

Ames Area MPO 2014 Final Passenger Transportation Plan Update March 2013



Prepared By:



This page intentionally left blank.

TABLE OF CONTENTS

I.	INTRODUCTION.....	1
II.	PROCESS.....	1
III.	PROJECTS	7
IV.	RECENT DEVELOPMENTS.....	19
V.	RECOMMENDED PROJECTS	24
VI.	CONCLUSION	31

APPENDICES

This page intentionally left blank.

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.

Congress mandates this coordination through the MAP-21 reauthorization transportation bill, which requires a coordinated planning effort in order to receive formulized funding for the elderly (Section 5310 program). Two funding sources (Job Access & Reverse Commute and New Freedom funding) that demanded coordination through this effort in previous years of the PTP are no longer available under the new transportation bill. Transit agencies may fund JARC and New Freedom services under their general formulized appropriation. 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 FY2014.

II. - PROCESS

Sixty-seven organizations throughout Ames collaborated through approximately **21 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 [Story County Human Service Council](http://storycountyhumanservices.org/?page_id=45) website (http://storycountyhumanservices.org/?page_id=45) and on the Ames Area Metropolitan Planning Organization (<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 the current Secretary for this group on the executive board. Ms. Atwood helps guide the monthly meetings programs with the rest of the HSC board and encourages monthly participation at meetings. Ms. Atwood discusses the PTP update with the HSC and updates the membership on specific transit issues throughout the year.

Mobility Is...

Knowledge of transportation services available and how to use them

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 for 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/375948_UW_CampaignBro2012_P3.pdf) (http://www.uwstory.org/media/375948_UW_CampaignBro2012_P3.pdf). The TCC meets at least once a quarter 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, medical transportation to University of Iowa Hospitals and Clinics and Story County Transportation brochure.

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. This listing has also been utilized to communicate transportation updates for CyRide and HIRTA, 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)	Iowa Workforce Development
American Red Cross	Iowa Comprehensive Human Service & Iowa Homeless Youth
Ames Area Metropolitan Planning Organization	ISU Story County Extension
Ames Community Schools	ISU Memorial Union
Ames Police Department	Jefferson Lines
Ames Public Library	Legal Aid Society
A Mid-Iowa Organizing Strategy (AMOS)	Lutheran Services in Iowa (LSI)
Assault Care Center (ACCESS)	Mainstream Living
At Home Care Company	Mary Greeley Medical Center
Beyond Welfare	Mid-Iowa Community Action (MICA) Health Services
Bickford Assisted Living	Mid-Iowa Community Action (MICA) Family Development
Boost Together for Children	National Alliance on Mental Illness Central Iowa (NAMI-CI)
Boys & Girls Club of Story County	Parent Partner
Boy Scouts of America	People Place/Crisis Childcare
Burlington Trailways	Raising Readers
Camp Fire USA	Retired & Senior Volunteer Program (RSVP)
Center for Child Care Resources	Richmond Mental Health Center
Center for Creative Justice	Riverside Manor
Childserve	Story County
Childcare Resource & Referral	Story County Community Foundation
CIT	Story County Community Life
Community & Family Resources (CFR)	Story County Community Services
Community Partnerships for Protecting Children (CPPC)	Story County Decategorization and Empowerment
City of Ames (Administrative)	Story County Sheriff's Department
CyRide	Story County Medical Center
Emergency Resident Project (ERP)	The Arc of Story County
Executive Express	The Salvation Army
Experience Works (EI)	University Community Childcare
Foster Grandparent Program	United Way of Story County (UWSC)
Girl Scouts of Greater Iowa	Volunteer Center of Story County (VCSC)
Good Neighbor Emergency Assistance (GNEA)	Youth & Shelter Services (YSS)
Heartland Senior Services (HSS)	YWCA (Engaging International Spouses; International Friendship Fair)
Heart of Iowa Regional Transit Agency (HIRTA)	
Homeward	

Passenger Transportation Development Plan Meetings

The following 21 meetings/tasks, 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 23, 2012	Human Service Council Minutes 2-23-12 ; CyRide Update 2-2012
March 22, 2012	Human Service Council Minutes 3-22-2012 ; CyRide Update 3-2012 Final AAMPO FY2013 PTP was shared with the group
April 26, 2012	Human Service Council Minutes 4-26-12 ; CyRide Update 4-2012 CyRide Ridership
May 24, 2012	Human Service Council Minutes 5-24-12 ; CyRide Update 5-2012
June 28, 2012	Human Service Council Executive Board Meeting (no minutes)
September 27, 2012	Human Service Council Minutes 9-27-12
October 27, 2012	Human Service Council Minutes 10-27-12 ; PTP Update Oct 2012
December 6, 2012	Holiday Networking Luncheon (no minutes)
January 24, 2013	Human Service Council Minutes 1-24-12 ; Transportation Needs/Strategies/Projects 2014-2017 RECOMMENDED PROJECTS to AAMPO

Transportation Collaboration Committee Meetings (TCC)

March 21, 2012	Transportation Collaboration Committee Agenda Packet/Minutes
May 16, 2012	Transportation Collaboration Committee Agenda Packet/Minutes
July 18, 2012	Transportation Collaboration Committee Agenda Packet/Minutes
August 15, 2012	Transportation Collaboration Committee Agenda Packet/Minutes
October 17, 2012	Transportation Collaboration Committee Agenda Packet/Minutes
January 16, 2013	Transportation Collaboration Committee Agenda Packet/Minutes

Other Meetings/Tasks

April-December 2012	Story County Transportation Brochure Developed (www.ridehirta.com/sct.pdf)
April 27, 2012	Mobility Matters CyRide Presentation (http://www.cityofames.org/Modules/ShowDocument.aspx?documentid=11083)
June 9, 2012	Whitehouse Roundtable
June 9, 2012	Ames Intermodal Facility Ribbon cutting (https://aif-parking.sws.iastate.edu/)
August 28, 2012	Presentation to Story County Community Services (DHS) staff on CyRide with focus on how we serve low-income passengers and passengers with disabilities. (http://www.cityofames.org/Modules/ShowDocument.aspx?documentid=11084)
November 27, 2012	Story County Quality of Life Alliance (http://www.storycountyqol.org/) meeting All partnership alliances (http://www.storycountyqol.org/partnership-model.html) throughout Story County attend. Presented TCC efforts to date and shared Story County Transportation brochure

Previous Public Input on Needs

Previous needs were shared with the Human Service Council at their October 27, 2012 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 17, 2012. **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
<p>Education/Marketing:</p> <ol style="list-style-type: none"> 1. Need to reduce intimidation and misconceptions to riding public transit. 2. Awareness of available programs regarding transportation. 3. Need for insurance/maintenance awareness for automobile owners 	<ol style="list-style-type: none"> 1. Large Group Training of how to ride public transit 2. Train the Trainer Sessions for one-on-one training. 3. How to Ride CyRide digital formatted DVD video 4. Communication tools for non-English speaking individuals riding CyRide ie. picture board? 5. 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.
<p>Affordability Needs:</p> <ol style="list-style-type: none"> 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. 	<ol style="list-style-type: none"> 1. Continue Transportation Assistance for bus pass/tickets or gas vouchers <ol style="list-style-type: none"> 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? <ol style="list-style-type: none"> a. Affordability of Heart of Iowa Regional Transit Agency 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
<p>Maintenance/Insurance Needs:</p> <ol style="list-style-type: none"> 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. 	<ol style="list-style-type: none"> 1. Coordination of replacement/maintenance of human service provider vehicles. 2. Coordinate group of mechanics to repair Beyond Welfare donated vehicles. 3. Investigate “sharing” of vehicles for providers & implications to insurance coverage.
<p>Bus Storage/Maintenance Facility & Connection :</p> <ol style="list-style-type: none"> 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) 	<ol style="list-style-type: none"> 1. Additional Bus Facility Storage – identify and build additional capacity for bus storage, maintenance and operational needs over next 20 years either on-site at current location or through off-site location. Design off-site CyRide facility with appropriate functions. 2. Modernize current CyRide storage facility including rehab old wash-bay, upgrade ventilation system, replace shop/barn air conditioning system, replace shop/barn exhaust removal system, maintenance pit drainage restoration, 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. 3. Actively pursue federal earmark funding opportunities and/or nationally competitive grants in light of new upcoming transportation reauthorization bill. 4. Resurface Iowa State Center Parking lot where commuters park to obtain #23 Orange to travel to ISU campus. 5. ISU Intermodal Facility – Continue to study, discuss and construct an Intermodal facility housing Intercity carriers near proximity of campus to connect all transportation modes within one location. The facility opened in August 2012 however, continued efforts should continue towards future funding to meet original vision of facility incorporating 350 additional parking spaces and a CyRide shuttle to/from the facility.
<p>Fleet Needs</p> <ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 1. Identify and apply for federal/state grants as necessary to meet transportation providers’ fleet needs for replacement. <ol style="list-style-type: none"> a. CyRide recently purchased 33 buses in 2010 (15 new large buses, 6 new small buses, and 12 newer used buses) AND has 13 additional buses (11 large & 2 articulated) that will be purchased in 2011/2012 due to receiving nationally competitive federal grants and a state grant. Due to this influx of buses, the following results WILL BE realized after 2012 bus deliveries: <ul style="list-style-type: none"> ▪ 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 ▪ Wheelchair accessibility improved from 70-100% ▪ Spare buses increases from 3 to 11 (5-20% goal) ▪ Improved efficiencies of additional ridership capacity and

<p>Fleet Needs cont...</p>	<p>eliminating second driver/bus due to 2 larger articulated buses</p> <ul style="list-style-type: none"> ▪ 24 large and 6 small buses are still past their useful life and need to be replaced throughout the next 4-year period <p>b. Heart of Iowa Regional Transit Agency (Replace/expand as needed). CyRide purchased a second minibus to operate Dial-A-Ride service in 2008 which is currently leased to HIRTA. HIRTA 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>
<p>Needs</p> <p>Transportation Amenities</p> <ol style="list-style-type: none"> 1. Need to improve accessibility and lighting of bus stops/shelters. 2. Need for bike racks on buses to promote sustainability of community. 	<p>Possible Strategies/Project</p> <ol style="list-style-type: none"> 1. Identify/study passenger travel paths (sidewalk access) to/from bus stops from health facilities. (CyRide buses must travel main arterials via city policy.) 2. Bus Stop/Shelter improvements (solar shelters, benches, i-stops, ADA concrete pads, lighting) for major boarding locations. 3. Bike Racks on 100% of CyRide vehicles.
<p>Urban</p> <ol style="list-style-type: none"> 1. Maintain existing transit services and geographic coverage. 2. Need to geographic service coverage of transit in Ames to serve gap areas. 3. Need for increased frequencies of service on high-capacity corridors. 4. Need for additional hours of transportation to specific areas of Ames. 5. Specific need for third shift transportation (12am - 6am?) 6. Need for affordable <u>emergency</u> transportation for low-income K-12 (at-risk) students and seniors. 	<p>Urban Strategies/Projects</p> <ol style="list-style-type: none"> 1. RSVP Volunteer Transportation program managed by RSVP. Research possibility of providing background checks on drivers. 2. Continue existing JARC/New Freedom transit services OR more efficient alternative service. <ul style="list-style-type: none"> ▪ Continuation of Brown Route Frequency/Hours Expansion ▪ Continuation of Yellow Route Mid-day Expansion ▪ Continuation of Contracted Paratransit Service ▪ Continuation of Pink Route Service to E. 13th/Dayton 2. Study third shift transportation needs for Ames. (Transportation needed after 6pm and before 6am) 3. Alternative Analysis Study of Orange Route 4. New Transit Route Services: <ul style="list-style-type: none"> • Aquatic Center on E. 13th • Billy Sunday Road/Airport – Request from apartment complex. 7:30 am – 5:30pm (F = 40 min.) • Blue Route Alignment Expansion to Target/Wal-Mart 5. Fare-free city-wide: 5 options (Large Scale, Weekends only, Weekends/nights only, Summer only, K-12, middle/high-school students only, “at-risk” K-12 students only) 6. Additional Frequencies/Trips on existing services. 7. Demand/On-Call Service for: <ul style="list-style-type: none"> • Senior transportation after 2pm to/from health facilities • Low-income students missing school buses from middle/high schools. • Boys & Girls Club transportation from schools alternative - high costs for special service, gasoline & vehicle insurance. 8. AVL technologies - Improve route efficiencies by adding AVL technology, kiosks to the public, trip planner and automated scheduling software. Scheduling software was installed in FY2012. NEXTbus technology and signage to provide real-time information.

Needs	Possible Strategies/Project
<p>Regional</p> <ol style="list-style-type: none"> 1. Need for additional/improved transportation outside the Ames community for medical transportation and other essential services. 2. Need for commuter transportation to/from outlying areas in Story County into Ames as well as I-35 corridor between Ames & Des Moines. 	<p>Regional Strategies/Projects</p> <ol style="list-style-type: none"> 1. Transit service between Ames & Iowa City for medical purposes. Possibly coordinate with other interested partners for service continuation to also serve other central Iowa residents to Iowa City and expand ability of Ames residents to receive medical care into Des Moines. 2. Study I-35 corridor between Ames and Des Moines to account for daily commute patterns and possible transit need/solutions from bus rapid transit, regular bus service, to vanpool/carpool options. 3. Study transportation commuter needs into Ames from Story County communities. Possibly coordinate program with ISU transportation that offers employee incentives to carpool/vanpool city-wide. 4. Adult Day Service transportation for Story County residents 5. Additional hours for senior agency special events 6. Easier demand response re-scheduling of pickups/drop offs 7. Transportation service to/from Nevada 3 x's a day 8. Rural meal-site transportation (meals/activities) 9. Out of service hours transportation for agency special events

III - PROJECTS

The Human Service Council (HSC) members had opportunity to review the status of previously recommended projects, listed above, at their October 27, 2012 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 2013 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 CyRide, HIRTA and RSVP Volunteer Transportation for the past three years within the [2014-2017 recommended projects' justification](#). The ridership/impacts will continue to be shared with the TCC group and Human Services Council for these transportation providers on an annual basis.

To summarize, Ames was extremely successful within the past year receiving funding to implement several transportation services and purchase buses. Major highlights include:

- Two CyRide articulated buses to be delivered by February 2013 (Clean Fuels)
- Six CyRide large buses to be ordered in Spring 2013 (State of Good Repair)
- CyRide #6B Brown Weeknights and Summer Continuation (JARC; last year of funding)
- CyRide #4A Gray Route Expansion mid-day to Jewell/Duff Continuation (JARC; last year of funding)
- CyRide #10 Pink Route Expansion to E. 13th/Dayton Continuation (JARC; last year of funding)
- CyRide Subcontracted ADA Dial-A-Ride Services Continuation
- CyRide NEXT BUS real-time prediction software implemented January 31, 2013
- CyRide Facility Expansion construction will begin April 2013 of the following: 1) Expansion bus storage for 11 more buses; 9 currently parked outside, 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 Opening – The facility accommodates the following modes of alternative transportation: Jefferson Lines, Burlington Trailways, Executive Express airport shuttle, bike lockers, bike/pedestrian path, public restrooms and 385 parking spaces that includes free parking for vanpools.

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	\$ 7,875,000	Increase fares in January 2012. Eliminated service on Memorial Day, July 4 th , Labor Day as well as last trip of #22 Gold Route. GSB approved up to \$X of additional extra trips (22 thus far) for ISU student ridership.
1	CyRide	General Operations		STA - F	\$ 533,022	
2	CyRide	Subcontracted ADA Dial-A-Ride Service	Service to ADA eligible clientele	5310	\$ 180,531	Continued.... Changed providers from HSS to HIRTA as of July 1, 2012. Working through issues.
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	\$ 33,500	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	\$ 55,700	Continued....#10 Pink Route (Began August 2010)
6	CyRide	Gray Route Frequency/Hours Expansion	Additional service on S. 16 th to human service agencies/ high residential	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 on Blue South	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....HIRTA modified service (DSM Broadlawns/Iowa City). Iowa Care patients no longer going to Iowa City. Service began 1/20/09. Year 3 funding approved.

10	CyRide	Alternative Analysis Study - Orange Rt.	P	5339	\$ 200,000	Funding approved in grant; CyRide out to bid for planning consultants. Project begins in January 2013.
11	CyRide	I35 Ames-Des Moines Corridor Planning	P	STA - C	\$ 100,000	Not requested due to budgetary concerns. Des Moines MPO investigating ISU class performing study.
12	AAMP O	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 6/2010; will receive buses 2/2012.
15	CyRide	Expand 40' HD Large Diesel Hybrid Buses (5 vehicles, cameras)	C	5307, 5309, 5316, 5317, TIGGER	\$ 2,040,000	Did not request
16	CyRide	Replace 40' HD Large Diesel Buses (32 vehicles, cameras)	C	5309, SGR	\$ 13,403,405	Grant Approved for 6 large 40' buses at \$2,031,840
17	CyRide	Replace 176" LD Small Buses (6 vehicles, diesel, urban, cameras)	C	5309, SGR	\$ 576,000	State FY2011 Grant Approved for \$176,000 for 2 LD Buses
18	CyRide	Boiler Replacement	C	5309	\$75,000	State grant approved; Project ongoing fall 2012!
19	CyRide	Vehicle Security System Cameras Rep.	C	5309	\$ 160,000	Grant submitted to State; Project not approved
20	CyRide	AVL technology, web planner, passenger counters	C	5309 TIGER ITS GSB	\$ 1,700,000	1. Grant request denied or not available. 2. GSB funded Nextbus system 100% for capital and 3 years operating. 3. Nextbus Implementation ongoing; available to public on 2/2013.
21	CyRide	Maintenance Facility Exp./ Rehab: expand storage for buses; rehab fuel/wash lane; flood protection barriers & ceiling extension	C	5309, PTIG, SGR	\$2,000,000	Funded via PTIG (2 grants) and 5309. Design approved by transit board. Construction Bid for spring 2013; begin construction 4/2013.
22	CyRide	Ames Intermodal Facility – Phase II	C	TIGER	\$12,500,000	Phase I completed. Facility opened 8/13/2012. Phase II – additional parking, CyRide shuttle denied under request #4 for TIGER funding, no

					other requests at this time.	
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	Will be completed with Maintenance Facility project in 2013/2014.
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/Low-Income Fare Program	O	?	\$ 5,010,955	Implemented 2009 summer fare free for @ \$75,000 minus marketing funding. Various proposals for K-12 fare free discussed among community in 2012. UWSC approved \$2,500 in tickets for ALP students.
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.

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

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. 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

	CyRide Fixed Route (ALL Services; including DAR/JARC)	
Annual Numbers	FY2010	FY2011
# Riders (unlinked)	5,377,155	5,447,289
# Elderly Rides	65,148	65,412
# Disabled Rides	48,511	38,923
# Revenue Hours	110,167	113,182
# Trips	n/a	n/a
# Revenue Miles	1,152,680	1,185,088
# Days Provided	362	362
Operating Costs	\$7,077,137	\$7,563,828
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.

	Dial-A-Ride (HIRTA)	
	Provides door-to-door ADA service within	
Annual Numbers	FY2010	FY2011
# Riders (unlinked)	9,745	9,101
# Elderly Rides		
# Disabled Rides	9,745	9,101
# Revenue Hours	2,551	2,491
# Revenue Miles	30,498	31,118
# Days Provided/Yr.	362	362
Operating Costs	\$133,752	\$140,152
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.

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

	#6B Brown Weeknights	
	FY2010	FY2011
Annual Numbers	Provides trips between ISU campus and	
# Riders (unlinked)	12,022	11,960
# Elderly Rides	146	146
# Disabled Rides	87	87
# Revenue Hours	655	658
# Revenue Miles	9,273	9,310
# Days Provided/Yr.	255	255
Operating Costs	\$31,398	\$33,118
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.

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

5. **Service to Dayton Industrial Area, Dialysis, Agency Locations @ 13th/Dayton (5316/5317):** This project is identified as a gap for the Ames community within the 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.

	#10 Pink Route	
	Provides trips between Ames City Hall, via	
Annual Numbers	FY2010	FY2011
# Riders (unlinked)		2,019
# Elderly Rides		25
# Disabled Rides		15
# Revenue Hours		1,068
# Revenue Miles		4,309
# Days Provided/Yr.		255
Operating Costs		\$44,522
FTA		\$21,829
State		\$13,098

6. **Gray Route Frequency/Hours Expansion:** Several human service agencies relocated to the S. 16th/ 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. 16th 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. 4th/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 3rd St. and then west across South Duff to Riverbirch apartments. The problematic bus stop at the intersection of South 3rd 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 14th 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 385 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.

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

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) NEXT BUS Technology – On January 31, 2013, CyRide launched its new real-time prediction technology that will inform passengers when their next bus will arrive at their bus stop. Iowa State University's Government of the Student Body has funded the technology 100% for the next three-year period as well as the capital improvements. This new technology is based upon Global Positioning Satellite and cellular technology where buses communicate directly with a server and databases. Information uploaded includes the bus' current location and its rate of progression through its route. Based on historical averages, day of the week and time of day, the databases make an algorithmic calculation that provides arrival predictions to a customer through their telephone, smartphone or computer.



The most visible change to the public will be the addition of a second bus stop sign located directly below the current CyRide bus stop sign. Installation of these new signs at each bus stop location will occur beginning Wednesday, January 30, 2013 by route, with the busiest routes installed first. The signs will provide customers with the necessary information to access the NEXT BUS system. Each stop will have its own unique identification number, a local telephone number, a text message number and a QR code.

In addition, large LED digital signage will be installed on Iowa State University campus at major transfer locations providing bus arrival information for passengers waiting at these bus stop locations. These four locations are: Student Services, Friley Hall, Kildee Hall and Bessey Hall.

The benefits of this technology are two-fold. The benefits to the customer are in knowing more precisely where the bus is located and when it is expected to arrive at a bus stop. This can help passengers effectively plan their transportation in a way that is convenient for them, especially in inclement weather. Also, advanced features of the technology allow a customer to set alerts so that they can be notified when the bus is near their bus stop. In addition, CyRide will be able to manage the transit system as efficiently as possible. CyRide's dispatchers will now have the capability to scan a live map that automatically alerts them to any system abnormalities such as late buses or buses deviating from their route. Historical reports can also be developed to aid in route planning or to answer a customer's question about a bus trip.

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. CyRide ended its contract with Heartland Senior Services (HSS) for this service on June 30, 2012. At the same time, HIRTA decided to terminate their contract with HSS to operate transportation services throughout Story County and operate it themselves. After much discussion and coordination in the past year, HIRTA is now also the direct transportation provider for CyRide's Dial-A-Ride ADA service.

3) Central Iowa RSVP's Volunteer Driver Transportation Program – January 2013 marks the start of the fourth 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. In 2012, RSVP started providing transportation for pregnant women to Broadlawns Hospital in Des Moines for their pre-natal appointments. Approved clients can access transportation Monday through Friday 8:00am to 4:30pm. The cost for this service depends on the round trip miles of the trip at \$0.39 per mile. 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 which has virtually doubled in the last calendar year achieving basically all of CY2011's ridership between July-December 2012.

	CY2010	CY2011	CY2012
Round Trip Rides	213	386	344 (July – Dec. 2012)
Volunteer Drivers	29	40	41
# Clients Taking Trips	38	70	89
# Transportation Clients Registered	40	104	160

4) Transportation Issues for Regionalized Domestic Violence and Sexual Assault Programs – In November 2012, human service providers and the Ames Police Chief shared at a Story County Quality of Life Alliance meeting that the State of Iowa is regionalizing how domestic violence, sexual assault and shelter services are funded in 2013. In 2013, the state will likely be split into six regions. They shared a plan illustrating Story County would be one of 21 counties within their large region stretching from Story County on the south, Minnesota to the north, Webster County to the west and Butler County to the east. The regionalization will provide funding to each of the six regions for only 1-2 programs for each of the following services: 1) Domestic violence 2) Sexual assault 3) Shelter. [Assault Care Center Extending Shelter and Support](http://www.assaultcarecenter.org/) (ACCESS; <http://www.assaultcarecenter.org/>) representatives shared that their programs currently serve only three counties. ACCESS shared that it desires to be the regional provider for the entire region. Agencies providing these programs must prepare bids to provide the service for their region. Therefore, funds will be awarded through a competitive bidding process.

The Ames Police Chief is concerned as officers are the first responders to domestic violence and sexual assault cases within Ames. If ACCESS in Story County isn't the provider for these services, it will be more difficult for the Ames Police to provide assistance to survivors. The other concern is that individuals may not seek assistance as help will be several counties away. Additionally transportation would be difficult as counselors previously provided emergency transportation for these survivors. A trip to pick up a survivor in 2013 may be clear to the Minnesota border. Regional transit agencies throughout Iowa should be aware of this change and how it may impact them in requests for emergency transportation. The transportation for these individuals, if provided via transit, would also cross the [16 Iowa transit agencies service areas](http://www.iowadot.gov/transit/pdf/iowatransitsystem_map.pdf) (http://www.iowadot.gov/transit/pdf/iowatransitsystem_map.pdf) boundaries.

5) Intermodal Facility Update – CyRide opened the [Ames Intermodal Facility](https://aif-parking.sws.iastate.edu/) (<https://aif-parking.sws.iastate.edu/>) on June 9, 2012 with a ribbon cutting ceremony. This facility serves as the regional transportation focal point to connect the following transportation modes including: intercity transportation (Jefferson Lines, Burlington Trailways), public transit (Heart of Iowa Regional Transit Agency), airport shuttle (Executive Express), carpooling, vanpooling, taxi, bicycling, walking and parking (385 spaces). The Ames Intermodal Facility now provides a permanent home for intercity transportation providers (moved four times since 2006) to drop off patrons in a safe location within the Ames community. Executive Express stores, washes and operates their vehicles from the facility. All three transportation services began operating from the facility on July 1, 2012.

The facility also promotes the redevelopment of the campustown area through convenient nearby parking for campustown patrons as well as public restrooms. These restrooms are housed with shower facilities for those wishing to commute via bicycle into the community. CyRide was also able to construct a bike path through the

ISU arboretum linking central campus to west Ames. Phase I of the facility was funded through the following federal/state resources: TIGER I (\$8.643 million via the 2009 Recovery Act), Public Transit Investment Grant (\$880,000) and a state intercity grant (\$300,000).

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 and a CyRide shuttle operating through the facility connecting individuals throughout the Ames community. CyRide is the last element 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 for additional Transportation Investments Generating Economic Recovery (TIGER IV) funding (\$10 million) which was subsequently denied for Phase II of the project. Local match is a requirement for TIGER projects of at least 20% which is what CyRide's local partners submitted in their latest submissions. Projects funded under the third and fourth TIGER announcements 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 to the local match requirement, if the Intermodal Transportation Facility project were to be funded in the future, the local partners would need to pay back the cost 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 this PTP until project partners determine it's no longer a need.

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

In last year's recent developments of the PTP, it was discussed how nationally competitive grants seemed to be the future in how transit agencies could acquire capital funding as opposed to a direct earmark from their senator or congressman. With MAP-21, national competitive discretionary grants are no longer available and much of the funding is now formulized. The transportation funding distributed under MAP-21 was primarily to transit agencies with rail transportation, with the remainder primarily going to agencies serving large populations. All discretionary funding for small urban transit agencies that have a population between 50,000-200,000 will be distributed by the Iowa DOT. Specifically, instead of CyRide receiving the \$2 million on average annually, they will now receive \$0, unless their buses rank well within the Iowa DOT's Public Transit Management System (PTMS) process. This PTMS process distributes funding to the oldest and highest mileage vehicles throughout the State of Iowa. Rural transit agencies will receive discretionary funding allocated directly to the Iowa DOT of approximately \$1.7 million. Previously, Iowa tried to attain \$7-\$13 million in discretionary funding for bus replacement for both urban and rural transit systems.

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

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

Congressmen as MAP-21 is only a two-year bill. Again, typically transportation bills are five-years long. Therefore, possibilities exist to change how capital is funded in the near future.

As stated earlier, discretionary programs were either eliminated or have been turned into formula programs under MAP-21. While Job Access Reverse Commute (JARC) and New Freedom (NF) funding was eliminated, the projects can be rolled into a transit agencies' general operations funded through their annual formula appropriation. JARC and New Freedom funding generally provided funding for routes serving the low-income, elderly or disabled individuals. Specifically, CyRide received Job Access and Reverse Commute (JARC) funding to operate the #6 Brown (Summer & Weeknight), #4A Gray (Yellow mid-day) and #10 Pink routes. These JARC funds helped subsidize 50% of the total route costs which is funded through March 2014. CyRide's board approved to continue all CyRide's existing route services for FY2014, including these JARC routes, at their January 2013 meeting. The Small Transit Intensive Cities funding increased from 1% of federal transit funds to 1.5% of the funds, providing CyRide with another \$500,000 within their operating budget. Assuming continued funding levels, CyRide anticipates these routes would continue in FY2015 and into the future. CyRide typically reviews their operating budget in the fall of each year which includes the continuation and expansion of any and all CyRide routes. The AAMPO will continue to discuss and document any changes of CyRide's routes through the PTP process.

Lastly, under MAP-21 there are new planning program requirements for transit agencies to prepare Asset Management and Safety Plans.

7) Ames-Iowa City Medical Transportation Service – HIRTA, either directly or through their contracted 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. With the help from six funding sources, the service originally operated two days a week. This changed when HIRTA began directly operating the service on July 1, 2012 to only one day a week. The reason for the change was due to Story County Iowa Care (<http://www.ime.state.ia.us/IowaCare/#search='IowaCare'>) patients now being seen at Broadlawns in Des Moines as opposed to University of Iowa Hospitals and Clinics in Iowa City which went into effect in October 2011. Although the service to UIHC was never intended to serve only Iowa Cares patients, there was more demand for transportation to Des Moines. It should also be noted that Primary Health Clinics on NE and SE 14th Street in Des Moines were a close second for medical transportation when initially implementing the Ames-Iowa City transportation.

Specifically, the service operates on demand (if requested within 24 hours before the trip) every Tuesday. The cost for passengers decreased back to only \$10 per round trip. (HIRTA's previous provider for Story County had raised the price to \$25 round trip in 2011.) 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 6:30 am and returns at 3:00 pm or after appointments if they conclude earlier.

HIRTA receives approximately \$20,000 in New Freedom funding for the Ames-Iowa City service. Those costs will now need to be incorporated into HIRTA's overall 5311 budget for the service to continue beyond October 2013. The continuation of this service should be addressed within the Des Moines Area Metropolitan Planning Organization's PTP for CIRPTA as it's a rural service.

8) Story County's Resource Guide – Last year, an online resource guide was developed by a team of individuals to replace Mid-Iowa Community Action's (MICA's) paper version. This guide lists out locations for Story County residents to find information about the following categories: Food/Shelter, Disability, Health, Older Adults, Parent/Family, Youth, Education, Community, Substance Abuse, Domestic Violence, Veteran Assistance, Financial Assistance, and Give Back. Unfortunately, transportation was not a resource that was listed out separately on the home page. The guide is available at <http://www.storycountyresourceguide.org>.

This year, the United Way's Transportation Collaboration Committee (TCC) tried to contact the online resource guide team to add Transportation as a main category for navigation as well as add the new Story County Transportation Brochure as a resource to the guide. The TCC discovered that all of the original members of

the online resource guide development were no longer with their organizations and had left Story County. Therefore, there was no way to update the guide with this information. The guide was built on the premise that agencies would develop and update their portions of the guide as needed. This updating has not materialized, for various reasons, and the guide is now outdated and not as resourceful as the previous paper version.

In December 2012, an original member of the online resource guide development team returned to Story County and is now becoming involved in HSC and TCC. Our desire is that the TCC group can be vital to help keep the online resource guide current for a transportation resource and add our brochure and other contact information as necessary.

9) Story County Transportation Brochure – The United Way’s Transportation Collaboration Committee (TCC) developed a brochure that markets all of the open to the public transportation available throughout the county. The brochure resulted after 658 surveys were taken from low-income clients in late 2011. The survey determined that clients that relied on public transportation did not express difficulty in getting to their essential appointments. Of the 20% (132) that indicated major difficulties in transportation, they were not necessarily aware of other transportation options. A half-sheet summary of available alternative transportation was provided to clients for this anticipated reason when the surveys were distributed. Another huge issue for transportation difficulties was the cost of fuel or mechanical problems for their vehicles.

It was determined by the TCC that a brochure was needed to fully market available transportation resources to not only low-income agency clients but to the general public as well. With the new Ames Intermodal Facility being the new connection point for regional travel, this brochure could also market these intercity services as well as the airport shuttle provider. The brochure can be downloaded at www.ridehirta.com/sct.pdf.

The TCC members plan to market the brochure to organizations in Story County and get call takers to ask the question, “Do you have transportation to your next appointment” as they schedule their next appointment. The brochure can be a resource for those that do not have transportation or for those that need options in case their ride falls through. The brochure will also be on display at the Ames Intermodal Facility, Memorial Union and the ISU Visitor’s Center. Several organizations plan on putting the URL link on their website to market all of the transportation options available in Story County.



10) CyRide Shelters – In November 2012, CyRide installed the first of its newly designed shelter at Mortensen/Dickenson and received good reviews by our passengers. In addition to the new design image, the shelter incorporates solar lighting and will 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 and plans to begin installing the shelters in 2013.



11) Articulated Buses – On February 28th, CyRide acquired a new longer fleet type to serve Ames passengers. Buses 660 and 661 are new NOVA 'bendy buses' that are longer than normal buses, 62 feet compared to 40 feet. The capacity of the buses are double of a normal bus, 120 passengers can fit sitting and standing, compared to 60 passengers on a regular bus. CyRide plans to have the buses officially out into the community after spring break, approximately March 25, 2013. Until then, CyRide will be working to get the buses ready by ensuring there are no warranty issues and installing required signage, radios and fareboxes. In addition, our drivers will be trained on how to drive these new larger buses as they will track a little differently around corners. The buses are planned to start out serving CyRide's busiest route – the #23 Orange route which carries 1.5 million passengers each year.



V – RECOMMENDED PROJECTS 2014-2017

The projects listed on the following page are recommended to begin securing grant funding within the next four years. All projects for which federal grant applications may be submitted must first be included in the AAMPO's PTP recommended program prior to inclusion into subsequent AAMPO programming documents, such as the Transportation Improvement Program (TIP) or Transportation Planning Work Program (TPWP). This process ensures a cooperative effort between human service agencies and transportation providers to focus on transportation services to achieve the best possible transportation service for the community focusing on the elderly, disabled and low-income populations. After inclusion in the TIP or TPWP, projects are then eligible to receive federal or state transit grant funding.

Mobility Is....

**Ability to pay
for the service**

Some recommended projects may not come to fruition due to programming changes or lack of local funding support but all recommended projects should be included in the PTP if consideration for federal/state funding is a possibility within the next five year period. The PTP committee, made up of transportation providers and human/health service agencies, provided consensus to forward these recommended projects and written justifications to the AAMPO for formal approval. The AAMPO must review and approve the projects and overall PTP plan for submittal to the Iowa Department of Transportation by May 1, 2013. (See table on the following page)

RECOMMENDED PROJECTS 2014-2017

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	2014-2017	5307, CyRide	H
1	CyRide	General Operations	O	\$ 590,000	2014-2017	STA - F	H
2	CyRide	Subcontracted ADA Dial-A-Ride Service	O	\$ 237,500	2014-2017	5310	H
3	CyRide	I-35 Ames-Des Moines Corridor Planning	P	\$ 100,000	2015	STA - S	M
4	AAMPO	Planning	P	\$ 45,000	2014-2017	5303	H
5	CyRide	Transit Amenities (Shelters & Nextbus signage)	C	\$ 50,000	2014-2017	5310	M
6	CyRide	Expand 60' Articulated Diesel Buses (4 vehicles, cameras)	C	\$ 2,800,000	2015	5307, 5339 Clean Fuels	M
7	CyRide	Expand 40' HD Large Diesel and/or Hybrid Buses (4 vehicles, cameras)	C	\$ 1,763,840	2015-2016	5307, 5339, TIGGER	M
8	CyRide	Replace 40' HD Large Diesel Buses (24 vehicles, cameras)	C	\$ 14,384,289	2014-2017	5339	H
9	CyRide	Replace 176" LD Small Buses (7 vehicles, diesel, urban, cameras)	C	\$ 693,000	2014-2017	5339	H
10	CyRide	Vehicle Surveillance System Rep.	C	\$ 150,000	2014-2017	5339	H
11	CyRide	Nextbus signage/technology	C	\$ 100,000	2014-2017	5339, ICAAP STA	L
12	CyRide	Maintenance Facility Expansion/Rehab: expand storage for buses	C	\$ 3,400,000	2015-2016	5339, PTIG	H
13	CyRide	Ames Intermodal Facility	C	\$ 12,500,000	2014-2017	5339, TIGER	H
14	CyRide	Facility Cameras/Proximity Card Access	C	\$ 56,660	2015	5339	M
15	CyRide	Electric Distribution Rehabilitation	C	\$ 40,000	2015	5339	L
16	CyRide	Fire Sprinkler System Upgrade	C	\$ 250,000	2015	5339	L
17	CyRide	Storage area air handling replacment	C	\$ 250,000	2015	5339	L
18	CyRide	Maintenance Pit Drainage Restoration	C	\$ 250,000	2015	5339	H
19	CyRide	Re-roof Maintenance Facility	C	\$ 500,000	2015	5339, PTIG	M
20	CyRide	Ames Fare Free/Low-Income Fare Prog.	O	\$ 5,010,955	2015-2016	5307, STA-F, ASSET, UWSC	M
21	CyRide	Vanpool Program	C, O	\$ 450,000	2015-2016	ICAAP, 5339	M
22	CyRide	Resurface ISC Commuter parking	C	\$ 1,000,000	2015	5339	L
Projects recommended as candidates for human services or other funding:							
23	RSVP	Central Iowa RSVP Volunteer Driver Program	C, O	\$ 4,000	CY2014- CY2017	UWSC, ASSET, Story County, COA	H
21	CyRide	Ames Fare Free/Low-Income Fare Prog.	O	\$ 30,000	2014	UWSC, 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, **5339** = 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

Funding in Story County: **ASSET** = Analysis of Social Services Evaluation Team, **COA** = City of Ames

UWSC= United Way of Story County

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

PTP Justifications

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

1. General Operations – CyRide (5307): This funding supports the operations of CyRide's fixed-route 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. For 2010, CyRide had 106 rides per capita, more rides than any other small urban system in the nation according to a FTA STIC appropriations report! CyRide has increased ridership by 38% since FY2006 and served the most passengers ever in FY2012 with 5.75 million rides.

	CyRide Fixed Route (ALL Services; including DAR/JARC)		
Annual Numbers	FY2010	FY2011	FY2012
# Revenue Hours	110,167	113,182	113,025
# Revenue Miles	1,152,680	1,185,088	1,184,183
# Days Provided	362	362	359
# Riders (unlinked)	5,749,038	5,447,289	5,759,883
# Elderly Rides	65,148	65,412	69,825
# Disabled Rides	48,511	38,923	41,549
Operating Costs	\$7,077,137	\$7,563,828	\$7,877,589
FTA (5307 & STA)	\$1,574,500	\$1,675,495	\$1,732,711
State	\$461,763	\$527,414	\$613,684

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 Heart of Iowa Regional Transit Agency (HIRTA). CyRide is mandated by the federal government as part of the American's With Disabilities Act (ADA), to provide 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.

	Dial-A-Ride (HIRTA)		
	Provides door-to-door ADA service within the Ames city limits.		
Annual Numbers	FY2010	FY2011	FY2012
# Revenue Hours	2,551	2,503	2,665
# Revenue Miles	30,498	31,122	33,975
# Days Provided/Yr.	362	362	359
# Riders (unlinked)	9,745	9,101	11,007
# Elderly Rides			
# Disabled Rides	9,745	9,101	11,007
Operating Costs	\$133,752	\$142,717	\$169,385
FTA	\$94,640	\$99,877	\$122,756
State	\$8,470	\$2,720	\$3,548

3. 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.
4. 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.
5. 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 can be incorporated into CyRide's system when NextBus is implemented through funding from ISU's Government of Student Body. Other funding could be realized through CyRide's local budget.
6. 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.

7. 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. 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%. In the future, CyRide will try to attain the recommended 20% spare ratio as the peak demands for buses increase within the community. 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.
8. Replace 40' HD Large Diesel Buses (cameras): While CyRide has been successful in cutting its bus fleet age in half with a recent bus purchases, 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-four (24) buses are past their useful life and need to be replaced even after the next 2013 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 any national competitive grant opportunities that may become available. Please note that discretionary capital funding was dispersed via formula funds based on population under the current transportation bill (MAP-21). Bus replacement is not only important to the overall image of CyRide but to keep maintenance costs as a minimum.
9. Replacement of Light-duty LD buses (5339): Again, this would allow CyRide to obtain discretionary funding through the state each year or be eligible for funding through any future 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.
10. Vehicle Surveillance Systems (5339): 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.
11. Nextbus signage/technology (5339, ICAAP, STA): CyRide participated in an urban needs study for 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. CyRide recently implemented real-time technology through NEXTbus. Additional digital LED signs may be desired in a few other transfer points within the Ames community similar to the ones being deployed on ISU campus in the spring of 2013. These LED signs would display the next buses to arrive at that stop for all the routes serving that stop.
12. Maintenance Facility Expansion (5339, PTIG): CyRide requested and received earmark funding for a maintenance facility expansion through the transportation bill reauthorization called SAFETEA-LU. 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 5.75 million rides in 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 (storage for 11 more buses), 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 existing bus storage needs to be accomplished.

13. Ames Intermodal Facility (TIGER, 5339): An Intermodal Facility phase 1 construction was substantially completed in June 2012 in the campustown area next to Iowa State University. The facility includes metered/permit parking for approximately 385 individuals, transportation connections to regional carriers (Jefferson Lines, Burlington Trailways, Executive Express, Heart of Iowa Regional Transit Agency), bike path through the ISU arboretum, vanpool/carpool parking, bike trail, and public restrooms/shower facilities. However, the initial vision was not fully realized and the project was scaled back relative to the level of funding available. Approximately 350 parking spaces and a CyRide shuttle will not be part of the project due to the limited funding. Additional parking was 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.
14. Facility Camera/Proximity Card Access (5339): CyRide 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, 5339 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.
15. Electric Distribution Rehabilitation (5339): 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. CyRide's previous insurance carrier recommended CyRide reviewing the circuits and redistributing accordingly to protect the building investment.
16. Fire Sprinkler System Upgrade (5339): Recommendations to improve the sprinkler system have been made from CyRide's previous insurance carrier. 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.
17. Storage area air handling replacement (5339): 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.
18. Maintenance Pit Drainage Restoration (5339, PTIG): CyRide's storage facility has several drainage pits throughout the original facility built in 1983 that allow buses to drip any debris, snow as well as bus fluids into the pit as opposed to puddle up on the storage floor. The floor pits are inspected biannual with contents being removed and wasted disposed in a manner that meets all applicable regulations. Again, those pits are original to the facility and are deteriorating around the edges along with the floor around the pits. Rehabilitation and restoration of these pits and flooring is needed in the near future.
19. Re-roof Maintenance Facility (5339, 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.
20. Ames Transit System-Wide Fare Free (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. In response, the Ames City 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 as each student pays upfront by contributing to CyRide through 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 buses 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 service increased by 26% that year through approved 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 since 2009 with ridership of 5.75 million in FY2012. Options presented to CyRide's board to continue fare free in the future for the city's sustainability initiatives include: 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 \(AMOS\)](#) 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 to CyRide by fall 2011 was to provide free transportation for all middle and high school students within the Ames community (partial fare free option #3 listed above in the above paragraph. 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 buses.

In January 2012, the 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 students in the district were not the need, but only "at-risk" students. The Alternative Learning Program Director reduced the previous 385 students and instead identified approximately 65 at-risk 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 but would benefit from periodic free transportation in certain instances as deemed appropriate by the counselors working with these students at the schools. 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. **The ALP Program was successful in attaining a grant from the United Way of Story County for \$2,500 in CyRide bus tickets to utilize within the 2012-2013 school year.**

21. 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 approximately 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.

22. Resurface ISC Commuter parking (5339): 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.
23. 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. Heart of Iowa Regional Transit Agency 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.

	CY2010	CY2011	CY2012
Round Trip Rides	213	386	344 (July – Dec. 2012)
Volunteer Drivers	29	40	41
Transportation Clients Taking Trips	38	70	89
# Transportation Clients Registered	40	104	160

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 future transit reauthorization bills. Involvement through Human Services Council, United Way's Transportation Collaboration Committee and Story County's Quality of Life Alliance groups 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.