed instead of remaining open for small capital projects identified in the transit organizations' capital improvement programs. This supports approximately 15% of CyRide's overall budget.  
General Operations – CyRide (STA-F): This state funding further supports the operations of CyRide's fixed-route operations which provides service throughout the Ames community.
2. Subcontracted Ames ADA Complimentary Services – Dial-A-Ride Services (5310): This need was identified as a base need for the community as just being expected. More demand service is will be warranted from the community in future years. 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.
3. Brown Route Service Frequency/Hours Expansion (JARC): Additional service would be added to the Brown route for the summer 2008 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 2008 and would be continued for 2010.
4. Yellow Route Mid-day Expansion (JARC): Additional service was requested for mid-day service to the Yellow Route to accommodate passengers that need rides between their home and ISU campus for employment and/or training purposes. This service originally began in 2008 and would be continued for 2010.
5. Service to Dayton Industrial Area, Dialysis, Agency Locations @ 13<sup>th</sup>/Dayton (JARC/NF/CMAQ/ICAAP): This project is identified as a gap for the Ames community within the gap analysis as well as identified as a top priority in the 2009 PTDP committee ranking process. The area continues to be a priority for the FY2010 PTDP committee. The area has several industrial plants as well as medical businesses along this corridor. In addition, this area has been planned for a new mall that is now having difficulty in coming to fruition due to the struggling economy. The City of Ames is requiring the developer to attain department store commitment prior to allowing construction which is the struggle. However, there is still a large need for service to this area. The area houses a second medical hub of clinics and facilities that need to be accessed. In addition, Mainstream Living is a main human service agency that many clients of other agencies frequent. 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 organization) representatives have discussed in previous CyRide public input meetings that by providing fixed-route services to this area, a cheaper service can be provided since Heartland Senior Service currently provides many trips for individuals to this area of town. Therefore instead of providing demand responsive service, the trip can be provided at a much lesser cost 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. Two hybrid buses were approved through ICAAP funding for this service and



will be purchased once the funding is available in October 2009. The service design will be finalized over the next year.

6. Ames to Iowa City Service (NF/STA Coordination): This project was the highest priority project developed from the 2009 PTDP committee and continues into 2010. Actually, the service just began January 20, 2009. The project would transport disabled clientele from Ames to Iowa City for their essential medical trips. Need was quantified by the AAMPO staff over the past year indicating a need to transport 8 individuals each week. Federal funds identified with this project include New Freedom and STA Coordination funding for 2010. Local partners include United Way of Story County, Story County, City of Ames and the Story County Community Foundation.
7. Alternative Analysis Study – Orange Route (5339): This funding was directly earmarked to CyRide to participate in an Alternative Analysis Study of CyRide's Orange Route and possible conversion to a Bus Rapid Transit. CyRide staff had numerous public input meetings regarding this funding and whether to continue with the study process. Comments were requested from the entire community and compiled into a summary form for CyRide's Board of Trustees. The end result was that CyRide should continue in looking at solutions to resolve transportation issues on this corridor through the AA funding study to possibly incorporate a BRT in Ames. This study will commence after the satellite facility study is complete.
8. I-35 Ames-Des Moines Corridor Planning: This project has been identified as a need through public meetings in both the Ames, Ankeny and Des Moines communities. Commuter travel along the I-35 corridor is increasing each year as a result. A study committee has been formed in recognition of this and recommended a corridor study to validate any viable transit options such as rail, bus rapid transit, vanpool, etc.
9. Planning – AAMPO (5303): This funding supports the ability for CyRide staff to work on transit planning issues involving required state and/or federal planning that is mandated through the transportation bill SAFTEA-LU.
10. One LD low-floor bus (NF): The Ames Aquatic Center is scheduled to open in summer 2009. The aquatic pool was designed for the disabled community incorporating a zero depth entrance. In addition, a ramp was incorporated into the 50 meter pool so that anyone could walk race through the water or do laps without having to climb a ladder. Finally a portable chair lift is also part of the pool design for those that cannot walk into the pool but could enjoy water therapies and or recreation. CyRide will be operating transit service to the aquatic center from Ames City Hall (downtown Ames) and Beyer Hall (ISU campus) as approved through their budgeting process. CyRide is in need of an accessible bus that can accommodate wheelchairs and the elderly. A low-floor bus would accommodate this request from the public.
11. One 40' HD bus (camera): In FY2010, CyRide plans to add two buses to its service schedule to help keep the buses on-time for the public but allow the drivers their anticipated breaks at the end of their routes. Currently loads are so large that time normally spent at endpoints are being utilized to catch up to the schedule. Adding two buses will allow CyRide drivers to have a break, de-stress and drive safer instead of trying to meet the written schedule. This vehicle will accommodate a wheelchair up to 1,800 pounds to be over and beyond ADA guidelines.



12. Transit Amenities (5310): Special funding can provide transit systems funding to build passenger shelters for the community. Improving CyRide's image is of importance to CyRide staff and to their Board of Trustees as well as improving the shelters access to the disabled community. Shelters have been prioritized within a bus stop plan for the community and funded from 5310 funds in the next few years as long as funding is available. Other funding could be realized through New Freedom or through their local budget.
13. Replacement of thirteen 30' HD Buses (5309): This would allow CyRide to compete within the state PTMS process and possibly be applicable for state earmark funding. These vehicles are past their useful life and need to be replaced. Available funding is dependent on the State of Iowa's success in obtaining earmark funding through the state each year. Bus replacement is important to the overall image of CyRide.
14. Replacement of Light-duty LD buses (5309): Again, this would allow CyRide to compete within the state PTMS process and possibly be applicable for state earmark funding. These vehicles are past their useful life and need to be replaced. Available funding is dependent on the State of Iowa's success in obtaining earmark funding through the state each year.
15. Facility Camera/Proximity Card Access (5309): CyRide obtained a camera system for the new portion of the facility. This additional funding would secure the remaining portion of the building from unauthorized access. Since this is a security issue, 5309 funding could be utilized to purchase this equipment. However, CyRide would need to realize this project within its local budget if not approved through the state's discretionary process.
16. West Wall EIFS Exterior Replacement (PTIG): CyRide was originally built back in 1982 with a state of the art material called EIFS applied to the exterior of the building. EIFS is synthetic stucco looking material which provides exterior insulation for buildings. EIFS is supposed to produce a weather-resistant barrier and provide crack resistance for the exterior of buildings. Issues have surfaced since then in EIFS cracking due to moisture accumulation due to improper sealing at joints and around window, doors and other penetrations. CyRide has received warnings from FM Global to replace the west-side EIFS wall with non-flammable material since the EIFS may ignite with close proximity to the cooling towers.
17. Shutoffs for fuel/oil/hydraulic lines (5309): FM Global has recommended that CyRide install shutoff valves to their fuel/oil/hydraulic lines to ensure that if a fire did break-out within the bus storage area, that additional fueling, oil or other flammable liquids would not further ignite the fire and cause significant more damage to the facility.
18. Electric Distribution Rehabilitation (5309): CyRide's current electric distribution needs to be rehabilitated for the building as certain circuits are overloaded creating a fire hazard. FM Global recommends CyRide review the circuits to redistribute accordingly and protect the building investment as well as equipment inside.
19. Vehicle Security System Cameras (5309): CyRide received 27 camera systems in 2004 which are in need of replacement. Those cameras operate from Safety Vision and are outdated. CyRide utilizes these security systems daily when events transpire, validation of complaints, or to aid the Ames police. CyRide requests funding for a total of 38 security systems to replace 27 and expand 11 to equip its entire fleet.



20. Fire Sprinkler System Upgrade (5309): Recommendations to improve the sprinkler system have been made from FM Global to CyRide. Indications are that the system currently would not produce enough water force to put out a fire in the event one occurred. Fire protection is a critical element for CyRide due to the investment of buses and vertical infrastructure on the site.
21. Storage area air handling replacement (5309): CyRide is currently replacing the air handling within its shop area. Recommendations from a consultant also determined that the air within the facility needs attention as well.
22. Satellite Maintenance Facility & Expansion Hybrid Buses: CyRide will request earmark funding for expansion of their facility either through a satellite maintenance facility or expanding their current location. This request documents the satellite facility and expansion hybrid buses from the transportation bill reauthorization for 2010. Currently no additional vehicles can be parked within the facility and CyRide is still growing with the public riding more and more each day. As a result of this and expected growth, the current site location will not fulfill CyRide's needs to house the fleet into 2030. Growth either on its current site or an off-site location is inevitable. CyRide has direction from the board to try to allocate funding from the next transportation bill for expansion however, the direction for growth, on-site or otherwise, has not yet been determined. For buses, the City of Ames has a "go-green" initiative and would like to test out this technology to see if hybrid's should be the type of technology to purchase in future years. Possible sources of funding include direct 5309 earmarks or other sustainable energy grants that may arise in the future.
23. Garage Rehab & Expansion Phase III (5309): This funding is a direct earmark allocated to CyRide for its facility needs in SAFETEA-LU's transportation bill. The funding comes to CyRide every year 2006-2009 for improving the maintenance storage facility however, may not be requested in grants until FFY2010 until the facility study concludes and direction is given from CyRide's board.
24. AVL technology, web planner, passenger counters (5309): CyRide participated in an urban needs study for AVL technology in 2006 headed by the IDOT. Rural systems acquired AVL technology through this method a few years prior. Within this plan, CyRide had needs to incorporate AVL into their system, a web planner and automatic passenger counters to speed up the boarding process.
25. Resurface ISC Commuter parking (5309): CyRide operates its #23 Orange Route out of the Iowa State Center parking lot which generates more than 10,000 rides each day. This parking lot needs to be resurfaced and acknowledges that transit commuters contribute a lot of the daily wear and tear of the lot.
26. ISU Intermodal Facility (5309): An Intermodal Facility is envisioned off-campus to provide another park/ride lot keeping automobile traffic from accessing ISU campus and thereby improving pedestrian safety. This facility would incorporate transit into the design and would house the intercity carriers currently located near I-35 but not on a current CyRide bus route. Discussions of this facility are on-going.
27. Ames Transit System-Wide Fare Free & 5 Hybrid 40' HD Buses: This line item was brought up several times through the public input process that CyRide underwent in fall 2008 from recommendations from the community as well as by the Ames City Council through the budgetary process in February 2009. The council in particular questioned CyRide's staff as to what would it take to further the Mayor's Climate Protection Agreement by going fare free



city-wide. Iowa State University students already ride CyRide for free. This proposal would just provide free rides to the remaining portion of the community estimated at 1 million additional riders each year. An additional 5 buses would need to be acquired to operate this service. This fare free concept was discussed with the PTDP committee at the Human Services' Council meeting in March 2008 and was overwhelmingly received. Providing emergency gas vouchers and bus tickets was the committees first goal of which would not be needed for bus tickets if CyRide went fare free. Emergency rides to low-income residents were another need for the community. CyRide's ADA Dial-A-Ride service operated by Heartland Senior Service would be free as well to qualified individuals as required by federal law if fare free were instituted. Discussions from the board have been to implement a demonstration fare free for the summer.

28. Vanpool Program – (CMAQ/ICAAP): Currently there is not a coordinated vanpool program for the City of Ames. However, this was identified as a need for the community within CyRide public meetings as well as through the PTDP committee process. This program is eligible for funding through the ICAAP state program to reduce emissions from those commuting into the Ames area. This project would fund the operation, staff and purchase of 10 vans for commuting purposes. This project would not likely occur if federal funding was not found from ICAAP sources.

## CONCLUSION

The PTDP coordination effort is an ongoing process throughout the year to define funding and further refine recommended projects identified within the plan. Efforts will continue over the next year to coordinate transportation services and expand funding availability identified within the recommended projects. Involvement through Human Services Council and the United Way's Transportation Collaboration Committee has provided additional opportunities for increased communication between transportation providers to ensure better mobility options to the community. Coordination offers a great way to get more results from limited resources, but successful coordination takes real work to achieve implementation.