

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

**SUBJECT: Ames Area 2012 Passenger Transportation Plan (PTP) Update**

**BACKGROUND:**

With passage of the most recent 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 (Iowa DOT) 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 Plan (PTP). This is the AAMPO's fifth effort towards this process.

Over the past year, CyRide staff has been working with human service agencies and transportation providers request additional transportation needs, issues and priority projects. These meetings have primarily occurred through the Story County Human Services Council and United Way's Transportation Collaboration Committee. The result of this effort has been a coordinated plan update for the Ames area. Any funding for transit to be incorporated into AAMPO's Transportation Improvement Plan (TIP) must first be identified within an approved PTP.

**PTP Requirements**

In 2010, the AAMPO received a "Tier I" approval of their PTP plan, and therefore is only required to provide an update through 2014. A full plan will be required again in 2015. Therefore, a copy of the "Ames Area MPO 2012 Passenger Transportation Plan Update" is digitally attached for the Policy Committee's review. This Update discusses the following information:

1. **Process:** Discussion of coordination efforts and documentation of key participants (pg. 2), meetings (pg. 3), conduct limited English proficiency (LEP) analysis and detail measures taken or to be taken to provide meaningful access to LEP persons complying with Title VI of the Civil Rights Act of 1964 (pgs. 4-6), review prior/new input concerning needs (pgs. 7-10), etc.
2. **Projects:** Review status of previously recommended projects (pgs. 7-10) - were they funded, implemented and what is the impact of the project.
3. **Recent Developments:** List any changes that occurred over the past year impacting needs. (pgs. 19-23)
4. **Recommended Projects:** Amend any projects recommended by human service agency/transportation providers but not previously contained within PTP requiring

concurrence prior to AAMPO approval. (pgs. 24-30) Highlighted projects are new projects that were not in the previous PTP update.

In January 2011, the Human Services Council (human service and transportation providers) reviewed the PTP update and voted to incorporate the recommended program into the PTP update for AAMPO approval. The Iowa DOT reviewed the PTP update in February and offered minimal comments. The AAMPO Technical Committee reviewed the plan on March 10, 2011, and offered no further changes. The AAMPO Policy Committee is required to approve the PTP along with the recommended program for submittal to the Iowa DOT and Federal Transit Administration (FTA) by May 1, 2011. Projects must be in an approved PTP update prior to approving any projects within the annual TIP or Transportation Planning Work Program (TPWP).

**ALTERNATIVES:**

1. Approve the Final FY 2012 Passenger Transportation Plan Update for submission to the Iowa Department of Transportation and Federal Transit Administration.
2. Approve the Final FY 2012 Passenger Transportation Plan Update with Policy Committee modifications for submission to the Iowa Department of Transportation and Federal Transit Administration.

**ADMINISTRATOR'S RECOMMENDATION:**

The Ames Area 2012 PTP Update has been reviewed and recommended for approval by both the Human Services Council (human service and transportation providers) and the Transportation Technical Committee.

Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, therefore approving the Ames Area 2012 PTP Update for submission to the Iowa DOT and FTA. This will allow CyRide and HIRTA to include projects within the TIP and apply for grant funding to support transportation services in the Ames community.

# Ames Area MPO 2012 Final Passenger Transportation Plan Update March 2011



Prepared By:



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### 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, which 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 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 for FY2012

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## II. - PROCESS

Fifty-seven organizations throughout Ames collaborated through approximately 16 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](http://www.cyride.com/planning_policies/Ames_PTP.html). This group identifies 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 through 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. The United Way of Story County has identified transportation as one of its core areas to focus upon within its

campaign efforts. This group now meets once a quarter with subcommittees more often throughout the year where only transportation issues are discussed. A new director, Jean Kresse, began work at UWSC in June 2010. Transportation projects funded in the past 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 for projects such as the Ames Intermodal Facility that will begin construction in spring 2011. This listing has also been utilized to communicate changes in the public transit system's routes and fare structure for situations like when CyRide was fare free for Dump the Pump Day, to market Heartland's Iowa City transportation service or relay local sales of used vehicles/bicycles. 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:

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

## 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**

- February 25, 2010 [Human Service Council Minutes 2-25-10](#); [CyRide FY2011 Service Improvements](#) were shared with the HSC group; #10 Pink Route - New [proposed route map](#) & [timetables](#) out to E. 13th/Dayton [businesses](#) a priority of the HSC group since 2006.
- March 25, 2010 [Human Service Council Minutes 3-25-10](#)
- April 22, 2010 [Human Service Council Minutes 4-22-10](#)
- May 27, 2010 [Human Service Council Minutes 5-27-10](#); [Aquatic Center Route](#)
- Summer Break (no meetings between June – August)
- September 23, 2010 [Human Service Council Minutes 9-23-10](#)
- October 28, 2010 [Human Service Council Minutes 10-28-10](#); [PTP Update Oct 2010](#) (status of previously recommended projects documented & requests for additional transportation needs and/or projects)
- December 3, 2010(Fri.) Holiday Party/[Section 8 Housing Discussion](#)
- January 12, 2011 (Wed.) PTP Meeting (Human Service Council & TCC Groups combined) – Discussed [Transportation Needs for the Ames area](#); [Recommended Projects 2012-2015 & Priority Rankings](#)
- January 27, 2011 [Human Service Council Minutes 1-27-11](#); [Recommendation to submit PTP needs/projects to Ames Area MPO](#)

### **Transportation Collaboration Meetings (United Way of Story County)**

- August 18, 2010 Transportation Collaboration Committee Quarterly Meeting – agenda; no meeting notes available
- October 13, 2010 [Transportation Collaboration Committee Quarterly Meeting Notes](#); [PTP Update](#)

### **Other Meetings/Tasks**

- August 2, 2010 Ames Intermodal Facility – Public meeting discussing TIGER II grant proposal completing vision of facility (additional parking; CyRide shuttle & bike path through ISU Arboretum). [Public Meeting Presentation](#); [Conceptual Image #1](#); [Conceptual Image #2](#); [Conceptual Image #3](#); [Meeting Handout](#)
- November 5, 2010 [Mobility Matters Faces Conference](#) (Des Moines, Iowa)
- November 29, 2010 Story County Human Health Assessment Presentation – Needs of Story County relayed to agencies/providers ([Assessment Survey](#))
- December 2010 [Ridership Surveys](#) (MICA, Richmond Center, CFR Agencies)
- January 4, 2011 [Capital Meeting](#) (Bus Replacement/Disposal Plan/Spare Ratio) – CyRide
- January 2011 [LEP Employee Survey](#) – CyRide Spring Meetings

## Limited English Proficiency (LEP)

A new requirement for the FY2012 PTP Update includes providing analysis of the Ames' Limited English proficient (LEP) population concentration for the Ames metropolitan area and identifying LEP individuals' needs to ensure meaningful access to transportation programs and activities. The Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs and activities for those entities receiving Federal financial assistance. Executive Order 13166, titled Improving Access to Services for Persons with Limited English Proficiency, indicates that differing treatment based upon a person's inability to speak, read, write or understands English is a type of national origin discrimination. Therefore, all transit agencies receiving federal funds (CyRide) need to provide meaningful access to their services to the LEP population if they meet the criteria of receiving more than \$250,000 in federal funding and have more than 1,000 LEP persons.

CyRide, the designated public transit provider for the Ames metropolitan area, completed their LEP four-factor analysis and [LEP Plan](#) in September 2010. The four factor analysis includes the following analysis:

- 1) The number or proportion of LEP persons in the service area likely to be served by CyRide. (US Census, concentration of LEP persons on campus, etc.)
- 2) Frequency with which LEP persons come in contact with CyRide services.
- 3) The nature and importance of CyRide's services to the LEP population.
- 4) The resources available to CyRide and overall cost to provide LEP assistance.

The [LEP Plan](#) can be found on CyRide's website at [www.cyride.com](http://www.cyride.com) or directly at [http://www.cyride.com/planning\\_policies/images/Limited%20English%20Proficiency%20Plan%202010.doc](http://www.cyride.com/planning_policies/images/Limited%20English%20Proficiency%20Plan%202010.doc).

The [US Census](#) indicates that the LEP population in Ames is 4.2% (2,221 individuals). Of those that speak English less than "very well", 0.4% speaks Spanish, 0.7% speak Indo-European languages, 3.0% are Asian/Pacific Island languages and .2% are speak other languages. As the designated provider for the Ames metropolitan area, CyRide focuses their LEP efforts towards the Asian/Pacific languages since this is the majority of individuals that are LEP within Ames, Iowa. The difficulty becomes identifying the specific language that would benefit these individuals since there is such diversity. For instance, the Asian/Pacific Island languages include nine different and distinct languages including: Cantonese, Formosan, Mandarin, Japanese, Korean, Mon-Khmer, Cambodian, Hmong, and Thai. According to the City of Ames Assistant Manager, no organized LEP groups meet within the Ames community unless organized through the International Student & Scholars at Iowa State University.

In conversations with our subcontractor for Dial-A-Ride service (Heartland Senior Service) no LEP individuals are riding our ADA equivalent service throughout the Ames metropolitan area as of January 2011. However, LEP persons have ridden on the regional transit service, HIRTA, provided under contract by the same transit provider and speak Spanish.

CyRide conducted further analysis of this LEP group beyond the US Census within their full [LEP Plan](#) and continues efforts to document any contact with LEP persons. Based on this analysis of over 2,221 LEP individuals, CyRide has set forth the following implementation measures to provide meaningful access of services and programs to the LEP population. Updates of these measures and completion timelines will occur each year in an annual CyRide LEP Plan update and will be updated within the PTP plan as well.



## Limited English Proficiency (LEP) Plan Implementation Measures

At this time, CyRide does not have additional financial resources to dedicate to translate printed materials for LEP persons. However through the four factor analysis conducted in CyRide's [LEP Plan](#), CyRide believes the following measures should be provided and can be provided at a relatively low cost to the CyRide organization in order to provide meaningful access to the LEP population.

- 1) **Documentation of contact with LEP persons** – CyRide will determine language of LEP individuals requesting information at CyRide's offices, CyRide public meetings or on-route by transit supervisor with "[I speak cards.](#)" CyRide will document the LEP individuals served each year and determine their preferred national language if communication in English is a barrier or limitation to receiving CyRide services. This includes instances, connections, occurrences between LEP persons and CyRide staff including clerks (phone/general e-mail staff), dispatchers and supervisors. (Began 11/1/2010 - ongoing)
- 2) **LEP Surveys – LEP Persons:** Surveys will be developed for LEP persons to complete through CyRide's website or online survey program. CyRide will work with the IEOP and ISS organizations to help disseminate information to the LEP population and help these individuals with the survey if necessary. CyRide will communicate this survey to its human service agencies it works with through the coordinated passenger transportation plan process to receive input from those LEP persons accessing services throughout the Ames community. **CyRide Staff:** Drivers, mechanics and administrative staff will be surveyed for their alternative language skills to determine language resources available within CyRide's organization. (Complete 2/1/2011; Revised to complete by 4/1/11)
- 3) **Website Translation** – Approximately 5.3 million passenger trips transported a year, but only 100,000 maps are printed in English in a given year for fall and summer service. **Therefore, less than 2% (100,000/5,300,000 passengers) of CyRide's riders utilize the published map currently printed in English.** CyRide typically has maps leftover at the end of each service period. This indicates that the majority of passengers receives their information on CyRide's website and is the most critical piece to translate into LEP persons' languages to give them appropriate access to CyRide services. Google Translate has been implemented on CyRide's website and available to anyone to click a drop down button to change the language on the site to the preferred language. However, CyRide's website is going through a professional redesign process and will integrate Google Translate including all forms and documents which includes at a minimum:
  1. CyRide Contact Information
  2. Route timetable information
  3. Fare Information
  4. Pass Sales Outlets Locations
  5. Detours/Alerts
  6. ADA Accessible Services Information
  7. ADA Application Form
  8. Outside Ames Transportation (Airport Shuttle, Regional Intercity Buses, Service to University of Iowa City Hospitals & Clinics, Story County Public Transit Service)
  9. How to File a Civil Rights Complaint/Complaint Form(Complete 3/30/2011)
- 4) **International Students & Scholars (ISS) Coordination** – CyRide will work with the International Student & Scholars representatives to address LEP needs. This office is the expert within the community working with the international student population and LEP population. They are the experts on communicating with this population segment.
  - a. **Orientation Services:** CyRide will work with ISS to be available for their fall/spring/summer orientation sessions to describe CyRide's services. (Began January 2011)

- b. Interpretive Services: CyRide will work with ISS to determine if free interpretive resources are available by their organization (students or volunteers) and how CyRide could utilize these resources for phone requests/written requests or public meetings. The City of Ames or Iowa State University does not employ language interpreters but may have interpretive services through ISS. Iowa State University only admits students to the university with English speaking skills. Less costly services to investigate with ISS include:

- ◆ [www.freetranslator.com](http://www.freetranslator.com)
- ◆ Microsoft Word Translator
- ◆ Voxox Universal Translator - <http://www.voxox.com/index/help/how-to-guides/universal-translator/>
- ◆ <https://www.languageline.com/webpi/webpi.php> (\$3.95/minute for interpretive services accommodating over 170 languages; very costly option)

(Complete 2/1/11; Revised to be complete 4/1/11)

**5) Verbal Dissemination of CyRide Services via public television stations** – CyRide will examine the possibility of [City Channel 12](#) (free) and [ISU Channel 18](#) (at cost) public service announcements (How to Ride video, How to Read a Schedule video, etc) that would inform LEP individuals of how to access CyRide bus information. This would help eliminate barriers to those individuals that have low-literate English reading or writing level. (Complete 2/1/11; Revised to be complete 4/1/11) CyRide has identified captioning sites that can transcribe YouTube videos and possibly translate them into a passengers' language choice either through [dotSUB.com](http://dotSUB.com) or [captiontube.com](http://captiontube.com). Staff is still working through the details of these efforts and may utilize public television access channels to illustrate how to access these videos in addition to showing the English version videos to Ames' residents that are perhaps low-literate.

## Previous Public Input on Needs

Previous needs were shared with the Human Service Council at their October 28, 2010 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 13, 2010 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
<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.</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 by other non-profit agencies due to state regulations limiting more than 6 non-profit car donations per non-profit 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 and/or Trip Planner 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>

Needs	Possible Strategies/Project
<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>
<p><b>Bus Storage/Maintenance Facility &amp; Connection :</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: 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</li> <li>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)</li> <li>4. 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. Additional Bus Facility Storage – identify and build additional capacity for bus storage, maintenance and operational needs over next 20 years either on-site at current location or through off-site location. Design off-site CyRide facility with appropriate functions needed including possibly 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, fuel pump improvements, concrete rehabilitation/improvements, , re-roof facility, replace boilers, rehabilitate wash bay/fuel area, flood barrier enhancements and increase ceiling height of garage doors and interior building by raising internal components to allow hybrid buses to pass through entire facility.</li> <li>3. Actively pursue federal earmark funding opportunities and/or nationally competitive grants in light of new upcoming 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, discuss and construct an Intermodal facility housing Intercity carriers near proximity of campus to connect all transportation modes within one location. Construction will commence in 2011 with the facility opening in July 2012 however, continued efforts should continue towards future funding to meet original vision of facility incorporating 350 additional parking spaces, bike path through Arboretum and a CyRide shuttle to/from the facility.</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. 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 for replacement. <ol style="list-style-type: none"> <li>a. CyRide recently purchased 33 buses in 2010 (15 new large buses, 6 new small buses, and 12 newer used buses) AND has 13 additional buses (11 large &amp; 2 articulated) that will be purchased in 2011/2012 due to receiving nationally competitive federal grants and a state grant. Due to this influx of buses, the following results WILL BE realized after 2012 bus deliveries: <ul style="list-style-type: none"> <li>▪ Average fleet age decreases from 14 years to 8 years bringing a better visual image of CyRide and more efficiencies to the system: less fuel, oil, and mechanical breakdowns</li> <li>▪ Wheelchair accessibility improved from 70-100%</li> <li>▪ Spare buses increases from 3 to 11 (5-20% goal)</li> <li>▪ Improved efficiencies of additional ridership capacity and eliminating second driver/bus due to 2 larger articulated buses</li> </ul> </li> </ol> </li> </ol>

	<ul style="list-style-type: none"> <li>▪ 32 large and 2 small buses are still past their useful life and need to be replaced throughout the next 4-year period</li> </ul> <p>b. 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 HIRTA's overall fleet.</p> <ol style="list-style-type: none"> <li>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.</li> <li>3. Surveillance Systems – Add/replace cameras to all CyRide buses to reduce liability and improve ability to assist City of Ames Police.</li> </ol>
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Needs	Possible Strategies/Project
<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 100% of CyRide vehicles.</li> </ol>
<p><b>Urban</b></p> <ol style="list-style-type: none"> <li>1. Maintain existing transit services and geographic coverage.</li> <li>2. Need to geographic service coverage of transit in Ames to serve gap areas.</li> <li>3. Need for increased frequencies of service on high-capacity corridors.</li> <li>4. Need for additional hours of transportation to specific areas of Ames.</li> <li>5. Specific need for third shift transportation (12am - 6am?)</li> <li>6. 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>1. RSVP Volunteer Transportation program managed by RSVP. Research possibility of providing background checks on drivers.</li> <li>2. Continue existing JARC/New Freedom 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> <li>▪ Continuation of Pink Route Service to E. 13<sup>th</sup>/Dayton</li> </ul> </li> <li>2. Study third shift transportation needs for Ames. (Transportation needed after 6pm and before 6am)</li> <li>3. Alternative Analysis Study of Orange Route</li> <li>4. New Transit Route Services: <ul style="list-style-type: none"> <li>• Aquatic Center on E. 13<sup>th</sup></li> <li>• Billy Sunday Road/Airport – Request from apartment complex. 7:30 am – 5:30pm (F = 40 min.)</li> <li>• Blue Route Alignment Expansion to Target/Wal-Mart</li> </ul> </li> <li>5. Fare-free city-wide: 4 options (Large Scale, Weekends only, Weekends/nights only, Summer only)</li> <li>6. Additional Frequencies/Trips: <ul style="list-style-type: none"> <li>• 20-minute frequencies on most routes 6:00am – 12:00 pm</li> <li>• Red/Blue Routes – 2 additional buses keeping schedule on-time &amp; safe 12:00pm – 6:00 pm (F = 15 min.)</li> <li>• Red Route – 20 additional trips (F = 5 min.)</li> <li>• Red/Blue/Green – earlier Sunday morning trips (green added fall 2009)</li> </ul> </li> </ol>

**Urban continued....**

- Blue South frequency improvements
    - a. Friday 7:15 – 9:45pm (Frequency = 20 min)
    - b. Saturday 5:15 – 9:45pm (F = 20 min)
    - c. Sunday 5:00 – 12pm (F = 30 min.)
    - d. **Sunday 11:00 am – 5pm (F = 20 min.)**
  - Yellow Route – Sunday service 10:45 – 6pm (F = 40 min.)
  - Brown South – ISU School Days Weeknight service 6-9pm (F = 40 min.)
  - Brown South – Saturday Service to Research Park - 8:30am-6pm (F = 40 min.)
  - Brown 6A Towers –
    - e. Weekdays: 6:00-9:00 pm (F = 20 min.)
    - f. Saturday/Sunday: 2:00-6:00 pm (F = 20 min.)
    - g. Saturday/Sunday: 11:00am-2:00pm (F=20 min.) & 6:00-8:00pm (F=20 min.)
  - Brown North – ISU School Days Weeknight service 9-11pm
  - DMACC Hunziker Center – evening service – two additional trips at 6:05 & 9:05pm
  - **Yellow/Gray Route – additional trips needed in light of Richmond Center and MICA human service agencies moving to S. Duff/ S.16<sup>th</sup> area serving transit dependent clients.**
7. Demand/On-Call Service for:
- 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.
8. AVL technologies - Improve route efficiencies by adding AVL technology, kiosks to the public, trip planner and automated scheduling software. Scheduling software will be purchased and installed in FY2012 due to nationally competitive state of good repair grant approval in 2010.

**Needs**

**Regional**

1. Need for additional/improved transportation outside the Ames community for medical transportation and other essential services.
2. Need for commuter transportation to/from outlying areas in Story County into Ames as well as I-35 corridor between Ames & Des Moines.

**Possible Strategies/Project**

**Regional Strategies/Projects**

1. Transit service between Ames & Iowa City for medical purposes. Possibly coordinate with other interested partners for service continuation to also serve other central Iowa residents to Iowa City and expand ability of Ames residents to receive medical care into Des Moines.
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.
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.
4. Adult Day Service transportation for Story County residents
5. Additional hours for agency special events
6. Easier demand response re-scheduling of pickups/drop offs
7. Transportation service to/from Nevada 3 x's a day
8. Rural meal-site transportation (meals/activities)
9. Out of service hours transportation for agency special events

### III - PROJECTS

The Human Service Council (HSC) members had opportunity to review the status of previously recommended projects at their October 28, 2010 meeting of which was also dispersed via e-mail. 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 and impacts to the community for each project follows the table thereafter. Comments were requested from the group and received. 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 nationally/state competitive federal funding to implement many transportation services and capital purchases. Major highlights include:

- Six CyRide large buses ordered Jan. 2011 (funded via State of Good Repair and IDOT)
- Five CyRide large buses to be ordered July 2012 (funded via State of Good Repair)
- Two CyRide articulated buses to be ordered July 2012 (funded via Clean Fuels Program)
- Thirty-three buses delivered in summer 2010 and prepped for fall service
  - Twelve large hybrids buses
  - Three large biodiesel buses
  - Six new small buses
  - Twelve newer used buses
- CyRide #6 Brown & #4A Gray Routes Expansion Continuation
- CyRide #10 Pink Route Expansion to E. 13<sup>th</sup>/Dayton
- CyRide #8 Aqua Route Expansion to Aquatic Center
- CyRide Subcontracted ADA Dial-A-Ride Services Continuation to Heartland Senior Services
- CyRide Scheduling Software to be implemented in FY2012 (funded through State of Good Repair)
- CyRide Fuel Pump Improvements & automated shutoffs to be implemented
- CyRide Facility Expansion direction approved on-site with 4 priorities: 1) Expansion to house existing fleet, 2) Rehabilitation of wash/fuel bay, 3) Increase ceiling height to allow hybrids to operate throughout entire facility and 4) flood barrier enhancements to 500-year floodplain.
- Ames Intermodal Transportation Facility – Project team developed smaller scale facility funded via the following federal/state grants (Transportation Investment Generating Economic Recovery (TIGER I), Bus Facilities and intercity worth \$9.113 million) on schedule for construction in spring 2011.

# 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	<del>\$ 98,770</del>	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	<del>Replace 13 - 40' HD Buses (cameras)</del>	<del>C</del>	<del>5309</del>	<del>\$ 4,143,360</del>	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	<del>CyRide</del>	<del>Replace 5 - 158" LD Low floor Buses</del>	<del>C</del>	<del>5309</del>	<del>\$ 460,000</del>	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, Intercity, PTIG, TIGER	\$12,000,000	Completed study & submitted TIGER grant for 90% ARRA TIGER funding on 9/10/09 <b>(Partial project approval 2/17/10 for \$8.463 million)</b> 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  
 IaDHS 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 @ 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 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 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 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. 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 Construction Underway – Throughout 2010, an Intermodal Facility concept was developed as explained within the 2011 PTP Update and a request for federal funding through the Transportation Investments Generating Economic Recovery (TIGER) program was made by CyRide on behalf of project partners Iowa State University and the City of Ames. On February 17, 2010, the U.S. DOT announced TIGER I 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 I request. Therefore, the project partners (CyRide, ISU and the City of Ames) quickly redeveloped a smaller project to implement within the preferred site location, ISU campustown.

While the Intermodal Facility was being redeveloped to a smaller scale, intercity transportation providers (Jefferson Lines and Burlington Trailways) moved their depot locations three times from one side of Ames to the other near a public transit route and finally to a temporary centralized location at the [Memorial Union](#). The Ames Intermodal Facility will finally provide a permanent home for these intercity transportation providers to drop off patrons in a safe location. In addition, CyRide worked with Executive Express (shuttles operator between Ames and the Des Moines airport) in plans to move their private transportation business into the Ames Intermodal Facility once built. Executive Express will store, wash and operate vehicles from this location as well as staff an office at the facility.

The redeveloped smaller facility will serve as the transportation focal point to connect the following transportation modes within the Ames community including: intercity transportation (Jefferson Lines, Burlington Trailways), public transit (Heartland Senior Services/HIRTA), airport shuttling (Executive Express), carpooling, vanpooling, taxi, bicycling, walking and parking (399 spaces). The facility will also help promote redevelopment within the campustown area through convenient nearby parking for campustown patrons as well as public restrooms. These restrooms will also be housed with shower facilities for those wishing to commute via bicycle into the community.

Elements that remain lacking within this redeveloped facility that remain eligible for federal funding include an additional 350 parking spaces, bike path through the ISU arboretum linking central campus to west Ames and lastly a CyRide shuttle operating through the facility connecting individuals throughout the Ames community. As these additional elements are still vital to the project partners, additional grant requests were made this year including [TIGER II](#) (\$10 million), Public Transit Investment Grant (\$880,000) and a state intercity grant (\$300,000). A public meeting was held on August 2, 2010 to discuss the [additional elements of the TIGER II expansion proposal](#) that included replacing the ground level parking with a second ramp area, ISU Arboretum bike path and CyRide shuttle. This project was identified as a continued need in the 2011 PTP and several human service agencies supported the additional grant applications submitted through [letters of support](#). The project updates were shared with the human service agencies as final design was completed and the results from grant funding requests. CyRide did receive an additional \$300,000 from the state request for the terminal area.

The Ames Intermodal Facility, minus the lacking elements listed in the above paragraph, will begin construction in spring 2011 with the facility opening in July 2012.

2) School Provider Transit Trips – [Durham School Services](#) provides the school bus transportation for the City of Ames, operating service since August 2009. CyRide utilizes Durham (and formally Central Iowa Transit/CIT) to help provide up to 7 daily transit trips along high ridership corridors to bring Iowa State University (ISU) students into campus on yellow school buses. To explain, many CyRide routes require “extra”

buses to serve the overwhelming demand for a ride to ISU campus. Some trips have 4-5 buses leaving one time point to fulfill this need and CyRide had previously sent out drivers to fulfill this one trip to meet these demands. Durham'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. Therefore, it is more cost effective for the community to subcontract these single trips to Durham rather than have CyRide pull out seven additional transit buses and pay drivers.

Over the past several years, CyRide could not have provided these 7 single trips as they did not have the buses available. Specifically, CyRide needs 64 buses (57 CyRide + 7 Durham) in the peak morning hours to meet the demands for ridership, but only had 60 buses in its fleet in early 2010. These single tripper buses transport 350 people each day into campus. Waiting for the next bus would just further amplify the need as the next bus is already at capacity, or full of passengers, as well. Therefore the school transportation provider was and continues to be vital to CyRide's daily transit service.

In 2009, CyRide scrambled mid-summer for 3-4 months as the [Ames Community School District](#) switched school bus providers from Central Iowa Transit (CIT) to Durham. Not having the new school bus provider do these trips meant that CyRide needed to purchase 7 buses and hire/train 7 drivers in a 4-month time span to fulfill the need described above. Durham eventually agreed to fulfill the role of providing these trips for CyRide. However, CyRide's uneasiness has continued as the [Ames Community School Board has continually expressed dissatisfaction with the Durham system](#) as recent as December 2010. Ames Tribune articles have quoted School Board representatives noting that Durham is not meeting the district's expectations noting regularly late arrivals to pick up students, frequent mechanical breakdowns and failure to provide special event transportation. The School District has worked with Durham in resolving these issues however, the problems have continued into the second year of service.

CyRide staff continues to believe the most efficient way to transport these additional passengers onto campus is through the school transportation provider. However by fall 2012, CyRide will be in the position to provide the seven trips if necessary. At that time, CyRide will place up to seven buses within a contingency fleet that could quickly be put into service if additional buses are needed overnight (inclement weather, additional ISU enrollment or school transportation provider not meeting transit trips.) CyRide would still need to scramble to hire and train seven new additional drivers if this occurred but this issue is more manageable.

3) Central Iowa RSVP's Volunteer Driver Transportation Program – On January 1, 2010, Central Iowa RSVP (Retired and Senior Volunteer Program) started supplementing Heartland's Public Transit Services by managing a Volunteer Driver Transportation Program to Story County residents through a pilot program funded by United Way of Story County and the Story County Community Foundation. RSVP recruited, trained and scheduled all volunteer drivers as well as processed and prioritized requests for the service, making medical trips, affordable rates, and safety a priority. Priority is given to those residents needing rides to in-county medical appointments (doctor appointments, therapy and treatment sessions, picking up medication, etc.), but other trips are provided as needed. All clients fill out an application for transportation services in which they need to meet the following criteria: 1) Be a resident of Story County, 2) Be ambulatory 3) Be willing to fill out a waiver of liability for RSVP to keep on file, 4) Be willing to comply with ridership policies and 5) Be willing to pay for the service at the beginning of your trip. Volunteer drivers utilize their own vehicles with mileage reimbursement available to the volunteers. RSVP welcomes referrals from any agency whose clients may need to access this service.

Stakeholders have determined that RSVP has continued an essential program that specifically targets individuals that need essential services – the original intent of the program. In 2010, 29 RSVP volunteers provided 213 (round trips) rides to 38 Story County residents RSVP will continue the program in 2011 through ASSET funding for approximately \$4,000.

4) Federal Grants Initiatives – The past year has brought several new transit federal funding initiatives, in the form of nationally competitive grants that will impact the Ames' community. Two recent examples include State



of Good Repair and Clean Fuels grant initiatives in which CyRide received funding under both programs as they competed with other public transit agencies around the nation. CyRide received 90% federal funding for ten 40-foot biodiesel buses and two articulated 60-foot biodiesel buses for a total of \$4.9 million. Typically CyRide only receives federal funding for 3-4 buses in a good year through the statewide earmarking process so to receive 12 in a year is phenomenal. This is also the first year in which CyRide received direct federal funding from the Federal Transit Administration towards the replacement of buses.

The funding for these grant initiatives primarily came from unallocated earmark funding and could be the future source of attaining earmarks for public transit agencies. As a result, funding decisions for the traditional earmarked funds will be made by the Federal Transit Administration (FTA) in Washington DC to disperse throughout the nation as opposed to Congressional leaders making those decisions. However, this creates additional burdens on the transit systems and/or Iowa DOT to write competitive grants year after year that will garner FTA's attention above other systems in the nation.

Other programs continued from 2009 include TIGER (Transportation Investment Generating Economic Recovery) and TIGGER (Transit Investments for Greenhouse Gas and Energy Reduction) where a second notice of funding availability for both programs were released in 2010 but with a match requirement. In 2009, CyRide received \$1.6 million in through TIGGER for ten hybrid upgrades as well as \$8.463 million in TIGER I for the Ames Intermodal Facility through stimulus funding (100% federal). CyRide applied for additional TIGER II funding to fund additional elements of the Ames Intermodal Facility but this request was not awarded. Additional TIGER and TIGGER program funding may be available in future years and any potential projects should be included within the PTP to take advantage of future opportunities for funding.

5) Continued Economy Downturn – The national economy has been declining over the past few years and the Ames community continues to feel the effects through the across the board State of Iowa budget cuts as state funding supports CyRide's board partner representative organizations.

- Iowa State University (ISU) - ISU has suffered dramatic cuts within its budget over the past three years 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 may 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, slashed retirement matching contributions, cut positions and delayed construction projects in addition to other departmental cuts within colleges to meet these "across the board" state cuts. The cuts are proposed to be even more dramatic for FY2012 with the "[Taxpayers First Act](#)" bill if approved.
- City of Ames - The Ames City Council has continually 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. Current taxes may be burdensome and city revenues may suffer as a result with less businesses or homeowners able to afford their present lifestyle. The City is asking departments/agencies to do more with less in these difficult times.
- Government of the Student Body (ISU students) - 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. Increased enrollment has traditionally equated to additional ridership for CyRide.

For FY2012, CyRide needs an additional 4.0% just to meet existing service levels of 2011 for the FY2012 budget. This increase is mainly due to fuel, insurance and IPERS costs that are beyond CyRide's control. As a result of some CyRide partners having difficult economic times, additional capital and operating projects for CyRide will be rather bleak for FY2012 and even continuing existing services may prove difficult to sustain.

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. CyRide staff is also concerned that federal appropriations (5307 Urbanized Formula Funding) will be

decreasing as congressmen move to restore transportation funding back to the 2006 levels. This would significantly impact CyRide's ability to provide service throughout the community.

6) Human Service Agencies Move – In 2009, [Richmond Center](#) moved their services to the S. 16<sup>th</sup>/High area consolidating with [Community and Family Resources \(CFR\)](#). Transportation became an issue as the area they moved to only provided hourly transit service via the #4 Gray Route with no service during the mid-part of the day. Transportation to the area was further complicated in having a second route, #5 Yellow, to the area but requires crossing four lanes of traffic on US Highway 69. As a result of this limited service, CFR/Richmond Center worked with Heartland Senior Services to provide transportation as needed to their clients. In 2010, [Mid-Iowa Community Action \(MICA\)](#) moved a portion of their services to this area as well with plans to move their entire organization by mid-spring 2011. MICA was told to vacate their current location at Department of Human Services and searched for over a year to locate an ideal location next to a public transit route as they primarily serve the low-income. They opted to coordinate their services with other agencies within a similar location. MICA's foundational programs include: Early Head Start, Head Start, Women, Infants, and Children (WIC), Maternal and Child Health, Weatherization, Energy Assistance, and Family Development. In addition, conversations have transpired to possibly add a Primary Health medical clinic within this area in the next few years. The area has subsequently become a one-stop shop for several essential human services thereby creating a gap within the Ames community serving the transit dependent.

A survey was conducted in December 2010 to determine how many transit riders these organizations serve. An option to provide an additional three trips on the #4 Gray route was presented to CyRide's board at their October 2010 meeting with other service recommendations for FY2012. Human service agencies were present to communicate their need for additional transportation to this area of the community. Although the route wouldn't provide as many rides as other options throughout the community, the service option provided a safer ride to the agencies' clients, which is important to CyRide. In December 2010, staff presented a 4.0% increase for the FY2012 budget just to provide the same level of transit service as 2011. As a result of this presentation, the board communicated that no services would be added in the upcoming year and wanted to attain a higher closing balance before additional services were added, but deferred the deciding vote to January 2011.

7) Ames-Iowa City Medical Transportation Service – Heartland Senior Services operates service to University of Iowa's Hospitals and Clinics to the general public since January 20, 2009. The project was originally planned as a priority project through the PTP and was also defined as a priority through ASSET. The service operates on demand (if requested within 24 hours before the trip) every Tuesday/Wednesday (currently, 67.3% of the time) to Iowa City for medical purposes including the Iowa City Dental Clinic. Medical appointments can be scheduled between 9:00 am and 2:00 pm in Iowa City on these days. A bus leaves Ames City Hall at 7:00 am and returns at 3:00 pm or after appointments if they conclude earlier.

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. ASSET funding continued the project into year 3 with a 50% match as state funding did not continue into year 3 of the service. 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. Therefore, a 50% local match will need to continue funding through ASSET into the future as this service continues.

Last year, ASSET administrators considered the service essential in providing access to medical services and that it should continue. ASSET administrators also gave clear direction that their local funding originally spent to create the service should only benefit those residing in Story County and that increasing the ridership should be concentrated over 2010 toward marketing the program within Story County. Marketing has continued through periodic e-mail marketing to human service agencies and brochure mailings throughout Story County. The United Way of Story County's Transportation Collaboration Committee continues to evaluate the service and find ways to market this essential service.

Possibilities do exist in the future to expand the service and market it to other counties/communities such as the City of Des Moines and/or 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. 14<sup>th</sup> in Des Moines (next largest medical access need according to a 2009 survey among human service agency clients) if similar access was granted to Boone County residents to Story County's route to Iowa City.

8) Story County Human Services Council Website – In an effort to promote Story County Human Service Council (SCHSC) and encourage networking among members and provide a resource to clients, a new website was developed this year for the council as well as an identifiable logo. The members can post events or important upcoming dates on the site to help coordinate community events of interest. The site has all members websites listed on the site, a main representative contact, as well as other essential information like the [Story County's Resource Guide](#). The agency that updates this guide was requested by the AAMPO/CyRide to add transportation resources for future updates. It has been suggested that the UWSC's TCC could help in documenting Ames' transportation resources to include in the guide for 2011 update. Visit the members of SCHSC at [www.storycountyhumanservices.org](http://www.storycountyhumanservices.org).



9) CyRide Website – Over the past year, CyRide staff has been working toward redesigning their website towards a more professional image featuring a “day” and “night” time homepage and better overall navigation of the site. The new site will be released to the public approximately mid-March before final approval of the 2012 PTP update and can be viewed at [www.cyride.com](http://www.cyride.com). The site will allow for translation through Google Translate providing additional access of CyRide's bus services and programs for LEP individuals. Agencies can also print translated information for their clients/customers as they request CyRide service information. This idea was thought to be a viable and cost efficient option to provide meaningful access of essential services to the LEP population. However; as a result of this new site, links throughout this PTP Update may not be supported after the website conversion is final in mid-March 2011. However, this should be just a one-time issue and corrected for the following annual update.

10) Story County Human Health Assessment – Every five years, the Story County Community Coalition (SCCC) conducts a countywide health and human services needs assessment to identify major health and human services needs in Story County. This survey measures the progress on major needs already identified in the 2005 assessment, further identifies barriers and gaps of additional major needs and sets the stage of a comprehensive and collaborative community plan to meet those needs. The needs assessment is also utilized for research projects related to community studies and development. Within the 2005 assessment, transportation was identified as a major need within Ames community and the entire county. As a result, the United Way of Story County made transportation one of its four initiatives in their overall campaign focus.

The SCCC began to plan the next assessment in the fall of 2009, with results being available in late spring 2011. The assessment process includes a [random mail and internet survey](#), focus groups, input from human service providers and review of other data sources and needs reports. Preliminary results of the survey were shared with human and health service agencies, including public transit providers, in November where they were given an opportunity to provide input and react to the data presented. Comments were taken at that time from participating agency representatives that transportation continues to be a main concern for many agencies' clients. The SCCC will work with the assessment team to further analyze and validate the data. The SCCC will then identify and prioritize the top needs from all of the gathered information within the final report.

## V – RECOMMENDED PROJECTS 2012-2015

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.

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, 2011. (See table on the following page)

**Mobility Is....**

**Ability to pay  
for the service**

## RECOMMENDED PROJECTS 2012-2015

Projects recommended as candidates for FTA or STA funding:

Provider Name	Project Description	Type*	Total Estimated Cost	Estimated Fiscal Year	Recommended Funding Source(s)**	Priority
1 CyRide	General Operations	O	\$ 7,500,000	2012-2015	5307, CyRide	H
1 CyRide	General Operations	O	\$ 551,283	2012-2015	STA - F	H
2 CyRide	Subcontracted ADA Dial-A-Ride Service	O	\$ 178,899	2012-2015	5310	H
3 CyRide	Brown Route Frequency/Hours Expansion	O	\$ 66,000	2012-2015	5316	H
4 CyRide	Yellow Route Mid-day Expansion	O	\$ 32,000	2012-2015	5316	H
5 CyRide	E. 13th/Dayton Service	O	\$ 329,700	2012-2015	5316, 5317	H
6 CyRide	Gray Route Frequency/Hours Expansion	O	\$ 33,800	2013-2015	5316, 5317	H
7 CyRide	Blue Route Expansion (Target & Wal-Mart)	O	\$ 352,900	2013-2015	5316	H
8 CyRide	Blue Route Frequency Expansion	O	\$ 38,400	2013-2015	5316	H
9 HIRTA	Ames to Iowa City Service	O	\$ 45,000	2012-2015	5317	H
10 CyRide	Alternative Analysis Study - Orange Rt.	P	\$ 200,000	2013	5339	L
11 CyRide	I-35 Ames-Des Moines Corridor Planning	P	\$ 100,000	2013	STA - S	M
12 AAMPO	Planning	P	\$ 45,000	2012-2015	5303	H
13 CyRide	Transit Amenities	C	\$ 50,000	2012-2015	5310	M
14 CyRide	Expand 60' Articulated Diesel Buses (4 vehicles, cameras)	C	\$ 2,080,000	2014	5307, 5309, Clean Fuels	M
15 CyRide	Expand 40' HD Large Diesel and/or Hybrid Buses (5 vehicles, cameras)	C	\$ 1,960,000	2014-2015	5307, 5309, 5316, 5317, TIGGER	M
16 CyRide	Replace 40' HD Large Diesel Buses (32 vehicles, cameras)	C	\$ 13,322,101	2012-2015	5309	H
17 CyRide	Replace 176" LD Small Buses (2 vehicles, diesel, urban, cameras)	C	\$ 176,000	2012	5309	H
18 CyRide	Boiler Replacement	C	\$ 75,000	2012	5309	H
19 CyRide	Vehicle Surveillance System Rep.	C	\$ 160,000	2012-2014	5309	H
20 CyRide	AVL technology, web planner, passenger counters	C	\$ 1,700,000	2012-2015	5309, TIGGER	L
21 CyRide	Maintenance Facility Expansion/Rehab: expand storage for buses; rehab fuel/wash lane; flood protection barriers & ceiling extension	C	\$ 12,000,000	2012-2015	5309, PTIG, TIGER	H
22 CyRide	Ames Intermodal Facility	C	\$ 12,500,000	2012-2015	5309, TIGER	H
23 CyRide	Facility Cameras/Proximity Card Access	C	\$ 56,660	2014	5309	M
24 CyRide	Electric Distribution Rehabilitation	C	\$ 30,000	2014	5309	L
25 CyRide	Fire Sprinkler System Upgrade	C	\$ 250,000	2014	5309	L
26 CyRide	Storage area air handling replacment	C	\$ 250,000	2014	5309	L
27 CyRide	Re-roof Maintenance Facility	C	\$ 500,000	2014	5309, PTIG	M
28 CyRide	Ames Fare Free	O	\$ 5,010,955	2014-2015	5307, STA-F	M
29 CyRide	Vanpool Program	C, O	\$ 430,000	2014-2015	ICAAP, 5309	M
30 CyRide	Resurface ISC Commuter parking	C	\$ 1,000,000	2015	5309	L
Projects recommended as candidates for human services or other funding:						
9 HIRTA	Ames to Iowa City Service	O	\$ 45,000	2012-2015	ASSET	H
31 RSVP	Central Iowa RSVP Volunteer Driver Program	C, O	\$ 4,000	CY2012-CY2015	UWSC, 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

**laDHS 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 projects.

1. General Operations – CyRide (5307): This funding supports the operations of CyRide's fixed-route operations that provides service throughout the Ames community. This formula funding allocation is allocated 100% to operations to make the grant process easier for CyRide as well as FTA. As a result, grants can be drawn quickly 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 a car sales tax 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 for those individuals that cannot ride the fixed-route system and instead ride Dial-A-Ride services operated under subcontract to Heartland Senior Services. 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 2012.
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 2012.
5. Service to Dayton Industrial Area, Dialysis, Agency Locations @ 13<sup>th</sup>/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 over the past several years. This service began in August 2010 and therefore has only been operating a few months but is expected to continue for the life of this plan. The area has several industrial plants as well as medical businesses along this corridor. In addition, this area is planned that a new mall will commence construction when the economy recovers 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 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, the trip can be provided at a much lesser cost via fixed route and also make customers

obtain the service the day they need it instead of requesting the service a day in advance making individuals more independent.

6. Gray Route Frequency/Hours Expansion: Several human service agencies have or will relocate to the S. 16<sup>th</sup>/High Street area including Richmond Center, Community and Family Resources (CFR), Mid-Iowa Community Action (MICA), MICA's Family Development and the MICA Dental Clinic. There are also discussions that a medical Primary Health clinic will also be located in this vicinity. Currently the route that serves this area (#4 Gray) does not provide service for approximately 3 hours each weekday during the times these agencies are servicing their clients. These agencies serve low-income and disabled residents of the Ames area that rely upon CyRide as their means of transportation to access these essential services. Passengers that take the Yellow Route to this area are burdened with walking 3-4 blocks and crossing Duff Avenue which is a high safety concern. An additional 3 trips operating hourly service on Gray would provide safe and continuous hourly service during the weekday during the agencies' operating hours a block away from their front door. In addition, two large senior housing developments are being built on S. 16<sup>th</sup> Street east of the Ames Christian School on the #4 Gray route in which management there is also requesting additional service and bus shelters. Additional frequencies could be added when demand is realized.
7. Blue Route Expansion: With the opening of Wal-Mart on S. Duff, CyRide's ridership has dramatically increased on this route and the bus stop at S. 4<sup>th</sup>/Duff experiences a significant increase in boardings. A route modification would extend services east of South Duff to Target, through Target's parking lot to South 3<sup>rd</sup> St. and then west across South Duff to Riverbirch apartments. The problematic bus stop at the intersection of South 3<sup>rd</sup> and Duff next to the old Sprint business, where numerous shopping carts get parked, could be resolved as Target and Wal-Mart patrons riding CyRide could board and alight the bus closer to these retail stores. This request is the most requested change in CyRide's routes but also rather expensive change for CyRide's board at this time to fund. This expansion would not only require an additional bus each day of the week between 9am and 9pm but also possibly streets would need to be built to accommodate the growth of CyRide buses. CyRide will continue to research whether the streets are CyRide strength and work with Target/Wal-Mart to see if the extension through their lots is possible within the next few years.
8. Blue Route Frequency Expansion: CyRide currently operates Blue route at 20 minute intervals every day of the week but Sunday where it operates every 40 minutes. Difficulties are occurring to where the driver is having trouble staying on time as the bus is in high demand on Sunday. This expansion would add two additional buses on Sunday to bring Blue route service to 20 minutes between 11am and 5pm between Schilleter Village and the Riverbirch end point on the south side near Wal-Mart. This doubles the opportunities for individuals to take the bus to ISU and to a high commercial area.
9. 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 pilot project had six funding sources. This year, the service is recommended to be locally funded by 50% through ASSET which consists of Story County, City of Ames, United Way of Story County, Government of the Student Body and the Department of Human Services.
10. 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.
11. 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.

12. 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 by the U.S. Department of Transportation, Federal Transit Administration or the Iowa DOT.
13. 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 be 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. In addition, signage for real-time bus information could be incorporated into CyRide's system if NextBus or similar technology is implemented through funding from ISU's Government of Student Body. Other funding could be realized through New Freedom or though CyRide's local budget.
14. Expand 4 – 60' Articulated Diesel Buses: 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. A consultant has identified that 6 buses could be implemented onto these two routes. 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. CyRide received funding in 2010 to purchase 2 articulated buses but still has a need for an additional 4 throughout the system.
15. Expand 40' HD Large Diesel and/or Hybrid buses (camera): 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 CyRide's spare ratio suffered as a result leaving only 3 spare buses throughout 2009. This low spare ratio diminished CyRide's ability to serve the community when buses broke down or were in an accident leaving no little room for those situations. The Federal Transit Administration recommends having a 20% spare ratio and CyRide was left with 3-5%. Since CyRide grew by 12 additional peak vehicles to meet ridership demand between 2006 and 2010, staff recommends expanding the fleet with new buses if possible as opposed to utilizing spares to expand the fleet if possible. 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.
16. Replace 40' HD Large Diesel Buses (cameras): In 2009, CyRide had the 14<sup>th</sup> oldest fleet in the nation according to the National Transit Database. While CyRide has been successful in cutting its bus fleet age in half with a recent purchase of buses and our next order coming by 2012, continual replacement of old buses is always needed to keep operational costs of maintaining buses to a minimum. Buses take approximately 18 months to 2 years to obtain from the date ordered until delivery. Currently thirty-two 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 or through the success of CyRide in national competitive grant opportunities that become available. Bus replacement is not only important to the overall image of CyRide but to keep maintenance costs as a minimum.
17. Replacement of Light-duty LD buses (5309): Again, this would allow CyRide to obtain earmark funding through the state each year or be eligible for funding through national competitive grant opportunities. These vehicles are past their useful life and need to be replaced. Available funding is dependent on the State of Iowa or CyRide's success in obtaining this additional funding each year.
18. Boiler Replacement (5309): CyRide's boilers are currently 29 years old as they were purchased when the building was originally constructed in 1983. CyRide has the boilers inspected annually by a contractor in which they've indicated they are in poor condition. To achieve a state of good repair the boilers need to be replaced before they fail.
19. Vehicle Surveillance Systems (5309): CyRide received 27 camera systems in 2004 of which the 20 remaining are in need of replacement. Those cameras systems are no longer manufactured or have available parts for replacement and are therefore obsolete. As the cameras break down, CyRide must



transition to a newer system. 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 20 security systems to replace this obsolete system and equip 100% of its revenue fleet with modernized surveillance systems.

20. 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 and received 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.
21. Maintenance Facility Expansion: CyRide requested and received earmark funding for a maintenance facility expansion through the transportation bill reauthorization called SAFETEA-LU. Congress has yet to reauthorize this bill for 2010 and beyond. CyRide currently has 80 large buses with parking for only 60. No additional vehicles can be parked within the facility and CyRide is still growing with the public riding more and more each day. CyRide's 2010 study, completed by URS Corporation, revealed that a majority of the storage needs could be accomplished on-site into 2030 but not all the maintenance nor operations staff expansion needs. A previous study identified an off-site location on State Street as a possible future location to fulfill all expansion needs. Both opportunities may continue to be explored however, in the meantime CyRide will proceed with minimal bus storage expansion on-site, flood barrier protection enhancement, rehabilitation of the wash bay area and ceiling modifications to fit hybrid buses throughout the entire storage area which will bring the existing facility to a state of good repair and allow current bus storage needs to be accomplished.
22. Ames Intermodal Facility (5309): An Intermodal Facility will begin construction in spring 2011 to be completed in July 2012 in the campustown area next to Iowa State University. The facility will include metered/permit parking for 399 individuals, outside transportation for regional carriers (Jefferson Lines, Burlington Trailways, Executive Express, Heartland Senior Services), vanpool/carpool parking, bike trail, and public restrooms/shower facilities. However, the initial vision will not be fully realized and the project was scaled back relative to the level of funding available. Approximately 350 parking spaces, bike path through the arboretum and CyRide will not be part of the project due to the limited funding. Additional parking is needed to allow enough additional revenues to support a CyRide route linking the community with this facility as well as fulfill the need for parking to support economic growth in the campustown area as originally envisioned. However, additional funding through future TIGER grant applications could be achieved in the future to fully meet this vision. Previous discussion of this need was documented under recent developments.
23. Facility Camera/Proximity Card Access (5309): CyRide has obtained a camera system for the 2008 administrative 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.
24. 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 reviewing the circuits and redistributing accordingly to protect the building investment.
25. 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.
26. Storage area air handling replacement (5309): CyRide replaced the air handling within its shop area in 2010. Recommendations from a consultant also determined that the air within the facility storage area needs attention to allow cleaner air to recommended levels for all employees.
27. Re-roof Maintenance Facility: In 2014, CyRide's roof will be past its useful life at 31 years of age. Repairs have been made haphazardly throughout the years as staff inspects the roof bi-annually each spring and fall. The flat membrane roof shows signs of deteriorating with cracks, punctures, blisters and water ponding up. The roof now is at the point there replacement is necessary to protect federally funded equipment inside and retain a state of good repair to the facility.

28. 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 by showing their ISU student identification card by paying their tuition each semester. 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 and meet this anticipated demand throughout the community. 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 experimented with Summer Fare Free in 2009 and increased service by 26% that year through funding from the Ames City Council. Fare free was widely accepted among the human service agencies indicating that it helped out their clients immensely that summer! The effects of this experiment have lasted with CyRide achieving record breaking ridership 10 out of 12 months since Summer Fare Free giving CyRide its largest ridership ever for FY2010 at 5.37 million rides!
29. 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. There is a small vanpool program of 5 vehicles operated by ISU's transportation department. The thought is that this program could be expanded to the entire Ames community for the future. A community program would be 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
30. 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.
31. Central Iowa RSVP's Volunteer Driver Program (UWSC/SCCF): With a special grant from United Way of Story County, and support from the Story County Community Foundation, Central Iowa RSVP (Retired and Senior Volunteer Program) began managing a Volunteer Driver Transportation Program January 1, 2010. RSVP is supplementing existing transportation services (i.e. Heartland Senior Services Public Transit) by providing the recruitment, management, and scheduling of volunteers giving rides to Story County residents. Priority is given to those residents needing rides to in-county medical appointments (doctor appointments, therapy and treatment sessions, picking up medication, etc.), but other trips are provided as needed. The service is offered Monday through Friday between 8:00 am and 4:30 pm. In 2010, 29 RSVP volunteers provided 213 (round trips) rides to 38 Story County residents, providing safe, reliable, and affordable transportation to and from essential services.

## VI – CONCLUSION

The PTP coordination effort is an ongoing process throughout the year to define funding and further refine recommended projects originally 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 or identified through new transit reauthorization bills. Involvement through Human Services Council and the United Way's Transportation Collaboration Committee has provided additional opportunities for increased communication between transportation providers and human/health service agencies 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.

# APPENDICES

**Human Service Council (HSC) Meeting Minutes**  
**Thursday, February 25, 2010**

The meeting started with introductions from the following people: Jay Lettow (Arc), Angela Tharp (At Home Care), Bill Dodd (Big Bros/Sis), Geff Gescheidler (Boys/Girls Club), Rachelle Flory (ChildServe), Jennifer Barber (CFR), Shari Atwood (Ames Area MPO/CyRide), Bailey Dorsett (Girl Scouts), Janelle Durlin (MICA), Deb Niehof (NAMI), Cari McPartland (Richmond Center), Karla Webb (Story Co. Comm Svc), Shellie Orngard (Volunteer Center), Arti Sanghi (RSVP), Jennifer Garrett (ISU Memorial Union), Richard Sharpe (Mainstream Living), Lynn Scarlett (United Way), Trish O'Brien Edwards (Volunteer Ctr), Sonja Hayes (Ames Com School), Teresa Bowlin (Iowa Comprehensive).

Scott Maas, Special Event Planning Manager at Memorial Union, provided today's Program.

Rachelle Flory called the business meeting to order at 12:00 pm.

One correction, reported by Cari McPartland, was made to last month's minutes.

Treasurer, Shari Atwood, reported a balance of \$2,283.63 in the checking account.

The ASSET representative reported that funding recommendations had been emailed to agencies. There was not a quorum at last month's ASSET meeting. It was also reported that no meal will be served at the Administration meeting.

Jay Letow discussed priorities for the Human Service Council website which included: agency name, agency link, calendar of events, minutes of meeting, programs, and agency spotlights. Jay mentioned that ASSET is working on their website and has hired a professional service to do the logo and basic design. Our website's domain name will be Story County Human Services – with either a “.org” or “.com” for an ending. It will cost around \$25 for the domain name. It needs to be set up so that all members can submit information as an Administrator. Jay suggested we try it for a year or two and see how much it gets used.

Jay made a motion to find someone to design the Human Service Council website at a cost not to exceed \$1000 and to purchase both the “.org” and the “.com” domain. Deb Niehof 2<sup>nd</sup> the motion.

Shari Atwood gave a Passenger Transportation Plan update. The Ames Area MPO Passenger Transportation Plan was submitted to the Iowa Department of Transportation (IDOT) February 1<sup>st</sup> to obtain their comments. Thanks to those human service agencies and transportation providers that recommended the plan via electronic vote. The draft PTP Plan update can be viewed at: [http://www.cyride.com/planning\\_policies/Ames\\_PTP.html](http://www.cyride.com/planning_policies/Ames_PTP.html) . Comments from the IDOT should be received back on March 1<sup>st</sup> and incorporated thereafter. Shari will send out the

final plan update for human service agencies/transportation providers to review and will also put it on the PTP website page above. If you have any changes to the plan, please let Shari know by Wednesday, March 17<sup>th</sup>. Below describes the timeline for approval of the 2011 PTP Update.

March 17<sup>th</sup> – AAMPO Technical Committee recommends the 2011 PTP Update to AAMPO Policy Committee for approval

March 23<sup>rd</sup> – AAMPO Policy Committee reviews the PTP Update

April 27<sup>th</sup> – AAMPO Policy Committee final approval of PTP Update

May 1<sup>st</sup> – Final PTP Update due electronically to the Iowa Department of Transportation and Federal Transit Administration

Shari Atwood also discussed CyRide service improvements for FY2011 including a new route out to E. 13<sup>th</sup>/Dayton which was a high priority within the PTP process since 2006. A handout was presented at the meeting and can be found at the following website:

[http://www.cyride.com/planning\\_policies/images/PTP%202011/CyRide%20FY2011%20Improvements.pdf](http://www.cyride.com/planning_policies/images/PTP%202011/CyRide%20FY2011%20Improvements.pdf). The proposed route can be viewed also at <http://www.cyride.com/whats-new/Dayton%20Map.jpg>. The discussion was what are the best times to travel for the 6-8 trips each day? Morning and afternoon OR a mid-day service?

Rachelle Flory from ChildServe provided today's "Agency Spotlight."

Agency information was shared by attendees. Rachelle informed the members that they can now write down on a ½ sheet of paper a paragraph describing an upcoming event(s) which will be added to the minutes of each meeting. Agency information included:

"Boys & Girls Club of Story County is celebrating the National Boys & Girls Club Week March 22 – 27. On March 27 the Shoot the Rock Around the Clock basketball fundraiser will take place from 8 a.m. to 8 p.m."

"Iowa Comprehensive Human Services may be getting summer stimulus money again this summer to put 14-24 year olds to work. Must meet income guidelines and have one other barrier. This is for Story and Boone Counties. We are also looking for possible job sites who would want to participate. We pay wages to the youth working. For applications for participants or job sites, please contact Teresa Bowlin at 515-250-0390. I would like to have youth and job sites information by the end of March or the first week in April. The program will start in June when school is out if we get this funding."

"ISU Memorial Union: VEISHA Service Day/Stash the Trash, Saturday, March 27<sup>th</sup>. There are a variety of service projects as well as trash pick up on and off campus. Register online at [www.veishea.iastate.edu/service](http://www.veishea.iastate.edu/service). Youth Volunteer Awards – Volunteer Center of Story County Activities Center, Monday, April 19; nominations due Tuesday, March 23. Nominate youth people under the age of 25 for an award signed by the Governor. Nomination forms are at [www.vcstory.org](http://www.vcstory.org)."

“CyRide. CyRide was awarded \$8.463 million in Transportation Improvements Generating Economic Recovery (TIGER) funding from the DOT for the Intermodal facility. The full request was for \$39.3 million so we received about 21% of the funding requested. Only 51 awards were made out of 1,400 requested nationwide. The City of Dubuque was the only other Iowa award made for \$5.6 million however 90% of their total project was funded. CyRide and partners will be working over the next month to determine what the funding can be utilized toward in the overall project concept design. Additional funding requests in TIGER or otherwise may also be made within the next year to add to this funding pot. We’ll keep you apprised as this project progresses. To see a summary of all TIGER awards, go to: <http://www.dot.gov/documents/fintigergrantinfo.pdf>.”

“At Home Care Company Seminar Series – public invited. Monday, March 15 – 5:05 p.m. at Heartland Senior Services, 205 South Walnut in Ames. Polly Johnston, Program Specialist for the Alzheimer’s Association, Greater Iowa Chapter, will present on how to effectively communicate to someone who has communication barriers with their Alzheimer’s/Dementia. At Home Care Company is honored to have Ms. Johnston present at our 4<sup>th</sup> seminar series event. Light refreshments will be provided. RSVP at 292-2650.”

“NAMI. Care Inc. Service Dogs will be presented by Rhonda Brooks, Addictions Counselor at CFR. Rhonda will speak about using service dogs in a therapeutic setting, and as assistants for people with disabilities, providing both medical alert and emotional support. The meeting will be held at 7:00 p.m. on Tuesday, March 16<sup>th</sup>, at Collegiate Presbyterian Church.”

The next meeting will be held at 11:30 on Thursday, March 25<sup>th</sup> at 130 South Sheldon Avenue (Collegiate United Methodist Church annex). The Agency Spotlight will be made by Central Iowa RSVP and the Program will be given by KHOI Radio’s Roger Parmenter, Project Manager.

# CyRide FY2011 Improvements

In January 2010, approved a 3.5% increase for CyRide's operation for fiscal year 2011 despite budgetary concerns at the university level and a declining economy for Ames residents. CyRide's ridership is growing at more than 11%. This increase will maintain the level of operations in 2008 plus add two operational services as described below:

## **Additional 2 hours of weekday service on Red/Blue routes between noon & 2pm**

CyRide staff recommended two additional buses to increase the frequency between noon and 2pm making 15 min. headways during this time. The red/blue routes were consistently behind schedule due to excessive loads of passengers. Adding these additional buses will spread out the loads of passengers during this time effectively improving safety as drivers' can relax (not rush) and meet the schedule between end points.

## **E. 13<sup>th</sup>/Dayton Route**

In October 2008, CyRide applied for Iowa's Clean Air Attainment Program (ICAAP) for 2 hybrid buses to be utilized in a service to E. Ames. These buses will be delivered in July 2010.

CyRide's board approved about \$50,000 for a minimal level of service to E. Ames. A preliminary route, schedule options and bus stops have been developed so that we can begin the discussions with the community. Keep in mind that CyRide is limited to driving on roads that are built up for transit per City of Ames policy and cannot travel through parking lots or cul-de-sac roads in 40-foot buses. The following describes the preliminary route/service:

Route Begins:	Friday, August 20, 2010
Starting Endpoint:	Ames City Hall (connects with #1 Red, #2 Green and #5 Yellow
Ending Endpoint:	Unknown? (Options include: Plymouth/Dayton, National Animal Disease Center, future Lifestyle Center
Days of Service:	Weekdays (Monday – Friday)
# Trips:	6 trips total (Option #1: Peak hour service – 3am; 3pm trips OR Option #2: Mid-day service – 9am-3pm; or another 6 hour time period)
Frequency:	Hourly (could be extended to LifeStyle Center/mall area when/if completed)

- Will the route meeting your staff/clients' needs?
- Which time options work best? Peak hour or mid-day service?
- What time does your staff have to be at work? What time do they leave?
- What times do you or your clients visit the E. 13<sup>th</sup>/Dayton area?
- Bus stops will be added along Lincoln Way and Dayton Rd. but CyRide's operations will determine the ultimate placement of bus stops mindful of safety along the route.

**Letter of Support Request** - CyRide will be requesting 50% of this route (\$25,000) through JARC/New Freedom funding in late April. JARC funding focuses on low-income individuals getting to jobs or work training. New Freedom funding is for services that benefit the disabled community which otherwise would not be available. ICAAP funding also pays for operational services but ends within 3 years of the start of service. JARC/NF can be requested as long as the funding is available and could increase the service level (additional hours/frequency) as CyRide's board has additional local match to contribute. Both of these funding sources require letters of support in requesting the funding. Please consider writing a letter of support for this service within the next few months for a May 1<sup>st</sup> grant application by CyRide.





## #10 Pink Route Monday-Friday all year

City Hall	L Way/ Duff	Dayton/ E. L Way	Phila./ Baltimore	Phila./ Baltimore	Dayton/ E. L Way	L Way/ Duff	City Hall
	00:04	00:05	00:05	00:07	00:05	00:05	0:05
	0.8	1.5	1.0	0.0	1.0	1.5	0.6
	12.0	17.6	12.0	0.0	12.0	18.0	7.2
7:29 AM	7:33 AM	7:38 AM	7:43 AM	7:50 AM	7:55 AM	8:00 AM	8:05 AM
8:24 AM	8:28 AM	8:33 AM	8:38 AM	8:45 AM	8:50 AM	8:55 AM	9:00 AM
9:10 AM	9:14 AM	9:19 AM	9:24 AM	9:31 AM	9:36 AM	9:41 AM	9:46 AM
2:55 PM	2:59 PM	3:04 PM	3:09 PM	3:16 PM	3:21 PM	3:26 PM	3:31 PM
3:55 PM	3:59 PM	4:04 PM	4:09 PM	4:16 PM	4:21 PM	4:26 PM	4:31 PM
4:55 PM	4:59 PM	5:04 PM	5:09 PM	5:16 PM	5:21 PM	5:26 PM	5:31 PM

## Businesses/Organizations/Human Service Agencies Located along E. Lincoln Way, Dayton and E. 13<sup>th</sup>

Below are approximately 95 employment/educational/childcare sites that otherwise would not be available if this service route was not implemented. The bolded businesses are the identified organizations having significant ties to the medical community at E. 13<sup>th</sup>/Dayton.

- |  |   |  |
|--|---|--|
| 1. 3M  | 31. Collision Center                        | 67. River Valley Credit Union                          |
| 2. AC Delco Denny's Automotive                     | 32. Consolidated Supply Company             | 68. RSC Equipment Rental                               |
| 3. Accurate Translations                           | 33. Cyclone Printers                        | 69. Sauer Danfoss                                      |
| 4. ACE Community Credit Union                      | 34. Diamond Vogel Paint & Decorating Center | 70. Schropp's Cabinetry Kitchen/Bath Showroom          |
| 5. Ames Downtown Central Business District         | 35. Dollar General                          | 71. Shaffer's Collision Repair                         |
| 6. Ames Feed & Supply                              | 36. Don & Sons Body Shop                    | 72. Speck Plumbing Heating & Cooling                   |
| 7. Ames Motor Lodge                                | 37. DSM Nutritional Products Inc.           | 73. Steamway Cleaning & Restoration                    |
| 8. Ames Outdoor Power Equipment LLC.               | 38. Electronic Engineering Co.              | 74. Street & Off Road                                  |
| 9. Ames Power Sports                               | 39. First Class Signs                       | 75. Terrus Real Estate Group                           |
| 10. Ames Ready Mix                                 | 40. Friedrich Iowa Realty                   | 76. Thompson Electric                                  |
| 11. Ames Redemption Center                         | 41. Great Plains Orthotics & Prosthetics    | 77. Tip Top Lounge                                     |
| 12. Arbys/BP Gas Station                           | 42. Habhab's Towing Repair & Used Cars      | 78. TSG Mini Storage                                   |
| 13. Ball Plastic Containers Operations Corporation | 43. HACH Company                            | 79. Tune Up Automotive & Repairs                       |
| 14. Becker Underwood Inc.                          | 44. Heartland Technology Solutions          | 80. Universal Harvester (UHC)                          |
| 15. Bobcat of Ames                                 | 45. Holiday Inn Express                     | 81. University Motors                                  |
| 16. Brown's Heavy Equipment & Diesel Repair        | 46. Iowa Turkey Federation                  | 82. UPS Customer Center                                |
| 17. Bud's Service Center & UHaul                   | 47. Kum & Go                                | 83. VIVIS of Iowa                                      |
| 18. Burger King                                    | 48. Larry's Appliance Service & Parts       | 84. Water Chemical Inc.                                |
| 19. Butch's Amoco BP                               | 49. Lennox                                  | 85. Wayne Larson Supply Company                        |
| 20. C And K Heating Air Conditioning & Plumbing    | 50. Lincoln East Commercial Center          | 86. WCI Pools & Spas                                   |
| 21. Café Northwest                                 | 51. Lincoln Lodge Motel                     | 87. Zylstra Cycle Co: Harley Davidson                  |
| 22. Carriage House Foods Inc.                      | 52. MAGIC Mufflers & Brakes                 | 88. Variety Club Child Serve Center                    |
| 23. Cenex Gas Station                              | 53. Mainstream Living                       | <b>89. Ames Foot Clinic</b>                            |
| 24. Central Auto Supply                            | 54. Manatts                                 | <b>90. Ames Pediatric Dental Clinic</b>                |
| 25. Central Iowa Transit                           | 55. Mangostinos                             | <b>91. Choice Medical Building</b>                     |
| 26. Central States Roofing Co.                     | 56. McDonald Supply                         | <b>92. Grandgenett Dentistry</b>                       |
| 27. CIT Charters, Inc.                             | 57. Midwest Coaches                         | <b>93. Iowa Heart Center</b>                           |
| 28. City of Ames Fleet Services                    | 58. Midwest Motorsports                     | <b>94. Mary Greeley Medical Center Dialysis Center</b> |
| 29. City of Ames Main Office                       | 59. Midwest Printing                        | <b>95. Wolfe Clinic</b>                                |
| 30. City of Ames Resource Recovery System          | 60. NAI Electrical Contractors              |  |
|  | 61. Pete's Truck & Diesel                   |  |
|  | 62. Pizza Ranch                             |  |
|  | 63. Plumb Supply                            |  |
|  | 64. Praxair                                 |  |
|  | 65. Quality Inn & Suites                    |  |
|  | 66. Rich Lepper Construction                |  |

**Human Service Council (HSC) Meeting Minutes**  
**Thursday, March 25, 2010**

The meeting started with introductions from the following members and visitors: Geff Gescheidler (Boys/Girls Club), Rachelle Flory (ChildServe), Jennifer Barber (CFR), Janelle Durlin (MICA), Deb Niehof (NAMI), Shellie Orngard (Volunteer Center), Arti Sanghi (RSVP), Jennifer Garrett (ISU Memorial Union), Sonja Hayes (Ames Com School), Andi Olson (YSS), Mark Kubik (CCJ), Jamison Arends (ISU), Michale Hansen (Foster G-Parents), Shelly McQueeney (ACCESS), Kirk Brocker (Red Cross), Mike Fritz (Good Neighbor), Heath Ropp (Ames PD), Patsy Beese (Homeward), Tom Elston (Bickford), Jenny Thomas (YSS), Carol Simms-Davis (MICA), Kalen Petersen (RSVP).

Roger Parmentor from KHOI radio provided today's Program.

Rachelle Flory called the business meeting to order at 11:50 am.

Corrections to last month's minutes include a balance of \$2,283.67 in our checking account and a misspelling of the word VEISHEA.

The Treasurer's report was given by Rachelle Flory due to the absence of Shari Atwood. The current balance of our checking account remains at \$2,283.67.

Shellie Orngard, ASSET volunteer representative for Panel 4, reported that her term will be ending soon. Kirk Brocker from the Red Cross volunteered to be her replacement. We will vote on this in April.

Rachelle Flory reported that her term as the co-chairperson of the Human Service Council, along with Janelle Durlin's term as the group's secretary will end this fiscal year. Nominations will be accepted at April's meeting.

Jay Lettow was not available to report on the Human Service Council website.

Kalen Peterson and Arti Sanghi from Central Iowa RSVP provided today's "Agency Spotlight" and discussed the Volunteer Driver Transportation Program.

Agency information was shared by attendees. Janelle encouraged the group to use the ½ sheet green paper to advertise upcoming events in the monthly minutes. Agency information included:

“ISU Memorial Union: The 10,000 Hours Show is Friday, April 9. If you did not receive an email from the group, please contact Jennifer Garrett at [garrett1@iastate.edu](mailto:garrett1@iastate.edu). Youth Volunteer Awards: Monday, April 19, 7:00 pm, Sunroom at Memorial Union. Please join us!

“NAMI. Recovery Through The Arts will be held at 7:00 pm, April 20<sup>th</sup> at Collegiate Presbyterian Church. Persons living with mental illness will share art work and writing pieces. *Mental Health First Aid* training will be offered on April 29 & 30. Contact Deb Niehof for registration form. [namiofci@gmail.com](mailto:namiofci@gmail.com)

“ChildServe: In recognition of April’s Autism Awareness Month, Central Iowa ASpire invites you to *What’s It Like to Have Autism? A Hands-on Sensory Perspective*, Tuesday, April 6<sup>th</sup> from 6:30 – 8:30 at ChildServe. ASpire families and ChildServe professionals invite people of all ages to this special event, featuring a breakout session with Annie Mielke, Founder of “Adventures in Social Drama.”

Ames Area MPO/CyRide Passenger Transportation Plan (PTP) Update: The Ames Area Metropolitan Planning Organization (AAMPO) was scheduled to approve the 2011 PTP Update on Tuesday, March 23<sup>rd</sup>. To access the plan go to [http://www.cyride.com/planning\\_policies/images/PTP%202011/Ames%20Area%20MPO%202011%20PTP%20Update.pdf](http://www.cyride.com/planning_policies/images/PTP%202011/Ames%20Area%20MPO%202011%20PTP%20Update.pdf). Keep in mind, this document can be modified/updated throughout the year if additional needs/projects arise that are eligible for federal/state funding. After final approval by the AAMPO Policy Committee, it will be submitted to the Iowa Department of Transportation and Federal Transit Administration by the May 1, 2010 deadline.

Ames Intermodal Transportation Facility: CyRide was awarded \$8.463 million in Transportation Improvements Generating Economic Recovery (TIGER) funding from the DOT for the Intermodal facility. The full request was for \$39.3 million so we received about 21% of the funding requested.

CyRide is currently working to redesign the project with a revised scope, budget and schedule by early May (approval by May 17<sup>th</sup>) to the Federal Transit Administration (FTA) otherwise the \$8.363 million award is rescinded. An architect will be hired to work through this process to begin as soon as possible due to the timeline. CyRide will pay for the architectural costs through local funding from the three funding parties – Iowa State University, Government of the Student Body and the City of Ames. The \$8.463 million is unavailable to utilize for architectural/engineering work until the new project has been defined. If you have questions, please e-mail/call Shari Atwood at [satwood@cyride.com](mailto:satwood@cyride.com) or 239-5539.

E. 13<sup>th</sup>/Dayton Route: In January 2010, CyRide’s board approved a route to E. Ames to begin August 20, 2010. At this time only a limited service can be offered in about 6 trips each weekday. This route would support those getting to jobs and/or medical appointments in the area.

CyRide received public comment on the E. 13<sup>th</sup>/Dayton route to the east side of Ames over the past few weeks. Specifically, staff sent out e-mails of the route information and also held a public meeting on Thursday, March 11<sup>th</sup>. Those that commented at the meeting or through e-mail were MICA, Mary Greeley Dialysis Center, Friedrich Realty, Pizza Ranch, Sauer Dan-Foss and 3M. The comments were all positive. The majority of the public wanted times during the peak hours (3 morning trips and 3 afternoon trips). The other option was providing 6 continuous trips throughout the mid-day which only Mary Greeley's Dialysis Center favored. The Dialysis Center requested an ideal arrival times of 9am, 10am and 11am with departures occurring at 1:30, 2:30 and 3:30pm. It is important to note that Heartland Senior Services would still provide service to the area for ADA and also for HIRTA rides throughout Story County. Sauer Dan-Foss's shifts begin at 5:30am, 2pm and 10pm. However, there are approximately 250 Sauer Dan-Foss workers residing in Ames that work an 8-5pm shift that could access the service. 3M shifts begin at 7am, 3pm and 11pm. Therefore the 6 trips will not provide convenient service to these positions no matter when they occurred during the day.

Therefore, based upon the comments, CyRide is recommending the 3 morning and 3 afternoon trips with the proposed route below.

- Proposed Schedule:  
[http://www.cyride.com/planning\\_policies/images/PTP%202011/Timetable.pdf](http://www.cyride.com/planning_policies/images/PTP%202011/Timetable.pdf)
- Map: <http://www.cyride.com/whats-new/Dayton%20Map.jpg>
- Businesses Served:  
[http://www.cyride.com/planning\\_policies/images/PTP%202011/Dayton%20Route%20Businesses.pdf](http://www.cyride.com/planning_policies/images/PTP%202011/Dayton%20Route%20Businesses.pdf)

If you have questions in regards to the service, please e-mail/call Shari Atwood at [satwood@cyride.com](mailto:satwood@cyride.com) or 239-5539.

The next Human Service Council meeting will be held at 11:30 on Thursday, April 22<sup>nd</sup> at 130 South Sheldon Avenue (Collegiate United Methodist Church annex). The Agency Spotlight will be presented by Community & Family Resources (CFR) and the Program, entitled *Recruiting Board Members*, will be presented by Reno Berg from Mainstream Living.

**Human Service Council (HSC) Meeting Minutes**  
**Thursday, April 22, 2010**

The meeting started with introductions from the following people: Jay Lettow (Arc), Shelly McQueeney (ACCESS), Monica Goedken (ACCESS), Bill Dodd (Big Bros/Sis), Geff Gescheidler (Boys/Girls Club), Rachelle Flory (ChildServe), Mark Kubik (Center for Creative Justice), Jennifer Barber (CFR), Shari Atwood (Ames Area MPO/CyRide), Bailey Dorsett (Girl Scouts), Patsy Beese (Homeward), Deb Niehof (NAMI), Cari McPartland (Richmond Center), Shellie Orngard (Volunteer Center), Jennifer Garrett (ISU Memorial Union), Richard Sharpe (Mainstream Living), Rino Berg (Mainstream Living), Lynn Scarlett (United Way), Andi Olson (Youth and Shelter Services)

Reno Berg, Director for Mainstream Living, provided today's Program on Recruiting Board Members.

- Consider needs of organization (recruit a lawyer if you need those services; accountant if you need those services; etc)
- Number of Board Members: 10-15 appropriate; 15+ is unmanageable
- Use written board application (**attached**): impression of importance to future board member & puts their mission/values in line with your organization and what skills they bring to you
- Board Orientation: ½ day at least – 3 hours to learn about organization; how to handle inappropriate conflict; orientation checklist (**attached**); receive nameplate with mission facing board member keeping mission within eyesight at all times.
- Board Packet: received 1 week prior to meeting w/ mission at the top (1 ½ hour meeting – no longer)
- Plaque: Congratulating on-coming board members to hand in office with date of term; giving thanks for participating is too late; giving a plaque off the bat will allow people to ask about your organization while they're participating, not after their gone and don't know what's going on.
- Full Disclosure: Board finance committee meets directly with auditor – no staff present (good in these times of CIETEC & School Board misrepresentation giving non-profits a bad name.)
- Whistle Blower Policy; Waste/Fraud/Abuse Policy; Annual Board Members Self Review (self evaluation and board as a whole review)
- Board Members should support the organization they represent
- 

Rachelle Flory called the business meeting to order at 12:02 pm.

No changes were made to the minutes; Jay Lettow 1<sup>st</sup>; Geff Gescheidler 2<sup>nd</sup>; Motion carried

Treasurer, Shari Atwood, reported a balance of \$2,283.67 in the checking account.

Discussion occurred regarding the hearing schedule for ASSET. (attached) Agencies will have 15 minutes total for their project – 5 minutes for budget and 10 minutes for questions from the panel.

Discussion occurred on ASSET procedures/document. Submit any changes of the document to Shellie Orngard or John Middents by May 20<sup>th</sup>. Reno Berg commented that 5 copies of the audit to ASSET seems excessive when not all the funders contribute to the organization. Perhaps only audit copies are needed only for those organizations that only fund Mainstream through ASSET. If United Way funds through ASSET, then don't need to give the audit again. Asked for others thoughts on this topic. Also concern was expressed for service codes – was 3.2A accurate or in the right category. Service Code changes are due in 2 weeks to your Asset Liaison. (Jay Lettow, John Middents, Kirk Brocker and Bill Dodd)

Voted to replace Panel 3 & 4 ASSET Representatives. No 1<sup>st</sup> or 2<sup>nd</sup> – Motion Passed on the following two changes:

- Panel 4 – Kirk Brocker, Red Cross replaced Shellie Orngard (Kirk Brocker volunteered)
- Panel 3 – Bill Dodd, Big Bros/Sis replaced Geff Gescheidler (Shellie Orngard nominated)

Jay Lettow discussed new website we have purchased [www.storycountyhumanservices.org](http://www.storycountyhumanservices.org) and .com for a two year period. Jay met with designer, Nick Van Berkum who is willing to work on the site development and possibly a logo and has instructed him to move forward with the design per approval at a cost not to exceed \$1,000 from the February board meeting. Completion could be done in time for meetings to begin next fall. The site will include: SCHS mission statement, agency members names w/link to their website, calendar of events, meeting agendas, minutes of meeting, programs, agency spotlights and possibly on-line registering. Individual agencies would be able to upload their information to the site to share meetings/projects Jay requested two words from current SCHS members that describe the organization as well as preferred colors.

Discussion occurred that Human Services Council needed nominations for a 2010-2011 Co-Chairperson and Secretary to replace Rachel Flory and Janelle Durlin. Both positions are two year terms. Bill Dodd confirmed his nomination for Secretary to replace Janelle Durlin and was approved by the council. No formal nominations were made for co-chairperson at the meeting but a request was made for members to consider leading the group.

Business Meeting concluded at 12:50pm.

Jen Barber from Community & Family Resources provided today's "Agency Spotlight" discussing the adult outpatients treatment programs they have for alcohol and drug abuse or dependencies

## **Agency Share Time:**

“United Way of Story County” has a new director Jean Kresse that will begin at United Way on June 1<sup>st</sup>. The annual golf outing will be August 20<sup>th</sup>. Day of Caring will be Friday, September 10<sup>th</sup> at E-Free Church.

“Big Brothers & Big Sisters” Free Fishing at Water Works Park in Des Moines on May 15<sup>th</sup> for ages 5-15. Just show up with a pole. Also expressed thanks by passing out purple recyclable bags for participating in Bowling event.

“ISU Memorial Union” gave out volunteerism awards last week for youth that volunteer in Story County. Make sure you nominate your youth volunteers in the upcoming year! Social Service Volunteer & Career Day (SSVCD) will be Wednesday, September 16<sup>th</sup> – 10am – 2pm. This event is the fall volunteer fair at Iowa State. Contact Jennifer Garrett at [garrett1@iastate.edu](mailto:garrett1@iastate.edu) with questions.

“Volunteer Center of Story County” is partnering with United Ames in facilitating a service - learning group called AmeZone. Ages are 11-18 years old open to all in Story County. A project the group is undertaking is a community garden. The kick off will be Saturday, April 24<sup>th</sup>. Planting will begin May 1<sup>st</sup>. The garden and other service projects will continue throughout the summer and into the fall. Produce will be given to food pantries and low income families and eaten during community gatherings in the garden.

A project be doing service projects all summer long so if you know of any projects for clients that need done, please contact VCSC. This is where youth 11-18 in Story County go out and help the neighborhoods.

“Boys & Girls Club of Story County” will start their summer program on June 9<sup>th</sup>.

“The Arc of Story County” has a DHS grant to fund children at home in giving relief to the primary care provider of a child younger than 25 years of age. They provide respite services, care services and any assistance as the grant is pretty open. The program ends June 30<sup>th</sup>.

“NAMI” will sponsor an May 18<sup>th</sup> event at the Collegiate Presbyterian Church where the CFR/Richmond Center merger will be discussed.

“Richmond Center” is having an open house with CFR on Tuesday, May 18<sup>th</sup> from 11:30am – 1:30pm including tours, meet the staff, lunch, Chamber ribbon cutting at noon and Café’ Diem recipient of Mary Richmond Award. Please see **attached** flyer. May is Mental Health Awareness Month.



“Mainstream Living” is building another 4 bedroom home in Ames replicating the Aspen/Stange home.

“ChildServe” is having a free SAFARI ADVENTURE and open house on Tuesday, June 1<sup>st</sup> from 5:30 – 7:30pm including family fun, kids activities, Blank Park Zoo animals and more! See [attachment](#). June 8<sup>th</sup>, ChildServe is having their Run 4 the Kids Fun Run – a 5K run/walk! Go to [www.childserve.org](http://www.childserve.org) for more details.

### “CyRide”

**Summer Route Changes:** The following route changes for this summer are as follows:

- Morrill Road will be closed all summer for construction. Orange routes will use Bissell.
- Gray route (4 and 4A) times have been adjusted slightly to space out the Orange and Gray buses on campus.
- Gray route is extended to E. Lincolnway. It will travel north on Bell-Graham-Alexander-E. Lincolnway-Bell back to DMACC.
- Purple route afternoon times have been changed to match school year times.
- Aqua route service for the new Furman Aquatic Center begins on May 29<sup>th</sup> and ends at the start of ISU classes. It will operate from 12:30pm to 8:00pm seven days a week.

**New Website and Google Transit:** By fall 2010, CyRide will have redesigned our current website to better meet the needs of our passengers. In addition, we’ll be unveiling Google Transit which is a “free” trip planner provided through Google for transit agencies willing to ensure reliable data. It allows passengers of participating agencies to get step-by-step transit directions of how to ride transit. CyRide would be the first transit agency in Iowa to utilize Google Transit as no other Iowa communities are yet incorporated. To date, CyRide staff has devoted countless hours to create the data necessary to begin this process and the operations’ department staff has been internally beta testing issues for the past several months and making corrections. The goal is to beta-test with passengers this summer and have Google Transit officially roll out with the new website design in fall 2010 if not before.

**School Tours:** It is that time of year, CyRide will be helping pre-school and grade school students become better bus riders. CyRide offers two individual programs: a Pre-Riders program designed for younger children and an Independent Riders program designed for older children. Each program includes a bus wash, safety talk, and several promotional items. There is a small fee but received back through bus tickets. If you are interested in having a school tour, please contact Joanne VanDyke at CyRide. (239-5566 or [cyride@cyride.com](mailto:cyride@cyride.com))

**Intermodal Transportation Facility REDESIGNED:** On February 17, 2010, CyRide received \$8.463 million in Transportation Investment Generating Economic Recovery (TIGER) Funds from the 2009 Recovery Act for construction of the Ames Intermodal Facility in campustown. This allocation was approximately 20% of the full \$39.3 million requested. Therefore the project partners (CyRide, Iowa State University and the City of Ames) and the consultant firm, Neumann Monson Architects, have been working to scale down the project to

meet the existing funding availability and obtain approval from the Federal Transit Administration (FTA). To view the new design and elements of the project, please go to cyride.com or the following link:

[http://www.cyride.com/planning\\_policies/Ames%20Intermodal%20Transportation%20Facility%20Study.html#Intermodal%20Redesign](http://www.cyride.com/planning_policies/Ames%20Intermodal%20Transportation%20Facility%20Study.html#Intermodal%20Redesign).



**Human Service Council (HSC) Meeting Minutes**  
**Thursday, May 27, 2010**

The meeting started with introductions from the following people: Bill Dodd (Big Bros/Sis), Geff Gescheidler (Boys/Girls Club), Rachelle Flory (ChildServe), Shari Atwood (Ames Area MPO/CyRide), Deb Niehof (NAMI), Cari McPartland (Richmond Center), Shellie Orngard (Volunteer Center), Jennifer Garrett (ISU Memorial Union), Lynn Scarlett (United Way), Andi Olson (Youth and Shelter Services), Laura Logsdon (Volunteer Center), Karla Webb (Community Svc), Sonja Hayes (Ames Comm School), Arti Sanghi (RSVP), Janelle Durlin (MICA), Tom Elston (Bickford), Jennifer Wilson (LSS), Heath Ropp (Ames Police)

Nancy Shaw, City of Ames Wellness Manager, provided today's Program on the new Furman Aquatic Center that will open May 29<sup>th</sup>.

Rachelle Flory called the business meeting to order at 12:01 pm.

Changes to the minutes included correcting the spelling of Reno Berg's name. Shari Atwood 1<sup>st</sup>; Geff Gescheidler 2<sup>nd</sup>; Motion carried.

Treasurer, Shari Atwood, reported a balance of \$2,258.67 in the checking account. Jay Lettow was paid \$25 for the HSC website. \$33.20 was spent on today's ice cream and the bill was approved to be paid using HSC funds. Deb Niehof 1<sup>st</sup>; Cari McPartland 2<sup>nd</sup>.

Discussion occurred regarding ASSET service codes. Geff Gescheidler reported that Donna Scheer will be contacting agencies about definition of service codes. Ten agencies had questions.

Rachelle Flory reported that Jay Lettow had been scheduled to provide information about the HSC website. Nick Van Burton has designed the logo and website. The website committee will be meeting in the next two weeks and will be presenting updated information to the Council this fall.

Karla Webb has volunteered to be the new HSC co-chairperson with Monica Goedken – it was voted on and motion passed. Bill Dodd had earlier volunteered to be the new HSC secretary.

There was no Agency Spotlight since Jay Lettow was ill.

Business meeting concluded at 12:45 pm.

## Agency Share Time:

### **CyRide:** (Shari Atwood)

1. *Dump the Pump* – Every year, the American Public Transportation Association proclaims *Dump the Pump* day encouraging motorists to get out of their vehicle for the day. Therefore, June 17<sup>th</sup> CyRide will offer free fares for the day for passengers to ride the bus!
2. #8 Aqua Route begins May 29<sup>th</sup> through August 19<sup>th</sup>. Operating between City Hall and Aquatic Center AND State Gym and Aquatic Center.
3. Fall Schedule Begins August 20<sup>th</sup>
4. TIGERII grants due in August for 2<sup>nd</sup> round of Ames Intermodal Facility applications. CyRide may be submitting a 2<sup>nd</sup> application to bring parking from 399 to 750 spaces, add CyRide, bike path through arboretum, etc. Additional funding would just develop intermodal up to the original vision of project (minus DPS + retail). May send out letter of support request in July.

### **YSS:** (Andi Olson)

YSS is pleased to offer Common Sense Parenting in June. This is a FREE opportunity for parents, so please feel free to start making referrals now!

Common Sense Parenting is a parenting program that focuses on communication, setting realistic expectations, discipline, self-control, decision making, and school success. It has been proven to increase parent's confidence in addressing their children's behaviors in a positive way. It is based on several easy-to-grasp techniques that parents learn and practice through class participation. Common Sense Parenting offers training for parents who want to build on their existing skills or learn new ways of dealing with their children's difficult behaviors. These skills will enable parents to learn to nurture their children's development and combine affection and discipline to decrease their children's negative behaviors and increase their positive behaviors.

Classes will be June 12 (Nevada Public Library-meeting room), and June 19 (Memorial Lutheran Church, 701 11<sup>th</sup> Street in Nevada) from 10:00 a.m. to 2:00 p.m. Parents should plan to attend both sessions.

Anyone interested in attending can contact YSS Jean Muhammad, family Based Services Counselor, 515-291-8878.

### **Richmond Center** (Cari McPartland)

Dr. Cindy Goshorn began providing psychiatric services with us on May 24<sup>th</sup>. She is accepting new clients.

We were awarded a Transportation Grant through United Way to provide transportation free of charge so clients can get to their appointments.

**Volunteer Center of Story County** (Laura Logsdon)

Volunteers interested in participating in the Service Patch Community Garden this summer can find information at [www.vcstory.org](http://www.vcstory.org). There is a calendar on the website and information about liability forms.

**Keep Iowa State Beautiful and Live Green!** (Jennifer Garrett)

2<sup>nd</sup> annual College Creek clean up. Saturday June 19<sup>th</sup>. 1:00 – 4:00 p.m. Help clean up College Creek on ISU's campus. Register online at Live Green website. [www.livegreen.iastate.edu](http://www.livegreen.iastate.edu)

The next HSC meeting will take place this coming autumn, September 23<sup>rd</sup> at 11:30. Please mark your calendar. We hope that everyone has a wonderful summer!

**Human Service Council (HSC) Meeting Minutes**  
**Thursday, September 23, 2010**

The meeting started with introductions from the following people: Bill Dodd (Big Bros/Sis), Geff Gescheidler (Boys/Girls Club), Rachelle Flory (ChildServe), Shari Atwood (Ames Area MPO/CyRide), Deb Niehof (NAMI), Shellie Orngard (Volunteer Center), Lynn Scarlett (United Way), Andi Olson (Youth and Shelter Services), Ruth Powell (Volunteer Center), Karla Webb (Community Svc), Sonja Hayes (Ames Comm School), B Boswell (RSVP), Tom Elston (Bickford), Monica Goedken (ACCESS), Angela Tharp (AHCC), Bailey Dorsett (Girl Scouts), Teresa Bowlin (ICHS), Jay Karmath (Legal Aid), Jennifer Wilson (LSI), Tim Castro (Salvation Army), Susan Shierholz (SCCF), Jean Kresse & Kristin Pates (UWSC), Lauren Hazensen (VCSC), Patrice Link (DHS)

Jean Kresse and Kristen Pates, provided today's Program on the UWSC kickoff and campaign with emphasis on education, fighting hunger, mental health & transportation issues and highlighting Iowa Department of Education Financial education and literacy mandates for kids grade 9-12 by 2012 and K-12 by 2013. Hands were extended for partners in the mandates and activities coming forth.

Monica Goedken called the business meeting to order at 12:01 pm.

Previous minutes were approved unanimously with no changes.

Treasurer, Shari Atwood, reported a balance of \$2,231.59 in the checking account.

Discussion occurred regarding ASSET. Bill Dodd reported on the last ASSET meeting, also a new fund was added to Panel 3 – Common Sense for Kids—UCC. Also, Funding requests are due to Donna at ASSET by September 30, 2010 at NOON. They prefer electronic submission this year.

The logo as printed on the web site was unanimously approved as the official logo.

The web site was unanimously approved as presented—knowing the site is a living document and will continually evolve. We will be presenting the website at the October meeting.

The Agency Spotlight was presented by Jay Kamath of Legal Aid Society of Story County on the workings and involvement with the legal needs of persons in Story County. They are doing some amazing work with 3 attorneys and over 600 cases.

Business meeting concluded at 12:45 pm. The next meeting is scheduled for October 28<sup>th</sup> at the Annex.

## Agency Share Time:

### YSS: (Andi Olson)

YSS is pleased to offer Council for boys and young men, 12-18 on Mondays and Wednesdays 3:30 – 5:00 pm—twice a week for five weeks.

This would run from October 11- November 10, 210

Call 233.2250 to register. FREE and Parent Permission is Required!

Boy's Council specializes in programs built on the research based model proven to increase boys self efficacy, managing conflict and social support. Our strength-based, skill building approach creates a safe space for young men to address risky behaviors, build on protective factors and improve relationships in a format that interests and engages boys.

### **AT HOME CARE COMPANY, LLC**

113 Colorado Ave, Suite 209  
Ames, IA 50014 Phone: 292.2650

Angela Tharp, Customer Care Liaison  
[athomecarecompany@gmail.com](mailto:athomecarecompany@gmail.com)

1. Medicaid Provider-III and handicapped waived, physical disability waived, elderly waiver
2. Funding from-Aging resources for Family Caregiver Program, Respite for family caregivers of adults or Grandchildren who need a break
3. We now provide LifeAid Medical Alert Service - \$29.95 a month – call Angela Tharp to set up or request more information.

### **AMES AREA MPO/CYRIDE**

1. **Passenger Transportation Development Plan Changes:** The PTDP is an annual coordinated effort between the transportation providers and human service agencies providing service for the Ames community. The efforts focus on transportation for the low-income, elderly and disabled populations. The IDOT requires that federal/state transit funding be part of the PTDP coordination process. The plan is the responsibility of the Ames Area Metropolitan Planning Organization with CyRide providing the staff to facilitate this process. The purpose is to: 1) enhance transportation access, 2) minimize duplication of services, 3) facilitate the most appropriate cost-effective transportation possible with available resources. For the next year's PTP, we only need to provide an update including:
  - Process: Coordination efforts discussion through HSC, TCC & others documentation including: New transportation needs; results of current projects; prioritize needs (send out e-mail ranking projects).
  - Review previously recommended projects – funding, implementation, and impact.
  - Recent developments – any changes that could impact previous list of identified needs.
  - Recommended Projects changes – new projects needs amendment or simply revision if estimated funding changed.



- **Limited English Proficiency (LEP) Analysis and Plan (NEW!)** – LEP persons are those that have difficulties speaking, reading, writing or understanding English. Those recipients receiving federal funding must ensure that discrimination does not take place to LEP individuals. Not doing so would be a type of national origin discrimination. CyRide is completing their LEP analysis by the end of September 2010 and a plan to continue efforts towards inclusion of the LEP population.
2. **Intermodal Transportation Facility** – CyRide is complete with final design and is developing construction plans for bidding in the next few months. The facility will open in June 2012. I thought you all may want to see the latest facility design sketches.



**View of the Bus Road from the Intersection of Hayward and Chamberlain Roads**



**View of the Terminal Area Looking Toward Sheldon Ave.**



**View of the Terminal Area Looking Toward Hayward St.**

- Cybrid Fleet** – The Cybrids are 12 hybrid buses, approximately 17% of CyRide's large bus fleet, that began service in August 2010! Cybrids team a small biodiesel engine with an electric motor for efficiency. Cybrids capture braking energy during stops and release it for use during accelerations. Our greener Cybrids are estimated to save 23,000 gallons of fuel and 210,513 kilograms of CO<sub>2</sub> every year! Because they are 50% quieter, Cybrids also help cut unwanted noise pollution. The redesigned paint scheme was chosen by the Ames community in January of 2010 through an online voting contest. CyRide received 94% of the funding for these vehicles through federal and state funding but primarily through the 2009 Recovery Act. For more information about CyRide's Cybrid fleet, see our brochure or go ride a Cybrid and get an informational hang tag as your board! Thank you to those agencies/organizations that supported CyRide's grant applications to obtain federal funding to purchase this exciting new fleet!



**Story County Human Service Council Meeting Minutes  
Thursday, October 28, 2010**

**The meeting started with introductions from the following people: Bill Dodd (Big Bros/Sis), Geff Gescheidler (Boys/Girls Club), Rachele Flory (ChildServe), Shari Atwood (Ames Area MPO/CyRide), Deb Niehof (NAMI), Shellie Orngard (Volunteer Center), Andi Olson (Youth and Shelter Services), Ruth Powell (Volunteer Center), Karla Webb (Community Svc), Sonja Hayes (Ames Comm School), B Boswell (RSVP), Tom Elston (Bickford), Monica Goedken (ACCESS), Angela Tharp (AHCC), Teresa Bowlin (ICHS), Jay Karmath (Legal Aid), Jennifer Wilson (LSI), Lauren Hazensen (VCSC), Patrice Link (DHS), Patsy Beese (Homeward), Josh Cliffe (Heartland), Ann Lundvall (SCED)**

George Belitsos, provided today's Program on the Youth & Shelter Services and the new Family Counseling Center and Adoption Center. George gave an overview of all their services and service areas. He also shared a brief history of SCHS and his involvement. They will be celebrating 35 years in the near future. Meeting rooms in the new center are available for all Story County Non-profits—just ask. His history sharing was very informative and interesting. The executive committee wants to ask George to please put the histories to paper so that it can become a part of our website.

Monica Goedken called the business meeting to order at 12:01 pm.

Previous minutes were approved unanimously with no changes.

Treasurer, Shari Atwood, reported a balance of \$2,851.69 in the checking account.

Discussion occurred regarding ASSET. Bill Dodd reported that Mid Year reports are due to ASSET and Donna by December 15, 2010.

The logo as printed on the web site was unanimously approved as the official logo.

The web site was unanimously approved as presented—knowing the site is a living document and will continually evolve. We will be presenting the website at future meetings to gain input and discussion from members.

The Agency Spotlight was presented by Monica Goedken of ACCESS, giving an overview of the workings of the shelter and its various interactions and strategies with clients.

Business meeting concluded at 12:55 pm. The next meeting is scheduled for December 2, 2010 when we will network and enjoy our holiday luncheon.

## **Agency Share Time:**

### **YSS: (Andi Olson)**

YSS is pleased to offer Council for boys and young men, 12-18 on Mondays and Wednesdays 3:30 – 5:00 pm—twice a week for five weeks.

This would run from October 11- November 10, 210

Call 233.2250 to register. FREE and Parent Permission is Required!

Boy's Council specializes in programs built on the research based model proven to increase boys self efficacy, managing conflict and social support. Our strength-based, skill building approach creates a safe space for young men to address risky behaviors, build on protective factors and improve relationships in a format that interests and engages boys.

### **AT HOME CARE COMPANY, LLC**

113 Colorado Ave, Suite 209  
Ames, IA 50014 Phone: 292.2650

Angela Tharp, Customer Care Liaison  
athomecarecompany@gmail.com

1. Medicaid Provider-Ill and handicapped waived, physical disability waived, elderly waiver
2. Funding from-Aging resources for Family Caregiver Program, Respite for family caregivers of adults or Grandchildren who need a break
3. We now provide LifeAid Medical Alert Service - \$29.95 a month – call Angela Tharp to set up or request more information.

### **THE RICHMOND CENTER**

Cari McPartland: Transportation—working collaboratively with HSS to provide free transportation to any resident of Story County to their appointments at either the Richmond Center for CFR. They are working to provide better access to services for those who utilize our services.

TRC received a grant from FEMA to provide outreach to residents of Story and Hamilton Counties. We canvass neighborhoods in each county to find those affected by the bad weather we had this past summer providing support at referral services. Our grant is likely to be extended.

Children's Services are growing at TRC. We have hired two LISW therapists. We have children's groups at wrap around services and have applied to become a Children's Mental Health waiver program provider through the Dept. of Human Services. We are awaiting approval. Once approved, we will provide in-home Family Therapy at Wrap Around Services funded by Medicaid. We have rented space in the Annex and plan to move some of our therapy and substance abuse services closer to campus to provide support to ISU students.

TRC is approaching it's 1 year anniversary of moving in with CFR (December 1<sup>st</sup>). This collaboration has allowed for the mental health, substance abuse and problem gambling needs of our clients to be met in a much smoother manner.

# Passenger Transportation Plan Update

Human Services Council

10/28/10 – 11:30 pm

**1) PTP Changes:** The PTP is an annual coordinated effort between the transportation providers and human service agencies providing service for the Ames community. The efforts focus on transportation for the low-income, elderly and disabled populations. The IDOT requires that federal/state transit funding be part of the PTP coordination process. The plan is the responsibility of the Ames Area Metropolitan Planning Organization with CyRide (Ames transit provider) providing the staff to facilitate this process. The purpose is to: 1) enhance transportation access, 2) minimize duplication of services, 3) facilitate the most appropriate cost-effective transportation possible with available resources. Two important steps in the process are:

- **Review Status Of Previously Recommended PTP projects** – funding, implementation, and impact - Projects in yellow were approved with transit grant funding (may be at a reduced funding level), grey highlighted projects are pending and those projects not highlighted were not submitted or denied funding. Please review to see what has been done over the past year and what's still pending. Any comments.... Please let me know [satwood@cyride.com](mailto:satwood@cyride.com) or 239-5539
- **Update Needs/Strategies/Projects Request** –Attached is the possible strategies/project listing approved within last year's PTP update that lists all of the transportation needs for the Ames' area regardless of whether funding has been identified to add these projects. This includes CyRide, Heartland Senior Services, RSVP, and other human service transportation providers that transport individuals throughout the Ames' metropolitan area. MPO staff is requesting additional needs and possible strategies/projects at this time for inclusion in a listing to be reviewed at Human Service Council on December 3<sup>rd</sup>. **If there are any changes to needs or recommended projects from last year that you feel would be a good addition, please let me know at [satwood@cyride.com](mailto:satwood@cyride.com).**

**If projects are included and a grant funding source becomes available not known at this time throughout the next year, the need is justified within the PTP and therefore the project could be sought after through grants.**

I've attached the improvements that CyRide brought to its Board of Trustees for its FY2012 Service changes. Many of you came to the board meeting in October to discuss one particular option with the board. If any are approved, these changes would begin in August 2011. The board typically starts with what it costs for the current base service for the next year for the budget and then adds any services that it can afford/justify. (I included the October board packet for those unable to make it which highlights the costs of each of the options.) Those projects/options include:

- Evening Service to DMACC Hunziker Center - #4 Gray Route 6-9pm
- Mid-day Service to Human Service Agencies on S. 16th- #4 Gray Route 11am-2pm
- Blue Route Expansion extending route to Target & Wal-Mart through parking lots (3 different options to add Blue service)
- Full-time Weekend Driver shifts

What's going on?

- MICA is relocating to S. 16<sup>th</sup>/High near CFR and Richmond Center making this area a richer transient location
- Intermodal Construction begins 1/2011 to be in full operation 6/2012!
- Others? (let me know.... [satwood@cyride.com](mailto:satwood@cyride.com) OR 239-5539)

# 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	\$ 7,422,030	No cuts in service for FY2010. Maintained existing levels of service. Added new #10 Pink and #8 Aqua routes.
1	CyRide	General Operations		STA - F	\$ 533,730	
2	CyRide	Subcontracted ADA Dial-A-Ride Service	Service to ADA eligible clientele	5310	\$ 135,781	Continued.... Subcontracting Dial-A-Ride service with Heartland Senior Services
3	CyRide	Brown Route Frequency/Hours Expansion	Access to Jobs & Education	JARC	\$ 33,000	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	\$ 8,000	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	Implemented #10 Pink Route 8/2010.
6	HIRTA	Ames to Iowa City Service	Medical transportation for specialized care outside of Ames	New Freedom STA	\$ 21,105	Continued.... Service began 1/20/09. Year 3 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, on hold to re-request
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 is due 10/2010.

10	CyRide	Transit Amenities	C	5310	\$ 40,000	On-going funding for bus stop improvements.
11	CyRide	Expand 60' Articulated Diesel Buses (4 vehicles, cameras)	C	New Freedom/ Clean Fuels	\$ 1,726,400	Need articulated buses for overcrowding issues on Orange/Red routes; submitted national Clean Fuels grant for 2 articulated buses for \$1,256,940; approved 10/2010!
12	CyRide	Expand 40' HD Large Diesel Hybrid Buses (17 vehicles, cameras)	C	5309	\$ 5,644,800	Pending state grant application but not eligible in state process due to funded grant below
13	CyRide	Replace 40' HD Large Diesel Buses (31 vehicles, cameras)	C	5309	\$ 10,990,577	Pending, state grant however; Submitted national State of Good Repair grant for 10 large biodiesel buses & approved for \$3.688 M; approved 10/2010.
14	CyRide	Replace 2 LD Small Buses (cameras)	C	5309	\$ 146,080	Pending state grant application
15	CyRide	Facility Cameras/Proximity Card Access	C	5309	\$ 45,328	Pending
16	CyRide	Fuel Pump Improvements	C	PTIG	\$ 23,200	Pending
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 - delivered 8/2010; Received \$750,000 2010 earmark for facility
23	CyRide	Garage Expansion Phase III	C	PTIG	\$ 880,000	State PTIG application approved for \$880,000. to support facility expansion;

24	CyRide	AVL technology, web planner, passenger counters	C	5309	\$ 1,306,032	AVL requested within TIGER II as part of Intermodal project; Google Transit -link coming soon; AVL tech. is being researched funded 100% via GSB.
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	\$22,000,000	Partial project approval 2/17/10 for \$8.463 million. Construction begins 1/2011 to be completed 6/2012. TIGER II grant submitted for additional parking, bike path & CyRide shuttle. Increased project from \$9M to \$22M through concept the same.
27	CyRide	Ames Fare Free	O	?	\$ 4,008,764	Implemented 2009 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
29	RSVP	Volunteer Driver Program	C, O	UWSC, SCCL, ASSET	\$ 5,000	Began 1/2010 as demonstration project.

<b>Funding Source Codes:</b>	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 IaDHS Programs:
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## 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 @ 13<sup>th</sup>/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 (camera): 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 15<sup>th</sup> 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 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.
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.

## V. Possible Strategies

Below are the previous needs identified within the 2009 PTP update. The information was shared with UWSC's TCC group as well as Human Service Council. **The additional needs and strategies/projects are identified in red below and were shared with the group in subsequent meetings and via e-mail in 2009.** Those strategies that have been implemented or partially implemented are identified in blue.

Now is the time at address any additional core needs for transportation and any possible strategies/projects addressing those needs. Needs will be accumulated from the public through public meetings and/or through communications with transportation providers and human service agency representatives over the next few months. ***Note that these possible strategies may not be 100% recommended but if federal/state/local funding became available for the specific project and local financing were available – it could be recommended into the program rather easily as it's already defined as a need.***

Needs	Possible Strategies/Project
<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 and/or Trip Planner 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>

Needs	Possible Strategies/Project
<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>
<p><b>Bus Storage/Maintenance Facility &amp; Connection :</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: 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</li> <li>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)</li> <li>4. 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. 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.</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, fuel pump improvements, existing concrete rehabilitation/improvements, 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 and possible stimulus funding.</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, discuss and construct an Intermodal facility housing Intercity carriers near proximity of campus to connect all transportation modes within one location.</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. 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 and has the 15<sup>th</sup> 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 HIRTA’s overall fleet.</li> <li>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.</li> <li>3. Surveillance - Add cameras to all CyRide buses to reduce liability and improve ability to assist City of Ames Police.</li> </ol>

Needs	Possible Strategies/Project
<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>Urban</b></p> <ol style="list-style-type: none"> <li>1. Maintain existing transit services and geographic coverage.</li> <li>2. Need to geographic service coverage of transit in Ames to serve gap areas.</li> <li>3. Need for increased frequencies of service on high-capacity corridors.</li> <li>4. Need for additional hours of transportation to specific areas of Ames.</li> <li>5. Specific need for third shift transportation (12am - 6am?)</li> <li>6. 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>1. Continue existing JARC/New Freedom 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>2. Study third shift transportation needs for Ames. (Transportation needed after 6pm and before 6am)</li> <li>3. Alternative Analysis Study of Orange Route</li> <li>4. New Transit Route Services: <ul style="list-style-type: none"> <li>• 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>• Aquatic Center on E. 13<sup>th</sup></li> <li>• Billy Sunday Road/Airport – Request from apartment complex. 7:30 am – 5:30pm (F = 40 min.)</li> </ul> </li> <li>5. Fare-free city-wide: 4 options (Large Scale, Weekends only, Weekends/nights only, Summer only)</li> <li>6. Additional Frequencies/Trips: <ul style="list-style-type: none"> <li>• 20-minute frequencies on most routes 6:00am – 12:00 pm</li> <li>• Red/Blue Routes – 2 additional buses keeping schedule on-time &amp; safe 12:00pm – 6:00 pm (F = 15 min.)</li> <li>• Red Route – 20 additional trips (F = 5 min.) <ol style="list-style-type: none"> <li>1. Red/Blue/Green – earlier Sunday morning trips (green added fall 2009)</li> <li>2. Blue South frequency improvements <ol style="list-style-type: none"> <li>a. Friday 7:15 – 9:45pm (Frequency = 20 min)</li> <li>b. Saturday 5:15 – 9:45pm (F = 20 min)</li> <li>c. Sunday noon – 12pm (F = 30 min.)</li> </ol> </li> <li>3. Yellow Route – Sunday service 10:45 – 6pm (F = 40 min.)</li> <li>4. Brown South – ISU School Days Weeknight service 6-9pm (F = 40 min.)</li> <li>5. Brown South – Saturday Service to Research Park - 8:30am-6pm (F = 40 min.)</li> <li>6. Brown 6A Towers – <ol style="list-style-type: none"> <li>a. Weekdays: 6:00-9:00 pm (F = 20 min.)</li> <li>b. Saturday/Sunday: 2:00-6:00 pm (F = 20 min.)</li> <li>c. Saturday/Sunday: 11:00am-2:00pm (F=20 min.) &amp; 6:00-8:00pm (F=20 min.)</li> </ol> </li> <li>7. Brown North – ISU School Days Weeknight service 9-11pm</li> </ol> </li> </ul> </li> </ol>

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

# CyRide FY12 Service Change Options

**BACKGROUND:** Each fall as part of the budget process, staff looks at service requests that have been made by the public, areas that have evidenced significant development over the year, and areas where ridership increases have occurred to determine where additional service might be needed to meet community needs beginning the following fall.

**INFORMATION:** This year, staff has identified four CyRide service modifications that could provide better service to our customers based on community priorities and service requests. Included in the discussion of these changes is a description of the service, identification of the need and preliminary annual cost estimates. Additionally, each service request has been categorized by type of request – Customer or CyRide requested. A map of CyRide’s current routes is attached.

## Customer Requested

### 1. Evening Service to DMACC Hunziker Center

Service Need – The DMACC Hunziker Center is located in the southeast portion of the City of Ames near the confluence of Hwy. 30 and I-35. CyRide currently has a route (#4 Gray) that operates to this area in the morning and afternoon only, providing access to the Center and numerous hotels in the area. ISU has developed a relationship with DMACC for students from the university to take courses from this center. Classes begin at 3:00 pm with the last classes ending around 9:00 pm. Currently, students can access the facility via CyRide to get to class, but have no option after class ends. Initial discussions with DMACC in January 2009 regarding the possibility of sharing costs for this service resulted in no final response from the institution; however recent discussions with the President indicated a willingness to revisit this decision. It is estimated that approximately 10 riders would be served each day on the proposed service.

Service Description – Add two trips to the #4 Gray Route schedule Monday through Thursday, during the school year, leaving DMACC at 6:05 and 9:05 pm to accommodate class schedules during the evening. These trips would be added to the end of existing services to minimize expenses.

Annual Cost Estimate Less Revenue - \$12,383

### 2. Expanded Service to Human Service Agency Relocations

Service Need – Several human service agencies have relocated to the S. 16<sup>th</sup> and High Street area – Richmond Center, Children and Family Resources, MICA and MICA Dental Clinic. Currently the route that serves this area (#4 Gray) does not provide service for approximately 3 hours each weekday during the times these agencies are serving their clients. These agencies serve low-income and disabled residents of the Ames area that rely upon CyRide as their means of transportation to access these essential services.

Service Description – The Gray route currently has minimal service with nine trips each weekday between 7:30 – 11:00 am and 2:00 – 5:00 pm. To serve this transit dependent segment of the Ames population, 3 additional trips operating every 60 minutes would need to be added to the schedule to provide continuous service during the weekday during the human service agencies’ operating hours.

Annual Cost Estimate Less Revenue - \$33,800

### 3. Blue Route Expansion

Service Need – With the opening of Wal-Mart on S. Duff, CyRide’s #3 blue Route ridership has dramatically increased and the bus stop at S. 4<sup>th</sup> and Duff has experienced a significant increase in boardings. This route modification would extend services east of S. Duff to Target, through Target’s parking lot to S. 3<sup>rd</sup> St. and then west through S. Duff. The problematic bus stop at S. 3<sup>rd</sup> and Duff, where shopping carts get parked, could be resolved as Target and Wal-Mart patrons riding CyRide could board and alight the bus closer to these retail stores on their property. This request is the most requested change in CyRide’s routes.



### Option A

Service Description – As it will take buses additional time to extend the route, one more bus would be added Monday through Sunday from 9 am to 9 pm. S. 4<sup>th</sup> and S. 3<sup>rd</sup> Streets, east of S. Duff, are built to accommodate the weight of CyRide buses; however, discussion with Target would need to occur to determine if this extension was feasible.

Annual Cost Estimate Less Revenue - \$352,900

### Option B

Service Description – Monday through Saturday, the Blue Route operates at 20 minute intervals and on Sunday at 40-minute intervals. Due to the increased traffic on this route and at the S. 3<sup>rd</sup> and Duff bus stop particularly on the weekend, improving the service frequency to 20-minute on Sunday as is operated the remainder of the week would provide improve service by allowing the bus to stay on time and decreasing the wait times for customers. One bus would be added on Sunday's and service scheduled every 20-minutes from 11 am to 5 pm from the **Friley bus stop to the S. 3<sup>rd</sup> and Duff stop** and remain at 40-minute intervals during other times of the day and areas of this route. In addition, CyRide would work on bus stop improvements (shelters, additional concrete, etc.) to make the stop more comfortable for customers to use.

Annual Cost Estimate Less Revenue - \$19,800

### Option C

Service Description – Same as Option B above, except that the 20-minute interval from 11 am to 5 pm would extend to more of the route from **North Grand Mall (serving Schilleter Village) to S. 3<sup>rd</sup> and S. Duff stop**. This would require 2 buses to be added to the Sunday schedule.

Annual Cost Estimate Less Revenue - \$38,400

## **CyRide Requested**

### **4. Increase the Number of Full –Time Weekend Driver Shifts**

Service Need – Currently CyRide has no full-time and 94 part-time driver shifts on Saturday and Sunday. These weekend shifts are traditionally more difficult to find drivers to operate as students and residents have other commitments on the weekend. When a majority of these shifts are part-time work, it increases the difficulty in finding employees willing to work. Adding one full-time shift will begin to ease the weekly search for an adequate number of drivers to cover the shifts.

Service Description – This modification would increase the number of full-time shifts by one each weekend day and reduce the number of part-time shifts by one, allowing for increased efficiency and ease of assigning drivers.

Annual Cost Estimate Less Revenue - \$13,350

At the board meeting, staff will be seeking board input on these service options, if there are other options that should be considered, if the board believes that any particular option is more important to the community, should be included or should not be included in budget options presented to the Board in December.

# **Vote to Recommend FY2012 Passenger Transportation Plan (PTP) Update & Recommended Projects (2012 – 2015) to Ames Area Metropolitan Planning Organization (AAMPO) for Approval**

In October's Human Service Council and the United Way's Transportation Collaboration Committee meetings, I presented a status update of where the 2011 PTP recommended projects transportation projects were in terms of obtaining federal/state funding and also in being implemented. At that time I requested any additional transportation needs, strategies and projects from transportation providers and human service agencies to be implemented into the plan update for 2012.

In January 2011, those needs and projects/strategies were incorporated and were distributed to the human service council members and transportation providers via e-mail within the following links: [Transportation Needs Updated; Recommended Projects 2012-2015](#) and [Ames FY2012 DRAFT PTP Update](#).

In addition, on January 12<sup>th</sup> several interested members of the council and the United Way's Transportation Collaboration Committee met to review the needs/projects and make any further recommendations to the 2012 PTP plan update. Based on this input and comments, the following was incorporated into the 2012 PTP Update:

1. I added an additional need/strategy of researching the possibility of adding background checks for volunteer drivers.
2. No changes were made to the Recommended Projects for 2012 – 2015 from what was previously identified and sent out on Jan. 5, 2011. **The new projects added to the 2012 PTP Update's Recommended Projects are: (highlighted in yellow)**
  - **Gray Route Frequency/Hours Expansion**
  - **Blue Route Expansion (Target/Walmart)**
  - **Blue Route Frequency Expansion (Sundays)**
  - **CyRide Boiler Replacement.**
3. Minor text changes were made within the 2012 PTP Draft Update as well.
4. I also updated the group on CyRide's budget for FY2012. Since this meeting, CyRide's board voted in January 2011 to continue all existing services into 2012 but did not implement any new service routes for FY2012. There was an increase on the budget of an additional \$340,000 for uncontrolled funding challenges (fuel, insurance, IPERS) within the budget raising the board's contributions by 4.0 – 5.5% (City 4.7%, ISU 5.5%, GSB 4.0%). Adding additional service routes would increase the budget to 4.8% - 6.4%. (City 5.5%, ISU 6.3% and GSB 4.8%) The board was also concerned that CyRide's federal funding may plummet to 2006 levels as currently being discussed in Congress as well as additional state funding cuts impacting ISU's budget for FY2012. Therefore it was decided not to press the budget further by adding additional services at this time.

**The IDOT requires that there be a recommendation by human service agencies/transportation providers to forward the Recommended Projects to the Ames Area MPO for approval prior to their review. Therefore, I request at this time that the Story County Human Services Council recommend these projects & 2012 PTP Update to the AAMPO for approval.** If recommended by the Human Service Council, the following schedule will be completed:

<b>February 1, 2011</b>	2012 PTP Update e-mailed electronically to the IDOT for comments
<b>March 1, 2011</b>	Receive IDOT comments to possibly incorporate
<b>March 10, 2011</b>	<b>AAMPO Tech Meeting:</b> 2012 PTP Update Recommendation to AAMPO Policy Committee
<b>March 22, 2011</b>	<b>AAMPO Policy Meeting:</b> 2012 PTP Update Approval (before Ames City Council)
<b>May 1, 2011</b>	Final 2012 PTP Update Due to IDOT and Federal Transit Administration

If the PTP is not approved, projects could not be implemented into the next required AAMPO planning document – the Transportation Improvement Program (TIP). Transit projects are required within this TIP document in order to be eligible to receive grant funding from the IDOT or Federal Transit Administration.

## RECOMMENDED PROJECTS 2012-2015

Projects recommended as candidates for FTA or STA funding:

	Provider Name	Project Description	Type*	Total Estimated Cost	Estimated Fiscal Year	Recommended Funding Source(s)**	Priority
1	CyRide	General Operations	O	\$ 7,500,000	2012-2015	5307, CyRide	H
1	CyRide	General Operations	O	\$ 551,283	2012-2015	STA - F	H
2	CyRide	Subcontracted ADA Dial-A-Ride Service	O	\$ 178,899	2012-2015	5310	H
3	CyRide	Brown Route Frequency/Hours Expansion	O	\$ 66,000	2012-2015	5316	H
4	CyRide	Yellow Route Mid-day Expansion	O	\$ 32,000	2012-2015	5316	H
5	CyRide	E. 13th/Dayton Service	O	\$ 329,700	2012-2015	5316, 5317	H
6	CyRide	Gray Route Frequency/Hours Expansion	O	\$ 33,800	2013-2015	5316, 5317	H
7	CyRide	Blue Route Expansion (Target & Wal-Mart)	O	\$ 352,900	2013-2015	5316	H
8	CyRide	Blue Route Frequency Expansion	O	\$ 38,400	2013-2015	5316	H
9	HIRTA	Ames to Iowa City Service	O	\$ 45,000	2012-2015	5317	H
10	CyRide	Alternative Analysis Study - Orange Rt.	P	\$ 200,000	2013	5339	L
11	CyRide	I-35 Ames-Des Moines Corridor Planning	P	\$ 100,000	2013	STA - S	M
12	AAMPO	Planning	P	\$ 45,000	2012-2015	5303	H
13	CyRide	Transit Amenities	C	\$ 50,000	2012-2015	5310	M
14	CyRide	Expand 60' Articulated Diesel Buses (4 vehicles, cameras)	C	\$ 2,080,000	2014	5307, 5309, Clean Fuels	M
15	CyRide	Expand 40' HD Large Diesel and/or Hybrid Buses (5 vehicles, cameras)	C	\$ 1,960,000	2014-2015	5307, 5309, 5316, 5317, TIGGER	M
16	CyRide	Replace 40' HD Large Diesel Buses (32 vehicles, cameras)	C	\$ 13,322,101	2012-2015	5309	H
17	CyRide	Replace 176" LD Small Buses (2 vehicles, diesel, urban, cameras)	C	\$ 176,000	2012	5309	H
18	CyRide	Boiler Replacement	C	\$ 75,000	2012	5309	H
19	CyRide	Vehicle Surveillance System Rep.	C	\$ 160,000	2012-2014	5309	H
20	CyRide	AVL technology, web planner, passenger counters	C	\$ 1,700,000	2012-2015	5309, TIGGER	L
21	CyRide	Maintenance Facility Expansion/Rehab: expand storage for buses; rehab fuel/wash lane; flood protection barriers & ceiling extension	C	\$ 12,000,000	2012-2015	5309, PTIG, TIGER	H
22	CyRide	Ames Intermodal Facility	C	\$ 12,500,000	2012-2015	5309, TIGER	H
23	CyRide	Facility Cameras/Proximity Card Access	C	\$ 56,660	2014	5309	M
24	CyRide	Electric Distribution Rehabilitation	C	\$ 30,000	2014	5309	L
25	CyRide	Fire Sprinkler System Upgrade	C	\$ 250,000	2014	5309	L
26	CyRide	Storage area air handling replacment	C	\$ 250,000	2014	5309	L
27	CyRide	Re-roof Maintenance Facility	C	\$ 500,000	2014	5309, PTIG	M
28	CyRide	Ames Fare Free	O	\$ 5,010,955	2014-2015	5307, STA-F	M
29	CyRide	Vanpool Program	C, O	\$ 430,000	2014-2015	ICAAP, 5309	M
30	CyRide	Resurface ISC Commuter parking	C	\$ 1,000,000	2015	5309	L
Projects recommended as candidates for human services or other funding:							
9	HIRTA	Ames to Iowa City Service	O	\$ 45,000	2012-2015	ASSET	H
31	RSVP	Central Iowa RSVP Volunteer Driver Program	C, O	\$ 4,000	CY2012-CY2015	UWSC, 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

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. This formula funding allocation is allocated 100% to operations to make the grant process easier for CyRide as well as FTA. As a result, grants can be drawn quickly 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 a car sales tax 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 for those individuals that cannot ride the fixed-route system and instead ride Dial-A-Ride services operated under subcontract to Heartland Senior Services. 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 @ 13<sup>th</sup>/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 over the past several years. This service began in August 2010 and therefore has only been operating a few months but is expected to continue for the life of this plan. The area has several industrial plants as well as medical businesses along this corridor. In addition, this area is planned that a new mall will commence construction when the economy recovers 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.

6. Gray Route Frequency/Hours Expansion: Several human service agencies have or will relocate to the S. 16<sup>th</sup>/High Street area including Richmond Center, Community and Family Resources (CFR), Mid-Iowa Community Action (MICA), MICA's Family Development and the MICA Dental Clinic. Currently the route that serves this area (#4 Gray) does not provide service for approximately 3 hours each weekday during the times these agencies are servicing their clients. These agencies serve low-income and disabled residents of the Ames area that rely upon CyRide as their means of transportation to access these essential services. Passengers that take the Yellow Route to this area are burdened with walking 3-4 blocks and crossing Duff Avenue which is a high safety concern. An additional 3 trips operating hourly service on Gray would provide safe and continuous service during the weekday during the agencies' operating hours a block away from their front door..
7. Blue Route Expansion: With the opening of Wal-Mart on S. Duff, CyRide's ridership has dramatically increased on this route and the bus stop at S. 4<sup>th</sup>/Duff experiences a significant increase in boardings. A route modification would extend services east of S. Duff to Target, through Target's parking lot to S. 3<sup>rd</sup> St. and then west through S. Duff. The problematic bus stop at S. 3<sup>rd</sup> and Duff next to Sprint business, where shopping carts get parked, could be resolved as Target and Wal-Mart patrons riding CyRide could board and alight the bus closer to these retail stores on their property. This request is the most requested change in CyRide's routes but also rather expensive. This expansion would not only require an additional bus each day of the week between 9am and 9pm but also possibly streets would need to be built to accommodate the growth of CyRide buses. CyRide will continue to research whether the streets are CyRide strength and work with Target/Wal-Mart to see if the extension through their lots is possible within the next few years.
8. Blue Route Frequency Expansion: CyRide currently operates Blue route at 20 minute intervals every day of the week but Sunday where it operates every 40 minutes. Difficulties are occurring to where the driver is having difficulties staying on time as the bus is in high demand for Sunday. This expansion would add two additional buses on Sunday to bring Blue route service to 20 minutes between 11am and 5pm between Schilleter Village and the end point on the south side near Wal-Mart. This essentially doubles the opportunities for individuals to take the bus.
9. 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.
10. 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.
11. 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.
12. 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 authorized transportation bill.
13. 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.

14. Expand 4 – 60' Articulated Diesel Buses: 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. A consultant has identified that 6 buses could be implemented onto these two routes. 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. CyRide received funding in 2010 to purchase 2 articulated buses but still has a need for an additional 4 throughout the system.
15. Expand 40' HD Large Diesel and/or Hybrid buses (camera): 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 CyRide's spare ratio suffered as a result leaving only 3 spare buses throughout 2009. This low spare ratio diminished CyRide's ability to serve the community when buses broke down or were in an accident leaving no little room for those situations. The Federal Transit Administration recommends having a 20% spare ratio and CyRide was left with 3-5%. Since CyRide grew by 12 additional vehicles to meet ridership demand between 2006 and 2010, staff recommends expanding the fleet with new buses if possible as opposed to utilizing spares to expand the fleet if possible. 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.
16. Replace 40' HD Large Diesel Buses (cameras): In 2009, CyRide had the 14<sup>th</sup> oldest fleet in the nation according to the National Transit Database. While CyRide has been successful in cutting its bus fleet age in half with a recent purchase of buses and our next order coming by 2012, continual replacement of old buses is always needed to keep operational costs of maintaining buses to a minimum. Buses take approximately 18 months to 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 or through the success of CyRide in national competitive grant opportunities that become available. Bus replacement is not only important to the overall image of CyRide but to keep maintenance costs as a minimum. This would allow CyRide to compete within the state PTMS process to possibly receive state earmark/grant funding.
17. 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.
18. Boiler Replacement (5309): CyRide's boilers are currently 29 years old as they were purchased when the building was originally constructed in 1983. CyRide has the boilers inspected annually by a contractor in which they've indicated they are in poor condition. To achieve a state of good repair the boilers need to be replaced before they fail.
19. Vehicle Surveillance Systems (5309): CyRide received 27 camera systems in 2004 of which the 20 remaining are in need of replacement. Those cameras systems are no longer manufactured or have available parts for replacement and are therefore obsolete. As the cameras break down, CyRide must transition to a newer system. 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 20 security systems to replace this obsolete system and equip 100% of its revenue fleet with modernized surveillance systems.
20. 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 and received 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.
21. Maintenance Facility Expansion: CyRide requested and received earmark funding for a maintenance facility expansion through the transportation bill reauthorization called SAFETEA-LU. Congress has yet to reauthorize this bill for 2010 and beyond. CyRide currently has 80 large buses with parking for only 60. No additional vehicles can be parked within the facility and CyRide is still growing with the public riding more and more each day. CyRide's 2010 study, completed by URS Corporation, revealed that a

majority of the storage needs could be accomplished on-site into 2030 but not all the maintenance nor operations staff expansion needs. A previous study identified an off-site location on State Street as a possible future location to fulfill all expansion needs. Both opportunities may continue to be explored however, in the meantime CyRide will proceed with minimal bus storage expansion on-site, flood barrier protection enhancement, rehabilitation of the wash bay area and ceiling modifications to fit hybrid buses throughout the entire storage area which will bring the existing facility to a state of good repair and allow current bus storage needs to be accomplished.

22. Ames Intermodal Facility (5309): An Intermodal Facility will begin construction in spring 2011 to be completed in July 2012 in the campustown area next to Iowa State University. The facility will include metered/permit parking for 399 individuals, outside transportation for regional carriers (Jefferson Lines, Burlington Trailways, Executive Express, Heartland Senior Services), vanpool/carpool parking, bike trail, and public restrooms/shower facilities. However, the initial vision will not be fully realized and the project was scaled back relative to the level of funding available. Approximately 350 parking spaces, bike path through the arboretum and CyRide will not be part of the project due to the limited funding. Additional parking is needed to allow enough additional revenues to support a CyRide route linking the community with this facility as well as fulfill the need for parking to support economic growth in the campustown area as originally envisioned. However, additional funding through future TIGER grant applications could be achieved in the future to fully meet this vision. Previous discussion of this need was discussed under recent developments.
23. Facility Camera/Proximity Card Access (5309): CyRide has obtained a camera system for the 2008 administrative 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.
24. 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 reviewing the circuits and redistributing accordingly to protect the building investment.
25. 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.
26. Storage area air handling replacement (5309): CyRide replaced the air handling within its shop area in 2010. Recommendations from a consultant also determined that the air within the facility needs attention to allow cleaner air to recommended levels for employees.
27. Re-roof Maintenance Facility: In 2014, CyRide's roof will be past its useful life at 31 years of age. Repairs have been made haphazardly throughout the years as staff inspects the roof bi-annually each spring and fall. The flat membrane roof shows signs of deteriorating with cracks, punctures, blisters and water ponding up. The roof now is at the point there replacement is necessary to protect FTA funded equipment inside and retain a state of good repair to the facility.
28. 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 by showing their ISU student identification card. 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 and meet this anticipated demand throughout the community. 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 experimented with Summer Fare Free in 2009 and increased service by 26% that year through funding from the Ames City Council. Fare free was widely accepted among the human service agencies indicating that it helped out their clients immensely that summer! The effects of this experiment have lasted with CyRide achieving record breaking ridership 10 out of 12

months since Summer Fare Free giving CyRide its largest ridership ever for FY2010 at 5.37 million rides!

29. 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. There is a small vanpool program of 5 vehicles operated by ISU's transportation department. The thought is that this program could be expanded to the entire Ames community for the future. A community program would be 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
30. 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.
31. Central Iowa RSVP's Volunteer Driver Program (UWSC/SCCF): With a special grant from United Way of Story County, and support from the Story County Community Foundation, Central Iowa RSVP (Retired and Senior Volunteer Program) began managing a Volunteer Driver Transportation Program January 1, 2010. RSVP is supplementing existing transportation services (i.e. Heartland Senior Services Public Transit) by providing the recruitment, management, and scheduling of volunteers giving rides to Story County residents. Priority is given to those residents needing rides to in-county medical appointments (doctor appointments, therapy and treatment sessions, picking up medication, etc.), but other trips are provided as needed. The service is offered Monday through Friday between 8:00 am and 4:30 pm. In 2010, 29 RSVP volunteers provided 213 (round trips) rides to 38 Story County residents, providing safe, reliable, and affordable transportation to and from essential services.



# **Passenger Transportation Plan Meeting Agenda**

**United Way of Story County  
1/12/2001 1:00 pm**

- 1. Passenger Transportation Plan Background (pg. 1)**
- 2. Transportation Needs Update (pgs. 6-9)**
- 3. Recent Developments (pgs. 18-22)**
  - a. Intermodal Facility Construction
  - b. School Provider Transit Trips
  - c. RSVP's Volunteer Driver Transportation Program
  - d. Federal Grants Initiatives
  - e. Continued Economy Downturn - **CyRide Budget Discussion**
  - f. Human Service Agencies Move
  - g. Ames-Iowa City Medical Transportation Service
  - h. Story County Human Services Council Website – [www.storycountyhumanservices.org](http://www.storycountyhumanservices.org)
  - i. CyRide Website – [www.cyride.com](http://www.cyride.com) (new @ mid-March)
  - j. Story County Human Health Assessment for 2010
- 4. Recommended Projects (pgs. 24-29)**
- 5. Limited English Proficiency Survey to LEP Persons Input (pg. 4-5)**
  - a. CyRide Employee Survey**
  - b. LEP Survey (input)**
  - c. Agency Survey**



Shari Atwood/COA  
01/07/2011 04:14 PM

To veale7@aol.com, aholcomb@bbbsia.org,  
amartin@iastate.edu,  
administrator@ameschristianschool.org,

cc

bcc

Subject PTP Recommended Projects

Passenger Transportation Plan Contacts:

Next week, we'll be meeting on the Passenger Transportation Plan Update for FY2012 at United Way 1/12/11 at 1-2:30pm. At this meeting we'll discuss the Recommended Projects for 2012-2015 as well as any other projects that need to be included/identified. Please take some time to look through the two attached files.

The Recommended Projects 2012-2015 are attached with any new projects that were not identified in last year's update highlighted in yellow. Any projects identified in this list could be requested for federal/state grant funding if local match dollars are available. If not identified, transit dollars cannot be requested via any state grant.

Please note, these projects are based off of the Transportation Needs for the Ames Community also attached. No new needs were identified (left column). However, strategies/projects (right column) were added with additions noted in red as they were discussed or recommended through public input. Completed/existing projects/strategies are noted in blue.



RECOMMENDED PROJECTS 2012-2015.pdf Transportation Needs for the Ames Community.pdf

Following is the timeline for the PTP Update:

Jan. 12	1:00-2:30pm	Discussion of Recommended Projects at UWSC
Jan. 27	11:30am- 1pm	Human Services Council recommends these projects to the Ames Area Metropolitan Planning Organization (AAMPO) for approval
Feb. 1		Plan submitted to Iowa DOT for review
Mar. 1		Iowa DOT comments received
March/April	?	AAMPO approval of PTP Update with Recommended Projects (AAMPO Policy meeting held before City Council meeting)
May 1		PTP Update sent to IDOT

One of the areas that I will address at next week's meeting at UWSC is CyRide's FY2012 budget challenges. Several factors out of CyRide's control (fuel, insurance, IPERS) have contributed to a \$340,844 increase in the budget between 2011 and 2012 equating to a 6% increase for each of CyRide's partners (City, ISU & GSB) to sustain existing services through FY2012. The board deferred their decision to add additional service changes until their next meeting on **January 20<sup>th</sup> at 11:30am at CyRide's Conference Room**. However, any additional service for FY2012 looks bleak. They also recommended getting to a higher closing balance (we're at 8% right now) to a 15% level before additional service was added in light of the economy.

My overall comment regarding CyRide's budget is that the #10 Pink Route began as an addressed need in 2006 and just began service in August 2010 so it's still important to identify services needed throughout the community even in challenging times.

Thanks & I hope to see most of you on January 12th at 1pm to get your input.

## *Shari Atwood*

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## Previous Public Input on Needs

Previous needs were shared with the Human Service Council at their October 28, 2010 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 13, 2010 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
<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.</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 and/or Trip Planner 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 &amp; Connection :</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: 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</li> <li>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)</li> <li>4. 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. Additional Bus Facility Storage – identify and build additional capacity for bus storage, maintenance and operational needs over next 20 years either on-site at current location or through off-site location. Design off-site CyRide facility with appropriate functions needed including possibly Heartland Transportation Services administration and storage functions. <b>However, Heartland Senior Services has been working to identify site locations exclusively for their transportation administrative staff and vehicles as well.</b></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, <b>replace/repair exterior walls, shutoff system for fuel/oil/hydraulic lines</b>, electric distribution rehabilitation, fire sprinkler upgrade, security systems added to facility, install back-up power supply, <b>fuel pump improvements</b>, concrete rehabilitation/improvements, , <b>re-roof facility, replace boilers, rehabilitate wash bay/fuel area, flood barrier enhancements</b> and increase ceiling height of garage doors and interior building by raising internal components to allow hybrid buses to pass through entire facility.</li> <li>3. <b>Actively pursue federal earmark funding opportunities and/or nationally competitive grants in light of new upcoming transportation reauthorization bill.</b></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, discuss and construct an Intermodal facility housing Intercity carriers near proximity of campus to connect all transportation modes within one location. <b>Construction will commence in 2011 with the facility opening in July 2012 however, continued efforts should continue towards future funding to meet original vision of facility incorporating 350 additional parking spaces, bike path through Arboretum and a CyRide shuttle to/from the facility.</b></li> </ol>

Needs	Possible Strategies/Project
<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. 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 for replacement. <ol style="list-style-type: none"> <li>a. <b>CyRide recently purchased 33 buses in 2010 (15 new large buses, 6 new small buses, and 12 newer used buses) AND has 13 additional buses (11 large &amp; 2 articulated) that will be purchased in 2011/2012 due to receiving nationally competitive federal grants and a state grant. Due to this influx of buses, the following results WILL BE realized after 2012 bus deliveries:</b> <ul style="list-style-type: none"> <li>▪ <b>Average fleet age decreases from 14 years to 8 years bringing a better visual image of CyRide and more efficiencies to the system: less fuel, oil, and mechanical breakdowns</b></li> <li>▪ <b>Wheelchair accessibility improved from 70-100%</b></li> <li>▪ <b>Spare buses increases from 3 to 11 (5-20% goal)</b></li> <li>▪ <b>Improved efficiencies of additional ridership capacity and eliminating second driver/bus due to 2 larger articulated buses</b></li> <li>▪ <b>32 large and 2 small buses are still past their useful life and need to be replaced throughout the next 4-year period</b></li> </ul> </li> <li>b. 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 HIRTA's overall fleet.</li> </ol> </li> <li>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.</li> <li>3. Surveillance Systems – Add/<b>replace</b> cameras to all CyRide buses to reduce liability and improve ability to assist City of Ames Police.</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. <b>Bus Stop/Shelter improvements (solar shelters, benches, i-stops, ADA concrete pads, lighting) for major boarding locations</b></li> <li>3. <b>Bike Racks on 100% of CyRide vehicles.</b></li> </ol>
<p><b>Urban Services</b></p> <ol style="list-style-type: none"> <li>1. Maintain existing transit services and geographic coverage.</li> <li>2. Need to geographic service coverage of transit in Ames to serve gap areas.</li> <li>3. Need for increased frequencies of service on high-capacity corridors.</li> <li>4. Need for additional hours of transportation to specific areas of Ames.</li> <li>5. Specific need for third shift transportation (12am - 6am?)</li> <li>6. Need for affordable <u>emergency</u> transportation for low-income K-12 (at-risk) students and seniors.</li> </ol>	<ol style="list-style-type: none"> <li>1. Continue existing JARC/New Freedom 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> <li>• Continuation of Pink Route Service to E. 13<sup>th</sup>/Dayton</li> </ul> </li> <li>2. Study third shift transportation needs for Ames. (Transportation needed after 6pm and before 6am)</li> <li>3. <b>Alternative Analysis Study of Orange Route</b></li> <li>4. <b>New Transit Route Services:</b> <ul style="list-style-type: none"> <li>• <b>Aquatic Center on E. 13<sup>th</sup></b></li> <li>• Billy Sunday Road/Airport – Request from apartment complex. 7:30 am – 5:30pm (F = 40 min.)</li> <li>• <b>Blue Route Alignment Expansion to Target/Walmart</b></li> </ul> </li> <li>5. <b>Fare-free city-wide: 4 options (Large Scale, Weekends only, Weekends/nights only, Summer only)</b></li> <li>6. <b>Additional Frequencies/Trips:</b> <ul style="list-style-type: none"> <li>• 20-minute frequencies on most routes 6:00am – 12:00 pm</li> <li>• <b>Red/Blue Routes – 2 additional buses keeping schedule on-time</b></li> </ul> </li> </ol>

<p><b><u>Urban Services continued....</u></b></p>	<p>&amp; safe 12:00pm – 6:00 pm (F = 15 min.)</p> <ul style="list-style-type: none"> <li>• Red Route – 20 additional trips (F = 5 min.)</li> <li>• Red/Blue/Green – earlier Sunday morning trips (green added fall 2009)</li> <li>• Blue South frequency improvements <ul style="list-style-type: none"> <li>a. Friday 7:15 – 9:45pm (Frequency = 20 min)</li> <li>b. Saturday 5:15 – 9:45pm (F = 20 min)</li> <li>c. Sunday 5:00 – 12pm (F = 30 min.)</li> <li>d. Sunday 11:00 am – 5pm (F = 20 min.)</li> </ul> </li> <li>• Yellow Route – Sunday service 10:45 – 6pm (F = 40 min.)</li> <li>• Brown South – ISU School Days Weeknight service 6-9pm (F = 40 min.)</li> <li>• Brown South – Saturday Service to Research Park - 8:30am-6pm (F = 40 min.)</li> <li>• Brown 6A Towers – <ul style="list-style-type: none"> <li>a. Weekdays: 6:00-9:00 pm (F = 20 min.)</li> <li>b. Saturday/Sunday: 2:00-6:00 pm (F = 20 min.)</li> <li>c. Saturday/Sunday: 11:00am-2:00pm (F=20 min.) &amp; 6:00-8:00pm (F=20 min.)</li> </ul> </li> <li>• Brown North – ISU School Days Weeknight service 9-11pm</li> <li>• DMACC Hunziker Center – evening service – two additional trips at 6:05 &amp; 9:05pm</li> <li>• Yellow/Gray Route – additional trips needed in light of Richmond Center and MICA human service agencies moving to S. Duff/ S.16<sup>th</sup> area serving transit dependent clients.</li> </ul> <p>7. Demand/On-Call Service for:</p> <ul style="list-style-type: none"> <li>• Senior transportation after 2pm to/from health facilities</li> <li>• Low-income students missing school buses from middle/high schools.</li> <li>• Boys &amp; Girls Club transportation from schools alternative - high costs for special service, gasoline &amp; vehicle insurance.</li> </ul> <p>8. AVL technologies - Improve route efficiencies by adding AVL technology, kiosks to the public, trip planner and automated scheduling software. Scheduling software will be purchased and installed in FY2012 due to nationally competitive state of good repair grant approval in 2010.</p>
<p><b>Needs</b></p> <p><b><u>Regional Services</u></b></p> <ol style="list-style-type: none"> <li>1. Need for additional/improved transportation outside the Ames community for medical transportation and other essential services.</li> <li>2. 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>Possible Strategies/Project</b></p> <ol style="list-style-type: none"> <li>1. Transit service between Ames &amp; Iowa City for medical purposes coordinating with other interested partners for service continuation to also serve other central Iowa residents to Iowa City and expand ability of Ames residents to receive medical care into Des Moines.</li> <li>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.</li> <li>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.</li> <li>4. Adult Day Service transportation for Story County residents</li> <li>5. Additional hours for agency special events</li> <li>6. Easier demand response re-scheduling of pickups/drop offs</li> <li>7. Transportation service to/from Nevada 3 x's a day</li> <li>8. Rural meal-site transportation (meals/activities)</li> <li>9. Out of service hours transportation for agency special events</li> </ol>



## RECOMMENDED PROJECTS 2012-2015

Projects recommended as candidates for FTA or STA funding:

	Provider Name	Project Description	Type*	Total Estimated Cost	Estimated Fiscal Year	Recommended Funding Source(s)**	Priority
1	CyRide	General Operations	O	\$ 7,500,000	2012-2015	5307, CyRide	H
1	CyRide	General Operations	O	\$ 551,283	2012-2015	STA - F	H
2	CyRide	Subcontracted ADA Dial-A-Ride Service	O	\$ 178,899	2012-2015	5310	H
3	CyRide	Brown Route Frequency/Hours Expansion	O	\$ 66,000	2012-2015	5316	H
4	CyRide	Yellow Route Mid-day Expansion	O	\$ 32,000	2012-2015	5316	H
5	CyRide	E. 13th/Dayton Service	O	\$ 329,700	2012-2015	5316, 5317	H
6	CyRide	Gray Route Frequency/Hours Expansion	O	\$ 33,800	2013-2015	5316, 5317	H
7	CyRide	Blue Route Expansion (Target & Wal-Mart)	O	\$ 352,900	2013-2015	5316	H
8	CyRide	Blue Route Frequency Expansion	O	\$ 38,400	2013-2015	5316	H
9	HIRTA	Ames to Iowa City Service	O	\$ 45,000	2012-2015	5317	H
10	CyRide	Alternative Analysis Study - Orange Rt.	P	\$ 200,000	2013	5339	L
11	CyRide	I-35 Ames-Des Moines Corridor Planning	P	\$ 100,000	2013	STA - S	M
12	AAMPO	Planning	P	\$ 45,000	2012-2015	5303	H
13	CyRide	Transit Amenities	C	\$ 50,000	2012-2015	5310	M
14	CyRide	Expand 60' Articulated Diesel Buses (4 vehicles, cameras)	C	\$ 2,080,000	2014	5307, 5309, Clean Fuels	M
15	CyRide	Expand 40' HD Large Diesel and/or Hybrid Buses (5 vehicles, cameras)	C	\$ 1,960,000	2014-2015	5307, 5309, 5316, 5317, TIGGER	M
16	CyRide	Replace 40' HD Large Diesel Buses (32 vehicles, cameras)	C	\$ 13,322,101	2012-2015	5309	H
17	CyRide	Replace 176" LD Small Buses (2 vehicles, diesel, urban, cameras)	C	\$ 176,000	2012	5309	H
18	CyRide	Boiler Replacement	C	\$ 75,000	2012	5309	H
19	CyRide	Vehicle Surveillance System Rep.	C	\$ 160,000	2012-2014	5309	H
20	CyRide	AVL technology, web planner, passenger counters	C	\$ 1,700,000	2012-2015	5309, TIGGER	L
21	CyRide	Maintenance Facility Expansion/Rehab: expand storage for buses; rehab fuel/wash lane; flood protection barriers & ceiling extension	C	\$ 12,000,000	2012-2015	5309, PTIG, TIGER	H
22	CyRide	Ames Intermodal Facility	C	\$ 12,500,000	2012-2015	5309, TIGER	H
23	CyRide	Facility Cameras/Proximity Card Access	C	\$ 56,660	2014	5309	M
24	CyRide	Electric Distribution Rehabilitation	C	\$ 30,000	2014	5309	L
25	CyRide	Fire Sprinkler System Upgrade	C	\$ 250,000	2014	5309	L
26	CyRide	Storage area air handling replacment	C	\$ 250,000	2014	5309	L
27	CyRide	Re-roof Maintenance Facility	C	\$ 500,000	2014	5309, PTIG	M
28	CyRide	Ames Fare Free	O	\$ 5,010,955	2014-2015	5307, STA-F	M
29	CyRide	Vanpool Program	C, O	\$ 430,000	2014-2015	ICAAP, 5309	M
30	CyRide	Resurface ISC Commuter parking	C	\$ 1,000,000	2015	5309	L
Projects recommended as candidates for human services or other funding:							
9	HIRTA	Ames to Iowa City Service	O	\$ 45,000	2012-2015	ASSET	H
31	RSVP	Central Iowa RSVP Volunteer Driver Program	C, O	\$ 4,000	CY2012-CY2015	UWSC, 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

laDHS 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. This formula funding allocation is allocated 100% to operations to make the grant process easier for CyRide as well as FTA. As a result, grants can be drawn quickly 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 a car sales tax 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 for those individuals that cannot ride the fixed-route system and instead ride Dial-A-Ride services operated under subcontract to Heartland Senior Services. 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 @ 13<sup>th</sup>/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 over the past several years. This service began in August 2010 and therefore has only been operating a few months but is expected to continue for the life of this plan. The area has several industrial plants as well as medical businesses along this corridor. In addition, this area is planned that a new mall will commence construction when the economy recovers 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.

6. Gray Route Frequency/Hours Expansion: Several human service agencies have or will relocate to the S. 16<sup>th</sup>/High Street area including Richmond Center, Community and Family Resources (CFR), Mid-Iowa Community Action (MICA), MICA's Family Development and the MICA Dental Clinic. Currently the route that serves this area (#4 Gray) does not provide service for approximately 3 hours each weekday during the times these agencies are servicing their clients. These agencies serve low-income and disabled residents of the Ames area that rely upon CyRide as their means of transportation to access these essential services. Passengers that take the Yellow Route to this area are burdened with walking 3-4 blocks and crossing Duff Avenue which is a high safety concern. An additional 3 trips operating hourly service on Gray would provide safe and continuous service during the weekday during the agencies' operating hours a block away from their front door..
7. Blue Route Expansion: With the opening of Wal-Mart on S. Duff, CyRide's ridership has dramatically increased on this route and the bus stop at S. 4<sup>th</sup>/Duff experiences a significant increase in boardings. A route modification would extend services east of S. Duff to Target, through Target's parking lot to S. 3<sup>rd</sup> St. and then west through S. Duff. The problematic bus stop at S. 3<sup>rd</sup> and Duff next to Sprint business, where shopping carts get parked, could be resolved as Target and Wal-Mart patrons riding CyRide could board and alight the bus closer to these retail stores on their property. This request is the most requested change in CyRide's routes but also rather expensive. This expansion would not only require an additional bus each day of the week between 9am and 9pm but also possibly streets would need to be built to accommodate the growth of CyRide buses. CyRide will continue to research whether the streets are CyRide strength and work with Target/Wal-Mart to see if the extension through their lots is possible within the next few years.
8. Blue Route Frequency Expansion: CyRide currently operates Blue route at 20 minute intervals every day of the week but Sunday where it operates every 40 minutes. Difficulties are occurring to where the driver is having difficulties staying on time as the bus is in high demand for Sunday. This expansion would add two additional buses on Sunday to bring Blue route service to 20 minutes between 11am and 5pm between Schilleter Village and the end point on the south side near Wal-Mart. This essentially doubles the opportunities for individuals to take the bus.
9. 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.
10. 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.
11. 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.
12. 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 authorized transportation bill.
13. 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.

14. Expand 4 – 60' Articulated Diesel Buses: 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. A consultant has identified that 6 buses could be implemented onto these two routes. 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. CyRide received funding in 2010 to purchase 2 articulated buses but still has a need for an additional 4 throughout the system.
15. Expand 40' HD Large Diesel and/or Hybrid buses (camera): 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 CyRide's spare ratio suffered as a result leaving only 3 spare buses throughout 2009. This low spare ratio diminished CyRide's ability to serve the community when buses broke down or were in an accident leaving no little room for those situations. The Federal Transit Administration recommends having a 20% spare ratio and CyRide was left with 3-5%. Since CyRide grew by 12 additional vehicles to meet ridership demand between 2006 and 2010, staff recommends expanding the fleet with new buses if possible as opposed to utilizing spares to expand the fleet if possible. 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.
16. Replace 40' HD Large Diesel Buses (cameras): In 2009, CyRide had the 14<sup>th</sup> oldest fleet in the nation according to the National Transit Database. While CyRide has been successful in cutting its bus fleet age in half with a recent purchase of buses and our next order coming by 2012, continual replacement of old buses is always needed to keep operational costs of maintaining buses to a minimum. Buses take approximately 18 months to 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 or through the success of CyRide in national competitive grant opportunities that become available. Bus replacement is not only important to the overall image of CyRide but to keep maintenance costs as a minimum. This would allow CyRide to compete within the state PTMS process to possibly receive state earmark/grant funding.
17. 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.
18. Boiler Replacement (5309): CyRide's boilers are currently 29 years old as they were purchased when the building was originally constructed in 1983. CyRide has the boilers inspected annually by a contractor in which they've indicated they are in poor condition. To achieve a state of good repair the boilers need to be replaced before they fail.
19. Vehicle Surveillance Systems (5309): CyRide received 27 camera systems in 2004 of which the 20 remaining are in need of replacement. Those cameras systems are no longer manufactured or have available parts for replacement and are therefore obsolete. As the cameras break down, CyRide must transition to a newer system. 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 20 security systems to replace this obsolete system and equip 100% of its revenue fleet with modernized surveillance systems.
20. 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 and received 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.
21. Maintenance Facility Expansion: CyRide requested and received earmark funding for a maintenance facility expansion through the transportation bill reauthorization called SAFETEA-LU. Congress has yet to reauthorize this bill for 2010 and beyond. CyRide currently has 80 large buses with parking for only 60. No additional vehicles can be parked within the facility and CyRide is still growing with the public riding more and more each day. CyRide's 2010 study, completed by URS Corporation, revealed that a

majority of the storage needs could be accomplished on-site into 2030 but not all the maintenance nor operations staff expansion needs. A previous study identified an off-site location on State Street as a possible future location to fulfill all expansion needs. Both opportunities may continue to be explored however, in the meantime CyRide will proceed with minimal bus storage expansion on-site, flood barrier protection enhancement, rehabilitation of the wash bay area and ceiling modifications to fit hybrid buses throughout the entire storage area which will bring the existing facility to a state of good repair and allow current bus storage needs to be accomplished.

22. Ames Intermodal Facility (5309): An Intermodal Facility will begin construction in spring 2011 to be completed in July 2012 in the campustown area next to Iowa State University. The facility will include metered/permit parking for 399 individuals, outside transportation for regional carriers (Jefferson Lines, Burlington Trailways, Executive Express, Heartland Senior Services), vanpool/carpool parking, bike trail, and public restrooms/shower facilities. However, the initial vision will not be fully realized and the project was scaled back relative to the level of funding available. Approximately 350 parking spaces, bike path through the arboretum and CyRide will not be part of the project due to the limited funding. Additional parking is needed to allow enough additional revenues to support a CyRide route linking the community with this facility as well as fulfill the need for parking to support economic growth in the campustown area as originally envisioned. However, additional funding through future TIGER grant applications could be achieved in the future to fully meet this vision. Previous discussion of this need was discussed under recent developments.
23. Facility Camera/Proximity Card Access (5309): CyRide has obtained a camera system for the 2008 administrative 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.
24. 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 reviewing the circuits and redistributing accordingly to protect the building investment.
25. 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.
26. Storage area air handling replacement (5309): CyRide replaced the air handling within its shop area in 2010. Recommendations from a consultant also determined that the air within the facility needs attention to allow cleaner air to recommended levels for employees.
27. Re-roof Maintenance Facility: In 2014, CyRide's roof will be past its useful life at 31 years of age. Repairs have been made haphazardly throughout the years as staff inspects the roof bi-annually each spring and fall. The flat membrane roof shows signs of deteriorating with cracks, punctures, blisters and water ponding up. The roof now is at the point there replacement is necessary to protect FTA funded equipment inside and retain a state of good repair to the facility.
28. 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 by showing their ISU student identification card. 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 and meet this anticipated demand throughout the community. 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 experimented with Summer Fare Free in 2009 and increased service by 26% that year through funding from the Ames City Council. Fare free was widely accepted among the human service agencies indicating that it helped out their clients immensely that summer! The effects of this experiment have lasted with CyRide achieving record breaking ridership 10 out of 12

months since Summer Fare Free giving CyRide its largest ridership ever for FY2010 at 5.37 million rides!

29. 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. There is a small vanpool program of 5 vehicles operated by ISU's transportation department. The thought is that this program could be expanded to the entire Ames community for the future. A community program would be 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
30. 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.
31. Central Iowa RSVP's Volunteer Driver Program (UWSC/SCCF): With a special grant from United Way of Story County, and support from the Story County Community Foundation, Central Iowa RSVP (Retired and Senior Volunteer Program) began managing a Volunteer Driver Transportation Program January 1, 2010. RSVP is supplementing existing transportation services (i.e. Heartland Senior Services Public Transit) by providing the recruitment, management, and scheduling of volunteers giving rides to Story County residents. Priority is given to those residents needing rides to in-county medical appointments (doctor appointments, therapy and treatment sessions, picking up medication, etc.), but other trips are provided as needed. The service is offered Monday through Friday between 8:00 am and 4:30 pm. In 2010, 29 RSVP volunteers provided 213 (round trips) rides to 38 Story County residents, providing safe, reliable, and affordable transportation to and from essential services.



## MINUTES

### Story County Human Services Council Meeting

Thursday, January 27, 11:30 a.m. – 1:00 p.m.

Collegiate United Methodist Church annex

130 Sheldon Avenue in Ames - Auditorium

- A. Welcome – Introductions
- B. Program: Teresa Propes – Action Coach “Working Donors” (15 minutes) Teresa presenting Donors to Contributors and offered free training sessions with any organization that wants to pursue additional learning techniques.
- C. Business Meeting
1. Call to order
  2. Approval of last November/December minutes-Holiday Luncheon
  3. Reports:
    - Treasurer- \$1773.95
    - ASSET updates: Mid Year Updates, Panel Reports
    - Election of ASSET Rep Group 2-Shelly McQueeney was unanimously elected to Panel 2 Rep on Asset, Unanimous vote
  4. Old business:
    - Human Services Council Website-watch for updates
  5. New business
    - Update on Section 8 issues for Ames
    - Vote to Recommended Transportation Projects FY2012 - FY2015 PTP to the AAMPO** for the Passenger Transportation Plan-Shari Discussed and presented the documentation, It was unanimously approved by the Council.
- D. Agency Spotlight: Theresa Erlbacher with Heartland Senior Services-Hirta Trip Options was discussed and Q & A followed  
(5-7 minutes)
- E. Agency announcements. Please limit information sharing to 1-2 minutes. If your agency needs extra time, please let a co-chairman know in advance so they can plan accordingly. If you want your announcement included in the minutes of the meeting, please submit a short summary to Bill on the ½ sheet of paper that will be made available to you.

The Richmond Center – Cari McPartland

TRC is taking referrals for our Children’s Outreach Services Program; 5-18 years of age. Provide home, community, school-based skills building with children with diagnosis of severe emotional disturbances (SED)

\*New Psychiatric Providers

Susan Smith, HRNP p/t 2 days a week but will move into f/t. Specializes in children and adolescents. Start date tba

Loraine Pearson, NP –Tele psychiatry; f/t; start date tba

Dr. Robert Stern, DO – 1 day a week Mondays in Boone

Sara Beattie, ARNP- M, Tu, Th in Ames.

John Jongeway, ARNP – M, Tu, W , starts 2.1.11

New therapist:

Jim Judkins, LISW – in Ames on M & W

Robin Schunow, USW – Tu, W & TH in Ames

THANKS FOR ATTENDING!

Monica Goedken, Co-Chairman –[volunteer@assaultcarecenter.org](mailto:volunteer@assaultcarecenter.org)

Karla Webb, Co-Chairman - [kwebb@storycounty.com](mailto:kwebb@storycounty.com)

Bill Dodd, Secretary – [bdodd@bbbsia.org](mailto:bdodd@bbbsia.org)

Shari Atwood, Treasurer – [satwood@cyride.com](mailto:satwood@cyride.com)



# **Vote to Recommend FY2012 Passenger Transportation Plan (PTP) Update & Recommended Projects (2012 – 2015) to Ames Area Metropolitan Planning Organization (AAMPO) for Approval**

In October's Human Service Council and the United Way's Transportation Collaboration Committee meetings, I presented a status update of where the 2011 PTP recommended projects transportation projects were in terms of obtaining federal/state funding and also in being implemented. At that time I requested any additional transportation needs, strategies and projects from transportation providers and human service agencies to be implemented into the plan update for 2012.

In January 2011, those needs and projects/strategies were incorporated and were distributed to the human service council members and transportation providers via e-mail within the following links: [Transportation Needs Updated; Recommended Projects 2012-2015](#) and [Ames FY2012 DRAFT PTP Update](#).

In addition, on January 12<sup>th</sup> several interested members of the council and the United Way's Transportation Collaboration Committee met to review the needs/projects and make any further recommendations to the 2012 PTP plan update. Based on this input and comments, the following was incorporated into the 2012 PTP Update:

1. I added an additional need/strategy of researching the possibility of adding background checks for volunteer drivers.
2. No changes were made to the Recommended Projects for 2012 – 2015 from what was previously identified and sent out on Jan. 5, 2011. **The new projects added to the 2012 PTP Update's Recommended Projects are: (highlighted in yellow)**
  - **Gray Route Frequency/Hours Expansion**
  - **Blue Route Expansion (Target/Walmart)**
  - **Blue Route Frequency Expansion (Sundays)**
  - **CyRide Boiler Replacement.**
3. Minor text changes were made within the 2012 PTP Draft Update as well.
4. I also updated the group on CyRide's budget for FY2012. Since this meeting, CyRide's board voted in January 2011 to continue all existing services into 2012 but did not implement any new service routes for FY2012. There was an increase on the budget of an additional \$340,000 for uncontrolled funding challenges (fuel, insurance, IPERS) within the budget raising the board's contributions by 4.0 – 5.5% (City 4.7%, ISU 5.5%, GSB 4.0%). Adding additional service routes would increase the budget to 4.8% - 6.4%. (City 5.5%, ISU 6.3% and GSB 4.8%) The board was also concerned that CyRide's federal funding may plummet to 2006 levels as currently being discussed in Congress as well as additional state funding cuts impacting ISU's budget for FY2012. Therefore it was decided not to press the budget further by adding additional services at this time.

**The IDOT requires that there be a recommendation by human service agencies/transportation providers to forward the Recommended Projects to the Ames Area MPO for approval prior to their review. Therefore, I request at this time that the Story County Human Services Council recommend these projects & 2012 PTP Update to the AAMPO for approval.** If recommended by the Human Service Council, the following schedule will be completed:

<b>February 1, 2011</b>	2012 PTP Update e-mailed electronically to the IDOT for comments
<b>March 1, 2011</b>	Receive IDOT comments to possibly incorporate
<b>March 10, 2011</b>	<b>AAMPO Tech Meeting:</b> 2012 PTP Update Recommendation to AAMPO Policy Committee
<b>March 22, 2011</b>	<b>AAMPO Policy Meeting:</b> 2012 PTP Update Approval (before Ames City Council)
<b>May 1, 2011</b>	Final 2012 PTP Update Due to IDOT and Federal Transit Administration

If the PTP is not approved, projects could not be implemented into the next required AAMPO planning document – the Transportation Improvement Program (TIP). Transit projects are required within this TIP document in order to be eligible to receive grant funding from the IDOT or Federal Transit Administration.



## **Transportation Collaboration AGENDA**

**Wednesday, August 18, 2010  
4-5 p.m.**

**UWSC Conference Room, 315 Clark Ave. Ames**

- I. Welcome and Introductions – Jean
  
- II. Updates on Existing or Previous Projects
  - A. Bus Education – Jay
  - B. Gas Vouchers and Bus Passes – Vic, Michael, Carol, David
  - C. Volunteer Transportation Program – Kalen
  - D. Iowa City Transportation – Shari and Theresa
  - E. Vehicle Repairs – David
  - F. Car Seats - Jean
  - G. Car Maintenance and Insurance Education – Jean
  - H. Passenger Transportation Development Plan (PTDP) – Shari
  
- III. Other Transportation Needs
  - A. Car pooling Software - *any further discussion needed?*
  - B. 2010 Needs Assessment
  
- V. Next Steps
  - A. 2010 Meeting Schedule – 2<sup>nd</sup> Wednesday of 1<sup>st</sup> meeting of the quarter, 4:00 p.m.  
October 13
  - B. Future Meetings

**United Way of Story County Vision: To improve the quality of life in our community for individuals and families.**

**United Way of Story County Mission: United Way of Story County is a strategic leader in building countywide partnerships to identify needs and to develop, support and evaluate effective human services for our diverse community.**



## Transportation Collaboration

### NOTES

Wednesday, October 13, 2010

4-5 p.m.

UWSC Conference Room, 315 Clark Ave. Ames

**In attendance:** Shari Atwood (Cy-Ride and PTDP), Jean Kresse (United Way of Story County), Josh Cliffe (Heartland Senior Services), Michael Fritz (Good Neighbor Emergency Assistance), Rick Hugdahl (Midwest Insurance Corporation), Ann Lundvall (Story County Decategorization and Empowerment), Arti Sanghi (Central Iowa RSVP), Kalen Petersen (Central Iowa RSVP), Karla Webb (Story County), Rose Marie Scott (MICA),

**Gas Vouchers/Bus Passes** – Vic Moss stated that when people come to him in desperate need of gas he will give them what is in the containers for the lawn mowers. Occasionally he will take them to the gas station and purchase gas for them.

Michael Fritz stated that he receives 5 gas vouchers per month from faith based groups. He offers them when he sees the individual/family is in desperate need. They are only eligible to receive one voucher per year. He stated it is difficult to determine who really needs them and how to distribute them. If they need to get to a medical appointment he will refer them to RSVP.

Vic stated that when they had gas vouchers it was really only a band aid to the problem. It may have helped them get through a crisis, but there is a crisis every day for many of these individuals and families.

If the gas vouchers were to be available again it was suggested that there be one central point of administration for the program. Michael stated it was something he could administer through Good Neighbor. There would need to be strict guidelines for the program. Jean will work with Michael to see if this is feasible.

Community Services does provide bus passes to transients that become stuck in Ames. The bus pass gets them across state lines but no further. They also provide up to 15 gallons of gas and one quart of oil to individuals/families on a one time basis. If someone has a partial tank of gas, and they need less than 15 gallons that is all they get, they can't come back later to "get the other 5". The funding is a line-item for transportation through the county's general assistance program. The county has not depleted the funding.

**Passenger Transportation** – Shari Atwood stated in order for the Ames Area Metropolitan Planning Organization (MPO) to receive state funding they must work with human service agencies. The Passenger Transportation Development Plan (PTDP) includes minimizing the duplication of services; facilitates the most cost effective services; has reduced passes for - student's grades k-12, seniors, and persons with disabilities.

**Car Seats** – Efforts in this area have included: Safe Coalition (MGMC and Blank Hospital); Ann Lundvall stated they provided a mini-grant that allowed Colo/Maxwell to purchase some car seats;

George White Chevrolet worked with Ames police on the Safe Seat Coalition – Theisen's did give money to the car seat program.

Rose Marie stated that MICA found it difficult to fund the person to administer the car seat program. They did find some MICA clients not willing to go to the police station for the installation of the car seats. They hosted events where they had a 4-certified staff there to install car seats, which takes about 30 minutes to process each. During this time they did have some no shows.

**Car Maintenance/Insurance Education** – Beyond Welfare provided the Wheels to Work program. United Way of Story County covered up to \$500 per vehicle for repairs. With changes at Beyond Welfare it wasn't certain how much they continue to do in this area. Rick agreed to contact David Sahr.

Rick stated that a workshop was held, low attendance, which gave instructions on car maintenance, insurance and the law. People receiving a donated car were required to attend.

**Iowa City Transportation (ICT)** – Shari Atwood stated that the Iowa City Transportation person, Kim Stout, schedules rides from Iowa City to pick up Ames folks needing to get to Iowa City Hospitals. Shari will check with Kim to see how many rides they schedule. Suggestions were made to help build more awareness for the ICT program: market to HIV patients; see if the Iowa Cares Program would distribute brochures; give information through food pantries.

**Volunteer Transportation Program** – The program has 29 volunteers in 7 different communities and serve about 75 clients (about 1/3 of these are regular users of the service). From January through June they provide 92 round trips; July through September they provided 56 round trips.

**Next Steps** – All agreed that meeting on a regular basis was helpful. The quarterly schedule would put the next meeting in January, but because of ASSET and other obligations the next meeting would not be held until February 9, 2010, from 3:30 – 4:30 p.m.

# Passenger Transportation Plan Update

United Way's Transportation Collaboration Committee

10/13/10 – 4:00 pm

**1) PTP Changes:** The PTP is an annual coordinated effort between the transportation providers and human service agencies providing service for the Ames community. The efforts focus on transportation for the low-income, elderly and disabled populations. The IDOT requires that federal/state transit funding be part of the PTP coordination process. The plan is the responsibility of the Ames Area Metropolitan Planning Organization with CyRide (Ames transit provider) providing the staff to facilitate this process. The purpose is to: 1) enhance transportation access, 2) minimize duplication of services, 3) facilitate the most appropriate cost-effective transportation possible with available resources. For the next year's PTP, we only need to provide an update including:

- Process: Coordination efforts discussion through HSC, TCC & others documentation including: new transportation needs; results of current projects; & prioritization of needs.
- Review previously recommended projects – funding, implementation, and impact.
- Recent developments – any changes that could impact previous list of identified needs.
- Recommended Projects changes – new projects needs amendment or simply revision if estimated funding changed.
- **Limited English Proficiency (LEP) Analysis and Plan (NEW!)** – LEP persons are those that have difficulties speaking, reading, writing or understanding English. Those recipients receiving federal funding must ensure that discrimination does not take place to LEP individuals. Not doing so would be a type of national origin discrimination. CyRide is completing their LEP analysis by the end of September 2010 and a plan to continue efforts towards inclusion of the LEP population.

**2) Previously Recommended Projects Review –:** A list of the previously recommended projects from last year's coordinated plan is attached on the following pages. Projects in yellow were approved with transit grant funding (may be at a reduced funding level), grey highlighted projects are pending and those projects not highlighted were not submitted or denied funding. A justification narrative of each project follows this listing. In addition, here are details about two noteworthy projects previously within the PTP implemented or in progress within the Ames community over the past year:

- **Intermodal Transportation Facility** – CyRide is complete with final design and is developing construction plans for bidding in the next few months. The facility will open in June 2012. I thought you all may want to see the latest facility design sketches.



## View of the Bus Road from the Intersection of Hayward and Chamberlain Roads



**View of the Terminal Area Looking Toward Sheldon Ave.**



**View of the Terminal Area Looking Toward Hayward St.**

- **Cybrid Fleet** – The Cybrids are 12 hybrid buses, approximately 17% of CyRide's large bus fleet, that began service in August 2010! Cybrids team a small biodiesel engine with an electric motor for efficiency. Cybrids capture braking energy during stops and release it for use during accelerations. Our greener Cybrids are estimated to save 23,000 gallons of fuel and 210,513 kilograms of CO<sub>2</sub> every year! Because they are 50% quieter, Cybrids also help cut unwanted noise pollution. The redesigned paint scheme was chosen by the Ames community in January of 2010 through an online voting contest. CyRide received 94% of the funding for these vehicles through federal and state funding but primarily through the 2009 Recovery Act. For more information about CyRide's Cybrid fleet, see our brochure or go ride a Cybrid and get an

informational hang tag as your board! Thank you to those agencies/organizations that supported CyRide's grant applications to obtain federal funding to purchase this exciting new fleet!

**3) Updated Needs & Strategies/Projects Request:** Following the recommended projects for last year and their status is last year's needs list with possible strategies/project listing. MPO staff is requesting additional needs and possible strategies/projects at this time for inclusion in a listing to be reviewed at Human Service Council on December 3<sup>rd</sup>. If there are any changes to recommended projects, please let me know at [satwood@cyride.com](mailto:satwood@cyride.com).

In addition, CyRide will be reviewing their FY2012 Service Change Options which are still under development at the next CyRide Board meeting 10/21/10 at 5pm. Those projects include:

- Evening Service to DMACC Hunziker Center - #4 Gray Route 6-9pm
- Mid-day Service to Human Service Agencies on S. 16th- #4 Gray Route 11am-2pm
- Blue Route Expansion extending route to Target & Wal-Mart through parking lots
- Full-time Weekend Driver shifts
- Additional buses to relieve overcrowded buses carrying 65+ people/bus.

I will e-mail out the information on these service options once these projects are developed in more detail.

# 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	\$ 7,422,030	No cuts in service for FY2010. Maintained existing levels of service. Added new #10 Pink and #8 Aqua routes.
1	CyRide	General Operations		STA - F	\$ 533,730	
2	CyRide	Subcontracted ADA Dial-A-Ride Service	Service to ADA eligible clientele	5310	\$ 135,781	Continued.... Subcontracting Dial-A-Ride service with Heartland Senior Services
3	CyRide	Brown Route Frequency/Hours Expansion	Access to Jobs & Education	JARC	\$ 33,000	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	\$ 8,000	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	Implemented #10 Pink Route 8/2010.
6	HIRTA	Ames to Iowa City Service	Medical transportation for specialized care outside of Ames	New Freedom STA	\$ 21,105	Continued.... Service began 1/20/09. Year 3 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, on hold to re-request
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	Transit Amenities	C	5310	\$ 40,000	On-going funding for bus stop improvements.



11	CyRide	Expand 60' Articulated Diesel Buses (4 vehicles, cameras)	C	New Freedom	\$ 1,726,400	Need for articulated buses for overcrowding; requested Clean Fuels grant for 2 articulated buses in June 2010.
12	CyRide	Expand 40' HD Large Diesel Hybrid Buses (17 vehicles, cameras)	C	5309	\$ 5,644,800	Pending state grant application but not eligible in state process due to funded grant below
13	CyRide	Replace 40' HD Large Diesel Buses (31 vehicles, cameras)	C	5309	\$ 10,990,577	Pending, state grant however; Submitted national State of Good Repair grant for 10 large biodiesel buses & approved for \$3.688 M.
14	CyRide	Replace 2 LD Small Buses (cameras)	C	5309	\$ 146,080	Pending state grant application
15	CyRide	Facility Cameras/Proximity Card Access	C	5309	\$ 45,328	Pending
16	CyRide	Fuel Pump Improvements	C	PTIG	\$ 23,200	Pending
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 - delivered 8/2010; Received \$750,000 2010 earmark for facility
23	CyRide	Garage Expansion Phase III	C	PTIG	\$ 880,000	State PTIG application approved for \$880,000. to support facility expansion;
24	CyRide	AVL technology, web planner, passenger counters	C	5309	\$ 1,306,032	AVL requested within TIGER II as part of Intermodal project; Google Transit -link coming soon; AVL tech. is being researched funded 100% via GSB.

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	\$22,000,000	Partial project approval 2/17/10 for \$8.463 million. Construction begins 1/2011 to be completed 6/2012. TIGER II grant submitted for additional parking, bike path & CyRide shuttle. Increased project from \$9M to \$22M through concept the same.
27	CyRide	Ames Fare Free	O	?	\$ 4,008,764	Implemented 2009 summer fare free for @ \$75,000 minus marketing funding.
28	CyRide	Vanpool Program	C, O	ICAAP, 5309 UWSC, SCCL,	\$ 344,000	Not requested at this time; awaiting study
29	RSVP	Volunteer Driver Program	C, O	ASSET	\$ 5,000	Began 1/2010 as demonstration project.

**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  
IaDHS Programs:

## 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 @ 13<sup>th</sup>/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 (camera): 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 15<sup>th</sup> 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.

## V. Possible Strategies

Below are the previous needs identified within the 2009 PTP update. The information was shared with UWSC's TCC group as well as Human Service Council. **The additional needs and strategies/projects are identified in red below and were shared with the group in subsequent meetings and via e-mail in 2009.** Those strategies that have been implemented or partially implemented are identified in blue.

Now is the time at address any additional core needs for transportation and any possible strategies/projects addressing those needs. Needs will be accumulated from the public through public meetings and/or through communications with transportation providers and human service agency representatives over the next few months. ***Note that these possible strategies may not be 100% recommended but if federal/state/local funding became available for the specific project and local financing were available – it could be recommended into the program rather easily as it's already defined as a need.***

Needs	Possible Strategies/Project
<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 and/or Trip Planner 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>

Needs	Possible Strategies/Project
<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>
<p><b>Bus Storage/Maintenance Facility &amp; Connection :</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: 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</li> <li>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)</li> <li>4. 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. 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.</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, fuel pump improvements, existing concrete rehabilitation/improvements, 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 and possible stimulus funding.</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, discuss and construct an Intermodal facility housing Intercity carriers near proximity of campus to connect all transportation modes within one location.</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. 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 and has the 15<sup>th</sup> 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 HIRTA’s overall fleet.</li> <li>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.</li> <li>3. Surveillance - Add cameras to all CyRide buses to reduce liability and improve ability to assist City of Ames Police.</li> </ol>

Needs	Possible Strategies/Project
<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>Urban</b></p> <ol style="list-style-type: none"> <li>1. Maintain existing transit services and geographic coverage.</li> <li>2. Need to geographic service coverage of transit in Ames to serve gap areas.</li> <li>3. Need for increased frequencies of service on high-capacity corridors.</li> <li>4. Need for additional hours of transportation to specific areas of Ames.</li> <li>5. Specific need for third shift transportation (12am - 6am?)</li> <li>6. Need for affordable <u>emergency</u> transportation for low-income K-12 (at-risk) students and seniors.</li> </ol> <p><b>Urban continued....</b></p>	<p><b>Urban Strategies/Projects</b></p> <ol style="list-style-type: none"> <li>1. Continue existing JARC/New Freedom 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>2. Study third shift transportation needs for Ames. (Transportation needed after 6pm and before 6am)</li> <li>3. Alternative Analysis Study of Orange Route</li> <li>4. New Transit Route Services: <ul style="list-style-type: none"> <li>• 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>• Aquatic Center on E. 13<sup>th</sup></li> <li>• Billy Sunday Road/Airport – Request from apartment complex. 7:30 am – 5:30pm (F = 40 min.)</li> </ul> </li> <li>5. Fare-free city-wide: 4 options (Large Scale, Weekends only, Weekends/nights only, Summer only)</li> <li>6. Additional Frequencies/Trips: <ul style="list-style-type: none"> <li>• 20-minute frequencies on most routes 6:00am – 12:00 pm</li> <li>• Red/Blue Routes – 2 additional buses keeping schedule on-time &amp; safe 12:00pm – 6:00 pm (F = 15 min.)</li> <li>• Red Route – 20 additional trips (F = 5 min.) <ol style="list-style-type: none"> <li>1. Red/Blue/Green – earlier Sunday morning trips (green added fall 2009)</li> <li>2. Blue South frequency improvements <ol style="list-style-type: none"> <li>a. Friday 7:15 – 9:45pm (Frequency = 20 min)</li> <li>b. Saturday 5:15 – 9:45pm (F = 20 min)</li> <li>c. Sunday noon – 12pm (F = 30 min.)</li> </ol> </li> <li>3. Yellow Route – Sunday service 10:45 – 6pm (F = 40 min.)</li> <li>4. Brown South – ISU School Days Weeknight service 6-9pm (F = 40 min.)</li> <li>5. Brown South – Saturday Service to Research Park - 8:30am-6pm (F = 40 min.)</li> <li>6. Brown 6A Towers – <ol style="list-style-type: none"> <li>a. Weekdays: 6:00-9:00 pm (F = 20 min.)</li> <li>b. Saturday/Sunday: 2:00-6:00 pm (F = 20 min.)</li> <li>c. Saturday/Sunday: 11:00am-2:00pm (F=20 min.) &amp; 6:00-8:00pm (F=20 min.)</li> </ol> </li> <li>7. Brown North – ISU School Days Weeknight service 9-11pm</li> </ol> </li> </ul> </li> </ol>



	<p>8. DMACC Hunziker Center – evening service – two additional trips at 6:05 &amp; 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.16<sup>th</sup> serving 100 transit dependent clients. Surveys needed?</p> <p>7. Demand/On-Call Service for:</p> <ul style="list-style-type: none"> <li>• Senior transportation after 2pm to/from health facilities</li> <li>• Low-income students missing school buses from middle/high schools.</li> <li>• Boys &amp; Girls Club transportation from schools alternative - high costs for special service, gasoline &amp; vehicle insurance.</li> </ul> <p>8. AVL technologies - Improve route efficiencies by adding AVL technology, kiosks to the public, trip planner and automated scheduling software.</p>
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<b>Needs</b>	<b>Possible Strategies/Project</b>
<p><b><u>Regional</u></b></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 &amp; Des Moines.</p>	<p><b><u>Regional Strategies/Projects</u></b></p> <p>1. Transit service between Ames &amp; 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>

# CyRide Capital Meeting Summary

January 4, 2011

Staff met on January 4, 2011 to discuss impacts of receiving State of Good Repair and Clean Fuels grants allowing the purchase of 10 new 40-foot biodiesel buses and 2 new 60-foot articulated biodiesel buses into CyRide's fleet in FY2012. Staff's goal was to attain a revenue fleet of 72 large buses and 8 smaller buses to operate its service. Results of these recent awards will allow CyRide attain an average fleet age of 8 years as opposed to their current 13 years. National average fleet ages are around 7 years.

CyRide also plans to sell off some of its oldest buses in the fleet while retaining a small 5-7 contingency bus fleet. The contingency fleet would be utilized in situations where CyRide's revenue fleet would increase by 5-7 buses overnight. This contingency fleet could take over the 7 daily trips subcontracted to the school transportation provider. The School Board has continually expressed their disappointment in the service since leaving a local private transportation provider in May 2009. Therefore, CyRide needs to prepare to handle these 7 additional trips requiring 7 additional buses in case the school board decides to find another provider that could be unwilling to handle these trips..

Staff also prepared a disposal plan of approximately 17 buses that will be replaced over the next two year period of its oldest buses in the fleet. Some of these buses are 36 years old! Staff also noted that a 20% spare ratio (11 extra buses that aren't needed during the peak hours) has been realized making it easier for CyRide to make pull out each morning for its 30,000+ daily passengers. CyRide had spent nearly 2 years with three or less spare buses during peak periods making it difficult for operations to make pull out therefore increasing the spare ratio to an acceptable level was priority.

**TRANSPORTATION SURVEY  
MICA FAMILY DEVELOPMENT OFFICE ONLY**

Cy-Ride is considering adding additional bus route times on East 16<sup>th</sup> Street, which is just north of MICA's new **Family Development office**. MICA's dental clinic, WIC clinic and other Health Service programs will also be moving to the same area on March 1<sup>st</sup>, 2011. This will allow additional options for you to get to your appointments. We are asking for your assistance by completing this short survey, which will be tabulated and sent to Cy-Ride.

A) Did you ride Cy-Ride to get to MICA today? Yes \_\_\_\_ No \_\_\_\_

B) If you DIDN'T RIDE CYRIDE, how did you get to MICA? Please check one.

- |  |  |
|--|--|
| <input type="checkbox"/> Automobile/Truck                | <input type="checkbox"/> Walked                |
| <input type="checkbox"/> Heartland Senior Services/HIRTA | <input type="checkbox"/> Biked                 |
| <input type="checkbox"/> RSVP Volunteer Transportation   | <input type="checkbox"/> Other (specify) _____ |
| <input type="checkbox"/> Friend                          |  |

**IF YOU RODE RIDE CY-RIDE, please continue:**

1. What time is it right now? \_\_\_\_\_ How long is your appointment? \_\_\_\_\_

2. Did you have to cross Duff Avenue on foot to get to your appointment?

- Yes  
 No

3. What bus routes did you take to get here today? (If known, please **check one** only)

- #4 Gray (originates on ISU campus – travels S. 16<sup>th</sup> to DMACC)  
 #4A Gray (originates on ISU campus – travels S. 16<sup>th</sup> then south on Duff to Kate Mitchell)  
 #5 Yellow (originates at City Hall – travels south on Duff.)

4. Did you have to transfer buses to get to your appointment today?

- I transferred at Ames City Hall  
 I transferred on ISU Campus  
 I did not transfer buses

**Circle all** the additional buses you rode to arrive at your appointment today.

- |                                   |                                       |                                   |                                     |                                    |
|-----------------------------------|---------------------------------------|-----------------------------------|-------------------------------------|------------------------------------|
| <input type="checkbox"/> #1 Red   | <input type="checkbox"/> #2 Green     | <input type="checkbox"/> #3 Blue  | <input type="checkbox"/> #6 Brown   | <input type="checkbox"/> #7 Purple |
| <input type="checkbox"/> #10 Pink | <input type="checkbox"/> #21 Cardinal | <input type="checkbox"/> #22 Gold | <input type="checkbox"/> #23 Orange |                                    |

5. How many times a month do you visit agencies on S. 16<sup>th</sup>/High Street including MICA or CFR?

- This is my first visit.  
 Once a month  
 Twice a month  
 Four times a month (once a week)  
 Other (please specify) \_\_\_\_\_

6. If I had a choice, I would like the bus that travels past S. 16<sup>th</sup>/High to connect from:

- Ames City Hall  
 ISU Campus (Beyer/State Gym – west side of campus)  
 ISU Campus (Kildee/Bessey – east side of campus)

**TRANSPORTATION SURVEY FOR MICA  
DENTAL CLINIC, WIC & OTHER HEALTH SERVICE PROGRAMS**

Cy-Ride is considering adding additional bus route times on East 16<sup>th</sup> Street, which is just north of MICA's new Family Development office. **MICA's dental clinic, WIC clinic and other Health Service programs will also be moving to the same area on March 1<sup>st</sup>, 2011.** This will allow additional options for you to get to your appointments. We are asking for your assistance by completing this short survey, which will be tabulated and sent to Cy-Ride.

A) Did you ride Cy-Ride to get to MICA today? Yes \_\_\_\_ No \_\_\_\_

B) If you DIDN'T RIDE CYRIDE, how did you get to MICA? Please check one.

- |  |  |
|--|--|
| <input type="checkbox"/> Automobile/Truck                | <input type="checkbox"/> Walked                |
| <input type="checkbox"/> Heartland Senior Services/HIRTA | <input type="checkbox"/> Biked                 |
| <input type="checkbox"/> RSVP Volunteer Transportation   | <input type="checkbox"/> Other (specify) _____ |
| <input type="checkbox"/> Friend                          |  |

**IF YOU RODE RIDE CY-RIDE or WILL RIDE IN THE FUTURE, please continue:**

1. What time is it right now? \_\_\_\_\_ How long is your appointment? \_\_\_\_\_
2. CyRide has three routes that travel to/from the intersection of S. 16<sup>th</sup>/Duff near MICA's new location.  
#4 Gray (originates on ISU campus – travels S. 16<sup>th</sup> to DMACC)  
#4A Gray (originates on ISU campus – travels S. 16<sup>th</sup> then south on Duff to Kate Mitchell)  
#5 Yellow (originates at City Hall – travels south on Duff)

Would you ride CyRide via these three bus routes to travel to MICA in the future?

Yes \_\_\_\_ No \_\_\_\_

3. What bus routes did you take to get here today? (If known, please **circle all the apply**)

- |          |           |          |              |          |            |
|----------|-----------|----------|--------------|----------|------------|
| #1 Red   | #2 Green  | #3 Blue  | #4 Gray      | #4A Gray | #5 Yellow  |
| #6 Brown | #7 Purple | #10 Pink | #21 Cardinal | #22 Gold | #23 Orange |

4. Did you have to transfer buses to get to your appointment today? (check one)

- I transferred at Ames City Hall  
 I transferred on ISU Campus  
 I did not transfer buses

5. How many times a month do you visit MICA, Community Family Resources CFR/Richmond Center?

- This is my first visit.  
 Once a month  
 Twice a month  
 Four times a month (once a week)  
 Other (please specify) \_\_\_\_\_

6. If I had a choice, I would like the bus that travels past S. 16<sup>th</sup>/High to connect from:

- Ames City Hall  
 ISU Campus (Beyer/State Gym – west side of campus)  
 ISU Campus (Kildee/Bessey – east side of campus)