

Ames Area MPO 2011 Passenger Transportation Plan Update

March 2010



Prepared By:



TABLE OF CONTENTS

I.	INTRODUCTION	1
II.	PROCESS.....	1
III.	PROJECTS	8
IV.	RECENT DEVELOPMENTS	16
V.	RECOMMENDED PROJECTS	20
VI.	CONCLUSION.....	26

APPENDICES

I. 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 Plan (PTP) 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 update, 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.

The Ames Area Metropolitan Planning Organization conducted a FY2010 PTP planning effort for the Ames area in 2009 receiving a Tier I grading from the IDOT which means that only an update will be required for this year. The understanding is that another full plan would not be required until FY2015 unless deemed necessary by transportation providers/human service agencies or the AAMPO. The following items detail the required items for the annual PTP update.

II. - PROCESS

Fifty-four organizations throughout Ames collaborated through approximately 21 meetings over the past year into the development of the Ames PTP. Formal involvement occurs through the Story County Human Services Council (HSC) which meets monthly when Iowa State University is in session. The meetings and minutes from this group are located at http://www.cyride.com/planning_policies/Ames_PTP.html. 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. However, the major emphasis for HSC is networking with other human service agency representatives and updates on the ASSET process which provides funding for many human service agencies. The AAMPO representative, Shari Atwood, that coordinates the PTP process for Ames is not only a member of the council attending these monthly meetings but also Treasurer for the next two year period (September 2009 – May 2011). This position helps guide the monthly meetings programs with the rest of the HSC board as well as track the finances of the organization.

In 2007, United Way of Story County (UWSC) began the Transportation Collaboration Committee (TCC) providing a small forum (20 members) for human service agencies to discuss transportation issues. This group now meets once a quarter with subcommittees more often throughout the year where only transportation issues are discussed. 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 PTP efforts but also in gaining letters of support for proposed additional transportation revenue sources through the state/nation for transit. This listing has also been utilized to communicate changes in the transit system's routes and fare structure for situations like when CyRide was fare free between May 15 and August 15 in 2009. 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 PTP participants are listed below:

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

Passenger Transportation Development Plan Meetings

The following meetings, contained within the Appendices with subsequent notes/minutes; if taken, were held to discuss transportation issues and needs of the Ames community. However, all these meetings provided opportunities to gain knowledge from providers on new technology or inventory of vehicles. All of the needs identified through meetings held below were discussed and are identified within the PTP plan update.

Human Services Council – PTP Meetings

March 26, 2009	Human Service Council – AAMPO PTP Update
April 23, 2009	Human Service Council – AAMPO PTP/CyRide Update
May 28, 2009	Human Service Council – AAMPO PTP Update, CyRide Summer Fare Free/Aqua Route Update, Distributed How to Ride CyRide DVD's, Accepted HSC Treasurer position
August 5, 2009	Human Service Council Board Staff Meeting – discussed HSC programs & spotlights for 2009/2010 year.
September 24, 2009	Human Service Council – AAMPO PTP & CyRide Update
October 22, 2009	Human Service Council – AAMPO PTP & CyRide Update , Summer Fare Free Analysis ; CyRide FY11 Service Change Options
December 3, 2009	Human Service Council – Holiday Party/Networking Teambuilding – Consisted of questions to get members talking about common issues/interests and about their organizations
January, 28, 2010	Human Service Council – Recommendation to submit PTP needs/projects to MPO via electronic proxy; notified to vote at the meeting and via e-mail Transportation Needs Updated , Recommended Projects 2011-2014

Transportation Collaboration Meetings

June 2, 2009	Ames-Iowa City Transportation Service Meeting – meeting between HIRTA, Heartland Senior Services and CyRide to discuss continuation of service into year three and request of ASSET funding in preparation for 6/22/09 meeting.
June 10, 2009	Transportation Collaboration Committee Quarterly Meeting
June 22, 2009	Ames-Iowa City Transportation Service Meeting with initial local funders discussing continuing the service into year three with ASSET funding when have data for only 4 months of service.
September 1, 2009	Updated Ames-Iowa City transportation brochure reflective of earlier leave time of 7am from Ames City Hall to accommodate dental patients.
October 14, 2009	Transportation Collaboration Committee Quarterly Meeting

Other Meetings/Tasks

April 28, 2009	People First Meeting (Disabled Group affiliated with The Arc of Story County)
April 28, 2009	IRIDE Statewide Passenger Funding Study Public Meeting (Ames, IA)
May 13, 2009	IDOT Coordination Council – GreenRide carpool/software program
June 8, 2009	GreenRide carpool/software program presentation w/ ISU transportation services director, Kathy Wellik
June 19, 2009	IPTA Meeting – Ames to Iowa City Roundtable Session (obtaining interest in coordinating regional transit services)
July - September 2009	Ames Intermodal Facility - Several steering committee meetings and public meetings to develop project for grant submittal.
October 5, 2009	Mobility Matters Faces Meeting (DMAMPO/CIRPTA)
December 11, 2009	Capital Meeting (Bus Expansion/Replacement Plan) – CyRide Transit

Previous Public Input on Needs

Previous needs were shared with the Human Service Council at their October 22, 2009 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 on October 14, 2009 and transportation providers. **The additional needs and strategies/projects are identified in red below and were shared with the group in subsequent meetings and 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
Education/Marketing: 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	1. Large Group Training of how to ride public transit 2. Train the Trainer Sessions for one-on-one training. Hire full time one-on-one trainer? 3. How to Ride CyRide digital formatted DVD video 4. Communication tools for non-English speaking individuals riding CyRide ie. picture board? 5. Improved signage on CyRide buses for visually impaired riders – black letters on white background 6. Promote RSVP volunteer transportation program – volunteers & for additional volunteers/Re-work program via HSS 7. Market Randall moving vehicle availability and sponsorship. 8. Maintenance/insurance class for vehicle owners 9. Car Seat installation education program and/or resources 10. Market "Beyond Welfare" car donation program need for pass through sponsorship due to IRS regulations of 5 non-profit car donations per year. 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. 12. Implement Google Transit and/or Trip Planner so anyone could Google how to get from point A to point B via bus in Ames.
Affordability Needs: 1. Need for affordable passenger transportation services or programs to make services more affordable. 2. Need for transportation assistance programs. 3. Increased demand for elderly "free" transportation at health/residential facility homes – as seniors vacate their automobiles & become less independent.	1. Continue Transportation Assistance for bus pass/tickets or gas vouchers a. City of Ames Planning & Housing: CDBG program b. UWSC "emergency" program through MICA c. Story County (assistance to those leaving the state of Iowa) 2. Implement common data-base of all Ames transportation assistance bus pass/ticket & gas voucher programs to avoid duplication 3. Continue Car Seat Donation Program 4. United Way's TCC investigate/discuss possible improvements? a. Affordability of Heartland Senior Service's transportation. b. No resources available for non-Medicaid individuals issue. 5. Identify opportunities for human service organizations to share vehicles and/or drivers (operating 15-18 hours/week on average).

Needs	Possible Strategies/Project
Maintenance/Insurance Needs: 1. Need for more cost efficient methods to maintain and replace human service provider vehicles. 2. Need for low-cost maintenance for Wheels to Work program.	1. Coordination of replacement/maintenance of human service provider vehicles. 2. Coordinate group of mechanics to repair Beyond Welfare donated vehicles. 3. Investigate “sharing” of vehicles for providers & implications to insurance coverage.
Bus Storage/Maintenance Facility & Connection : 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. 2. CyRide Facility Renovation: Emission requirements of newer buses require CyRide to raise ceiling heights of garage doors as well as internal components throughout the garage due to increased bus height 3. CyRide Maintenance Shop: Need to expand maintenance work area to maintain new buses as well as house extra bays (1 bay per 10 buses) 4. Heartland Senior Services (HIRT) needs storage for vehicles. Currently, parking is outside in the elements.	1. Additional Bus Facility Storage – continue studying 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. 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, fuel pump improvements, existing concrete rehabilitation/improvements , and increase ceiling height of garage doors and interior building by raising internal components. 3. Actively pursue federal earmark funding opportunities in light of new transportation reauthorization bill and possible stimulus funding. 4. Resurface Iowa State Center Parking lot where commuters park to obtain #23 Orange to travel to ISU campus. 5. ISU Intermodal Facility – Continue to study, discuss and construct an Intermodal facility housing Intercity carriers near proximity of campus to connect all transportation modes within one location.
Fleet Needs 1. Reduce transit providers average fleet age 2. Attain 100% accessible fleet for transit providers 3. Increase/maintain spare ratio to 18-20% for transit providers. 4. Increase fleet size for increases in service needs (frequency and geographic coverage) 5. Improve vehicle security systems	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 and has the 15 th oldest fleet in the nation; 30% cannot load wheelchairs, limited spare buses due to increased ridership demand, need for larger articulated vehicles to handle larger ridership corridors); Heartland Senior Services (Replace/expand as needed. CyRide purchased a second minibus for HSS to operate Dial-A-Ride service in 2008. Heartland also received a small bus for the Ames-Iowa City service project in fall 2008 that operates twice a week through HIRT’s overall fleet. 2. New and/or Used Bus Purchases - Accessible vehicles to expand new services or add additional trips to safely operate/meet growing demand for transit service. 3. Surveillance - Add cameras to all CyRide buses to reduce liability and improve ability to assist City of Ames Police.

Needs	Possible Strategies/Project
Transportation Amenities 1. Need to improve accessibility and lighting of bus stops/shelters. 2. Need for bike racks on buses to promote sustainability of community.	1. Identify/study passenger travel paths (sidewalk access) to/from bus stops from health facilities. (CyRide buses must travel main arterials via city policy.) 2. Bus Stop/Shelter improvements (solar shelters, benches, i-stops, ADA concrete pads, lighting) for major boarding locations 3. Bike Racks on as many CyRide vehicles that can be currently stored.
Urban 1. Maintain existing transit services and geographic coverage. 2. Need to geographic service coverage of transit in Ames to serve gap areas. 3. Need for increased frequencies of service on high-capacity corridors. 4. Need for additional hours of transportation to specific areas of Ames. 5. Specific need for third shift transportation (12am - 6am?) 6. Need for affordable <u>emergency</u> transportation for low-income K-12 (at-risk) students and seniors.	Urban Strategies/Projects 1. Continue existing JARC/New Freedom transit services OR more efficient alternative service. <ul style="list-style-type: none"> Continuation of Brown Route Frequency/Hours Expansion Continuation of Yellow Route Mid-day Expansion Continuation of Contracted Paratransit Service 2. Study third shift transportation needs for Ames. (Transportation needed after 6pm and before 6am) 3. Alternative Analysis Study of Orange Route 4. New Transit Route Services: <ul style="list-style-type: none"> East Ames to E. 13th/Dayton to serve medical hub, industrial/commercial areas and human service agencies serving mentally disabled community. Aquatic Center on E. 13th Billy Sunday Road/Airport – Request from apartment complex. 7:30 am – 5:30pm (F = 40 min.) 5. Fare-free city-wide: 4 options (Large Scale, Weekends only, Weekends/nights only, Summer only) 6. Additional Frequencies/Trips: <ul style="list-style-type: none"> 20-minute frequencies on most routes 6:00am – 12:00 pm Red/Blue Routes – 2 additional buses keeping schedule on-time & safe 12:00pm – 6:00 pm (F = 15 min.) Red Route – 20 additional trips (F = 5 min.) 1. Red/Blue/Green – earlier Sunday morning trips (green added fall 2009) 2. Blue South frequency improvements <ol style="list-style-type: none"> Friday 7:15 – 9:45pm (Frequency = 20 min) Saturday 5:15 – 9:45pm (F = 20 min) Sunday noon – 12pm (F = 30 min.) 3. Yellow Route – Sunday service 10:45 – 6pm (F = 40 min.) 4. Brown South – ISU School Days Weeknight service 6-9pm (F = 40 min.) 5. Brown South – Saturday Service to Research Park - 8:30am-6pm (F = 40 min.) 6. Brown 6A Towers – <ol style="list-style-type: none"> Weekdays: 6:00-9:00 pm (F = 20 min.) Saturday/Sunday: 2:00-6:00 pm (F = 20 min.) Saturday/Sunday: 11:00am-2:00pm (F=20 min.) & 6:00-8:00pm (F=20 min.)

<p><u>Urban continued....</u></p>	<p>7. Brown North – ISU School Days Weeknight service 9-11pm</p> <p>8. DMACC Hunziker Center – evening service – two additional trips at 6:05 & 9:05pm</p> <p>9. Yellow/Gray Route – 20 minute frequencies needed in light of Richmond Center moving to CFR location near S. Duff/ S.16th serving 100 transit dependent clients. Surveys needed?</p> <p>7. Demand/On-Call Service for:</p> <ul style="list-style-type: none"> • Senior transportation after 2pm to/from health facilities • Low-income students missing school buses from middle/high schools. • Boys & Girls Club transportation from schools alternative - high costs for special service, gasoline & vehicle insurance. <p>8. AVL technologies - Improve route efficiencies by adding AVL technology, kiosks to the public, trip planner and automated scheduling software.</p>
<p><u>Needs</u></p> <p><u>Regional</u></p> <p>1. Need for additional/improved transportation outside the Ames community for medical transportation and other essential services.</p> <p>2. Need for commuter transportation to/from outlying areas in Story County into Ames as well as I-35 corridor between Ames & Des Moines.</p>	<p><u>Possible Strategies/Project</u></p> <p><u>Regional Strategies/Projects</u></p> <p>1. Transit service between Ames & Iowa City for medical purposes. Coordinate with interested Des Moines partners for year four 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.</p> <p>2. 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.</p> <p>3. 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.</p> <p>4. Adult Day Service transportation for Story County residents</p> <p>5. Additional hours for agency special events</p> <p>6. Easier demand response re-scheduling of pickups/drop offs</p> <p>7. Transportation service to/from Nevada 3 x's a day</p> <p>8. Rural meal-site transportation (meals/activities)</p> <p>9. Out of service hours transportation for agency special events</p>

III - PROJECTS

The Human Service Council (HSC) members had opportunity to review the status of previously recommended projects at their October 22, 2009 meeting. An overview of the PTP requirement was shared for those new to HSC. A summary spreadsheet of previously recommended projects from the 2010 PTP was shared with the group and the status which can be viewed on the following pages. At that time, yellow highlighted projects were approved, on-going or would be implemented. Bold projects were partially funded for a portion of the full project. Pending projects were highlighted in grey. Projects in white were not approved for grant funding and therefore not implemented, not requested or delayed. Justification for each project follows the table thereafter. Comments were requested from the group. The update was also shared via e-mail out to human/health service agencies representatives not able to attend the meeting.

To summarize, Ames was extremely successful within the past year in obtaining support from the City of Ames, the CyRide Board, and in receiving federal ARRA stimulus funding to implement many transportation services and capital purchases. Major highlights include:

- Ames-Iowa City Transportation Medical Service began 1/2009 with new LD 176" bus for Heartland Senior Services operating twice a week to Iowa City for medical purposes
- Fifteen new CyRide large buses ordered: 12 hybrid and 3 diesel
- Six new CyRide small buses ordered
- CyRide Steam cleaning Lane Rehabilitation: main thoroughfare through garage
- CyRide 2009 Summer Fare Free Program: May 15 – Aug. 15 – resulted in 26% ridership increase
- CyRide Brown & Gray Routes Expansion Continuation
- CyRide Subcontracted ADA Dial-A-Ride Services Continuation to Heartland Senior Services
- CyRide #8 Aqua Route Approved: New Summer Service to Aquatic Center
- CyRide West Wall EIFS Replacement –safeguards facility from potential fire hazard
- CyRide Satellite Facility Study & \$6 million earmark request in transportation reauthorization
- CyRide How to Ride & How to Read Schedule CD's Distributed/Digitally Online
- Ames Intermodal Transportation Facility Study & Environmental Work Completed for nationally competitive TIGER grant submittal – to unite Ames transportation modes within one location. CyRide received \$8.463 million towards the construction of this project.

Status of Previously Recommended PTP Projects

Highlighted = Approved project; on-going or will be implemented

Highlighted = Application process pending or new direction indicated to resolve need

Normal text = Project denied or not recommended

	Provider Name	Project Description	Need	Proposed Funding (List all anticipated sources)		Implementation
				Source	Amount (\$)	
Projects recommended as candidates for FTA or STA funding:						
1	CyRide	General Operations	Supports existing transit operations need for Ames community	5307	\$ 1,500,000	No cuts in service for FY2010. Maintained existing levels of service. Added 2 buses allowing additional time for red.
1	CyRide	General Operations		STA - F	\$ 523,616	
2	CyRide	Subcontracted ADA Dial-A-Ride Service	Service to ADA eligible clientele	5310	\$ 131,019	Continued.... Subcontracting Dial-A-Ride service with Heartland Senior Services
3	CyRide	Brown Route Frequency/Hours Expansion	Access to Jobs & Education	JARC	\$ 31,309	Continued.... Brown North expansion of hours on weeknights and frequency on summer weekdays for Somerset area.
4	CyRide	Yellow Route Mid-day Expansion	Access to Jobs & Education	JARC	\$ 7,628	Continued.... Gray #4A Mid-day service (services DMACC and Kate Mitchell areas)
5	CyRide	E. 13th/Dayton Service - Operating service	Access to Jobs & Education/Medical and main destination for disabled community.	JARC, New Freedom	\$ 164,850	Application not requested in May 2009 for approval July 1st. Buses scheduled for delivery July 2010 funded with ICAAP funding. Discussed as service option with CyRide board 9/30/2009.
5	CyRide	E. 13th/Dayton - Hybrid Buses	Access to Jobs & Education/Medical and main destination for disabled community.	ICAAP	\$ 263,760	Two hybrid buses to be delivered July 2010.
6	HIRTA	Ames to Iowa City Service	Medical transportation for specialized care outside of Ames	New Freedom STA	\$ 30,618	Continued.....Service began 1/20/09. Year 2 funding approved.
7	CyRide	Alternative Analysis Study - Orange Rt.	P	5339	\$ 160,000	Funding approved in grant;
8	CyRide	I35 Ames-Des Moines Corridor Planning	P	STA - C	\$ 80,000	Application denied, IDOT statewide funding study completing some analysis

9	AAMPO	Planning	Planning Requirements	5303	\$ 28,000	On-going support of PTP efforts, federal planning documents and long-range planning. AAMPO Long Range Plan due October 2010.
10	CyRide	One LD low-floor bus (Aquatic Center)	Accessible bus for new route	New Freedom	\$ 98,770	Increased federal request for all 83% of bus instead of partial request.
					\$ 318,720	Approved - Bus delivered January 2011.
11	CyRide	One 40' HD bus (cameras)	C	New Freedom	\$ 100,000	Bus for expanded frequency on routes; funding for new routes only therefore didn't apply
12	CyRide	Transit Amenities	C	5310	\$ 40,000	On-going funding for bus stop improvements.
13	CyRide	Replace 13 - 40' HD Buses (cameras)	C	5309	\$ 4,143,360	Decreased request; see below
	CyRide	Replace 8 - 40' HD Buses (cameras)		5309	\$ 2,549,760	Pending; however decreased request due to 5 of the 13 total buses being replaced the year prior.
14	CyRide	Replace 5 - 158" LD Low-floor Buses	C	5309	\$ 460,000	Decreased request; see below
	CyRide	Replace 2 - 158" LD Low-floor Buses	C	5309	\$ 152,720	Pending; however decreased request due to 3 of the 5 total buses being approved the year prior through stimulus & 5309.
15	CyRide	Facility Cameras/Proximity Card Access	C	5309	\$ 45,328	Pending
16	CyRide	West Wall EIFS Exterior Replacement	C	PTIG	\$ 160,000	Approved through PTIG - construction this fall.
17	CyRide	Shutoffs for fuel/oil/hydraulic lines	C	5309	\$ 28,800	Pending
18	CyRide	Electric Distribution Rehabilitation	C	5309	\$ 24,000	Pending
19	CyRide	Vehicle Security System Cameras Rep.	C	5309	\$ 172,800	Pending
20	CyRide	Fire Sprinkler System Upgrade	C	5309	\$ 200,000	Not requested; delayed
21	CyRide	Storage area air handling replacement	C	5309	\$ 200,000	Not requested; delayed

22	CyRide	Satellite Maintenance Facility & Expansion Hybrid Buses	C	5309	\$16,400,000	Approved \$1.6 M in TIGGER funding for approximately 10 hybrid upgrades; Requested earmark for facility in transportation reauthorization
23	CyRide	Garage Expansion Phase III	C	5309	\$ 934,720	Pending application to support facility expansion; SAFETEA-LU direct earmark
24	CyRide	AVL technology, web planner, passenger counters	C	5309	\$ 1,306,032	Not requested; however AVL within TIGER application for Intermodal Facility & awaiting trip planner through Google Transit since January 2009 once beta testing is available.
25	CyRide	Resurface ISC Commuter parking	C	5309	\$ 800,000	Not requested at this time; discussed with ISU parking
26	CyRide	ISU Intermodal Facility	C	5309	\$12,000,000	Completed study & submitted TIGER grant for 90% ARRA TIGER funding on 9/10/09 (Partial project approval 2/17/10 for \$8.463 million) Federal funding increased from \$12 M to \$39 M however concept the same.
27	CyRide	Ames Fare Free	O	?	\$ 4,008,764	Implemented summer fare free for @ \$75,000 minus marketing funding.
28	CyRide	Vanpool Program	C, O	ICAAP, 5309	\$ 344,000	Not requested at this time; awaiting study

Funding Source Codes:

FTA Programs: 5307 = Urbanized Formula, 5309 = Capital Investment Grants, 5310 = Special Needs, 5311 = Non-Urbanized Formula, JARC = Job Access/Reverse Commute, NF = New Freedom, 5339 = Alternative Analysis Funding, ICAAP = Iowa's Clean Air Attainment Program/Congestion Mitigation Air Quality
 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:

PTP Justifications

The following justifications discuss the relevant funding for each of the past identified recommended projects within the previously recommended Passenger Transportation projects 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 @ 13th/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 PTP committee ranking process. The area continues to be a priority for the FY2010 PTP 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 PTP committee and continues into 2010. Actually, the service just began January 20, 2009. The project would transport disabled clientele from Ames to Iowa City. There is a need to transport HIV clientele to/from 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 or 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 PTP committee at the Human Services' Council meeting in March 2008 and was overwhelmingly received. Providing emergency gas vouchers and bus tickets was the committee's 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 PTP 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.

IV -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) Intermodal Facility Study – Over the past few years, the need for an Intermodal Facility has been discussed and was recently formally developed among community partners. A transportation focal point is missing within the Ames community to connect transportation modes together including: intercity, transit, airport shuttling, carpooling, vanpooling, taxi, bicycling, walking and parking. If this facility was constructed in Ames, this would dramatically change how individuals access all transportation modes within the community.

In early 2009, the largest disconnection came from the intercity transportation providers as they were located in east Ames near Interstate 35, more than 2 miles from local transit bus routes. They were located at a private charter company's (CIT's) base location that provided the ticketing function for the community. Furthermore, ISU students that would typically access this service to connect with other communities are far removed from accessing it unless they paid for a \$15 cab ride to the remote location. It was discussed that a more logical connection point would be near the heart of Ames near Iowa State University campus, in campustown, with a comfortable wait area. This central area would provide the most access to the intercity carriers for all Ames residents/ISU students as well as connect with other transportation modes like the airport shuttle, vanpool parking, pedestrian path access while providing bicycle lockers for biking commuters, etc. For a community that has 9.2% of the population taking public transit and more rides per capita than Chicago, providing easy access to alternative transportation seems a logical choice.

Meanwhile parking limitations in campustown inhibited commercialism to the point where businesses were leaving campustown as not enough foot/vehicle traffic was evident to support their business. Taverns/bars and empty commercial properties have become prominent within campustown. As a result, City/ISU officials have established "rejuvenating campustown" as a priority for the community. Combining a transportation focal point and parking need into one facility seemed logical and was developed in the fall of 2009 through a partnership between Iowa State University, City of Ames and CyRide. ISU's Department of Public Safety would be the cornerstone of the facility ensuring safety throughout the facility and contingent neighborhoods while also fulfilling their growth needs to keep individuals begin detained for disturbances separate from customers requesting parking permit.

The human service agencies concurred on this need in 2009 amending it into the 2010 PTP as a priority (#26 on the previous list) and have also been involved in the planning process through [numerous public meeting forums](#) as noted on the Ames Intermodal Facility Study webpage at www.cyrider.com. On September 10, 2009, a grant was submitted to the U.S. Department of Transportation (US DOT) to possibly construct this facility alleviating this need. Several [human/health service agencies, businesses, partners and legislative members submitted letters of support](#) for the Intermodal Facility TIGER application.

On February 17, 2010, the U.S. DOT announced TIGER awards of which \$8.463 million was awarded to CyRide for the construction of an Intermodal Transportation for Ames. This amount was only 20% of the full \$39.3 million TIGER request so CyRide will be working with the Federal Transit Administration and the U.S. DOT over the next few months to determine a smaller project to implement.

2) Intercity Carrier Depots Move to West Ames - Since the TIGER grant submission, the intercity carriers have moved their depots to a convenience store at the corner of Mortensen/S. Dakota near a high residential area in west Ames where individuals can access also Jefferson Lines and Burlington Trailways via CyRide's #1 Red and #7 Purple routes. (See [west map](#) of the area and [all days timetables](#)). This is primarily due to the fact that their old depot location owner, CIT Charters, has their building/property up for sale due to losing the local

Ames school busing contract to Durham. (see #3 recent development below). To facilitate this move, CyRide added a bus stop near the convenience store on the north side of Mortensen for those connecting to intercity transit providers. While this location provides far better access via public transit and a safer 24/7 inside waiting environment, a single parent of multiple children may determine the wait area less than suitable in controlling their brood from getting into the candy aisle. The waiting area is also less comfortable than the previous CIT depot in that no couches or comfortable sitting areas are available. However, the intercity carriers were notified mid-March 2010 by the convenience store that they have 30-days to find an alternative depot location.

3) School Transportation – The Ames Community School District accepted a national school bus provider's bid for services in a move intended to save the district \$100,000 per year. Durham's winning bid ousted the district's long-standing bus service, Central Iowa Transit (CIT), a local transportation company. Therefore in August 2009, Durham began school service for the Ames community.

For the past several years, CIT provided daily service for CyRide to bring Iowa State University (ISU) students into campus on yellow school buses on high ridership corridors. To explain, CyRide has some corridors that require "extra" buses along the routes to serve massive demands for a ride to ISU campus. Some trips have 4-5 buses leaving one time point to fulfill the need. CyRide has been unable to keep up with this demand for additional buses/drivers and has opted to subcontract this service to CIT. CIT's buses are empty at middle/high schools after dropping off students and can safely pick up 40-50 ISU students and transport them to ISU campus on their way back to base allowing an efficient use of dead time for the private transit provider. With CIT's contract ending, this left CyRide scrambling mid-summer to ensure 7 daily trips subcontracted out to CIT could be accomplished for the 2009/2010 year.

CyRide operates with a low spare fleet ratio (3%) compared to the allowed 20% recommended by the Federal Transit Administration. This is due to increase demand requiring more of CyRide's spare buses being placed into service. An additional 7 trips meant that CyRide needed to provide 64 buses during peak pull outs when they have only 60 total large buses within the fleet. Fortunately for CyRide, Durham agreed to provide the 7 trips for CyRide which otherwise would have created major issues to meet the demand for the fall 2009 school year. This situation does impact the need to allocate a good quality spare/contingency bus fleet for CyRide so that this situation, if it happened again, could be easily managed.

This concern heightened in light of a recent [1/12/10 Ames Tribune article](#) quoted a School District representative noting that Durham is not meeting the district's expectations in the first year of service noting late arrivals to pick up students, frequent mechanical breakdowns and failure to provide special event transportation. No action was taken by the Ames Community School District but concerns are developing within the community. This is a real concern for CyRide as not having those 7 vehicles covered, means 7 additional buses to purchase and store. In January 2010, CyRide started to park buses outside the garage due to inside parking storage limitations.

Therefore, CyRide's need is to rapidly attain a 20% spare ratio for situations where buses are taken out of regular service (periodic maintenance, accidents, engine overhauls) plus 4 contingency buses that could quickly put into service if additional buses are needed overnight (inclement weather, additional ISU enrollment, School bus extras not meeting transit trips).

4) Central Iowa RSVP's Volunteer Driver Transportation Program – A volunteer driver program was originally established for Heartland Senior Services (HSS) clients at a reduced cost for that trip. (\$0.35 cents per mile out of county; \$3-\$10 in-county round trip; depending on miles, or \$3 round-trip in-town). RSVP has coordinated finding volunteers for this program but the majority of the volunteers want to provide the service only in-town and guaranteeing the trip became burdensome as HSS continually incorporated the passenger request into its regular service obligations. According to federal regulations, HSS cannot deny a trip that is requested 24 hours in advance of the trip but the volunteer driver sometimes does not agree to provide the

trip or does not show. The transit system then “has” to provide that ride with existing resources to meet the requirements of their program.

On January 1, 2010, RSVP started supplementing Heartland’s Public Transit Services by not only providing the recruitment and management of volunteers but also managing the discounted rides program to Story County residents. RSVP will recruit, train and schedule all volunteer drivers. RSVP will process and prioritize requests for the service, making medical trips, affordable rates, and safety a priority. Clients for the service must be ambulatory and volunteers will use their own vehicles. Mileage reimbursement will be available to the volunteers. RSVP welcomes referrals from any agency whose clients may need to access this service. All clients will be asked to fill out an application for transportation services and all information will be kept confidential and on file at the RSVP office.

United Way of Story County is funding \$3,000 of the project and requests have been made to Story County Community Foundation for \$1,000. RSVP will administer this transportation program for a period of one year as a pilot project. After one year, RSVP, along with other stakeholders, will review the usage, outcomes, cost, challenges and accomplishments of the program to determine if it should continue and if so, if RSVP is the best fit for meeting this need. Thus far 10 clients have subscribed for the service.

5) Stimulus funding – The past year has brought federal funding initiatives that impact the Ames’ community to vie for national funding grants to provide better, more efficient and sustainable transportation. Two examples have been the hybrid buses coming to CyRide and the Ames Intermodal Transportation Facility Study through the 2009 Recovery Act. CyRide is receiving twelve hybrid buses into its fleet that wouldn’t have been approved otherwise if this ARRA funding were not available.

In addition, the community was excited to apply for a DOT grant funding opportunity called TIGER for an Intermodal Facility in the heart of Ames near ISU campus. CyRide received \$8.463 million towards this project on February 17, 2010. Congress is also considering a second round of TIGER within the next transportation authorization bill where CyRide could apply for additional federal dollars. This facility was previously discussed under Recent Developments #1.

Another stimulus package may be likely in 2011 and the potential for further projects should be included within the PTP to take advantage of future opportunities for 100% funding. All projects requested are also included within the 2011 PTP Update.

6) Economy Downturn – The national economy has been declining and until this past year the Ames community has not experienced significant budget difficulties. However, the State of Iowa mandated a mid-year 10% cut across the board in 2009 and are looking at additional 6.5% in cuts for 2010. As a result, the Ames community has felt these mandates at the university and community level.

- ISU - Iowa State University has suffered dramatic cuts within its budget (25%) and serves as a partner to CyRide in funding transportation projects as part of the Board of Trustees. While ISU doesn’t provide a large portion of CyRide’s overall budget, this cut in funding could impact the local transit provider’s ability to increase services over the next few years as demand continually increases. Specifically, ISU has implemented furloughs, accepted earlier retirements, cut positions and delayed construction projects in addition to other departmental cuts within colleges to meet these “across the board” state cuts.
- City of Ames - Furthermore, the Ames City Council has expressed its concern over raising taxes for services in an economy where more and more individuals are becoming unemployed or otherwise feeling the impacts of a suffering economy. The City is asking departments/agencies to do more with less in these difficult times. To illustrate this concern, the Ames human service agencies’ budgets are also being cut through the mandated state cuts of \$200,000 to Story County mental health funding

impacting their ability to provide services for clients. ASSET administrative staff, that helps fund Story County agencies, has requested documentation from all agencies having them note where state cuts have been implemented and where stimulus funding has perhaps filled the gap or increased services prior to ASSET making their annual grant recommendations in February. ASSET (City of Ames, Story County, United Way of Story County Department of Human Services and Government of Student Body) will evaluate whether to fund the local match requirement for Ames-Iowa City Transportation Service into the third year (operated by Heartland Senior Services) which began in January 2009 through a PTP initiative.

- Government of the Student Body - Contradicting this economic downturn, the Iowa State University Government of Student Body (GSB) which is CyRide's largest financial partner has a positive and healthy transit balance as enrollment continues to increase.

As a result of some CyRide partners having difficult economic times, additional capital and operating projects for CyRide may be more difficult to fund. However, the funding partners have agreed to increase their contribution by 3.5% for FY2011 at the January 2010 board meeting despite these difficult economic times.

In addition, state funding for transit operations (STA Funding) for HIRTA and CyRide will also likely decrease over the next few years as this funding is dependant upon car sales which is declining throughout the state regardless of the positive success of the "cash for clunkers" program.

7) Additional Staff Supervision Need – Ridership on CyRide has dramatically increased since 2005 to over 5 million rides! In fact, CyRide produces the most ridership of any transit system in Iowa but has limited operations staffing compared to transit systems carrying similar passengers. While adding 12 buses to peak hour service (20% more buses), CyRide has not increased its operational supervisory staff. Additional drivers and buses have been added but not supervisors. In fact throughout the past decade, full-time operational staff has decreased placing more responsibilities on administrative staff in an effort to decrease budget shortages. However, administrative staff believes this is no longer safe and should provide a full-time employee to oversee all times CyRide is in operation. In particular, CyRide operates on nights and weekends with only part-time staff and recommends at least one senior full-time staff person during these times to reduce liability concerns. This would ensure that additional manpower is on hand to help in tenuous situations just as they are during the weekday as well as a senior full-time staff employee to direct operations. Weekends and weeknights are now becoming busier with more ridership at those times and can no longer be handled by a sole part-time dispatcher. Additional dispatchers and supervisory staff are needed to ensure these services are operating efficiently and according to CyRide policy at all times of the week. CyRide accomplishes this by having dispatchers mobile on the street keeping the system on time and therefore drivers' safe from feeling they need to speed to meet the schedule. CyRide staff envisions 3-4 additional full-time operations staff and 3-4 additional part-time dispatchers to ensure quality service to the public and oversight for its 100+ drivers.

8) Private Ames-Des Moines Airport Shuttle Service – In August 2009, a private airport shuttle operator from Minneapolis (Executive Express) began taking reservations for trips between Ames and the Des Moines International Airport. The company had been working with CyRide since fall 2008 indicating they would be interested in beginning a service in Iowa if CyRide would discontinue their limited trip service to the airport before and after ISU breaks. Executive Express offered a more frequent service to passengers by operating nine times a day – seven days a week. In light of this information and the company's assurance that they could handle the large loads of passengers, CyRide's board approved to not continue route service into the fall 2009. These additional trips thereby reduced the need for more transportation to the Des Moines airport (outside Ames) from CyRide that had been stated within a previous PTP need. However, the service was more costly to the passenger.

9) Ames-Iowa City Medical Transportation Service – Over the past year, efforts have transpired to promote this beneficial new service route to Story County residents operated by Heartland Senior Services. The service began January 20, 2009 and operates on demand (if requested within 24 hours before the trip) every

Tuesday/Wednesday (currently, 60% of the time) to Iowa City for medical connections to the University of Iowa Hospitals and Clinics. A bus leaves Ames City Hall in the morning and returns after appointments or at least by 3:00pm. Medical appointments can be scheduled between 9:00 am and 2:00 pm in Iowa City on these days. Beginning September 1, 2009, the route was altered to leave Ames at 7:00 am to allow access to the Iowa City Dental Clinic by 9:00 am that provides dental care to low-income individuals at a greatly reduced cost. This service has been re-marketed with that earlier leave time via bulk mailings throughout the county as well as multiple press releases and through Human Service Council meetings/e-mails.

Conversations also transpired on how to fund the service into year 3 at an increased 50% match and if the service should continue past the 2-year pilot program. During the first two years, the route was funded at an 80% match through federal/state funding. Local funding for the remaining 20% of operations and the bus purchase came from the City of Ames, Story County, Story County Community Foundation and the United Way of Story County. The initial conversation when starting the service was that if the service proved successful, ASSET funding could possibly continue the local match into year 3. The project wasn't specifically identified in Heartland Senior Service's ASSET request but was requested though it's overall transit program for Story County. Conversations with the ASSET administrators were than they considered the service essential in providing access to medical services and that it should continue into year 3.

In addition, discussions transpired to possibly add other counties/communities into accessing the service to Iowa City such as the City of Des Moines and Boone County. Boone County started operating a transit route to Des Moines three times a week to hospitals/clinics beginning in 2010. The thought was that Story County residents may benefit from access to Primary Health clinics on E. 14th in Des Moines (next largest medical access need according to a survey among human service agency clients) if similar access was granted to Boone County residents to Story County's route to Iowa City. However, the ASSET administrators gave clear direction that their local funding could only benefit those residing in Story County and that increasing the ridership should be concentrated over the next year upon marketing the program within Story County. Monetary contributions will be a part of the conversation if discussions with neighboring counties/communities continue into the future.

V - RECOMMENDED PROJECTS 2011-2014

The projects listed on the following page are recommended to begin securing grant funding within the next five years. All projects for which federal grant applications may be submitted must first be included in the AAMPO's PTP recommended program prior to inclusion into subsequent AAMPO programming documents, such as the Transportation Improvement Program (TIP) or Transportation Planning Work Program (TPWP). 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.

Mobility Is....

**Ability to pay
for the service**

Some recommended projects may not come to fruition due to programming changes or lack of local funding support but all recommended projects should be included in the PTP if consideration for federal/state funding is a possibility within the next five year period. The PTP 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 approve the projects and overall PTP plan for submittal to the Iowa Department of Transportation by May 1, 2010. (See table on the following page)

RECOMMENDED PROJECTS 2011-2014

Projects recommended as candidates for FTA or STA funding:

	Provider Name	Project Description	Type*	Total Estimated Cost	Estimated Year	Recommended Funding Source(s)**	Priorit
1	CyRide	General Operations	O	\$ 7,422,030	2011-2014	5307, CyRide	H
1	CyRide	General Operations	O	\$ 533,730	2011-2014	STA - F	H
2	CyRide	Subcontracted ADA Dial-A-Ride Service	O	\$ 169,726	2011-2014	5310	H
3	CyRide	Brown Route Frequency/Hours Expansion	O	\$ 66,000	2011-2014	5316	H
4	CyRide	Yellow Route Mid-day Expansion	O	\$ 16,000	2011-2014	5316	H
5	CyRide	E. 13th/Dayton Service	O	\$ 329,700	2011-2014	5316, 5317	H
6	HIRTA	Ames to Iowa City Service	O	\$ 42,210	2011-2014	5317	H
7	CyRide	Alternative Analysis Study - Orange Rt.	P	\$ 200,000	2011	5339	L
8	CyRide	I-35 Ames-Des Moines Corridor Planning	P	\$ 100,000	2011	STA - S	M
9	AAMPO	Planning	P	\$ 35,000	2011-2014	5303	H
10	CyRide	Transit Amenities	C	\$ 50,000	2011-2014	5310	M
11	CyRide	Expand 60' Articulated Diesel Buses (4 vehicles, cameras)	C	\$ 2,080,000	2012	5307, TIGGER	
12	CyRide	Expand 40' HD Large Diesel and/or Hybrid Buses (17 vehicles, cameras)	C	\$ 6,272,000	2011-2014	5307, 5309, 5316, 5317, TIGGER	H
13	CyRide	Replace 40' HD Large Diesel Buses (31 vehicles, cameras)	C	\$ 13,241,659	2011-2014	5309	H
14	CyRide	Replace 158" LD Small Buses (2 vehicles, diesel, urban, cameras)	C	\$ 176,000	2011-2012	5309	H
15	CyRide	Facility Cameras/Proximity Card Access	C	\$ 56,660	2011	2011	M
16	CyRide	Fuel Pump Improvements	C	\$ 29,000	2011	5309, STA	H
17	CyRide	Shutoffs for fuel/oil/hydraulic lines	C	\$ 36,000	2011	5309	H
18	CyRide	Electric Distribution Rehabilitation	C	\$ 30,000	2011	5309	L
19	CyRide	Vehicle Security System Cameras Rep.	C	\$ 292,000	2011	5309	H
20	CyRide	Fire Sprinkler System Upgrade	C	\$ 250,000	2012	5309	L
21	CyRide	Storage area air handling replacment & ceiling extension	C	\$ 750,000	2012	5309	L
22	CyRide	Satellite Maintenance Facility & Hybrid Large Buses	C	\$ 20,500,000	2011-2014	5309, PTIG, ARRA	H
23	CyRide	Garage Expansion Phase III	C	\$ 1,168,400	2011-2014	5309	M
24	CyRide	AVL technology, web planner, passenger counters	C	\$ 1,632,540	2011-2014	5309, TIGGER	L
25	CyRide	Resurface ISC Commuter parking	C	\$ 1,000,000	2013	5309	L
26	CyRide	Ames Intermodal Facility	C	\$ 43,666,500	2011-2012	5309, ARRA, TIGGER	H
27	CyRide	Ames Fare Free	O	\$ 5,010,955	2011-2014	5307, STA-F	M
28	CyRide	Vanpool Program	C, O	\$ 430,000	2011-2014	ICAAP, 5309	M
Projects recommended as candidates for human services or other funding:							
6	HIRTA	Ames to Iowa City Service	O	\$ 42,210	2011-2014	ASSET	H
29	RSVP	Central Iowa RSVP Volunteer Driver Program	C, O	\$ 5,000	CY2010	UWSC, SCCL, ASSET	H

(See code descriptions on following page)

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
ASSET = Analysis of Social Services Evaluation Team
IaDHS Programs: Depart. Of Homeland Security

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

PTP Justifications

The following justifications discuss the relevant funding for each of the identified SPRP projects.

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. This fund comes from car sales which has declined due to the suffering economy.

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 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 (5316): 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 2008 and would be continued for 2010.
4. Yellow Route Mid-day Expansion (5316): 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 originally began in 2008 and would be continued for 2010.
5. Service to Dayton Industrial Area, Dialysis, Agency Locations @ 13th/Dayton (5316/5317): This project is identified as a gap for the Ames community within the gap analysis as well as identified as a top priority through the PTP process. The area has several industrial plants as well as medical businesses along this corridor. In addition, this area is planned that a new mall will commence construction when the economy rebounds bringing additional jobs to the developed area. 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 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. Buses have been acquired through ICAAP funding for this project to begin in fall 2010.

6. Ames to Iowa City Service (5317): This project was a high priority project developed from the 2009 PTP committee. Funds identified with this project include New Freedom and STA Coordination funding. The project would transport disabled clientele from Ames to Iowa City and have a human service partnership in providing the local match. There is a need to transport low-income clientele to/from Iowa City for their essential medical trips. The first two years of the project had six funding sources. This year, the service is recommended to be locally funded through the ASSET committee which consists of Story County, City of Ames, United Way of Story County, Government of the Student Body and Department of Human Services.
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.
8. I-35 Ames-Des Moines Corridor Planning (STA-S): This project has been identified as a need through public meetings in both the Ames, Ankeny and Des Moines communities. Commuter travel along the I35 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. 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. 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 to improve accessibility. Other funding could be realized through New Freedom or through their local budget.
11. Expand 4 – 60' Articulated Diesel Buses (TIGGER, 5309): Certain routes throughout Ames have been saturated with buses to meet ridership demand. As such, campus becomes inundated with continual bus traffic that impedes safety throughout campus. Articulated buses carry vastly more than the standard large diesel bus and can operate more efficiently in possibly reducing the buses/drivers required to meet demand. Some routes have buses leaving every 3 minutes from a stop with up to 5 buses leaving a time point at one time. Red and Orange routes both carry over one million passengers and would benefit from the implementation of articulated buses along the route. CyRide staff borrowed an articulated bus to determine turning radius and capacity to enter/exit the garage storage. Both could be accommodated and the turning seemed to perform better and more easily than a 40' diesel bus.
12. Expand 40' HD Large Diesel and/or Hybrid buses (cameras): Since 2006, CyRide has been increasing its peak pull out for buses by 3 vehicles each year or 12 buses. Buses that have been replaced were retained to accomplish this feat and now only 3 spare buses are available in the peak hour as all other CyRide vehicles are in service. The Federal Transit Administration recommends having a 20% spare ratio and CyRide staff also recommends having additional buses so that buses are available to change out for accidents, additional demand or periodic maintenance. These buses could be diesel or hybrid depending on the availability of funding. Hybrid buses are a priority for the community as "going green" is a goal for the city and university.
13. Replace 40' HD Large Diesel Buses (cameras): CyRide currently has the 15th oldest fleet in the nation according to the National Transit Database. Continual replacement of old buses is needed to keep operational costs of maintaining buses to a minimum. Buses take approximately 2 years to obtain from the date ordered until delivery. 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. This would allow CyRide to compete within the state PTMS process and possibly be applicable for state earmark funding.
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): Currently CyRide is obtaining 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. Fuel Pump Improvements (5309): CyRide was originally built back in 1982. The fuel pumps are now in need to be improved to meet recommendations by OSHA and are thought to discontinue operations without warning at some point. As such, not improving this system would hinder operations if fuel wasn't able to be obtained on-site.
 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 and redistribute accordingly to protect the building investment.
 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/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 & ceiling extension (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 as raise the internal components on the ceiling to necessitate circulation of buses throughout the facility regardless of height. If the ceiling were not raised, hybrid vehicles could only travel through certain portions the bus storage garage.
 22. Satellite Maintenance Facility & Expansion Hybrid Buses: CyRide requested earmark funding for a satellite maintenance facility and expansion hybrid buses from the transportation bill reauthorization for 2010. Currently no expansion vehicles can be parked within the facility and CyRide is still growing with the public riding more and more each day. A study revealed that the current site location cannot be modified to house CyRide's needs into 2030. As a result, several site locations have been determined where CyRide may expand in the future. 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.

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 passenger kiosks and automatic passenger counters to speed up the boarding process. The initial project to complete to gear up for this technology would include scheduling software.
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 it's anticipated that transit commuters contribute a lot of the daily wear and tear of the lot.
26. Ames Intermodal Facility (5309): A transportation focal point is missing within the Ames community to connect transportation modes together including: intercity, transit, airport shuttling, carpooling, vanpooling, taxi, bicycling, walking and parking. If this facility was constructed in Ames, this would dramatically change how individuals access alternative transportation modes within the community with over 9% of the community riding public transit. Over the past few years, the need for an Intermodal Facility has been discussed and was formally developed among community partners in the fall 2009. 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 throughout campus. The facility would also have a parking element for much needed access to campustown for shoppers/employers, effectively reviving this dilapidated commercial area as the "hot" spot for retail/business. In addition, the facility would house ISU's Department of Public Safety, critical in keeping ensuring safety throughout the facility and contingent neighborhoods.
27. Ames Transit System-Wide Fare Free (COA): 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 application would just provide free rides to the remaining portion of the community estimated at 1 million additional riders each year. The grant would also provide CyRide the opportunity to purchase 5 Hybrid vehicles to increase its fleet. This fare free concept was discussed with the PTP 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.
28. Vanpool Program – (CMAQ/ICAAP): Currently there isn't 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 PTP 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 source
29. Central Iowa RSVP's Volunteer Driver Program (UWSC/SCCF): On January 1, 2010, Central Iowa RSVP began not only coordinating volunteer drivers (as it was previously doing for low cost rides for Heartland Senior Services) but also training the drivers and providing the coordination for the actual ride. Prior to this date, Heartland Senior Services coordinated the training and actual ride but it became burdensome as HSS continually had to incorporate the passenger request at a reduced cost into its regular service obligations. It is hoped that with RSVP providing all the needs for volunteers and the trips, the actual ride can be coordinated better by leveling out the volunteers with the demand for rides. In addition, Heartland Senior Services then won't be obligated to provide a higher cost ride within its services to ensure that trip is met according to the federal regulations. This project will be a pilot until December 2010 where the program will be evaluated by its stakeholders. Current funders of the project are United Way of Story County and Story County Community Foundation.

VI - CONCLUSION

The PTP coordination effort is an ongoing process throughout the year to define funding and further refine recommended projects identified within the 2010 plan. Efforts will continue over the next year to coordinate transportation services and expand funding availability identified within the recommended projects. This effort includes identifying and encouraging additional federal/state/local funding resources yet to be approved/identified such as a dedicated state capital program as recommended through the Iowa Department of Transportation's iRIDE study. 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 and region. Coordination offers a great way to obtain positive results from limited resources while sharing available transportation options by many transportation providers to agencies that communicate those resources to the transit dependant, low-income, elderly and disabled populations.