

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

**SUBJECT: AMES AREA 2013 PASSENGER TRANSPORTATION PLAN UPDATE**

**BACKGROUND:**

With the passage of the last transportation bill, the federal government mandated an annual coordinated planning effort between human service agencies and transportation providers in order to increase transportation efficiencies while improving transit for the disabled, low-income and elderly populations. The Iowa Department of Transportation 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 Ames Area Metropolitan Planning Organization's (AAMPO's) sixth effort towards this process.

Over the past year, CyRide staff has met with human service agencies and transportation providers to explore 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 the Transportation Improvement Plan (TIP) must first be identified within an approved PTP.

**INFORMATION:**

**PTP Requirements**

In 2010, the AAMPO received a "Tier I" approval of its PTP plan. Therefore, AAMPO is only required to provide an update through 2014. A full plan will be required again in 2015. A draft copy of the "Ames Area MPO 2013 Passenger Transportation Plan Update" is digitally attached for the Policy Committee's review, and discusses the following information:

1. **Process:** Discussion of coordination efforts and documentation of key participants (pgs. 1-2), meetings (pg. 3), review of prior/new input concerning needs (pgs. 4-7), etc.
2. **Projects:** Review status of previously recommended projects (pgs. 8-16) - 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. 17-22)
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. 23-33)

In January 2012, the Human Services Council (human service and transportation providers) reviewed the PTP update and voted for the recommended program to be incorporated into the PTP update for AAMPO approval. The IDOT reviewed the PTP update in February and offered minimal comments. The AAMPO Technical Committee reviewed the plan on March 12, 2012 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 Department of Transportation and Federal Transit Administration by May 1, 2011. Projects must be in an approved PTP update prior to approving any projects within the annual Transportation Improvement Program (TIP) or Transportation Planning Work Program (TPWP).

### **ALTERNATIVES:**

1. Approve the final Ames Area MPO 2013 Passenger Transportation Plan Update for submission to the Iowa Department of Transportation and Federal Transit Administration.
2. Approve the final Ames Area MPO 2013 Passenger Transportation Plan Update with AAMPO Policy committee modifications for submission to the Iowa Department of Transportation and Federal Transit Administration.
3. Do not approve the Passenger Transportation Plan Update.

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

CyRide works continually with out human service and transportation agency partners to gain input on the components and progress of the PTP. This assures that the PTP reflects the needs of the community.

Therefore, it is recommended by the Administrator that the AAMPO Policy Committee adopt Alternative No. 1 or 2 based on comments made at the Policy Committee meeting. 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 2013 Final Passenger Transportation Plan Update March 2012



Prepared By:

**Ames Area**  
metropolitan planning organization

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## TABLE OF CONTENTS

I.	INTRODUCTION.....	1
II.	PROCESS.....	1
III.	PROJECTS .....	8
IV.	RECENT DEVELOPMENTS.....	17
V.	RECOMMENDED PROJECTS .....	23
VI.	CONCLUSION .....	33

## APPENDICES

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# 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 Ames 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 FY2013

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## II. - PROCESS

Fifty-nine organizations throughout Ames collaborated through approximately **24 meetings/tasks** 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 on the [Ames Area Metropolitan Planning Organization \(http://www.cityofames.org/index.aspx?page=811\)](http://www.cityofames.org/index.aspx?page=811) website. 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, whom coordinates the PTP process for Ames is a member of the council attending these monthly meetings and also served a two-year term on the Council Board as Treasurer through May 2011. Ms. Atwood helped guide the monthly meetings programs with the rest of the HSC board as well as track the finances of the organization. Ms. Atwood continues to request time on the agenda in discussing the PTP and CyRide transportation issues.

In 2007, [United Way of Story County \(UWSC\) \(http://www.uwstory.org/\)](http://www.uwstory.org/) began the Transportation

Collaboration Committee (TCC) providing a small forum of under 15 human service agencies and transportation providers to discuss transportation issues. The United Way of Story County has identified [transportation](http://www.uwstory.org/Transportation.php) (<http://www.uwstory.org/Transportation.php>) as one of its core areas to focus upon within its [campaign efforts](http://www.uwstory.org/media/Annual_Campaign_brochure_-_final_proof.pdf) ([http://www.uwstory.org/media/Annual\\_Campaign\\_brochure\\_-\\_final\\_proof.pdf](http://www.uwstory.org/media/Annual_Campaign_brochure_-_final_proof.pdf)). This group meets at least once a quarter with subcommittees more often throughout the year where only transportation issues are discussed. 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 collaboration efforts but also in gaining letters of support for several successful national discretionary grants for CyRide transit projects within the Ames community for bus replacement, scheduling software, and the Ames Intermodal Transportation Facility. 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 the Ames to Iowa City transportation service or relay local sales of used vehicles/bicycles/ furniture. Overall communication between human service providers and coordination for increased public transit services has improved as a result of this process. Key PTP participants are listed below:

#### **Ames Community Preschool Center (ACPC)**

**American Red Cross**

**Ames Area Metropolitan Planning Organization**

**Ames Community Schools**

**Ames Police Department**

**Ames Public Library**

**A Mid-Iowa Organizing Strategy (AMOS)**

**Assault Care Center (ACCESS)**

**At Home Care Company**

**Beyond Welfare**

**Bickford Assisted Living**

**Big Brothers/Big Sisters of Story County**

**Boys & Girls Club of Story County**

**Boy Scouts of America**

**Burlington Trailways**

**Camp Fire USA**

**Center for Child Care Resources**

**Center for Creative Justice**

**Community & Family Resources (CFR)**

**CIT**

**Childserve**

**City of Ames (Administrative, Library)**

**CyRide**

**Emergency Resident Project (ERP)**

**Executive Express**

**Experience Works (EI)**

**Foster Grandparent Program**

**Girl Scouts**

**Good Neighbor Emergency Assistance (GNEA)**

**Heartland Senior Services (HSS)**

**Heart of Iowa Regional Transit Agency (HIRTA)**

**Homeward**

**Iowa Comprehensive Human Service & Iowa Homeless Youth**

**Iowa Workforce Development**

**ISU Story County Extension**

**ISU Memorial Union**

**Jefferson Lines**

**Lutheran Services in Iowa (LSI)**

**Mainstream Living**

**Mary Greeley Medical Center**

**Mid-Iowa Community Action (MICA) Health Services**

**Mid-Iowa Community Action (MICA) Family Development**

**National Alliance on Mental Illness Central Iowa (NAMI-CI)**

**Retired & Senior Volunteer Program (RSVP)**

**Richmond Mental Health Center**

**Riverside Manor**

**Salvation Army**

**Story County**

**Story County Community Foundation**

**Story County Community Life**

**Story County Community Services**

**Story County Decategorization and Empowerment**

**Story County Sheriff's Department**

**Story County Medical Center**

**The Arc of Story County**

**United Way of Story County (UWSC)**

**Volunteer Center of Story County (VCSC)**

**Youth & Shelter Services (YSS)**

**YWCA (Engaging International Spouses; International Friendship Fair)**



## Passenger Transportation Development Plan Meetings

The following 24 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. Any needs identified through meetings held below were discussed and are identified within the PTP plan update.

### **Human Services Council – PTP Meetings**

February 24, 2011	<a href="#">Human Service Council Minutes 2-24-11</a> ; Changes within the <a href="#">Final AAMPO FY2012 PTP</a> were shared with the group.
March 24, 2011	Human Service Council Minutes 3-24-101 (no minutes provided by secretary)
April 28, 2011	<a href="#">Human Service Council Minutes 4-28-11</a>
May 26, 2011	<a href="#">Human Service Council Minutes 5-26-11</a>
August 25, 2011	<a href="#">Human Service Council Minutes 8-25-1</a> ; <a href="#">CyRide August Spotlight</a>
September 22, 2011	<a href="#">Human Service Council Minutes 9-23-11</a>
October 27, 2011	<a href="#">Human Service Council Minutes 10-27-11</a> ; <a href="#">PTP Update Oct 2011</a> ; <a href="#">CyRide Ridership Update</a>
December 8, 2011	<a href="#">Holiday Party</a>
January 26, 2012	Human Service Council Minutes 1-26-12; (not available until 2/24/12 meeting) <a href="#">CyRide Budget Update</a> ; <a href="#">2013-2016 RECOMMENDED PROJECTS</a> to AAMPO

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

April 13, 2011	Transportation Collaboration Committee Agenda Packet/Minutes
June 8, 2011	Transportation Collaboration Committee Agenda Packet/Minutes
August 17, 2011	Transportation Collaboration Committee Agenda Packet/Minutes
September 14, 2011	Transportation Collaboration Committee Agenda Packet/Minutes
October 12, 2011	Transportation Collaboration Committee Agenda Packet/Minutes
November 16, 2011	Transportation Collaboration Committee Agenda Packet/Minutes
December 21, 2011	Transportation Collaboration Committee Agenda Packet/Minutes
January 18, 2012	Transportation Collaboration Committee Agenda Packet/Minutes

### **Other Meetings/Tasks**

March 22, 2011	Construction began on the Ames Intermodal Facility in campustown. See the facility built via the attached <a href="#">webcam</a> . ( <a href="http://www.fpm.iastate.edu/webcam/intermodal/">http://www.fpm.iastate.edu/webcam/intermodal/</a> ) The facility is scheduled to open in June 2012.
April 14, 2011	A-Mid Iowa Organizing Strategy (AMOS) Results Sharing Meeting for “at-risk” youth
June 2, 2011	CyRide Public Meeting discussing \$250,000 budget deficit
September 1, 2011	CyRide Public Meeting discussing proposed fare increase and potential service cuts alternatives to alleviate \$250,000 budget deficit.
September 16, 2011	AMOS/CyRide staff meeting to discuss middle-high school fare free proposal
Oct. 17-Nov. 23, 2011	Surveyed food pantries, agencies, clinic, church, business, organizations to obtain specific transportation needs from low-income clients due to lack of identifiable needs identified from the Story County 2010 Assessment.
January 20, 2012	AMOS Meeting discussing at-risk youth transportation to school (Ames Schools, CyRide, United Way of Story County, AMOS & City of Ames) (no minutes available)

## Previous Public Input on Needs

Previous needs were shared with the Human Service Council at their October 27, 2011 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 12, 2011. **The additional or refined 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
<b>Education/Marketing:</b> 1. Need to reduce intimidation and misconceptions to riding public transit. 2. Awareness of available programs regarding transportation. 3. Need for insurance/maintenance awareness for automobile owners	1. Large Group Training of how to ride public transit 2. Train the Trainer Sessions for one-on-one training. 3. How to Ride CyRide digital formatted DVD video 4. Communication tools for non-English speaking individuals riding CyRide ie. picture board? 5. Improved signage on CyRide buses for visually impaired riders – black letters on white background 6. Promote RSVP volunteer transportation program – volunteers & for additional volunteers 7. Market Randall moving vehicle availability and sponsorship. 8. Maintenance/insurance class for vehicle owners 9. Car Seat installation education program and/or resources 10. Market "Beyond Welfare" car donation program need for pass through sponsorship by other non-profit agencies due to state regulations limiting more than 6 non-profit car donations per non-profit per year. 11. Improve CyRide's How to Ride written materials describing what a transfer is; when a transfer is applicable as opposed to utilizing two fares; and actual logistics of transferring. 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. 13. Develop a "Need Transportation" brochure so individuals can quickly determine which service provider could provide a ride to their destination and for how much.
<b>Affordability Needs:</b> 1. Need for affordable passenger transportation services or programs to make services more affordable. 2. Need for transportation assistance programs. 3. Increased demand for elderly "free" transportation at health/residential facility homes – as seniors vacate their automobiles & become less independent.	1. Continue Transportation Assistance for bus pass/tickets or gas vouchers a. City of Ames Planning & Housing: CDBG program b. UWSC "emergency" program through Good Neighbor Emergency Assistance c. Story County (assistance to those leaving the state of Iowa) 2. Implement common data-base of all Ames transportation assistance bus pass/ticket & gas voucher programs to avoid duplication 3. Continue Car Seat Donation Program 4. United Way's TCC investigate/discuss possible improvements? a. Affordability of Heartland Senior Service's transportation. b. No resources available for non-Medicaid individuals issue. 5. Identify opportunities for human service organizations to share vehicles and/or drivers (operating 15-18 hours/week on average).

Needs	Possible Strategies/Project
<b>Maintenance/Insurance Needs:</b> 1. Need for more cost efficient methods to maintain and replace human service provider vehicles. 2. Need for low-cost maintenance for Wheels to Work program.	1. Coordination of replacement/maintenance of human service provider vehicles. 2. <a href="#">Coordinate group of mechanics to repair Beyond Welfare donated vehicles.</a> 3. Investigate “sharing” of vehicles for providers & implications to insurance coverage.
<b>Bus Storage/Maintenance Facility &amp; Connection :</b> 1. CyRide Bus Storage Facility: CyRide is currently housing 70 vehicles and storage is at capacity. Anticipating growth to 95 vehicles, expansion buses, articulated buses, 100% bike racks on current fleet, hybrid buses would be beyond capacity of current garage to store as well as provide adequate maintenance. 2. CyRide Facility Renovation: Emission requirements of newer buses require CyRide to raise ceiling heights of garage doors as well as internal components throughout the garage due to increased bus height 3. CyRide Maintenance Shop: Need to expand maintenance work area to maintain new buses as well as house extra bays (1 bay per 10 buses) 4. Heartland Senior Services (HIRT) needs storage for vehicles. Currently, parking is outside in the elements.	1. <a href="#">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.</a> 2. <a href="#">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.</a> 3. <a href="#">Actively pursue federal earmark funding opportunities and/or nationally competitive grants in light of new upcoming transportation reauthorization bill.</a> 4. <a href="#">Resurface Iowa State Center Parking lot where commuters park to obtain #23 Orange to travel to ISU campus.</a> 5. <a href="#">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. The facility will open 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.</a>
<b>Fleet Needs</b> 1. Reduce transit providers average fleet age 2. Attain 100% accessible fleet for transit providers 3. Increase/maintain spare ratio to 18-20% for transit providers. 4. Increase fleet size for increases in service needs (frequency and geographic coverage) 5. Improve vehicle security systems	1. Identify and apply for federal/state grants as necessary to meet transportation providers’ fleet needs for replacement. a. <a href="#">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:</a> <ul style="list-style-type: none"> <li>▪ <a href="#">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</a></li> <li>▪ <a href="#">Wheelchair accessibility improved from 70-100%</a></li> <li>▪ <a href="#">Spare buses increases from 3 to 11 (5-20% goal)</a></li> <li>▪ <a href="#">Improved efficiencies of additional ridership capacity and eliminating second driver/bus due to 2 larger articulated buses</a></li> <li>▪ <a href="#">23 large and 6 small buses are still past their useful life and need to be replaced throughout the next 4-year period</a></li> </ul>

<b>Fleet Needs cont...</b>	<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> <p>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.</p> <p>3. Surveillance Systems – Add/replace cameras to all CyRide buses to reduce liability and improve ability to assist City of Ames Police.</p>
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<b>Needs</b>	<b>Possible Strategies/Project</b>
<b>Transportation Amenities</b> <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>
<b>Urban</b> <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>	<b>Urban Strategies/Projects</b> <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: 5 options (Large Scale, Weekends only, Weekends/nights only, Summer only, K-12) A sixth option was suggested by AMOS for a free option for middle/high-school students. An additional option would be to focus on the “at-risk” students 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 Route – 20 additional trips (F = 5 min.)</li> <li>• Red/Blue – earlier Sunday morning trips (green added fall 2009)</li> <li>• 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 5:00 – 12pm (F = 30 min.)</li> <li>d. Sunday 11:00 am – 5pm (F = 20 min.)</li> </ol> </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> </ul> </li> </ol>

<p><b><u>Urban continued....</u></b></p>	<ul style="list-style-type: none"> <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 <b>AND three S. 16<sup>th</sup> apartment complexes serving 1,300 residents.</b></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 <b>and automated scheduling software.</b> <i>Scheduling software will be purchased and installed in FY2012.</i></p>
<p><b><u>Needs</u></b></p>	<p><b><u>Possible Strategies/Project</u></b></p>
<p><b><u>Regional</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><u>Regional Strategies/Projects</u></b></p> <ol style="list-style-type: none"> <li>1. <i>Transit service between Ames &amp; 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.</i></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>



### III - PROJECTS

The Human Service Council (HSC) members had opportunity to review the status of previously recommended projects, listed above, at their October 27, 2011 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 2012 PTP was shared with the group and the status of whether they were on-going, pending or not started 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 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. It should also be noted that specific impacts (ridership) have been illustrated on JARC, New Freedom and 5310 projects as well as CyRide's overall ridership for the past two years within the [2013-2016 recommended projects' justification](#). The ridership/impacts will continue to be shared with the TCC group and Human Services Council on these projects on an annual basis.

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 to be delivered in Feb. 2012 (State of Good Repair/IDOT)
- Five CyRide large buses to be delivered after July 2012 (State of Good Repair)
- Two CyRide articulated buses to be delivered by August/September 2012 (Clean Fuels)
- CyRide #6B Brown Weeknights and Summer Continuation (JARC)
- CyRide #4A Gray Route Expansion mid-day to Jewell/Duff Continuation (JARC)
- CyRide #10 Pink Route Expansion to E. 13<sup>th</sup>/Dayton Continuation (JARC)
- CyRide Subcontracted ADA Dial-A-Ride Services Continuation
- CyRide Scheduling Software to be implemented in FY2012
- CyRide Facility Expansion will be designed and is expected begin construction late fall 2012. Four priorities have been identified: 1) Expansion storage to house existing fleet, 2) flood barrier enhancements to two feet above the 500-year floodplain, 3) Increase ceiling height to allow hybrids to operate throughout entire facility and lastly 4) Rehabilitation of wash/fuel bay,
- Ames Intermodal Transportation Facility – Construction of the Intermodal Transportation Facility's phase one effort is on-going, on-time and on-budget. The facility is funded primarily through the 2009 Recovery Act and is scheduled to open in June 2012.

# 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 to request grant funding due to budgetary concerns

	Provider Name	Project Description	Need	Proposed Total Funding (List all anticipated federal/state 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	\$ 7,500,000	No cuts in service for FY2011. Maintained existing levels of service. Added new #10 Pink and #8 Aqua routes.
	CyRide	General Operations		STA - F	\$ 551,283	
2	CyRide	Subcontracted ADA Dial-A-Ride Service	Service to ADA eligible clientele	5310	\$ 178,899	Continued.... Subcontracting Dial-A-Ride service with Heartland Senior Services (aka subprovider).
3	CyRide	Brown Route Frequency/Hours Expansion	Access to Jobs & Education	JARC	\$ 66,000	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	\$ 32,000	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	\$ 329,700	Implemented #10 Pink Route 8/2010.
6	CyRide	Gray Route Frequency/Hours Expansion	Additional service on S. 16 <sup>th</sup> to human service agencies and apartment complexes	New Freedom	\$33,800	Not requested due to budgetary concerns
7	CyRide	Blue Route Expansion (Target/Wal-Mart)	Re-routing of blue route to travel in front of Target/Wal-Mart	JARC	\$ 352,900	Not requested due to budgetary concerns
8	CyRide	Blue Route Frequency Expansion	Additional trips of service to blue route.	JARC	\$ 38,400	Not requested due to budgetary concerns
9	HIRTA	Ames to Iowa City Service	Medical transportation for specialized care outside of Ames	New Freedom ASSET	\$ 45,000	Continued.....Service began 1/20/09. Year 3 funding approved.
10	CyRide	Alternative Analysis Study - Orange Rt.	P	5339	\$ 200,000	Funding approved in grant; re-evaluate to continue project after Intermodal project completed

11	CyRide	I35 Ames-Des Moines Corridor Planning	P	STA - C	\$ 100,000	Not requested due to budgetary concerns
12	AAMPO	Planning	Planning Requirements	5303	\$ 45,000	On-going support of PTP efforts, federal planning documents and long-range planning.
13	CyRide	Transit Amenities	C	5310	\$ 50,000	On-going funding for bus stop improvements.
14	CyRide	Expand 60' Articulated Diesel Buses (4 vehicles, cameras)	C	5307, 5309, Clean Fuels	\$ 2,080,000	Need for articulated buses for overcrowding; requested Clean Fuels grant for 2 articulated buses in June 2010; approved - submitting RFP for buses winter 2011.
15	CyRide	Expand 40' HD Large Diesel Hybrid Buses (5 vehicles, cameras)	C	5307, 5309, 5316, 5317, TIGGER	\$ 1,960,000	Did not request; validating hybrid technology to ensure 20+% fuel savings
16	CyRide	Replace 40' HD Large Diesel Buses (32 vehicles, cameras)	C	5309	\$ 13,322,101	Requested only 13 vehicles; Pending state grant application
17	CyRide	Replace 2 LD Small Buses (cameras)	C	5309, SGR	\$ 176,000	Pending state grant application
18	CyRide	Boiler Replacement	C	5309	\$75,000	Pending state grant application
19	CyRide	Vehicle Security System Cameras Rep.	C	5309	\$ 160,000	Pending state grant application
20	CyRide	AVL technology, web planner, passenger counters	C	5309 TIGER ITS GSB	\$ 1,700,000	1. AVL requested within TIGER III as part of Intermodal project 2. Requesting as part of technology ITS Grant this winter after RFP developed. 3. Potential 100% funding via GSB.
21	CyRide	Maintenance Facility Exp./ Rehab: expand storage for buses; rehab fuel/wash lane; flood protection barriers & ceiling extension	C	5309, PTIG, TIGER, SGR	\$12,000,000	Partially funded via PTIG and 5309. RFP's for design currently being evaluated. Construction is estimated to begin Fall 2012
22	CyRide	Ames Intermodal Facility - Phase II	C	TIGER	\$12,500,000	Partial project approval 2/17/10 for \$8.463 million. Construction for Phase I to be completed June 18, 2011. Phase II - additional parking, bike path through ISU arboretum, CyRide shuttle denied under TIGER II. <b>Requested TIGER III</b>



						funding on 10/31/2011 for Phase II adding in additional multi-use path between recreational facilities & College Creek landscaping/ beautification & CyRide Shuttle.
23	CyRide	Facility Cameras/Proximity Card Access	C	5309	\$ 56,660	Not requested; delayed
24	CyRide	Electric Distribution Rehabilitation	C	5309	\$ 30,000	Not requested; delayed
25	CyRide	Fire Sprinkler System Upgrade	C	5309	\$ 250,000	Not requested; delayed
26	CyRide	Storage area air handling replacement	C	5309	\$ 250,000	Not requested; delayed
27	CyRide	Re-roof Maintenance Facility	C	5309, PTIG	\$ 500,000	Not requested; delayed
28	CyRide	Ames Fare Free	O	?	\$ 5,010,955	Implemented 2009 summer fare free for @ \$75,000 minus marketing funding. Current AMOS proposal for middle-high school fare free being discussed among community.
29	CyRide	Vanpool Program	C, O	ICAAP, 5309	\$ 430,000	Not requested at this time; awaiting study
30	CyRide	Resurface ISC Commuter parking	C	5309, SGR	\$ 1,000,000	Not requested at this time; discussed with ISU parking
31	RSVP	Central Iowa RSVP Volunteer Driver Program	C, O	UWSC, SCCL, ASSET	\$ 5,000	Began 1/2010 as demonstration project; on-going program.

**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  
COA = City of Ames  
UWSC = United Way of Story County  
GSB = Government of the Student Body (Iowa State University Students)  
ASSET = Analysis of Social Services Evaluation Team (COA, Story County, UWSC, GSB)

## 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 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. 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 through 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 the 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.

## 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) CyRide Budget – January 2012 Fare Increase – CyRide purchases about 300,000 gallons of fuel a year. For transit systems, budgeting the appropriate price per gallon for fuel is an important figure to predict. Just as consumers go to the pump each morning to find the price of fuel has increased by 10¢ overnight, the price of diesel fuel does the same depending on when diesel is purchased. At the time CyRide's board budgeted for fuel in FY2012, the price of diesel fuel was an average of \$1.80 per gallon. The Board agreed to a budget of \$2.50 per gallon for the FY2012 budget, nearly a 39% increase! In March 2011, CyRide discovered that the fuels contract they were entering into for an eight month period for most of FY2012 was 55¢ more (\$3.045/gallon) than they had budgeted; ie the \$2.50/gallon. CyRide staff predicted that for the remaining four months not under contract would be worse at \$3.30/gallon. This reality coupled with increased insurance costs left CyRide with an estimated budget deficit of \$250,000. The challenge for CyRide was to identify ways to recover this large deficit with the least amount of impact to passengers by the end of June 2012.

Starting in April 2011, CyRide performed a peer analysis looking at other transit systems throughout the state as well as its other university system peers throughout the nation regarding their fares and service days. CyRide discovered that it was the only transit system in Iowa and among its peers that operated service on Memorial Day, Independence Day and Labor Day. Furthermore, CyRide determined that \$1.25 was an average fare for transit systems in its peer analysis. CyRide also performed a route analysis of its system to identify routes/trips that were not performing as high as others. CyRide also discovered that 80% of transit systems across the nation had either cut services or raised fares in FY2009, according to the [American Public Transit Association](http://www.apta.com/resources/reportsandpublications/Documents/constraints_09.pdf). ([http://www.apta.com/resources/reportsandpublications/Documents/constraints\\_09.pdf](http://www.apta.com/resources/reportsandpublications/Documents/constraints_09.pdf)) CyRide also surveyed the public online and via public meetings on what was more important to them for CyRide to consider in identifying solutions to resolve the deficit. Passengers' comments varied but centered on 5 major themes – 1) Fare increases were preferable to service reductions; 2) Cost should not be absorbed by riders only – “share the pain”; 3) Timing of study over summer was less than optimal; 4) Long-term solution needed to be sought by CyRide; and 5) Questions about current operations. CyRide staff also found \$81,000 in budget savings leaving a budget deficit of \$169,000. Other options included contributions by the local partners, a fare increase (3 options developed) and service reductions (13 options developed).

Ultimately, the Board approved a fare increase to begin on January 1, 2012. This increase was 20-25% across the board to be fair to all patrons riding public transit. Dial-A-Ride (ADA Paratransit) service remained at \$2.00/ride instead of twice the fixed-route fare. In addition, a \$20 monthly pass was introduced as an option for “reduced” fare payers. Medicaid clients, although not a mandated protected class by the federal government, were also added to those that could receive the “reduced” fare. These additions allowed those low-income clients that were more impacted by the 25¢ increase to perhaps be impacted less.

CyRide is expecting another \$141,000 cut, due to a 9.1% decrease in appropriations that will impact the 2014 budget year. It was with these anticipated cuts, that the local partners were leery of utilizing the closing balance to supplement the entire 2012 budget deficit. For the FY2013 budget, the local partners contributed a 7% increase. In addition, the board approved the reduction of services on holidays (Memorial Day, Independence Day and Labor Day) as well as elimination of the last trip of #22 Gold Route at their January 2012 board meeting for the fiscal year 2013. These service reduction options did not experience any comments from the public in September and will save CyRide an estimated \$25,000 each year.

2) Dial-A-Ride Services – Dial-A-Ride is CyRide's complementary ADA service for persons with a disability within the Ames community. Specifically, Dial-A-Ride is a door-to-door service serving eligible passengers as defined by ADA regulations and CyRide currently contracts this service out to Heartland Senior Services (HSS). In August 2011, HSS notified CyRide via letter that it desired to terminate service by the end of that

month due to a perceived funding concern. Through negotiation and several meetings to identify costs and revenues for this service, it was determined that the revenue generated by the existing contract covered HSS's expenses for this service. As a result, both parties mutually agreed to continue the existing contract through June 30, 2012. However at the last meeting with HSS, they shared a desire to not continue providing this service past June 30, 2012.

More recently, CyRide received indirect notification from HSS of an intention to continue this service next year. As part of the City of Ames ASSET funding process, HSS has indicated that, if they continue/extend CyRide's contract for Dial-A-Ride service, they would need to generate approximately \$175,000 from this contract during the 2012/13 budget year. The current year contract will generate approximately \$155,300. Therefore, this request represents approximately a 13% increase in expenses for the provision of Dial-A-Ride service next year, where the existing contract only allows for a 3% increase. Therefore, this would be 10% higher than the amount allowed in the existing contract.

In light of the cost being significantly out of the allowed contract, CyRide sent a letter to HSS to cancel the contract as of June 30, 2012 and will be distributing a new Request for Proposal this spring for Dial-A-Ride service. HSS was on the list of bidders the RFP notification was sent and could certainly provide a proposal for the service. In addition, the bus that CyRide leases to HSS would need to be returned to CyRide on June 30, 2012 if HSS was not the successful bidder. CyRide plans to release the Request for Proposal in February 2012.

3) Central Iowa RSVP's Volunteer Driver Transportation Program – January 2012 marked the start of the third year for RSVP to manage its Volunteer Driver Transportation program to Story County residents. RSVP recruits, trains and schedules 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. Approved clients can access transportation Monday through Friday 8:00am to 4:30pm. Clients pay \$3 - \$12 depending on the round trip miles of the trip. Any trip outside the county is \$0.39 per mile. Currently, the program is funded by UWSC, Story County and the City of Ames. Below are some highlights of how the program has grown in the last year.

	<b>CY2010</b>	<b>CY2011</b>
Round Trip Rides	213	386
Volunteer Drivers	29	40
# Clients Taking Trips	38	70
# Transportation Clients Registered	40	104

Recently, RSVP changed its program to allow transportation to pregnant women to Broadlawns Hospital in Des Moines. Four volunteers have stepped up to transport if the medical need arises. The first child transported to Broadlawns Hospital via RSVP was born in January 2012, and it was a boy!

4) Intermodal Facility Update – CyRide began construction on the [Ames Intermodal Facility](http://www.fpm.iastate.edu/webcam/intermodal/) (<http://www.fpm.iastate.edu/webcam/intermodal/>) in March 2011 within the campustown district to 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 (478 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. The bike path through the ISU arboretum linking central campus to west Ames may possibly be able to be realized through contingency funding savings in the phase I budget.

The Ames Intermodal Facility will provide a permanent home for 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. Federal/State funding to support the phase one construction includes TIGER I (\$8.643 million via the 2009 Recovery Act), Public Transit Investment Grant (\$880,000) and a state intercity grant (\$300,000). The facility (phase one) is on-budget and on-time to open in June 2012.

Elements that remain lacking within this redeveloped facility that remain eligible for TIGER federal funding include an additional 250 parking spaces to fully support campustown development, bike path through the arboretum and a CyRide shuttle operating through the facility connecting individuals throughout the Ames community. These are the final elements to make the facility truly multi-modal. Revenues from the additional parking would support the operation of a CyRide shuttle. As these additional elements are still vital to the project partners, an additional grant request was made this year for additional Transportation Investments Generating Economic Recovery (TIGER III) funding (\$10 million). Local match is now a requirement for TIGER grant requests of at least 20%. Specifically, those projects funded under the latest TIGER announcement supported their projects on average by 69-47% (urban vs. rural) of the total project cost. Intermodal projects were supported locally by an average of 61%. In addition, if the Intermodal Transportation Facility project were to be funded in the future, the local partners would need to pay back the federal interest of the surface parking (93 spaces) constructed under TIGER I funding (2009 Recovery Act – aka stimulus funding) to build the second parking deck in its place as planned in phase II. The project will be identified as a continued need in the this PTP until project partners determine it's no longer a need.

5) Federal Grants Initiatives – Since 2009, nationally competitive grants continue to be the trend among federal funding initiatives while direct earmarks to transit systems seem to be a thing of the past. Instead of Congressmen vying for funding for important projects in their district/state, the Federal Transit Administration (FTA) in Washington DC is making those decisions. As a result, nationally competitive grants such as [State of Good Repair](http://www.fta.dot.gov/13248.html) (<http://www.fta.dot.gov/13248.html>), [Clean Fuels/ Transit Investment in Greenhouse Gas and Energy Reduction \(TIGGER\)](http://www.fta.dot.gov/grants/13094_3560.html) ([http://www.fta.dot.gov/grants/13094\\_3560.html](http://www.fta.dot.gov/grants/13094_3560.html)), [Transportation Investments Generating Economic Recovery \(TIGER\)](http://www.fta.dot.gov/grants/13094_13647.html) ([http://www.fta.dot.gov/grants/13094\\_13647.html](http://www.fta.dot.gov/grants/13094_13647.html)) have replaced the traditional annual earmarks. These grant opportunities also create additional burdens on transit systems and/or Iowa DOT to write competitive grants year after year that will garner FTA's attention above other large transit systems throughout the nation.

The Transportation Investment Generating Economic Recovery (TIGER) program has continued where a third notice of funding availability was released in 2011. As stated above, CyRide received \$8.463 million in TIGER I for the Ames Intermodal Facility through stimulus funding with no local match requirement. CyRide has applied for TIGER II and TIGER III since this time to fund the second and final phase of the Ames Intermodal Facility but this request was not awarded due to the competitive nature of this grant opportunity. Additional TIGER program funding is anticipated to be available in future years and any potential projects should be included within the PTP to take advantage of future opportunities for funding. TIGER III awards in 2011 were mainly awarded to entities acquiring substantial local match funding (69-47%; urban - rural) illustrating their partnership contributions and dedication to the project. Specifically, Intermodal projects had an average local match of 61% for the last round of TIGER however there were some projects funded with 80% federal funding.

In both 2010 and 2011, the State of Iowa was successful in receiving a \$5 million State of Good Repair (SGR) grant for replacing buses within the 35 Iowa transit systems. If each of the 35 systems received equal funding, that would equate to only \$142,857, or about 35% of a 40-foot bus each year for CyRide. However, transit systems do not receive equal funding from the State of Iowa. All buses throughout the state are ranked in order based on their age and mileage for a particular bus type. Buses chosen for replacement will be offered

to the transit system in highest rank order. Therefore; in a given year, some transit systems receive multiple buses and some receive none. It truly depends on how old your vehicles are compared to other systems in the State. For 2011, CyRide attained two light duty (small) buses from this process. It should also be noted that for the 2010 SGR request, Iowa had the oldest fleet in the nation as noted in the 2008 National Transit Database and still only received \$5 million through this process. In past years, the state tried to attain at least \$7 million for bus replacement during the earmarking process to replace buses and was more successful through this process than the nationally competitive grants program. It seems as if \$5 will be the allotment to the State of Iowa if this trend of providing funding through the SGR continues.

Therefore, it is essential that other Iowa transit systems need to request funding through these nationally competitive grants for Iowa transit systems to attain more than just \$5 million each year. For example, CyRide received funding (\$4,944,940) for ten biodiesel buses, scheduling software, and 2 articulated buses in 2010 through two nationally competitive federal requests in 2010. If additional transit systems in Iowa compete for these grants, then perhaps additional transit funding will come into the State of Iowa beyond the standard \$5 million awarded to the State. CyRide will continue to explore these grant initiatives as they relate to important projects to replace buses, expand the fleet and build out the storage maintenance facility, bringing more federal funding into the State of Iowa for transit.

6) Economy Update – The economy continues to decline 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 several 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. In past years, 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. According to a [recent quote \(http://iowacity.patch.com/articles/iowa-board-of-regents-approve-four-percent-increase-for-regent-university-budgets\)](http://iowacity.patch.com/articles/iowa-board-of-regents-approve-four-percent-increase-for-regent-university-budgets) from the Chief Business Officer with the Board of Regents in September 2011, the state has cut funding to the Regent institutions by 25% since fiscal-year 2009. During that time, tuition rates increased by 4.6% each year with the budget only increasing by 2.4%.
- 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, over \$1 million, as enrollment continues to increase. Increased enrollment has traditionally equated to additional ridership and requests for service expansion for CyRide.

For FY2013, CyRide needs an additional 7% just to meet existing service levels of 2012. This increase is needed even with the recent 20-25% fare increase to passengers. This increase is mainly due to unanticipated 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 the next few years and continuing existing services may prove difficult to sustain. 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. Congress has approved a 9.1% cut for FY2013 impacting CyRide's 2014 budget by an estimated \$141,000. This may significantly impact CyRide's ability to maintain or provide additional service throughout the community in the next few years.

7) CyRide Website – In August 2011, [CyRide \(http://www.cyrider.com\)](http://www.cyrider.com) launched their newly designed website which shares the hosting and back end information with the City of Ames. The reason to share was primarily

to keep costs to a minimum but the vendor displayed confidence that two separate images for CyRide and the City of Ames would be realized. Ultimately, the separate images philosophy was not accomplished with several problems occurring since the site has been launched of which the vendor has not been able to resolve. Currently, any e-notifications, Facebook or Twitter links sent out to passengers are displayed in the City of Ames' "blue" image, confusing CyRide's customers. The links posted on [www.twitter.com/cyride](http://www.twitter.com/cyride) or [www.facebook.com/cyride](http://www.facebook.com/cyride) all linked back to the blue image of the City of Ames as opposed to CyRide's red image. (See images below.) One of the most crucial elements from the beginning of the website design process was for CyRide to have its own look separate and distinct from the City. Since most of the passengers (primarily ISU students) receive their information on smart phones either via e-notification, Facebook or Twitter, the bulk of CyRide's passengers are viewing information with the City of Ames' image. As a result, CyRide will separate from the City of Ames' in the next month.

**City of Ames' Image**



**CyRide's Image**



8) Ames-Iowa City Medical Transportation Service – HIRTA's Story County provider has operated 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 and most recently added Thursday to Iowa City for medical purposes including the Iowa City Dental Clinic. The cost has also increased to passengers from \$10 to \$25 per round trip. 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.

A change in the manner where Iowa Care (<http://www.ime.state.ia.us/IowaCare/#search='iowa+Care'>) patients can be seen was changed in October 2011 and updated in January 2012. Story County residents can now be seen at Broadlawns in Des Moines as opposed to University of Iowa Hospitals and Clinics in Iowa City. As a result, there may be a downward shift of ridership for Iowa City service and more demand for transportation to Des Moines. The service to UIHC was never intended to serve only Iowa Care's patients therefore human service agencies should note of any increased demand for requested transportation to Des Moines as opposed to Iowa City. Primary Health Clinics on NE and SE 14<sup>th</sup> Street in Des Moines were a close second for medical transportation when initially implementing the Iowa City transportation.

**Iowa Care Medical Home Expansion, January 1, 2012**





9) Story County's Resource Guide – In 2011, the paper/pdf version of the [Story County Resource Guide](http://www.storycountyresourceguide.org) was replaced with an online version at <http://www.storycountyresourceguide.org>. This guide lists out locations for Story County residents to find information about the following categories: Food/Shelter, Disability, Health, Older Adults, Parent/Family, Youth, Education, Community, Substance Abuse, Domestic Violence, Veteran Assistance, Financial Assistance, and Give Back. Unfortunately, transportation was not a resource that was listed out separately on the home page. The United Way of Story County's Transportation Collaboration Committee recently identified that improving this resource guide to include transportation as a main link can improve the sites navigation.

10) Story County Human Health Assessment & TCC Follow-up Survey – The Story County Community Coalition (SCCC) conducts a countywide health and human services needs assessment every five years with the latest assessment in 2010. In November 2010, preliminary results of the 2010 SCCC survey were shared with human and health service agencies, including public transit providers, where they were given an opportunity to provide input and react to the data presented, which was not as robust of an identified need for transportation from previous years. However, comments taken at that time from participating agency representatives indicate that transportation continues to be a main concern for many agencies' clients. Please note that transportation has been one of the United Way of Story County's [community impact areas](http://www.uwstory.org/Community_Impact.php) ([http://www.uwstory.org/Community\\_Impact.php](http://www.uwstory.org/Community_Impact.php)) as a result of this 2005 survey.

In October 2011, United Way's Transportation Collaboration Committee (TCC) developed an additional survey that was specifically targeted to human service agencies' low-income clients. Of the 658 surveys, 20% (132) indicated major difficulties in transportation and most of those individuals were relying on personal vehicle transportation for their trips. The TCC is still identifying the needs from this survey but the one area that stands out to be improved is overall marketing of the available transportation in Story County.

11) Title VI Efforts – CyRide received a compliance review of its Title VI program in April 2011. The review found two deficiencies of which have been corrected and closed as of November 30, 2011. The deficiencies pertained were 1) Inclusive Public Participation and 2) Language Access to Limited English Proficient persons. CyRide completed another four-factor assessment and LEP Plan in addition to submitting a plan to conduct on-going outreach to minority and low-income communities. Therefore, CyRide's new [LEP Plan](http://www.cityofames.org/modules/showdocument.aspx?documentid=2105) (<http://www.cityofames.org/modules/showdocument.aspx?documentid=2105>) updated in November 2011 is available on CyRide's website.

12) CyRide Shelters – In March 2011, CyRide approved a contract to purchase new bus shelters from Columbia Equipment Company. As part of this contract, a new upgraded "image" for CyRide was to be provided. This image did not materialize through additional conversations. Therefore, CyRide hired a designer to develop options based on a competitive price arrangement. CyRide and ISU representatives have approved a final shelter design, see below, that will work



within the community and will be moving forward with manufacturing and installation in 2012. The new shelter will incorporate solar lighting and provide additional accessibility to patrons. Currently, CyRide only has lighting within a handful of shelters around the community. Passengers have complained as they wait for buses that they cannot see the schedule information displayed in the shelters and are utilizing their cell phones to light up the information. CyRide has approximately \$250,000 in federal funding appropriated for this project. Most recently, CyRide hired an intern to help implement the shelters and keep the project on-task.

## V – RECOMMENDED PROJECTS 2013-2016

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, 2012. (See table on the following page)

**Mobility Is....**

Ability to **pay**  
for the service

## RECOMMENDED PROJECTS 2013-2016

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	\$ 7,875,000	2013-2016	5307, CyRide	H
1	CyRide	General Operations	O	\$ 533,022	2013-2016	STA - F	H
2	CyRide	Subcontracted ADA Dial-A-Ride Service	O	\$ 180,531	2013-2016	5310	H
3	CyRide	Brown Route Frequency/Hours Expansion	O	\$ 66,000	2013-2016	5316	H
4	CyRide	Yellow Route Mid-day Expansion	O	\$ 33,500	2013-2016	5316	H
5	CyRide	E. 13th/Dayton Service	O	\$ 55,700	2013-2016	5316, 5317	H
6	CyRide	Gray Route Frequency/Hours Expansion	O	\$ 33,800	2014-2016	5316, 5317	H
7	CyRide	Blue Route Expansion (Target & Wal-Mart)	O	\$ 352,900	2014-2016	5316	H
8	CyRide	Blue Route Frequency Expansion	O	\$ 38,400	2014-2016	5316	H
9	HIRTA	Ames to Iowa City Service	O	\$ 45,000	2013-2016	5317	H
10	CyRide	Alternative Analysis Study - Orange Rt.	P	\$ 200,000	2014	5339	L
11	CyRide	I-35 Ames-Des Moines Corridor Planning	P	\$ 100,000	2014	STA - S	M
12	AAMPO	Planning	P	\$ 45,000	2013-2016	5303	H
13	CyRide	Transit Amenities	C	\$ 50,000	2013-2016	5310	M
14	CyRide	Expand 60' Articulated Diesel Buses (4 vehicles, cameras)	C	\$ 2,080,000	2015	5307, 5309, Clean Fuels	M
15	CyRide	Expand 40' HD Large Diesel and/or Hybrid Buses (5 vehicles, cameras)	C	\$ 2,040,000	2014-2015	5307, 5309, 5316, 5317, TIGGER	M
16	CyRide	Replace 40' HD Large Diesel Buses (23 vehicles, cameras)	C	\$ 13,403,405	2013-2016	5309	H
17	CyRide	Replace 176" LD Small Buses (6 vehicles, diesel, urban, cameras)	C	\$ 576,000	2015-2016	5309	H
18	CyRide	Boiler Replacement	C	\$ 75,000	2013	5309	H
19	CyRide	Vehicle Surveillance System Rep.	C	\$ 160,000	2013-2016	5309	H
20	CyRide	AVL technology, web planner, passenger counters	C	\$ 1,700,000	2013-2016	5309, TIGGER, STA	L
21	CyRide	Maintenance Facility Expansion/Rehab: expand storage for buses	C	\$ 2,000,000	2015-2016	5309, PTIG, TIGER	H
22	CyRide	Ames Intermodal Facility	C	\$ 12,500,000	2013-2016	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/ <b>Low-Income Fare Prog.</b>	O	\$ 5,010,955	2014-2015	UWSC, STA-F, ASSET, STA, COA	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	2013-2016	ASSET	H
31	RSVP	Central Iowa RSVP Volunteer Driver Program	C, O	\$ 4,000	CY2013-CY2016	UWSC, ASSET, Story County, COA	H
28	CyRide	Ames Fare Free/ <b>Low-Income Fare Prog.</b>	O	\$ 20,000	2013	UWSC, STA-F, ASSET, STA, COA	M

(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

COA = City of Ames

UWSC = United Way of Story County

GSB = Government of the Student Body (Iowa State University Students)

Story County Programs: **ASSET** = Analysis of Social Services Evaluation Team (COA, Story County, UWSC, GSB)

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

## PTP 2013-2016 Recommended Projects 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 that provides bus 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 formula 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.

The impact of CyRide's services are described in the table below in the amount of unlinked (one-way rides) ridership on CyRide. To avoid confusion, all of CyRide's services are included including all JARC services and Dial-A-Ride ADA Paratransit service. CyRide shared with

For 2010, CyRide had 106 rides per capita, more than any other small urban system in the nation according to a FTA STIC appropriations report. CyRide has increased ridership by 39% since FY2008 and is on track to serve its highest ridership yet with 5.8 million riders for FY2012.

([http://www.fta.dot.gov/images/carousel\\_images/FTA\\_FY\\_2012\\_SMALL\\_TRANSIT\\_INTENSIVE\\_CITIES\\_PERFORMANCE\\_DATA\\_AND\\_APPORTIONMENTS.xlsx](http://www.fta.dot.gov/images/carousel_images/FTA_FY_2012_SMALL_TRANSIT_INTENSIVE_CITIES_PERFORMANCE_DATA_AND_APPORTIONMENTS.xlsx))

	<b>CyRide Fixed Route (ALL Services; including DAR/JARC)</b>	
<b>Annual Numbers</b>	<b>FY2010</b>	<b>FY2011</b>
<b># Riders (unlinked)</b>	<b>5,377,155</b>	<b>5,447,289</b>
# Elderly Rides	65,148	65,412
# Disabled Rides	48,511	38,923
<b># Revenue Hours</b>	<b>110,167</b>	<b>113,182</b>
<b># Trips</b>	<b>n/a</b>	<b>n/a</b>
<b># Revenue Miles</b>	<b>1,152,680</b>	<b>1,185,088</b>
<b># Days Provided</b>	<b>362</b>	<b>362</b>
<b>Operating Costs</b>	<b>\$7,077,137</b>	<b>\$7,563,828</b>
FTA (5307 & STA)	\$1,574,500	\$1,675,495
State	\$461,763	\$527,414

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 currently to Heartland Senior Services. CyRide is mandated by the federal government as part of the American's With Disabilities Act (ADA), to provide complementary fixed-route service for person's with a disability. More demand will be warranted from the community in future years. FTA 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.

	<b>Dial-A-Ride (HIRT)</b>	
	Provides door-to-door ADA service within the Ames city limits.	
<b>Annual Numbers</b>	<b>FY2010</b>	<b>FY2011</b>
<b># Riders (unlinked)</b>	<b>9,745</b>	<b>9,101</b>
# Elderly Rides		
# Disabled Rides	9,745	9,101
<b># Revenue Hours</b>	<b>2,551</b>	<b>2,491</b>
<b># Revenue Miles</b>	<b>30,498</b>	<b>31,118</b>
<b># Days Provided/Yr.</b>	<b>362</b>	<b>362</b>
<b>Operating Costs</b>	<b>\$133,752</b>	<b>\$140,152</b>
FTA	\$94,640	\$99,877
State	\$8,470	\$2,720

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 2013.

	<b>Brown Summer - #6B</b>	
	<b>FY2010</b>	<b>FY2011</b>
<b>Annual Numbers</b>	Provides trips between ISU campus and North Grand Mall	
<b># Riders (unlinked)</b>	<b>15,648</b>	<b>15,504</b>
# Elderly Rides	190	189
# Disabled Rides	113	112
<b># Revenue Hours</b>	<b>629</b>	<b>621</b>
<b># Revenue Miles</b>	<b>10,379</b>	<b>8,541</b>
<b># Days Provided/Yr.</b>	<b>74</b>	<b>74</b>
<b>Operating Costs</b>	<b>\$29,792</b>	<b>\$30,909</b>
FTA	\$14,356	\$14,199
State	\$0	\$0

	<b>#6B Brown Weeknights</b>	
	<b>FY2010</b>	<b>FY2011</b>
<b>Annual Numbers</b>	Provides trips between ISU campus and North Grand Mall	
<b># Riders (unlinked)</b>	<b>12,022</b>	<b>11,960</b>
# Elderly Rides	146	146
# Disabled Rides	87	87
<b># Revenue Hours</b>	<b>655</b>	<b>658</b>
<b># Revenue Miles</b>	<b>9,273</b>	<b>9,310</b>
<b># Days Provided/Yr.</b>	<b>255</b>	<b>255</b>
<b>Operating Costs</b>	<b>\$31,398</b>	<b>\$33,118</b>
FTA	\$15,286	\$16,035
State	0	\$0



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 2013.

	<b>#4A Gray Weekdays</b>	
	Provides trips between ISU campus and Jewell/S. Duff	
<b>Annual Numbers</b>	<b>FY2010</b>	<b>FY2011</b>
<b># Riders (unlinked)</b>	<b>26,827</b>	<b>21,998</b>
# Elderly Rides	326	268
# Disabled Rides	194	159
<b># Revenue Hours</b>	<b>303</b>	<b>361</b>
<b># Revenue Miles</b>	<b>5,768</b>	<b>4,309</b>
<b># Days Provided/Yr.</b>	<b>255</b>	<b>255</b>
<b>Operating Costs</b>	<b>\$16,663</b>	<b>\$17,083</b>
FTA	\$7,628	\$6,874
State	\$0	\$0

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 2010 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 would be continued for 2013. 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 alternative 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 half the 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.

	<b>#10 Pink Route</b>	
	Provides trips between Ames City Hall, via Lincoln Way, to E. 13 <sup>th</sup> /Dayton. (service began 8/2010)	
<b>Annual Numbers</b>	<b>FY2010</b>	<b>FY2011</b>
<b># Riders (unlinked)</b>		<b>2,019</b>
# Elderly Rides		25
# Disabled Rides		15
<b># Revenue Hours</b>		<b>1,068</b>
<b># Revenue Miles</b>		<b>4,309</b>
<b># Days Provided/Yr.</b>		<b>255</b>
<b>Operating Costs</b>		<b>\$44,522</b>
FTA		\$21,829
State		\$13,098

6. Gray Route Frequency/Hours Expansion: Several human service agencies relocated to the S. 16<sup>th</sup>/ High Street area (east of S. Duff) in 2011 including Richmond Center, Community and Family Resources (CFR), Mid-Iowa Community Action (MICA), MICA's Family Development and the MICA Dental Clinic. Currently the #4 Gray route that serves this area provides hourly service along the corridor. However, the route 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 four lanes of traffic (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. Additional frequencies could be added when demand is realized.

In addition, two major apartment complexes (The Grove and Laverne Apartments) were built along S. 16<sup>th</sup> Street with a third (Aspen Heights) to open in the fall 2013. The complexes will serve collectively over 1,300 residents. CyRide's board did not believe that adding additional buses to the Gray route could be accomplished at CyRide's costs at this time due to the \$250,000 deficit and impending cuts for 2014. Therefore, staff prepared two transportation options for the Grove's management team to consider. (CyRide staff became aware of the Laverne Apartments and Aspen Heights developments after these options were presented.) After their discussion, the Grove management decided **not** to contract for additional CyRide service for their residents and have indicated they will be directing their residents to walk, bike or drive to the commuter lot at the ISC and take the #23 Orange route. CyRide is expecting additional buses will be needed to handle this additional load on this particular route already serving 1.5 million passengers on an annual basis.

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 torn down 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 a most expensive change for CyRide's board to fund at this time. This expansion would not only require an additional bus each day of the week between 9am and 9pm but also the streets may possibly need to be built up to accommodate the weight 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, ASSET): 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. Heartland Senior Services also began coordinating the service with other HIRTA providers and now picks up clients in Grinnell taking them to Iowa City. The round-trip cost to the passengers also increased from \$10 to \$25. In 2011, options opened up to allow low-income patients to be seen at Broadlawns Hospital in Des Moines as opposed to Iowa City. This change of medical provider for this group of individuals may change the need for transit to Iowa City in the near future. Therefore, the need may shift for transportation to Des Moines as a result.
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. CyRide or City of Ames staff will continue to participate within these regional discussions.
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. Much of the planning involves work with the Passenger Transportation Plan, Transportation Improvement Plan, Long Range Transportation Plan and other major transit planning efforts.
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. 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 through 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 twenty-three (23) buses are past their useful life and need to be replaced even after the 2012 order has been received. 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 an unprecedented ridership of 5.8 million for FY2012. 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 or 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 finalize phase one construction in June 2012 in the campustown area next to Iowa State University. The facility will include metered/permit parking for approximately 385 individuals, transportation connections to 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 has been scaled back relative to the level of funding available. Approximately 350 parking spaces, bike path through the arboretum and a CyRide shuttle 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. Additional TIGER funding through future grant applications could be achieved in the future to fully meet this vision.
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 on the original facility 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 (5309, PTIG): 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/Low-Income Fare Program (COA, UWSC, ASSET, STA): In the fall 2008, CyRide underwent a public input process where several recommendations were made from the community as well as by the Ames City Council through the budgetary process for free fares on CyRide's public transit system. The Ames City Council 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 with each student contributing to CyRide via their student fees each semester. The student then just shows their ISU student identification card in order to ride free. This project would provide free rides to the remaining portion of the community (non-ISU students) estimated at 1 million additional riders each year. The project 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 approved funding from the Ames City Council. Fare free was widely accepted and the impacts of this experiment have continued with CyRide achieving record breaking ridership since 2009 with CyRide an anticipated ridership of 5.8 million for FY2012. Options presented to CyRide's board to continue fare free in the future included: 1) Ames Fare Free (everyone); 2) Nights/Weekends Fare Free; 3) K-12 Students Fare Free or 4) Summer Fare Free.

In April 2011, [A Mid-Iowa Organizing Strategy \(AMOS\)](http://amosiowa.org/) (<http://amosiowa.org/>) shared results with the community on issues concerning youth who are at-risk within the Ames Community School District (ACSD) based on numerous meetings throughout the community. Within this results sharing meeting, AMOS identified 385 students who were "at-risk" of failing academically, socially, emotionally or vocationally from ACSC data. Two top priorities were identified as goals for AMOS from this session. 1) Develop the online Story County Resource Guide and 2) Assure increased access to transportation for students who are at risk in Ames by 2013. The online guide has been funded, developed and launched although needs tweaked in regards to how transportation is presented within the site. Much discussion to attain this second goal for free transportation for students has transpired since that time. AMOS's proposal (see appendix) was to provide free transportation for all middle and high school students within the Ames community (partial fare free option #3). AMOS has met with many vested interest groups to request funding to support this need. CyRide identified that \$30,000 would address the lost fare revenue if K-12 students were fare free within the Ames community. Additionally CyRide expressed that additional supervision would be needed as discovered from the 2009 Summer Fare Free program with many K-12

students riding the system. Furthermore; if free fares for students were approved at some point in the future, CyRide suggests funding for all K-12 students to avoid age determination conflicts on the bus between CyRide drivers and students.

In January 2012, representatives from United Way of Story County, Ames Schools, CyRide and the City of Ames met to discuss the true “need” by the school district to get “at risk” students to and from school. The discussion was that all K-12 students in the district did not need free transportation, but “at-risk” students may at times. The Alternative Learning Program Director identified approximately 65 at-risk students (reducing the initial 385 students) that would benefit from free transportation on an occasional basis. He confirmed that these students would not need the transportation on a daily basis. ASSET and United Way representatives commented that their limited funding sources may be a resource to help transport these “at-risk” students but wanted to ensure that their funding was directed to those most at need and not every K-12 student. Future opportunities to address this smaller focused need seem to be a place to start according to the ALP Director to get these at-risk students to school to be educated. In response, AMOS indicated they would continue to search for available funding middle and high-school students to ride free on CyRide’s services as the focus to just to/from school does not address the need for before/after school activities.

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 the 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 or over 1.5 million rides each year. This parking lot needs to be resurfaced and it’s anticipated that transit commuters contribute to the daily wear and tear of the lot.
31. Central Iowa RSVP’s Volunteer Driver Program (UWSC, ASSET, Story County, COA): 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. Currently, the program is funded by UWSC, Story County and the City of Ames. The service trips are provided exclusively by volunteer drivers driving their personal vehicles. Clients needing transportation pay \$3 - \$12 depending on the round trip miles of the trip. Any trip outside the county is \$0.39 per mile. RSVP is supplementing existing transportation services provided in Story County (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.

	<b>CY2010</b>	<b>CY2011</b>
Round Trip Rides	213	386
Volunteer Drivers	29	40
Transportation Clients Taking Trips	38	70
# Transportation Clients Registered	40	104

## 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 to coordinate transportation services, identify needs 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.