

ITEM#: 2
DATE: 02-01-24

TRANSPORTATION TECHNICAL COMMITTEE ACTION FORM

SUBJECT: DRAFT FFY 2025-2029 PASSENGER TRANSPORTATION PLAN (PTP)

BACKGROUND:

The Iowa Department of Transportation requires the Ames Metropolitan planning organization to develop and promote coordinated passenger transportation planning programs that further the development of local and regional public transportation systems. The AAMPO does this coordination with the Story County Transportation Collaboration committee. This group has representatives from public transit systems, private transportation providers and health/human service agencies within the Ames planning area.

Furthermore, the Federal Transit Administration requires one federal funding program which is designated to assist the elderly and individuals with disability to be coordinated through the PTP process. If these projects are not specifically mentioned in the PTP document, they cannot be approved through the AAMPO's TIP process and subsequent transit grants process. However, the Iowa Department of Transportation (IDOT) has indicated that they would like other federal/state funded projects continued to be coordinated through this process, if possible, to improve upon overall coordination of transit services throughout Iowa.

The overall goals of the PTP process as identified by the IDOT are to:

- Improve transportation services to individuals working/living in Ames
- Increase passenger transportation coordination
- Create awareness of unmet transportation needs
- Develop new working partnerships
- Assist decision makers, advocates, and consumers in understanding the range of transportation options available
- Develop justification for future passenger transportation investments
- Save dollars and eliminate overlapping of services

INFORMATION:

PTP Requirements

The Iowa DOT requires a full Passenger Transportation Plan (PTP) to be submitted every five years due by May 1st. Since the Ames Area MPO's last full plan was last submitted in May 2019, the next PTP is due to the Iowa DOT by May 1, 2024. The plan must include an honest effort to jointly involve human service agencies/organizations, private transportation providers and transit systems in the passenger transportation planning process to consider all passenger transportation needs and services. The AAMPO

conducts this required coordination through the Story County Transportation Collaboration committee which convenes quarterly throughout the year. At least two meetings are required to be documented through formal meeting minutes to the Iowa DOT. These minutes are required in the plan or may be submitted directly to the Iowa DOT Systems Planning Bureau by July 31st of each year when the full plan update is not required. The PTP should also be one of several inputs into the Transit Chapter of the area's long-range transportation plan.

Specifically, the PTP is divided into five sections:

- 1. Introduction and Process:** Discussion of coordination efforts and documentation of the process in how the PTP was completed. Include meetings, public input, and a listing of all participants (pgs. 3-5).
- 2. Inventory and Process Discussion:**
 - a. Inventory: Includes a discussion of existing providers within Ames (pgs. 6-19)
 - i. Provider for each passenger transportation service
 - ii. Types of services available
 - iii. Who is eligible for the service
 - iv. Hours/days of service
 - v. Type, number and ADA status of vehicles in each fleet, if applicable
 - b. Area Profile: (pgs. 20-35)
 - i. Demographic characteristics within Ames and how they impact transportation needs
 - ii. Analysis of limited English proficient (LEP) population – identify where concentrated areas where LEP persons live, work, attend school, etc. Identify how meaningful access to passenger transportation programs and activities are provided.
 - iii. Describe layout of the study area in where the population accesses services and how this impacts transportation needs.
- 3. Coordination Issues:** This discussion will cover the following: (pg. 36-45)
 - a. General assessment of service, management, fleet and facility needs
 - b. Status of previously recommended priorities and strategies
 - c. Recent development that may affect coordination issues
 - d. Public input received concerning needs and/or coordination issues.
- 4. Priorities and Strategies:** Describes proposed strategies for the next five years that could eventually lead to projects. The Enhanced Mobility for Seniors and Individuals with Disabilities funding (Section 5310) projects must be specifically included in the PTP. For CyRide, this is to fund Dial-A-Ride services, Dial-A-Ride buses, annunciators and bus shelter/bus stop improvements. Additionally, projects funded with other federal, state and local funding benefitting the general public was also discussed as potential strategies over the next five-year period. (pgs. 46-57)
- 5. Funding:** Includes an overview of funding opportunities and expectations. This section lists what sources are available including non-DOT funding, what funding

is reasonably achievable over the next five years and what funding sources will be sought to meet strategies. (pgs. 58-70)

Timeline

On January 24, 2024, the Story County Transportation Collaboration recommended that the PTP plan as well as projects, priorities and strategies be recommended to the Ames Area MPO for formal approval. This committee was involved in the development of the priorities and strategies specifically for the elderly and disabled populations. The Story County Transportation Collaboration committee and Iowa DOT will be sent the Draft FFY 2025-2029 PTP document on February 1, 2024, for their final review of the document. The Iowa DOT will review the document to ensure the [required elements](#) have been met while the Transportation Collaboration may provide input into the development of the specific needs/priorities/strategies needed to be incorporated into the final document.. Comments are due back from the Iowa DOT and Transportation Collaboration by March 1, 2024, for incorporation into the final PTP.

The AAMPO Technical Committee will review and recommend the Draft FFY 2025-2029 PTP to the AAMPO Policy Committee to begin their review process of the plan. A 30-day public comment period will be open to the general public from February 13, 2024, to March 14, 2024. Any comments received will be documented into the PTP appendix and possibly incorporated into the Final FFY 2025-2029 PTP. Review of the draft plans by the AAMPO committees will be conducted simultaneously with the Iowa DOT and Transportation Collaboration reviews.

After review of Draft FFY 2025-2029 PTP by the Iowa DOT, AAMPO committees, and general public, the Final FFY 2025-2029 PTP will be brought to the AAMPO Policy Committee public hearing and formal approval on March 26, 2024. Once approved by the AAMPO Policy Committee, the Final FY2025-2029 PTP will be electronically submitted to the Iowa Department of Transportation (IDOT) and Federal Transit Administration before May 1, 2024.

The Iowa DOT requires any Enhanced Mobility for Seniors and Individuals with Disabilities projects funded under Section 5310 funding to be contained within an approved PTP update prior to inclusion of projects into a Transportation Improvement Program (TIP) and subsequent grant applications.

ALTERNATIVES:

1. Recommend approval of the Draft FFY 2025-2029 Passenger Transportation Plan.
2. Recommend approval of the Draft FFY 2025-2029 Passenger Transportation Plan, with modifications.

MPO DIRECTOR'S RECOMMENDED ACTION:

The Draft FFY 2025-2029 Passenger Transportation was developed in accordance with Iowa DOT requirements and in coordination with the Story County Transportation Collaboration. Therefore, it is the recommendation of the MPO Executive Director that the Transportation Technical Committee adopt Alternative No. 1.

ATTACHMENT:

[DRAFT FY2025-2029 Passenger Transportation Plan – February 2024](#) (pdf)

OR url: https://aampo.org/DRAFT_AAMPO_FY2025-2029_PTP.pdf

DRAFT Ames Area MPO FY2025-2029 Passenger Transportation Plan



**Ames Area
MPO**

This page intentionally left blank.

Table of Contents

I – INTRODUCTION & PROCESS.....	2
INTRODUCTION	2
PROCESS.....	3
Passenger Transportation Development Plan Meetings.....	4
II – INVENTORY & AREA PROFILE.....	6
EXISTING PASSENGER TRANSPORTATION SERVICE	6
A. Airports	6
B. Taxi Service	7
C. School Transportation	7
D. Charter	8
E. Shuttle Service to Airport	10
F. Intercity Bus	11
G. Public Transit Providers (Fixed Route & Demand Response.....	12
H. RSVP Volunteer Transportation Program	13
I. Iowa RideShare	14
J. Vanpooling Services.....	14
K. Client Transportation Providers	16
L. Other Transportation Coordination	19
AREA PROFILE	20
A. Location.....	20
B. Demographics	21
C. Limited English Proficient (LEP) Population.....	22
D. Layout of Study Area.....	25
III – COORDINATION ISSUES.....	36
GENERAL ASSESSMENT	36
STATUS OF PREVIOUSLY RECOMMENDED PRIORITIES AND STRATEGIES	40
RECENT DEVELOPMENTS.....	41
IV – PRIORITIES AND STRATEGIES	46
V – FUNDING.....	58
Federal Transit Assistance Programs	59
Federal Flexible Funds Available to Transit	64
State Programs.....	66
Local Funding	68
VI – CONCLUSION	71
APPENDIX	

This page intentionally left blank.

I – INTRODUCTION & PROCESS

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 some, taking public transit is just part of the university life while attending school. For others, limiting vehicles in the household is a “green” lifestyle choice for a better environment while others choose and prefer alternative transportation to the automobile. But regardless of preferred 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 strategies or projects to overcome these needs. The plan, 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.

Federal transit law requires that projects receiving Enhanced Mobility for Seniors and Individuals with Disabilities formula funding (Section 5310 program) be included in a locally developed, coordinated public transit-human services transportation plan. The Iowa Department of Transportation further requires each metropolitan planning organization or regional planning alliance to conduct this planning effort to receive this type of federal “transit” funding distributed by the State. They additionally encourage the coordination with other types of federal and state funding, but it is not required. However, 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 has been conducting this coordinated planning effort since 2008 in response to the Iowa Department of Transportation’s requirement to develop a passenger transportation plan that includes an honest effort to jointly involve human service agencies/organizations, private transportation providers, and transit systems in the PTP process and consider all passenger transportation needs and services. The PTP must be updated, at a minimum, every five years add this planning effort as one of several inputs into the long-range transportation plan. Finally, the AAMPO Policy Board must approve this document, as well as any amendments for projects to be included in the Transportation Improvement Program allowing federal grant funding to process.

In addition, at least two transportation collaboration meetings are required each year and must be submitted to the Iowa Department of Transportation’s Office of System Planning within the PTP by February 1st. On years when the full PTP is not due, then minutes from these two transportation coordination meetings must be submitted by July 31st of each year.

The following items detail the required sections for the full Passenger Transportation Plan.

PROCESS

Prior to October 2020, the PTP was formally coordinated through Story County Human Service Council (HSC) which held monthly meetings through the end of year 2019. On December 5, 2019, the group agreed to disband the HSC, pull down the website, no longer support the online Story County Resource Guide (replaced by United Way's 211) and disperse any remaining HSC funds to the United Way of Story County mini-grant fund. The human service agencies and organizations involved in this group then decided to continue meeting on an informal basis (no agenda or minutes) to share information and resources on the fourth Thursday of each month, January through May over the lunch hour at St. Andrew's Church. Unfortunately, the pandemic began shortly after this decision in March of 2020 and the church closed its doors to public meeting groups and these informal meetings ceased to occur. This group has subsequently ceased to meet.

Since January 2021, formal involvement of the PTP now occurs through the [Story County Transportation Collaboration \(SCTC\)](#) which meets quarterly throughout the year led by the United Way of Story County. The [United Way of Story County's](#) Community Impact Director, Anneke Mundel, develops the agendas and helps guide the monthly meetings programs by encouraging monthly participation at meetings which are held via zoom. As of January 2024, this leadership is now transitioning to be Danny Schnathorst who is the Mobility Outreach Coordinator at Heart of Iowa Regional Transit Agency (HIRTA). The AAMPO representative, Shari Atwood, who coordinates the PTP process for the Ames Area MPO attends these SCTC quarterly meetings and provides updates on CyRide transit, including Dial-A-Ride transportation, to the group. Additional subcommittee meetings have occurred in 2023 to develop the PTP document and discuss specific needs and strategies to benefit the elderly and disabled populations. Ms. Atwood discusses and project updates with the membership on specific transit issues, particularly CyRide, throughout the year.

Over 20 organizations throughout Ames collaborated through approximately **9 meetings/tasks** over the past year into the development of the Ames PTP. The meetings and minutes from the group are located on the Ames Area MPO's Transportation Collaboration webpage. (<https://www.aampo.org/tc.php>) These member organizations identify transportation needs throughout the community, strategies on how to resolve these needs as well as provides consensus regarding the recommended projects included within the plan to forward to the AAMPO for formal approval. The defined mission for the Story County Transportation Collaboration is as follows:

“The Story County Transportation Collaboration works to identify persistent and emerging transportation needs and to develop/strengthen partnerships to address them. It also seeks to educate the community about the transportation challenges Story County residents face and provide information/resources about the variety of transportation services available.”

Transportation projects previously funded by UWSC include a car seat program, bus education, car maintenance/ insurance forums, emergency gas voucher program, medical transportation to University of Iowa Hospitals and Clinics, HIRTA's mobile data terminals and the [Story County Transportation brochure \(www.cyride.com/sct\)](#).

Passenger Transportation Development Plan Meetings

The following 9 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. Public input, if received, was documented through the minutes of these meetings or though notes taken by AAMPO staff. The agendas and minutes or content discussed within these meetings are contained in the PTP appendix.

**Mobility Is...
Knowledge of transportation
services available and how
to use them.**

Story County Transportation Collaboration (SCTC) – PTP Meetings

January 25, 2024	Transportation Collaboration Meeting Agenda/Minutes
October 25, 2023	Transportation Collaboration Meeting Agenda/Minutes
October 11, 2023	2025-2029 Passenger Transportation Plan Input Meeting (Agenda)
April 12, 2023	Transportation Collaboration Meeting Agenda/Minutes
January 18, 2023	Transportation Collaboration Meeting Agenda/Minutes

Other Meetings/Tasks

January 16, 2024	HIRTA/CyRide Semiannual Meeting
November 21, 2023	CyRide Capital Meeting (5310 Funding)
October 18, 2023	HIRTA/CyRide Semiannual Meeting
February 17, 2023	HIRTA/CyRide Semiannual Meeting

The AAMPO has compiled an extensive e-mail database listing of approximately 78 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. A great number of these agencies attend/participate in either the Story County Transportation Collaboration contributing toward PTP collaboration efforts. This listing has also been utilized in the past few years for gaining letters of support for several successful national discretionary grants specifically for transit projects within the Ames community. This email listing has also served to communicate about alternative transportation, to communicate CyRide's transportation services or to relay local donation of used equipment to non-profit agencies such as vehicles, bicycles, furniture and printers. Overall communication between human service providers and coordination for increased public transit services has vastly improved as a result of the PTP process.

Key PTP participants are listed below (continued of following page):

1. Ames Community Preschool Center (ACPC)
2. Aging Resources of Central Iowa
3. Ames Area Metropolitan Planning Organization (AAMPO)
4. Ames Chamber of Commerce
5. Ames Community Schools
6. Ames Police Department
7. Ames Public Library
8. A Mid-Iowa Organizing Strategy (AMOS)
9. Assault Care Center (ACCESS)
10. At Home Care Company
11. Bickford Assisted Living
12. Boost Together for Children
13. Boys & Girls Club of Story County
14. Burlington Trailways
15. Camp Fire USA
16. Center for Child Care Resources
17. Center for Creative Justice
18. Childserve
19. Childcare Resource & Referral
20. CIT
21. City of Ames
22. Community & Family Resources (CFR)
23. Community Partnerships for Protecting Children (CPPC)
24. Creative Counseling

25. CyRide
26. Des Moines Area MPO
27. DMACC/ALP Adult Literacy Program
28. Emergency Resident Project (ERP)
29. Epilepsy Foundation
30. Executive Express
31. Experience Works (EI)
32. Eyerly Ball
33. Friendship Ark
34. Girl Scouts of Greater Iowa
35. Good Neighbor Emergency Assistance (GNEA)
36. HeartCorps
37. Heartland of Story County
38. Heartland Senior Services (HSS)
39. Heart of Iowa Regional Transit Agency (HIRTA)
Public Transit
40. Homeward
41. Iowa Comprehensive Human Service & Iowa
Homeless Youth
42. Iowa Workforce Development
43. ISU Extension & Outreach
44. ISU Story County Extension
45. ISU Transportation Services
46. ISU Memorial Union
47. Jefferson Lines
48. Kiwanis Club of Ames
49. Legal Aid Society
50. Life Connections
51. Life Line Resources
52. Lutheran Services in Iowa (LSI):
53. People Place/Crisis Childcare
54. Madrid Home Communities
55. Mainstream Living
56. Mary Greeley Medical Center
57. McFarland Clinic
58. Mid-Iowa Community Action (MICA):
Health Services & Family Development
59. National Alliance on Mental Illness Central Iowa
(NAMI- CI)
60. Nevada Chamber of Commerce
61. Optima Life Services
62. Parent Partner
63. Planned Parenthood
64. Primary Health Care Inc.
65. Raising Readers
66. Retired & Senior Volunteer Program (RSVP)
67. Riverside Manor
68. Story County Board of Supervisors
69. Story County Public Health
70. Story County Community Services
71. Story County Medical Center
72. The Arc of Story County
73. The Salvation Army
74. University Community Childcare
75. United Way of Story County (UWSC)
76. Volunteer Center of Story County (VCSC)
77. Youth & Shelter Services (YSS)
78. YWCA (Engaging International)

Public Input

Public input into needs and projects essential come from the public calling into the public transit system about issues they may be having on the service and through feedback through public meetings, including board meetings. CyRide receives public comments from passengers via telephone or e-mail, anytime throughout the year regarding requests for services and passes those needs along through the Ames Area MPO's PTP effort. CyRide's policy is to address any customer comment within 24-hours of receiving the comment and to resolve the issue as soon as possible. The formal written comments are officially documented within an access database so that they are addressed in a timely manner. In addition, CyRide reviews its route system to determine if there are significant load capacity issues on certain routes. CyRide's policy is to review the trip before and trip after the trip in question and if there is not capacity on those trips either; add an additional bus for the trip if enough staffing is available. CyRide continues to assess its routes and capacity issues each semester as university enrollment changes which drives ridership within Ames.

The Iowa DOT and Story County Transportation Collaboration committee will review and provide input into the DRAFT PTP beginning on February 1, 2024 with comments due back to AAMPO staff by March 1, 2024. The Iowa DOT is reviewing the document for required elements of the plan. The official public comment period by the general public will begin on February 14, 2024 with comments due by March 14, 2024. All comments will be considered by AAMPO staff, possibly incorporated into the plan and attached within the FINAL 2025-2029 PTP document appendix. The AAMPO Policy Committee will approve the FINAL 2025-2029 PTP on March 26, 2024. After formal approval by the AAMPO, the final FY2025-2029 PTP will be submitted to the Iowa DOT by May 1, 2024.

II – INVENTORY & AREA PROFILE

EXISTING PASSENGER TRANSPORTATION SERVICE

A. Airports

The James Herman Banning Ames Municipal Airport is owned and operated by the City of Ames and located within the Ames' corporate boundaries just south of US Highway 30 and west of US Highway 69 providing excellent access to the community and to the Interstate. The airport was renamed on June 17, 2023 to honor James Herman Banning, the first African American to receive his pilot's license from the U.S. Department of Commerce.

An airport board established by the city provides guidance in managing the airport. The FAA recognizes the airport as playing a role in the national airport system and includes the airport in the National Plan of Integrated Airport Systems (NPIAS) as a general aviation airport, which makes the airport eligible for federal funding. Iowa's Aviation System Plan identifies the Ames Municipal Airport as an Enhanced Service airport. Enhanced Service airports have runways 5,000 feet or greater in length with facilities and services that accommodate a full range of general aviation activity, including most business jets. The airport serves business aviation and is a regional transportation and economic center in the state. Specific airport information can be found on their website at <https://www.cityofames.org/government/departments-divisions-i-z/public-works/ames-municipal-airport>.



In 2017, the City of Ames leased the municipal airport to Central Iowa Air Service, the current Fixed Base Operator. The City of Ames owns and operates the airport. Its services include: 100LL and Jet A fuel - full service, charter flights, parking and hangars (for transient aircraft), aircraft maintenance, passenger terminal and lounge, flight school/flight training, crew cars; hangar rental, pilot lounge/snooze room/shower, aircraft rentals, restrooms, and flight planning room.

The nearest passenger air service is available in Des Moines, Iowa approximately 40 miles from Ames.

B. Taxi Service

Taxi service within the City of Ames is now provided by Yellow Cab housed at the James Herman Banning Municipal Airport and can be reached by calling (515) 282-8111, online at www.yellowcabdsm.com or via the free YellowCab app. They operate cars and minivans with over 100 vehicles serving central Iowa.



Yellow Cab is included within the e-mail database

being sent out regarding any collaborative meetings for transportation; however, they have yet to participate within collaboration meetings. Two on-street taxi parking locations are located off-street near the Ames Intermodal Facility to facilitate easy pick up or drop off of passengers wanting intercity bus or airport shuttle services.

C. School Transportation

Durham, Inc, a nationally owned private charter company, currently provides the transportation for Ames School District for the following schools: Ames High School, Ames Middle School, Edwards Elementary, Fellows Elementary, Meeker Elementary, Mitchell Elementary and Sawyer Elementary. According to Iowa state law, Elementary and Middle school students are entitled to free transportation if they live more than two miles from their designated school for attendance. High school students are entitled to free transportation if they live more than three miles. However, other factors may determine a student's eligibility for transportation.



Eligibility for this free bus service is determined as students register for transportation and makes changes in eligibility only at the start of the school year or second semester. For more information go to <https://amescsd.org/parents-students/transportation/>.

As mentioned above, the Ames School District also realizes that some consideration needs to occur for students that live less than 2 miles (3 miles for high school) from school. This service is called "Discretionary Busing Service". Any students living within this distance may request discretionary busing and are approved on a first come, first serve basis. These students must live or have child care on/near an existing Durham Ames bus route, must be able to get to an established bus stop, have available seat for them and also pay a fee for this service. Busing is not guaranteed outside elementary school boundaries however all preschool/early kindergarten students are discretionary riders. Discretionary pricing rates are available to view at the following location <https://amescsd.org/parents-students/transportation/>.

All preschool/early kindergarten students are considered discretionary bus riders and must pay for their transportation regardless of the mileage to school. Finally, those students who qualify for Free and Reduced Meals and fill out the waiver can have the results applied for busing discounts. All route information including location and time of pickups are handled by Durham School Services.

According to Durham's local Transportation Coordinator, Durham transports approximately 2,600 kids to and from school each day in Ames. Durham has a total of 51 buses in their fleet for Ames school transportation of which five are ADA accessible.

Note that both the Ames Middle School ([#1 Red](#)) and Ames High School ([#2 Green](#)) are both located on, or within walking distance, of CyRide's fixed route bus routes that operate 359 days a year through the Ames community. There are also numerous elementary schools along bus routes as well. Any kindergarten through 12th grade student living along a public city bus route can investigate public transit options at www.cyrider.com and can ride for 50 cents per ride. Several schools purchase reduced fare CyRide bus tickets to distribute to students that need transportation periodically to eliminate not having a ride to school as one of the barriers in getting students to school for an education.

D. Charter

The Federal Transit Administration (FTA) maintains a charter registration website for private charter companies to register where they conduct business throughout the nation. This website provides a listing of private charter operators serving communities throughout the nation and is subject to change at any time. To access this website, visit:

[https://ftawebprod.fta.dot.gov/CharterRegistration/\(S\(y5pc2yb3xlddc255jthj4kmq\)\)/Default.aspx](https://ftawebprod.fta.dot.gov/CharterRegistration/(S(y5pc2yb3xlddc255jthj4kmq))/Default.aspx).

As of November 21, 2023, there are 58 charter companies registered to conduct charters in Ames as shown below:

FTA Registered Charter Companies Performing Work to/from Ames, Iowa

	ORGANIZATION NAME	STA	CITY	EMAIL	PHONE
1	Covenant Elite Charters &	AL	Loxley	covenantelitecharters@gmail.c	251-279-9225
2	Spirit Coach LLC	AL	Madison	nicki@Spirit-Coach.com	256-772-7751
3	Dorr Distribution Systems, Inc	CA	Castroville	rich@discoverycharters.com	831-633-2877
4	Whitecastle Tours, Inc.	CA	Livermore	sales@whitecastletours.com	925-743-1963
5	R&A Marin Services	CA	FAIRFAX	transmarinlimo@gmail.com	888-821-9888
6	National Charter Inc	CA	Gardena	natlchartr@aol.com	310-225-5760
7	John Anthony Neumann	CA	Sacramento	info@neumannlimo.com	916-922-5466
8	H & L Charter Co., Inc.	CA	Ontario	jodi.merritt@hlcharter.com	909-466-3984
9	ANTELOPE VALLEY	CA	PALMDALE	TOM@ANTELOPEEXPRESS	661-947-2529
10	Mt. Lassen Motor Transit, Inc.	CA	Red Bluff	kathleen@mtlassentransit.com	530-529-2722
11	Empire Coach Line, Inc.	FL	Orlando	eddie@empirecoachline.com	407-888-2624
12	CIT Charters, Inc.	IA	Ames	transportation@citbus.com	515-233-0286
13	Burlington Stage Lines Ltd.	IA	West	charters@burlingtontrailways.c	319-753-2864
14	Windstar Lines, Inc.	IA	Carroll	info@gowindstar.com	712-792-4221
15	Burlington Stage Lines LTD	IA	West	charters@burlingtontrailways.c	319-753-2864
16	Aries Charter Transportation,	IL	Naperville	sam.trevino@ariescharter.com	773-826-2000
17	Regal Coach Lines, Inc.	IL	Evergreen Park	charters@regalcoachlines.com	773-994-0202
18	Chicago Classic Coach, LLC	IL	Mount Prospect	Tbellows@chicagoclassiccoach	847-222-6133
19	Lafayette Limo Inc	IN	West	nathan@lafayettelimo.com	765-497-3828
20	Bloomington Shuttle Service	IN	Bloomington	Chris@goextr.com	812-332-6004
21	Kaser Fleet LLC	IN	Mishawaka	skaser@royalexursion.com	574-257-8540
22	Village Travel, LLC	KS	Wichita	accountspayable@govillagetrav	316-721-4455
23	Gray Line of New Orleans	LA	New Orleans	tours@glnosc.com	504-569-1419
24	Louisiana Motor Coach, Inc	LA	Marrero	info@motorcoachfamily.com	504-343-1400
25	Salter Bus Lines, Inc.	LA	Jonesboro	Travelbysalter@gmail.com	318-259-2509
26	Cavalier Coach Corp.	MA	Dedham	cavaliercoach@mindspring.com	617-330-1234
27	Citi Concepts Inc	MD	Temple Hills	sales@barontours.com	202-449-9671
28	Great Lakes Motorcoach, Inc.	MI	Grand Rapids	greatlakesjulie@sbcglobal.net	616-791-8831
29	Southwest Coaches Inc	MN	Marshall	jameshey@iw.net	507-532-4043
30	Lorenz Bus Service	MN	Blaine	mike.canine@lorenzbus.com	651-747-7489
31	Thielen Bus Lines, Inc.	MN	Redwood Falls	rick@thielencoaches.com	507-637-3600
32	Jutz, Inc.	MN	Bemidji	rob@bemidjibus.com	218-751-5311
33	Cavalier Coaches, Inc	MN	Owatonna	kkreutter@cavaliercoaches.net	507-451-5262
34	KARST STAGE	MT	Bozeman	contact_charter@karststage.co	406-556-3500

	ORGANIZATION NAME	STA	CITY	EMAIL	PHONE
35	Silhouette Coach Inc.	NC	Charlotte	glebron@rideparadise.net	718-230-5725
36	H&R Tours, Inc.	NC	Jonesville	darlene@handrtours.com	336-367-3966
37	Busco Inc	NE	Omaha	sales@arrowstagelines.com	402-731-1900
38	Stout's Charter Service, Inc.	NJ	Trenton	dscaglione@stoutstransportatio	609-883-8891
39	Yankee Trails, Inc.	NY	Rensselaer	jadams@yankeetrails.com	518-286-2400
40	Hale's Bus Garage LLC	NY	Clinton	stephen@haletransportationgro	315-853-8670
41	Cardinal Transportation	OH	Columbus	info@cardinaltrans.com	614-274-2500
42	Brecksville Road Transit, Inc	OH	Brecksville	cjames@brtcharter.com	440-526-7111
43	TAC Transportation	OR	Redmond	anthony.ferro@pacificcrestchart	541-904-5753
44	Wolf's Bus Lines, Inc	PA	York Springs	tracy@wolfsbus.com	717-752-4500
45	AC-Coach Operations, Inc	PA	Greenville	danderson@goanderson.com	724-588-8310
46	MELARD COACH	PA	Ephrata	office@melardcoach.com	717-738-4870
47	Fun Tours LLC	SC	ORANGEBUR	funtoursllcsc@gmail.com	803-747-0734
48	Nashville Livery Inc.	TN	Nashville	safety@nashvillelimo.com	615-244-5466
49	Regent Coach Line LDT	TX	SAN ANTONIO	geoff@regentcoachline.com	210-212-0510
50	Lone Star Coaches, Inc.	TX	Grand Prairie	randal@lonestarcoaches.com	972-623-1100
51	Escamilla Tour Buses	TX	McAllen	e-escamilla@sbcglobal.net	956-994-1169
52	Continental Buslines LLC	TX	Houston	Cbl@Continentalbuslines.com	713-692-1996
53	A Goff Limousine & Bus Co.	VA	Ruckersville	mail@agoffbus.com	434-979-5466
54	Lansdowne Coach LLC	VA	Sterling	info@lansdownecoach.com	703-957-9316
55	Journey Lines Inc.	WA	Lynnwood	charters@Journeylines.com	425-353-6285
56	FREEDOM TOURS NW INC	WA	Winlock	armafreedomtours@hotmail.co	360-388-0274
57	ELKHORN BUS SERVICE	WI	ELKHORN	charter@jonestravel.com	800-236-3160
58	Gold Star Coaches & Charter.	WI	Fond du Lac	charter.com@goldstartours.co	920-922-2995

FTA does not verify the accuracy of these private charter operators or the completeness of information provided on the website which may change without notice. Of these 58 registered charter companies, only four are housed in Iowa and two are the same company. Additionally, there are 29 out of the 58 listed willing to provide free or reduced rates within Ames. The one Iowa charter company offering these rates is CIT. Federal regulations prohibit public transit providers from conducting charters with a few minor exceptions. One of those exceptions is providing charters to registered qualified human service agencies or agencies receiving certain federal funding already defined within FTA's charter regulations. However, there are not any registered qualified human service organizations listed within the Ames community.

Within Ames Boone Nevada Yellowbook phone book, charter companies are identified under Buses – Charter and Rental with the following single charter company listed:

<u>Charter Company</u>	<u>Location</u>
Hawkeye Stages Inc	Iowa City, Iowa

CyRide typically refers any charter requests to CIT Signature Charters located in Ames, Iowa when requests come through for this type of service since they are locally based.

E. Shuttle Service to Des Moines International Airport

Executive Express (www.executiveexpress.biz), a private airport shuttle company, began taking reservations for trips between Ames and the Des Moines International Airport in August 2009. Prior to this, CyRide provided a limited trip shuttle service to the airport before and after the university student breaks. Executive Express offers on-demand daily transportation service to the Des Moines airport and more frequent service before and after holiday breaks. Executive Express provides a safe location for luggage to be contained for the ride separate from passengers which is an upgrade from service provided by CyRide.

Executive Express currently operates out of the Ames Intermodal Facility (AIF) at 129 Hayward Avenue but individuals may also book private car vehicles to pick them up from home or anywhere in Ames for an additional charge. The AIF, owned and operated by CyRide, officially opened in June 2012 providing office space rented out to Executive Express to sell tickets as well as a comfortable inside waiting area for their passengers. The AIF offers an inside garage area for Executive Express to park their two



buses and other vehicles park within the garage area. Overall, Executive Express has up to six vehicles available to provide transportation between Ames and the Des Moines airport including 2 black private sedans, two SUV's and 2 minibuses (14 passenger & 21 passenger).

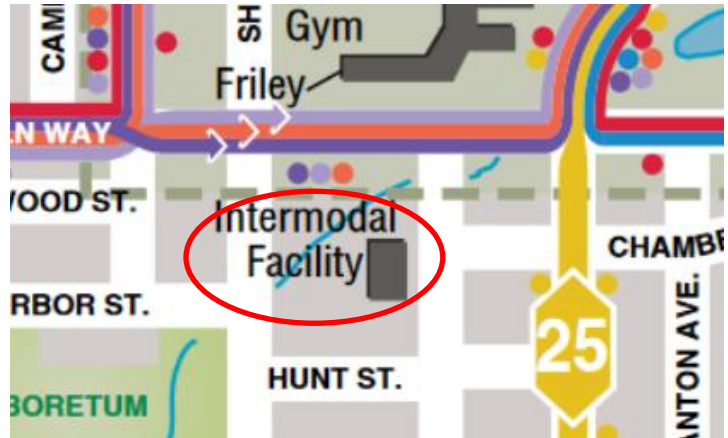
Prior to the COVID-19 pandemic, Executive Express provided up to 14 trips a day to the Des Moines Airport from the AIF, seven days a week, leaving Ames between 3:45 AM and 10:45 PM. Since the pandemic began in March 2020, transportation has been reduced to on-demand only at a rate of approximately \$189.75 one-way in a private sedan. The price may be reduced if passengers are willing to share a ride and coincides with another booked trip. Kids under the age of 14 years old ride free with a paying adult in the reservation. Additionally, discounts are available for seniors, AAA members, active military or veterans upon request. Reservations may be booked online up to 72 hours in advance or by calling 320-253-2226 Monday through Friday between 8:00 AM and 5:00 PM.

Executive Express also offers shuttle transportation for Iowa State University students, staff and faculty between ISU campus and the Des Moines airport up request but more frequently coinciding with when holiday breaks begin and end. Fares for the shuttles begin at approximately \$49 one-way per person for those catching the buses from the AIF but pickup from your home, office, hotel can be accommodated with the shuttle for an additional \$16 with advanced notice. For more information about shuttle days and times over the holidays, visit <https://www.executiveexpress.biz/shuttle-service/>.

In addition to airport transportation, Executive Express also offers private hourly charter transportation and same-day courier delivery service.

F. Intercity Bus

Jefferson Lines also operates scheduled bus service from Ames out of the Ames Intermodal Facility (AIF) at 129 Hayward Ave., Suite 103 located in the center of Ames directly south Lincoln Way near campus. Burlington Trailways discontinued service in Ames in December 2019. This centralized location opened in June 2012, after numerous years of the intercity depot being located on the eastern outskirts of Ames where residents could not easily obtain regional services. The Ames Intermodal is more accessible to residents due to its current location just one block west of the campustown district.



Additionally, the AIF is located just one to two blocks from five of CyRide's bus routes including: #1 Red, #7 Purple, #11 Cherry, #12 Lilac, & #25 Gold.

Prior to the move to the center of Ames, ridership averaged less than 10 passengers per day getting on and off the bus in Ames when both Jefferson Lines and Burlington Trailways intercity carriers were in east Ames. The map to the right explains the operations of Jefferson Lines: Jefferson Lines currently travels north-south throughout eleven states in the central United States. For service, Jefferson operates two trips heading north and two heading south from the Ames Intermodal Facility (AIF). AIF facility hours are Monday through Sunday from 5:00 a.m. until 12:00 a.m. According to their website, Jefferson Lines is open for ticket sales at the AIF Monday – Friday from 9:00 AM – 1:00 PM and 2:00 – 5:00 PM.



Jefferson can be reached by calling its 1-858-800-8898 phone number Monday –Friday from 7:30 am – 7:00pm and Saturdays, Sundays and holidays from 7:30am – 4:00pm. Jefferson accommodates customers with disabilities if provided 48 hours' notice prior to departure as described on their website at <https://www.jeffersonlines.com/customers-with-disabilities.asp>. If notice is not within 48 hours' notice, they will make every "reasonable effort to accommodate" as long as such accommodation will not delay the departure of the schedule a person wishes to travel.

G. Public Transit Providers (Fixed Route & Demand Response)

Public transit operations within the Ames metropolitan area consist of [Ames Transit Agency \(CyRide\) \(www.cyride.com\)](http://www.cyride.com) for fixed-route transportation throughout the Ames community, including an ADA Paratransit service called [Dial-A-Ride \(www.cyride.com/Dial-A-Ride\)](http://www.cyride.com/Dial-A-Ride), and [Heart of Iowa Regional Transit Agency \(HIRTA\) \(https://www.ridehirta.com/\)](https://www.ridehirta.com/) that operates demand response public transit throughout Story County.

Below is a synopsis of the types of services provided via CyRide and HIRTA:

Type of Service	Fixed-Route Public Transit Service	ADA Complimentary Service (Dial-A-Ride)	Demand Response Public Transit Service for Story County
Operator	Ames Transit Agency (CyRide)	HIRTA (CyRide contracts)	HIRTA (direct operation)
Service Area	City of Ames	City of Ames	Story County
Who is Eligible?	General Public	General Public (as ADA eligible)	General Public, Seniors and Persons with Disabilities
Days of Operation	359 days/year	359 days/year	
Monday-Friday	6am – 12am	Same as CyRide	6:30am – 8:00pm (Ames) 6:30am – 5:00pm (Story Co.) 6am – 8pm (within Ames)
Saturday	8am – 12am	Same as CyRide	7:30 am – 6:00 pm (within Ames only)
Sunday	9am – 12am	Same as CyRide	8:30 am – 6:00 pm (within Ames only)-
Holidays	Closed: New Years Day, July 4 th , Memorial Day, Thanksgiving, and Christmas.	Closed: New Years Day, July 4 th , Memorial Day, Thanksgiving, and Christmas.	Closed: New Years Day, July 4 th , Memorial Day, Thanksgiving, and Christmas.
Fare Structure (one-way)	FULL FARE = \$1.00 REDUCED FARE = \$0.50 (Elderly/disabled, K-12 students, Medicare cardholders & Medicaid cardholders) Free; ISU students (ISU student ID Required) More Info at: www.cyride.com/fares	\$2.00	\$2.50 (in Ames) \$5.00 (in Story County) \$5.00 (Ames to Nevada) \$5.00 (Ames to Boone – limited availability) \$25.00/hour (outside Story County)
Fleet	Articulated Bus = 8 Heavy duty 40' bus = 75 Light duty bus = 8 (Buses 100% accessible) Trucks = 2 Administrative = 6	Light duty buses = 8 (1 leased from CyRide) Ford Transit Vans = 3 100% accessible	

CyRide is a collaborative partnership between the City of Ames, Iowa State University and ISU's Student Government. CyRide currently operates 14 fixed routes, a Dial-A-Ride service for persons with a disability, and a late-night service called Moonlight Express. The fixed routes and Dial-A-Ride operate every day of the year except Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas, and New Year's Day. Moonlight Express, our free late-night bus service, operates from 10:30pm - 3:00 am on Friday and Saturday nights when Iowa State University is in full session (summers excluded). All fixed route trips shown in the timetables are wheelchair accessible and service animals are allowed (pets that are not service animals are prohibited).

CyRide contracts with [Heart of Iowa Regional Transit Agency](#) (HIRTA) to provide [CyRide's complementary ADA service](#) (<https://www.cyride.com/Dial-A-Ride>), called Dial-A-Ride (DAR), within the Ames community. This service serves passengers that cannot otherwise ride CyRide's fixed-route buses due to a disability. All passengers must be approved by CyRide to ride this service. The DAR service allows qualified individuals per the Americans with Disabilities (ADA) guidelines ride this door-to-door service for twice the fare of the fixed-route system. CyRide fixed route fares are currently \$1.00 per ride, therefore DAR costs \$2.00 per ride. The DAR services mirror the hours/days of the fixed-route system providing service to anywhere in the City of Ames or ¾ mile from any fixed route service operated by CyRide, whichever is greater.

HIRTA operates door-to-door demand-response transit service in the counties of Boone, Dallas, Jasper, Madison, Marion, Story and Warren. HIRTA provides the service directly for Story County however the days and hours of service they provide differ by the county. Anyone can ride this transit service, not just those individuals with disabilities. HIRTA also offers same day service within the Ames community. For more information visit www.hirtapublictransit.com/.

H. RSVP Volunteer Transportation Program

Central Iowa RSVP (Retired Senior Volunteer Program) provides Story County residents with safe and reliable transportation to and from essential services, primarily to medical appointments. RSVP recruits, trains and schedules all volunteer drivers and coordinates the trip requests. 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, including trips to medical appointments in Des Moines and other out-of-county destinations. 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 sign a waiver of liability for RSVP to keep on file, 4) Be willing to comply with ridership policies. For more information, visit <https://www.rsvpvolunteer.org/transportation-program>.



Volunteer drivers, located throughout Story County, utilize their own vehicles and can be reimbursed for mileage from RSVP. RSVP welcomes referrals from any Story County agency whose clients may need to access this service. However, those who are eligible for transportation to medical appointments through Medicaid can only be provided with non-medical trips through RSVP. Approved clients can access transportation in Story County Monday through Friday 8:00 am to 4:00 pm. RSVP does not charge clients for their rides but does accept donations from riders and encourages them to support the program. These donations are utilized to offset mileage reimbursement costs for the drivers. In addition to donations, the program is also funded by United Way of Story County, Story County and the City of Ames.

Below are some highlights of how the RSVP Transportation program has grown since its onset of being operated through RSVP.

	Round Trip Rides	Volunteer Drivers	# Clients Taking Trips
CY2010	213	29	38
CY2011	386	40	70
CY2012	559	41	89
CY2013	570	43	82
CY2014	767	57	94
CY2015	940	55	84
CY2016	859	45	80
CY2017	880	42	97
CY2018	718	41	85
CY2019	766	39	82
CY2020	306	33	47
CY2021	531	34	56
CY2022	645	32	68

To summarize, ridership decreased to only 306 round trip rides in calendar year (CY) 2020 due to the pandemic but has rebounded since that time. CY2022 ridership ended with 645 round trip rides provided by only 32 volunteer drivers. This is the lowest volunteer drivers have been since the inception of the program in CY2010. The program is still productive in CY2022, with over 20 round trip rides or 1.7 round trips a month per driver.

Round trip rides were at its highest in CY2015 with 940 rides. Drivers were at its highest in CY2014 while clients taking trips topped out at 97 in CY2017. Overall, round trip ridership has increased by 203% since the program began in January 2010.

I. Iowa RideShare

In October 2016, lowans began to have a new online way to connect with other commuters who want to consolidate trips using a car pool or van pool statewide. IowaRideshare.org uses technology to connect people coming and going to the same location throughout the entire state of Iowa. Bicycle and walking buddies can also be matched using the secure website. Individuals may utilize this online commute matching system to travel with others on a one-time need basis or to commute to work daily. Unfortunately, in August 2023 the Iowa DOT Public Transit Bureau informed Iowa’s transit agencies that the website was down due to a contract expiration with the vendor, but they are working to update the system by spring 2024 so that Iowa commuters have this resource again.

J. Vanpool Services

The City of Ames currently does not offer an organized vanpool program.

- **Caravan By DART** - The Des Moines Area Regional Transit Authority (DART) in Des Moines, Iowa offers a vanpool program, for the entire central Iowa region (all counties surrounding Polk County) which includes Story County and the City of Ames. Caravan by DART, formally known as RideShare, helps commuters locate others with like travel patters to share rides in vanpools. DART has a fleet of vans used by groups of five to 12 commuters for



trips to and from work. The vans are purchased and subsidized with federal funding and are typically replaced every 4 years. For more information on DART's vanpool/carpool program go to: <https://www.ridedart.com/Caravan> .

As of November 2023, DART operates only one van from Ames to the Des Moines metropolitan area for work purposes carrying a total of 7 commuters including the driver. This is a decrease of 7 vans transporting 54 commuters prior to the pandemic. Caravan staff have indicated that individuals are opting to work from home instead of commuting to the office due to the pandemic. No DART vanpools currently operate from Des Moines to Ames for work purposes. Costs to ride in a vanpool are approximately 9.5 cents per mile times the number of miles traveled per day times 22 days per month. Fares are typically between \$95 minimum and \$400 maximum per month.

- **ever HIRTA it?** - In January 2024, the Heart of Iowa Regional Transit Agency (HIRTA) announced that they were adding vanpooling service to their transportation services. HIRTA partnered with Enterprise to provide this vanpool program, to help support the employment needs of local businesses and improving the daily commutes of individuals in central Iowa communities. Since this service just began, no vans are currently in operation to or from Story County. The partnership with Enterprise allows HIRTA to expand their services. By leveraging Enterprise's fleet of vans, SUVs and crossovers, the vanpool program becomes a budget-friendly and efficient solution for many commuters and employers. Enterprise is providing the coordination of vehicles, liability insurance, vehicle maintenance and 24-hour roadside assistance. For more information, visit <https://www.ridehirta.com/vanpool/ia>.



ever
HIRTA
it?

- **Iowa State University Transportation** - Iowa State University's transportation services department operates a non-formalized vanpool program exclusive to university faculty and staff for the purpose of commuting to and from work. One member drives and is responsible for the van with the other members paying a monthly fee to support the operating cost. The members of each group split the cost based on the number of seats available in their respective van. Current vanpool locations include Ankeny, Des Moines, Urbandale, Boone, Ogden and Jefferson. Vanpooling benefits include less wear and tear of your personal vehicle, less expensive than driving alone and the freedom to relax while riding. In addition, ISU Transportation provides riders with ten free one-day parking passes to drive their personal vehicle and free emergency rides home, if needed.



Iowa State's transportation services department owns approximately 600 fleet vehicles that are leased to university employees on a daily, seasonal, or yearly basis for university business. The vehicles in their fleet range from trailers, emergency equipment, pickups, maintenance equipment, and automobiles/vans. For more information, visit <http://www.transportation.iastate.edu/>.

K. Client Transportation Providers

The organizations on the following page either indicated they provide service for their clients with agency owned vehicles and discussed their usage at meetings, attained information from their website or over the telephone in conversations with AAMPO staff. Overall, eleven providers for direct client transportation provided information and the AAMPO contacted these organizations via phone to improve the information previously provided within past PTP updates.

Overall, eleven transportation providers have the ability to transport their clientele around the Ames community, Story County and neighboring counties in some instances.

	Transportation Provider	Bus	Van	Car	Wheelchair Accessible	Hours
1	Green Hills Retirement Community	1	2	1	Yes, -1 Van	As requested; Typically 8AM – 4 PM (\$6/ride; 2-day advance notice OR more expensive)
2	Northcrest Community	2	2	0	Yes, 1 van; 1 bus	As requested (scheduled for medical appointments and community outings)
3	Independence Village Ames	1			Yes, 1 Bus	As requested (Mondays 8 AM-4:00 PM & Thursday 8 AM-4:30PM 2 drivers
4	Ames Community Pre-School Center	2	1		Yes, 2 buses	Field Trips Only
5	Boys & Girls Club	0	3		No	Mon. – Fri: 3PM - 4PM; 6PM
6	Youth & Shelter Services		6			As Requested
7	ChildServe		2		2 vans	Mon-Fri: 4pm - 8pm Sat: 10am-2pm (for respite)
8	Mainstream Living		8	11	8 vans	<u>As Needed for community activities and medical appointments</u>
9	Friendship Ark		18	0	Yes, 5 vans	24/7
10	Optimae LifeServices		1	7	No	As requested

Retirement Community/Nursing home/Senior Living Transportation Providers: Three retirement communities for senior living and/or nursing homes have vehicles specifically to transport clients living at their residential communities with two of these providers having small buses.

1. [Green Hills Retirement Community](https://greenhillsrc.com/)

– Fleet of 1 bus, 2 vans (1 accessible) and 1 car. The bus is a 25-passenger vehicle and is typically scheduled for event transportation requiring a certain number of residents signed up the bus is deployed. The vans typically provide transportation for medical appointments within Ames.



Transportation is also available upon request for \$6 per ride if scheduled two-days in advance of the trip. If immediate transportation is requested, the cost for this transportation is more expensive to the resident. Green Hills has two drivers (1 full-time and 1 part-time) with required commercial drivers' licenses (CDL) available to provide bus transportation. Additionally, groundskeepers (3) typically have either their CDL or chauffeur's license to provide transportation to residents. All certified nursing assistants (5-7) also have their chauffeur's licenses as well so they can also transport ambulatory residents for requested trips. These vehicles are typically utilized for clients upon request only.

2. [Northcrest Community](https://www.northcrestcommunity.org/) –

Fleet of 2 small buses (1 accessible) and one car to transport their clients throughout Ames for grocery/general shopping, medical appointments as well as scheduled community activities.



3. [Independence Village](https://www.storypoint.com/community/ames-ia/) –

Fleet of one accessible bus shared with sister facility in Ankeny, Iowa that provides courtesy transportation to their residents typically on Monday's and Thursdays only. If transportation is needed on other days, staff will help coordinate this transportation for the resident with HIRTA public transit.

Human Service Agency Transportation: The following human service agencies provide transportation for their clients. Three agencies provide transportation for the youth in Ames for programs and or services they provide. However, the majority of these providers serve the mentally disabled community that may require more personal attention in their transport. In addition, these agencies below also serve the entire county and may travel to neighboring counties for their clients.

4. [Ames Community Pre-School](http://www.acpc-childcare.org/) (<http://www.acpc-childcare.org/>): Ames Community Pre-School currently has 2 minibuses that can seat 14 children each and 1 minivan that can accommodate 5 children. Only the buses are wheelchair accessible. The vehicles are only utilized for emergencies and for field trips for children under 5 years of age and only when CyRide is not an option. ACPC indicates that they utilize CyRide's public transit quite a bit during the summer months.

5. [Boys & Girls Club of Story County](https://www.bgcstory.org/) (<https://www.bgcstory.org/>): Boys and Girls Clubs of Story County currently has 3 vans that are utilized to only to transport middle and high school students from school to the club. The hours of service are: Mon. – Fri: 3PM - 4PM; 6PM. Transportation is only provided to these members with prior consent from parents or guardians. In Nevada, on the occasion of bad weather the Boys & Girls Clubs will transport the elementary and Middle School students to the Club. The Club does not provide any transportation home from either site. Boys & Girls Club indicates they currently have a concern of only having enough drivers to provide the services currently provided, no expanded services. They utilize local maintenance repair shops to maintain all their vehicles. They consider affordable transportation in Ames as a needed and valuable service to the Club families and staff as it is used as a way for some teens to get home and staff to get to work.
6. [Youth & Shelter Services](https://www.yss.org/) (<https://www.yss.org/>): YSS supervisors revealed that YSS provides client transportation within 6 vans of which none are accessible.
7. [Childserve](https://www.childserve.org/childcare/childcare-ames/) (<https://www.childserve.org/childcare/childcare-ames/>) : ChildServe utilizes a fleet of 2 accessible vans to transport children with mental and/or physical disabilities for their Supported Community Living (SCL) and respite programs. The SCL program offers skill-building services to help children and young adults increase their independence and confidence while respite provides breaks for family caregivers. ChildServe supervisors coordinate this transportation. The vans are utilized to integrate the children and teens within the community they reside. The vans are only utilized if staff vehicles cannot accommodate the child due to the mobility equipment. ChildServe has approximately 7 individuals to drive their vehicles but they have difficulty finding individuals that are old enough to drive per Childserve requirements. Childserve requires their drivers to be 21+ years old to drive for them and have a chauffeur's license. They provide weekday transportation between 4-8pm and Saturdays between 10am-2pm. This service is free to their clients.

If the Childserve vans do not accommodate all the children and staff, Childservice will also utilize CyRide's EASE service for transportation to travel around Ames. Childserve acknowledges that they have many staff and clients that live outside of the Ames community and obtain transportation via HIRTA or other private transportation approved by a waiver.

8. [Mainstream Living Inc](http://www.mainstreamliving.org/) (<http://www.mainstreamliving.org/>) – Fleet of 8 vans and 11 cars, with the 8 vans being wheelchair accessible. Mainstream Living helps provide housing, medical, employment, counseling, community integration and a variety of other supporting services for individuals with disabilities. Many agencies refer their clients to Mainstream for their unique programs for a broad range spectrum in obtaining life skills.
9. [Friendship Ark, Inc](http://www.friendshipark.org/) (<http://www.friendshipark.org/>): Fleet of 18 vans (5 accessible) with approximately 65 driving staff that transport clients throughout Ames, Story County and Polk County. Friendship Ark has a staff that creates a monthly transportation schedule for their day habilitation program. For each home, transportation is provided as needed by staff who is working. They anticipate having to expand their fleet with 2-3 vehicles over the next 5 years for continued growth in the residential as well as day-habilitation programs. In addition, the staff coordinates rides for clients who are utilizing HIRTA to get to an outside day program. Staff commented that if CyRide could extend fixed route services further west on Lincoln Way to County line near their offices, independent members could reach Friendship Ark on their own. An extended fixed route would also serve Sunset Ridge

neighborhood residents.

10. [Optimae Life Services](http://www.optimaelifeservices.com/) (<http://www.optimaelifeservices.com/>) –Optimae Life is a privately funded entity and obtains their cars through [Enterprise](https://www.enterprise.com/en/car-rental/locations/us/ia/ames-6224.html) (<https://www.enterprise.com/en/car-rental/locations/us/ia/ames-6224.html>). They have a fleet of approximately 8 vehicles which are utilized for the following purposes: 4 on site (3 cars, 1 van), 4 cars at residential care facility (RCF) homes within Ames with one of those serving for community integration. The RCF homes offer individuals with mental illness and disabilities assistance with day-to-day living activities to help them succeed and, in some cases, transition out of the facility.

L. Other Transportation Coordination

The following transportation coordination occurs to help provide other specific transportation options in Story County which are listed within the Story County Transportation brochure at www.cyride.com/sct.

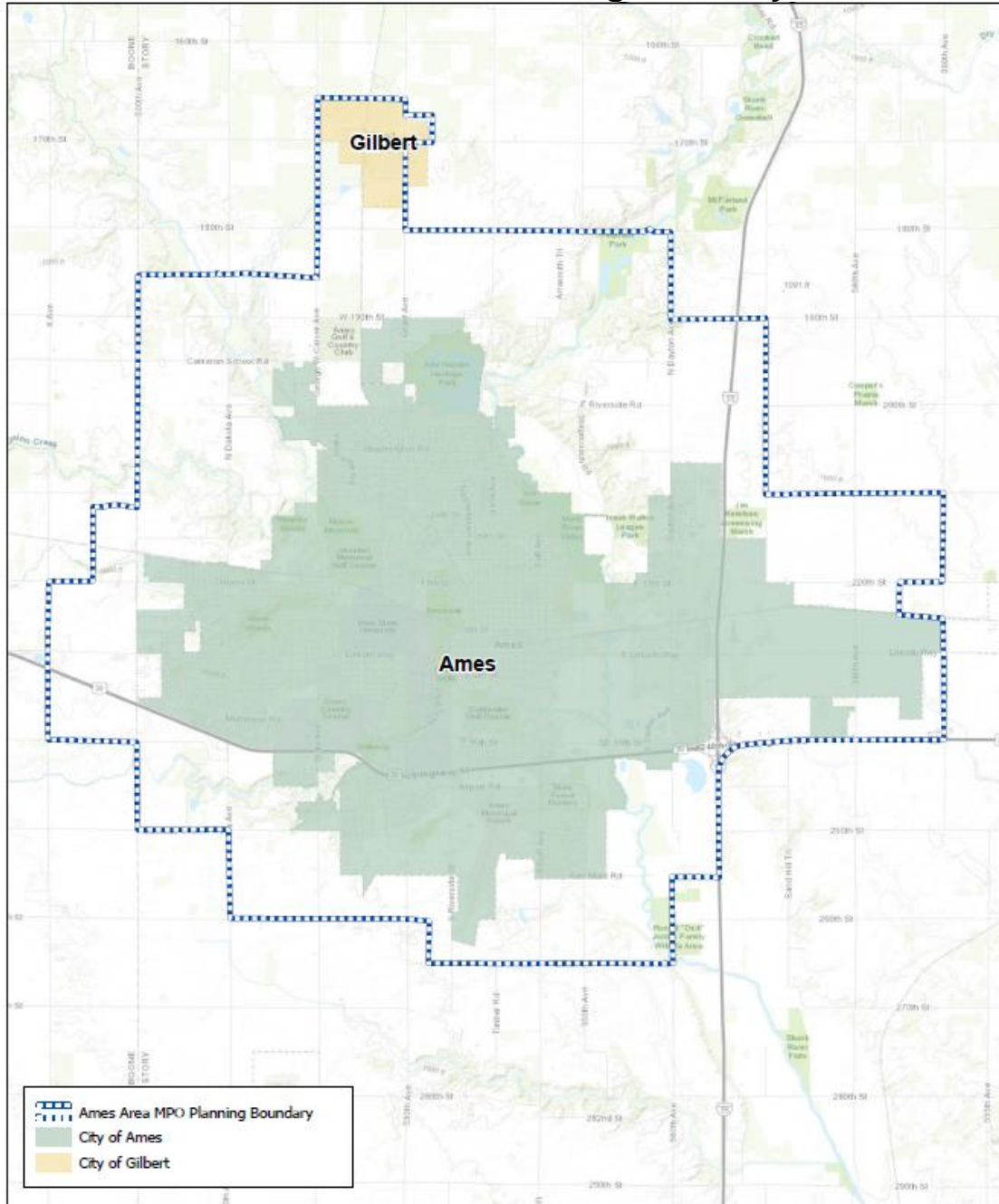
- **American Cancer Society** provides free rides for cancer patients for treatment & follow up appointments
- **Central Iowa Community Services (CICS)** provides services such as education/training, mental health services, transportation, disability assistance, financial assistance as well as service coordination. Their clients are the elderly, low-income, youth, individuals with medical needs, and individuals with disabilities. CICS provides subsidy gas vouchers, passes/tickets, volunteer driver program, how to ride the bus education and coordinates services with providers providing transportation. They indicate that accessing apartments outside of Ames is problematic. This may be due to unaffordable or unavailable low-income housing within Ames.
- **Good Neighbor Emergency Assistance** offers emergency gas vouchers and CyRide tickets. In addition, they provide emergency rent, food and utility assistance.
- **Managed Care Organization's (MCO's)** in Iowa provide free transportation through Medicaid funded trips via Access2Care coordination. Individuals should call their MCO's to schedule the transportation.
- **The Salvation Army Service Center** provides emergency vehicle maintenance and repair funding (\$300 maximum) paid directly to the mechanic/service center. This assistance is only for Story County residents below 200% of poverty level.
- **Story County General Assistance** provides emergency one-time transportation assistance (up to 15 gallons of gas with 1 quarter of oil OR out of state bus tickets) for transient individuals.
- **Story County Veterans Affairs** provides free rides to veterans for their medical appointments during the weekday to ambulatory passengers only. Individuals must schedule 5+ days in advance.
- **Veteran Transportation Service** provides free wheelchair accessible transportation to medical appointments. Individuals must schedule 5+ days in advance.
- **We-Cycle** offers rebuilt bicycles that have been donated to individuals who are unhoused or otherwise in need.
- **Wheels To Work** provides a donated vehicle for working households funded through the United Way of Story County in collaboration with Ames Ford Lincoln. Individuals may apply at Access, Good Neighbor Emergency Assistance, MICA, The Salvation Army or Story County General Assistance

AREA PROFILE

A. Location

The City of Ames is located within Story County at the intersection of I-35 and Highway 30 as shown on the below. The area highlighted in green is the City of Ames city limits and the MPO planning boundary is the blue dashed line.

Ames Area MPO Planning Boundary



Date: 9/5/2023
NOT TO SCALE



Document Path: G:\Ames\Departmental\Ames_CyRide\GIS_PROJECTS\11410020\CyRideProximity\CyRideRoute_Demographics_with_QuarterMile\CyRideRoute_PopulationStatistics_QuarterMile.aprx

The Ames Area Metropolitan Planning Organization was one of nine metropolitan planning areas in the State of Iowa; that formed after the 2000 Census when the community rose over 50,000 in population. The Ames community is also home to Iowa State University students that equate to nearly half of the Ames population.

Specifically, the Ames urbanized area population from the US Census is estimated at 66,950 with (<https://www.census.gov/quickfacts/fact/table/amescityiowa/PST045222?>) approximately 30,177 (45%) of that university students. However, this enrollment drops to approximately 8,468 students (<https://www.inside.iastate.edu/article/2023/07/06/summer>) for the summer enrollment. Essentially 32 percent of the total population leaves Ames during the summer which dramatically impacts the passenger transportation needs and level of service provided to the community. As a result, the Ames community enjoys a much higher level of transit service due to the university students' demand for alternative transportation. The public transit operator, CyRide, estimates that approximately 94 percent of the public transit ridership in Ames is university student related and they in turn support 60 percent of the public transit providers' budget. As a result, the transportation services are greatly influenced by where the university students' live within the Ames community with most routes operating through central campus. These high frequency transit services however also benefit the overall community as they travel through Ames.

B. Demographics

The following demographic information is reported from the US Census' most current 2018-2022 United States Census 5-year estimates website in regard to information on the City of Ames' low-income, elderly and disabled populations. (<https://data.census.gov/table/ACSST5Y2022.S0101?q=ames%20iowa>)

Population information was also ascertained from Iowa State University regarding fall 2022 student enrollment, students with disabilities and students with low-income to obtain more detailed information on this subset. University students equate to approximately 45% of the City of Ames population reaching 29,969 students in 2022. Student population impacts public transit demand in Ames greatly as each student attending Iowa State University rides CyRide on average 150 times per year. CyRide places "extra" buses onto route corridors if needed to handle this higher demand.

Elderly Population

The elderly population in Ames is 10.5% of the residents. As shown, ISU students hardly contribute to this 10.5% as approximately 0.02% is over the age of 64 years. In fact, the Ames community is relatively a young community with the median age being 23.

Ames, Iowa: Population By Age U.S. Census 5-Year Estimates	Number	Percent	ISU Students: Population By Age - Fall 2022	Number	Percent
Total Population*	66,265		Total ISU Population	29,969	*45.2%
Under 19 years of Age	16,331	24.6%	Under 19 Years of Age	10,488	34.9%
20-24 yrs.	20,574	31.0%	20-24 yrs.	15,312	51.1%
25-54 yrs.	17,953	27.1%	25-49 yrs.	4,082	13.6%
55-64 yrs.	4,461	6.8%	50-64 yrs.	120	0.4%
Over 64 yrs.	6,946	10.5%	Over 64 yrs.	7	0.0%
Median Age	23.0				

Sources: ISU Students: Population By Age - 2022; Office of the Registrar: https://www.ir.iastate.edu/sites/default/files/factbook/AY2024/EN03_Enrollment_Age.pdf
Ames, Iowa: Population By Age; 2018-2022 U.S. Census 5-year estimates (<https://data.census.gov/table/ACSST5Y2022.S0101?q=ames%20iowa>)

Disabled Population

Approximately 8.2% of the Ames community is estimated to be disabled with 43% of those individuals under the age of 35. The largest population segment of disabled individuals is between the ages of 18-34 years old.

Ames, Iowa: Disabled Population	Number	Male	Female	Total	Percent
Total Population*	66,265				
		2,920	2,527	5,447	8.2%
Under 5 Years		10	-	10	0.2%
5-17 Years		117	36	153	2.8%
18-34 Years		1,166	1,015	2,181	40.0%
35-64 Years		548	585	1,133	20.8%
65-74 Years		394	185	579	10.6%
75 Years and Over		685	706	1,391	25.5%

Sources:

* Ames, Iowa: Population By Age; 2018-2022 U.S. Census 5-year estimates –

(<https://data.census.gov/table/ACSST5Y2022.S0101?q=ames%20iowa>)

Disabled Population breakdown by age -

<https://data.census.gov/table/ACSDT5Y2022.B18101?q=ames%20iowa&t=Age%20and%20Sex:Disability:Populations%20and%20People&y=2022>

Poverty Status

Approximately 14,610 individuals are below the poverty level in Ames. The majority of those are between the ages of 18-64 years old as shown in the following 2018-2022 U.S. Census 5-Year Estimates table. The Office of Student Financial Aid at Iowa State University determined that \$142,443,000 in financial aid dollars was awarded to ISU students in 2022 through scholarships, grants loans or employment with 43% of students graduating debt free. Approximately 29,969 students attended Iowa State University in the fall 2022 with 30,177 enrolled in 2023.

Ames, Iowa: Poverty Status in the Past 12 Months (Census 2018-2022 Estimates)	All income levels	Below Poverty Level	Percent below Poverty Level
All individuals for whom poverty status is determined	54,504	14,610	26.8%
Under 18 years	7,125	528	7.4%
18-64 Years	40,586	13,665	33.7%
65 years +	6,793	417	6.1%

Source: <https://data.census.gov/table/ACSST5Y2022.S1701?q=ames%20iowa&t=Income%20and%20Poverty>

C. Limited English Proficient (LEP) Population

An analysis of the City of Ames' limited English proficient (LEP) population is provided below which was based on CyRide's Title VI Program which was submitted to the Federal Transit Administration (FTA) in the fall 2022. This program expires on November 30, 2025.

LEP persons, as defined by [FTA C 4702.1B](#), are individuals that speak English "less than very well." After conducting the federally required four factor analysis, CyRide identified one specific language type over the 1,000 person Safe Harbor Threshold as defined by the Department of Justice, which was adopted by FTA.

The largest and only LEP population for languages spoken within the City of Ames is Chinese, which is at 1,793 persons (2.9%) speaking English “less than very well”. To see the full four factor analysis, please refer to the attached appendix and view CyRide’s “Limited English Proficiency (LEP) Access Plan Improving Access to Services for Persons with Limited English Proficiency” document.

City of Ames Limited English Proficiency (LEP) Individuals

Language Spoken at Home By Ability to Speak English for the Population 5 Years and Over (B16001)	Speak language at home	Margin of Error	Speak English	Margin of Error	Speak English less than	Margin of Error	Percentage speaking English less than very
Total Population > 5 Years	60,296	+/-245					
Speak only English	52,801	+/-555					
Spanish or Spanish	1,098	+/-280	899	+/-223	199	+/-129	0.3%
French (incl. Patois,	136	+/-59	99	+/-47	37	+/-33	0.1%
French Creole:	5	+/-8	0	+/-22	5	+/-8	0.0%
Italian:	70	+/-54	70	+/-54	0	+/-22	0.0%
Portuguese or Portuguese	152	+/-118	146	+/-117	6	+/-10	0.0%
German:	191	+/-87	171	+/-86	20	+/-22	0.0%
Yiddish:	4	+/-7	4	+/-7	0	+/-22	0.0%
Other West Germanic	10	+/-16	10	+/-16	0	+/-22	0.0%
Scandinavian languages:	22	+/-26	9	+/-14	13	+/-22	0.0%
Greek:	18	+/-18	18	+/-18	0	+/-22	0.0%
Russian:	46	+/-44	15	+/-18	31	+/-33	0.1%
Polish:	0	+/-22	0	+/-22	0	+/-22	0.0%
Serbo-Croatian:	72	+/-66	6	+/-79	6	+/-11	0.0%
Other Slavic languages:	143	+/-211	143	+/-211	0	+/-22	0.0%
Armenian:	35	+/-51	35	+/-51	0	+/-22	0.0%
Persian:	48	+/-33	28	+/-25	20	+/-23	0.0%
Gujarati:	30	+/-50	0	+/-22	30	+/-50	0.1%
Hindi:	188	+/-139	179	+/-136	9	+/-16	0.0%
Urdu:	47	+/-73	17	+/-25	30	+/-49	0.1%
Other Indic languages:	286	+/-206	257	+/-201	29	+/-34	0.0%
Other Indo-European	8	+/-13	8	+/-13	0	+/-22	0.0%
Chinese:	2,974	+/-532	1,18	+/-340	1,793	+/-436	2.9%
Japanese:	57	+/-66	38	+/-60	19	+/-24	0.0%
Korean:	355	+/-233	48	+/-71	307	+/-207	0.5%
Mon-Khmer, Cambodian:	0	+/-22	0	+/-22	0	+/-22	0.0%
Hmong:	0	+/-22	0	+/-22	0	+/-22	0.0%
Thai:	11	+/-18	11	+/-18	0	+/-22	0.0%
Laotian:	41	+/-55	9	+/-16	32	+/-41	0.1%
Vietnamese:	93	+/-55	39	+/-37	54	+/-42	0.1%
Other Asian languages:	407	+/-236	320	+/-205	87	+/-70	0.1%
Tagalog:	97	+/-84	97	+/-84	0	+/-22	0.0%
Other Pacific Island	259	+/-163	48	+/-53	211	+/-157	0.3%
Navajo:	0	+/-22	0	+/-22	0	+/-22	0.0%
Other Native North	21	+/-31	0	+/-22	21	+/-31	0.0%
Hungarian:	19	+/-29	19	+/-29	0	+/-22	0.0%
Arabic:	430	+/-279	244	+/-168	186	+/-233	0.3%
Hebrew:	0	+/-22	0	+/-22	0	+/-22	0.0%
African languages:	122	+/-90	122	+/-90	0	+/-22	0.0%
Other and unspecified	0	+/-22	0	+/-22	0	+/-22	0.0%

Source: 2011-2015 American Community Survey 5-year Estimates for the City of Ames; <https://data.census.gov/cedsci/table?q=B16001&q=1600000US1901855&y=2015>

Again, the LEP plan was last revised within CyRide's Title VI program submitted to FTA in September 29, 2022 with the next update due to FTA by October 1, 2025.

Below are programs and activities that CyRide currently utilizes to provide meaningful access to its passenger transportation programs within the Ames community as referenced under the current Title VI program approved by FTA.

- **Google Translate** – CyRide allows translation of its website into preferred languages for the Ames community. Although not fully accurate within the Mandarin language, as shared by YSS's Chinese Global Outreach Director, the translation provides some ability for LEP individuals in a multitude of languages to translate posted schedules, alerts and news information. Ames residents rely more upon their smart phones or tablets to determine when a bus will arrive either on CyRide's website or IASTATE application or via real-time through NEXT BUS as opposed to printed material. In order to provide quick information to the LEP public for schedules, alerts and news, translation via Google Translate is our best resource.
- **Vital Translations** – In determining which documents were vital and which were not, we determined that those documents that provide protections under Title VI and those needing applications to access our services the most vital. Therefore, the following information is translated directly by an experienced interpreter for CyRide's only LEP speaking population over 1,000 (Mandarin Chinese):
 - [Title VI Notice to the public](#)
 - [Title VI Policy & Procedures](#)
 - [Title VI Complaint Form](#)
 - [Dial-A-Ride Application](#)
 - [Reasonable Modification Form](#)
 - [Reasonable Modification Procedures](#)
 - Public Meeting Notices of 'major' route planning or fare changes (Notices will be displayed behind driver, Asian grocery stores, CyRide website, Facebook & Twitter)
 - New Buses only (interior bus signage throughout the bus; added beginning in 2018)
- **Supervisor Assistance**– Bus operators are trained to slow down their rate of speech or use written communication when working with non-English speaking passengers. Often passengers can identify their destination on the route map by pointing to where they'd like to travel. If drivers are unable to communicate directly with passengers, they should call the dispatcher for assistance. If a supervisor assists, they have 24/7 access to language interpreter services and can spend more time with the customer, if needed.
- **Customer Service**
 - Picture Graphics - a picture book is available at CyRide's office filled with pictures or graphics of typical lost items are found on the bus. These photos are identified via photos and words in alternative languages (Chinese, Korean, Spanish, etc) to help determine what passengers may be trying to locate when coming to CyRide's offices for Lost & Found items.
 - I Speak Cards - [I Speak Cards](#) are utilized to help decipher which language the individual speaks to assist them further.
- **Language Interpreter Services** - Over the phone language interpreter services to assist in understanding our non-English speaking customers' needs. This language interpreter service supports over 240 languages and can be accessed during all days and times of the week, 365 days a year, whenever there are language barriers and confusion in communication between transit staff and our customers. Similarly, CyRide's customers can also request the Language Line Interpreter service whenever calling or visiting CyRide and language is a barrier/limitation to receiving CyRide's services. CyRide's supervisors also have access to this over the phone service when assisting non-English speaking customers in the field. This service would be utilized as well during public hearings. This meaningful access is communicated on CyRide's website at <http://www.cyride.com/language-assistance>.

D. Layout of Study Area

The Ames Area MPO estimates that approximately 67-80% of the Ames population live within a quarter mile of a transit route from their home and has access to public transit. A quarter mile is traditionally what a person would walk (i.e. two to three blocks) when getting off a bus along a transit route. While this percentage fluctuates at night and on the weekend, these times are when public transit isn't as high in demand. The table below summarizes the give transit coverage maps on pages 26-35. Please note that the source of population numbers below are obtained from the Environmental Systems Research Inc.

	Population within ¼ mile of transit route	Ames Transit Coverage
Weekday Day	54,867	80%
ISU Break Weekdays	54,412	80%
Weekday Night (After 7pm)**	52,124	76%
Saturday	48,876	72%
Sunday*	45,923	67%
* Note: Sundays - #5 Yellow Route does not operate, and #6 Brown only operates to Towers.		
**Note: Weekday Night (after 7pm) - #6 Brown only operates to Towers after 8pm.		

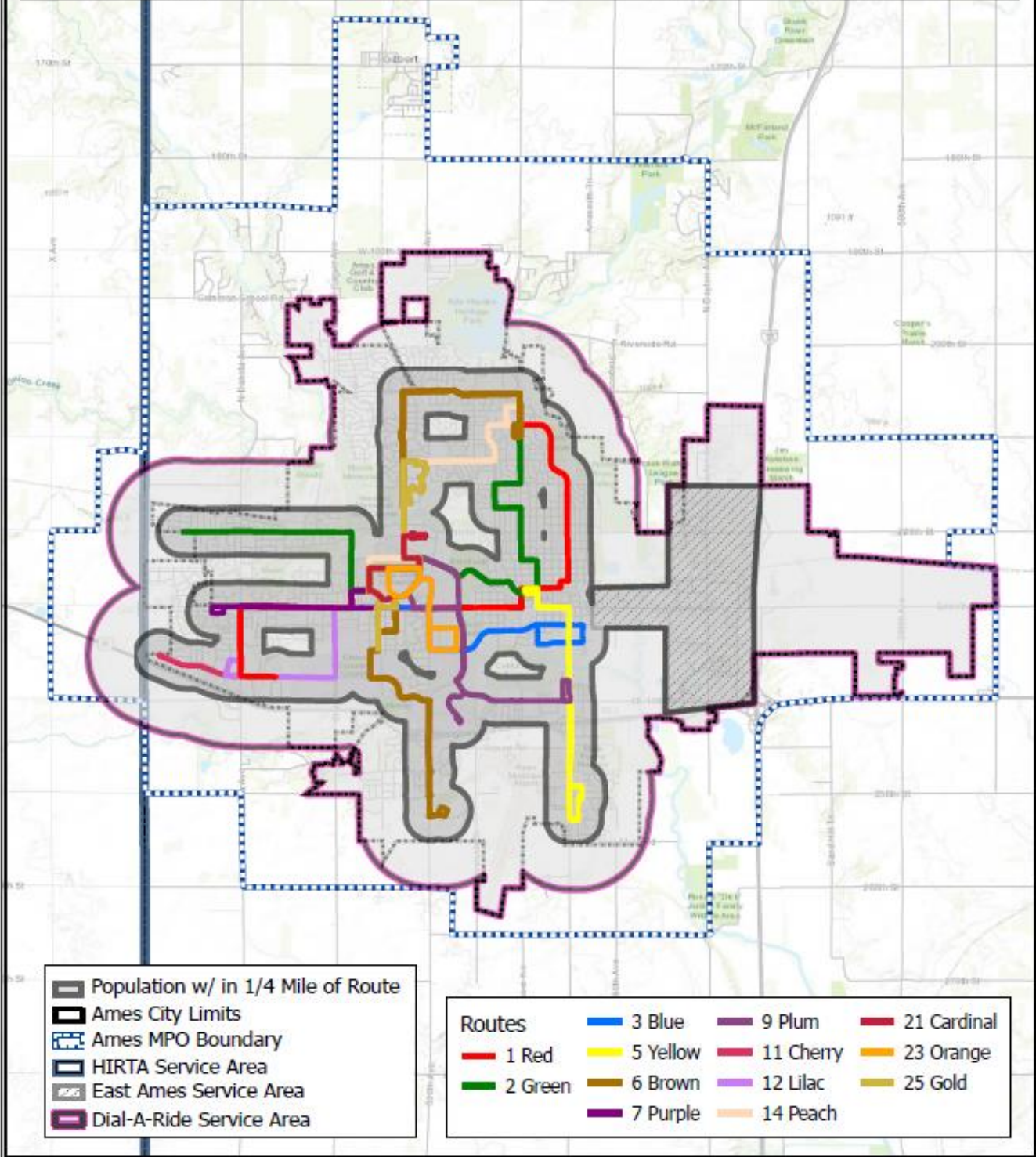
In addition, CyRide serves a great majority of the Ames employment districts. See the Transit Coverage by Zoning Designation maps on pages 26-35 for these visual estimates.

The areas that CyRide does not cover as well include more affluent residential areas of the Ames community, agricultural areas, government/airport zones, portions of Kate Mitchell area, S. 16th commercial corridor, and the E. 13th commercial corridor. CyRide serves the central portion of the Ames community, closer to the university campus rather than the fringe areas of town. This is by design and CyRide's transit board has chosen to serve high residential development on its current transit corridors over new developments.

The major employers in town are Iowa State University, Iowa Department of Transportation, Mary Greeley, USDA, and Danfoss, Inc., etc. The significant impact is that approximately half of the Ames population is going to school for a higher education. One of the main issues is that while CyRide does serve many areas within Ames, the service may not be frequent enough to adequately serve an area to encourage them to take public transit or may not be a direct route to their overall destination.

Ames Transit Coverage - Weekday Day

Total Population	Population w in ¼ Mile	% of Population w in ¼ Mile
68,270	54,867	80%



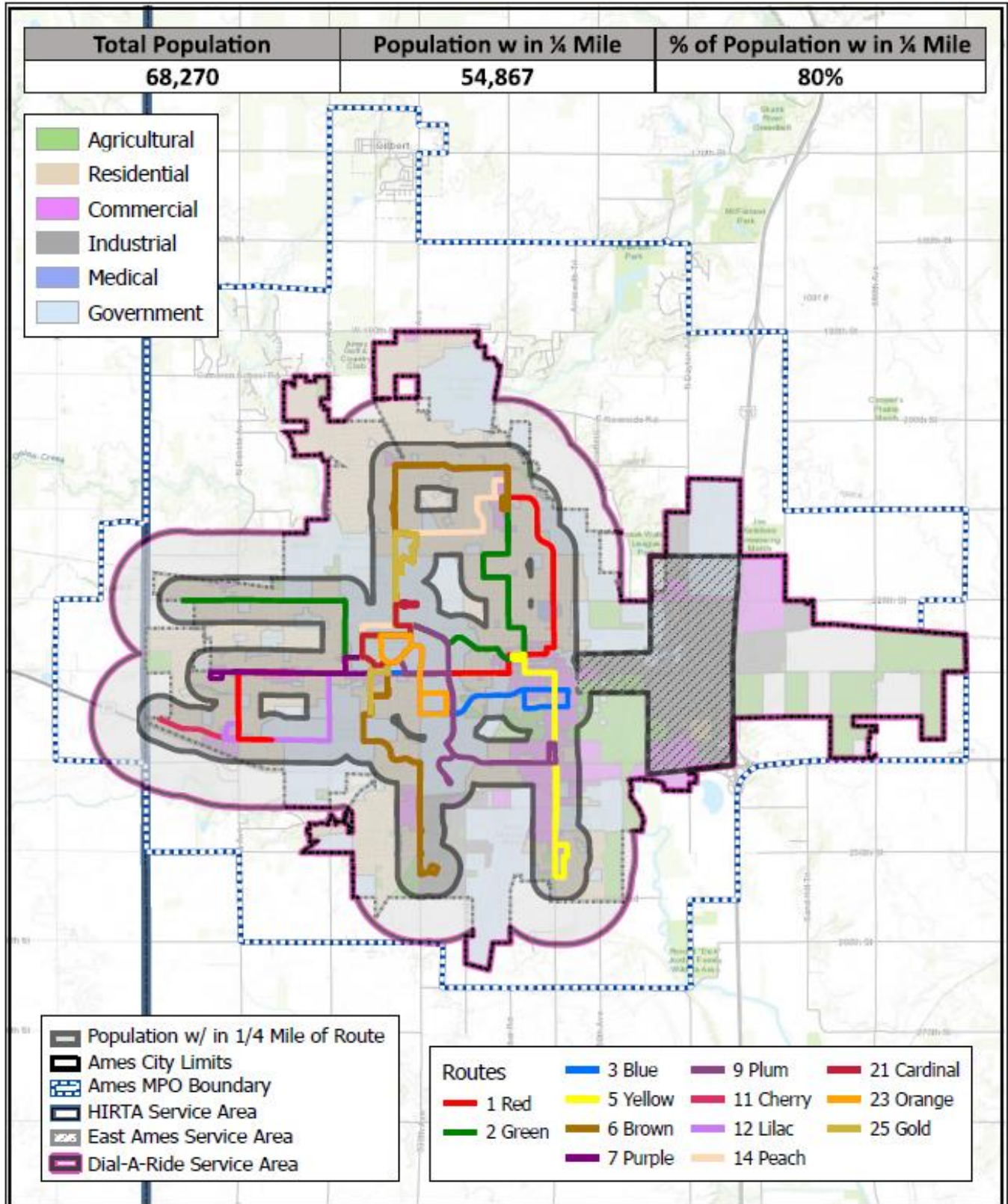
NOT TO SCALE

Date: 9/12/2023



Document Path: G:\Ames\Departmental\Ames_CyRide\GIS_PROJECTS\141002CyRideProximity\CyRideRoute_Demographics_wIn_QuarterMile\CyRideRoute_PopulationStatistics_QuarterMile.aprx

Transit Coverage by Zoning Designation - Weekday Day



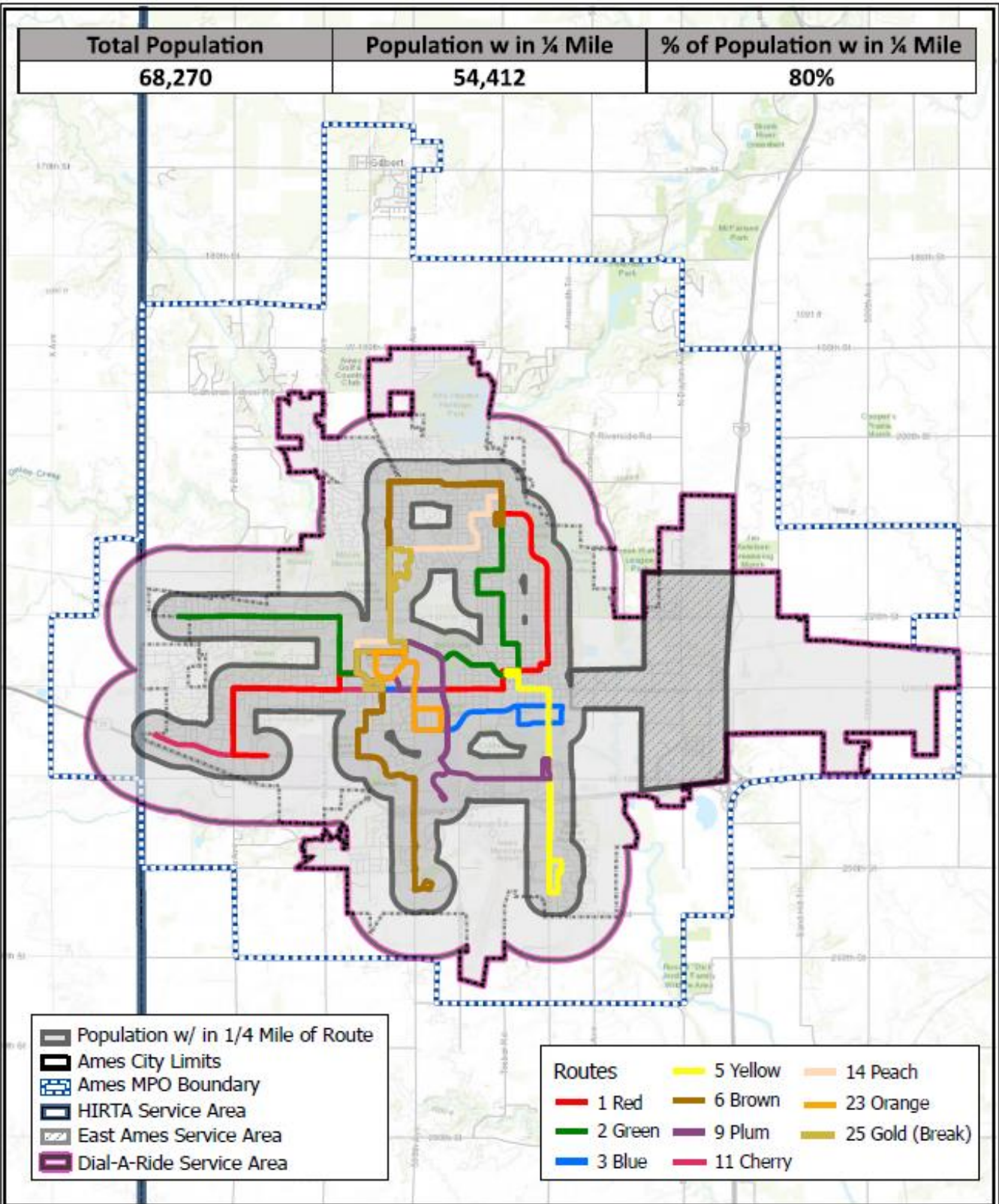
NOT TO SCALE

Date: 9/12/2023



Document Path: G:\Ames\Departmental\Ames_CyRide\GIS_PROJECTS\1410020CyRideProximity\CyRideRoute_Demographics_w\in_QuarterMile\CyRideRoute_PopulationStatistics_QuarterMile.aprx

Ames Transit Coverage - ISU Break Weekdays



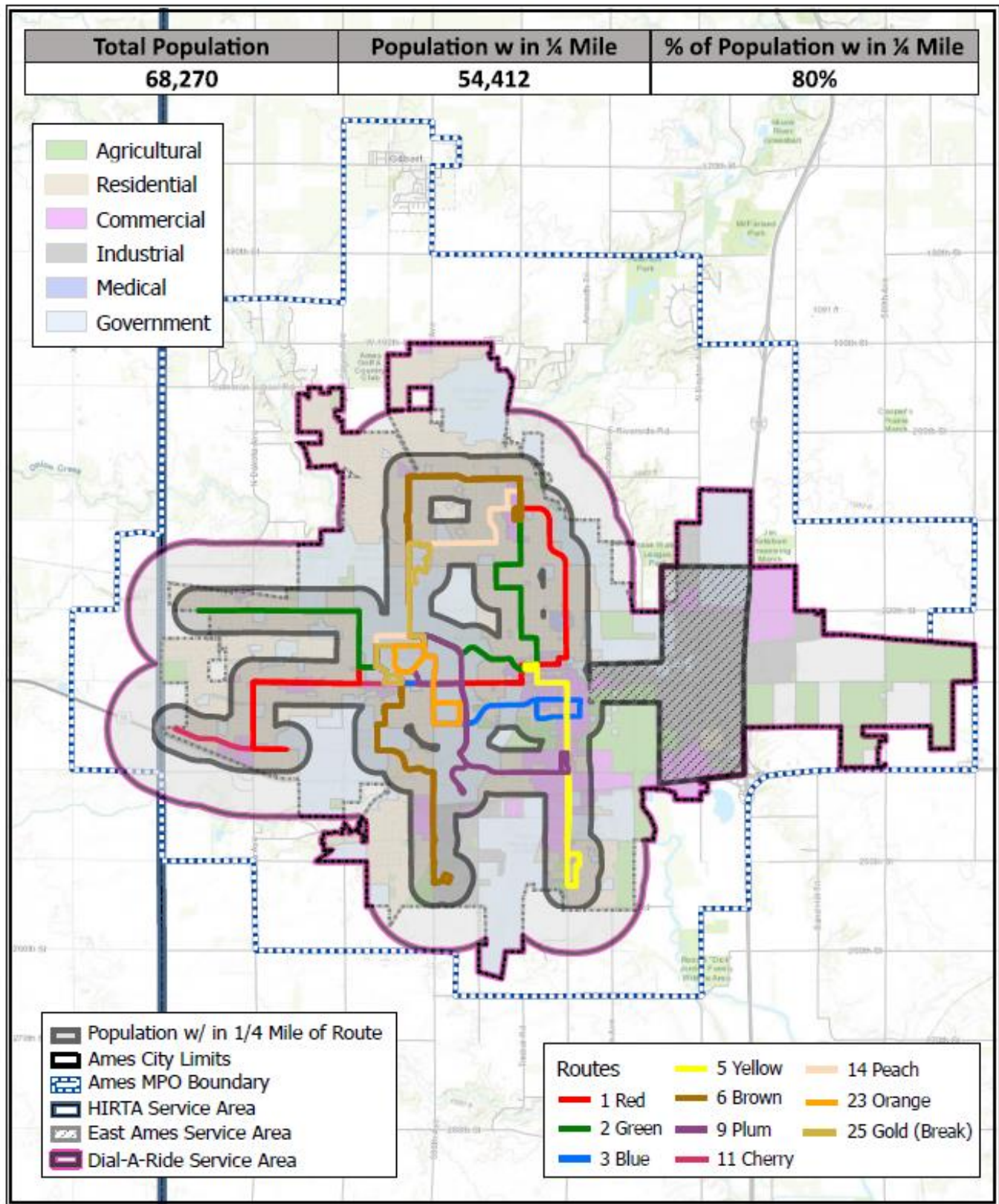
NOT TO SCALE

Date: 9/12/2023



Document Path: G:\Ames\Departmental\Ames_CyRide\GIS_PROJECTS\141002CyRideProximity\CyRideRoute_Demographics_wIn_QuarterMile\CyRideRoute_PopulationStatistics_QuarterMile.aprx

Transit Coverage by Zoning Designation - ISU Break Weekday



Date: 9/12/2023

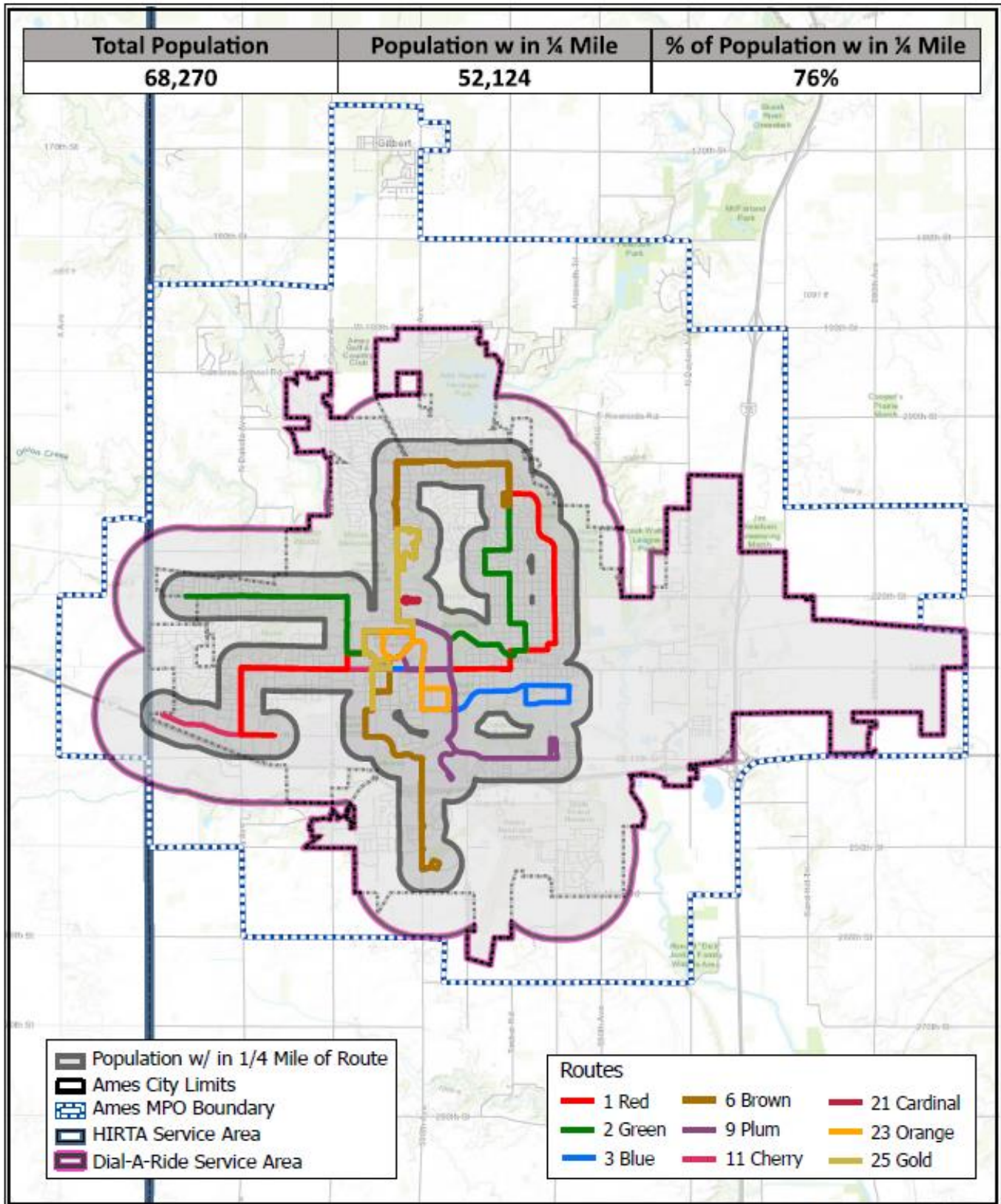


NOT TO SCALE



Document Path: G:\Ames\Departmental\Ames_CyRide\GIS_PROJECTS\141002CyRideProximity\CyRideRoute_Demographics_wIn_QuarterMile\CyRideRoute_PopulationStatistics_QuarterMile.aprx

Ames Transit Coverage - Weekday Nights (After 7 pm)



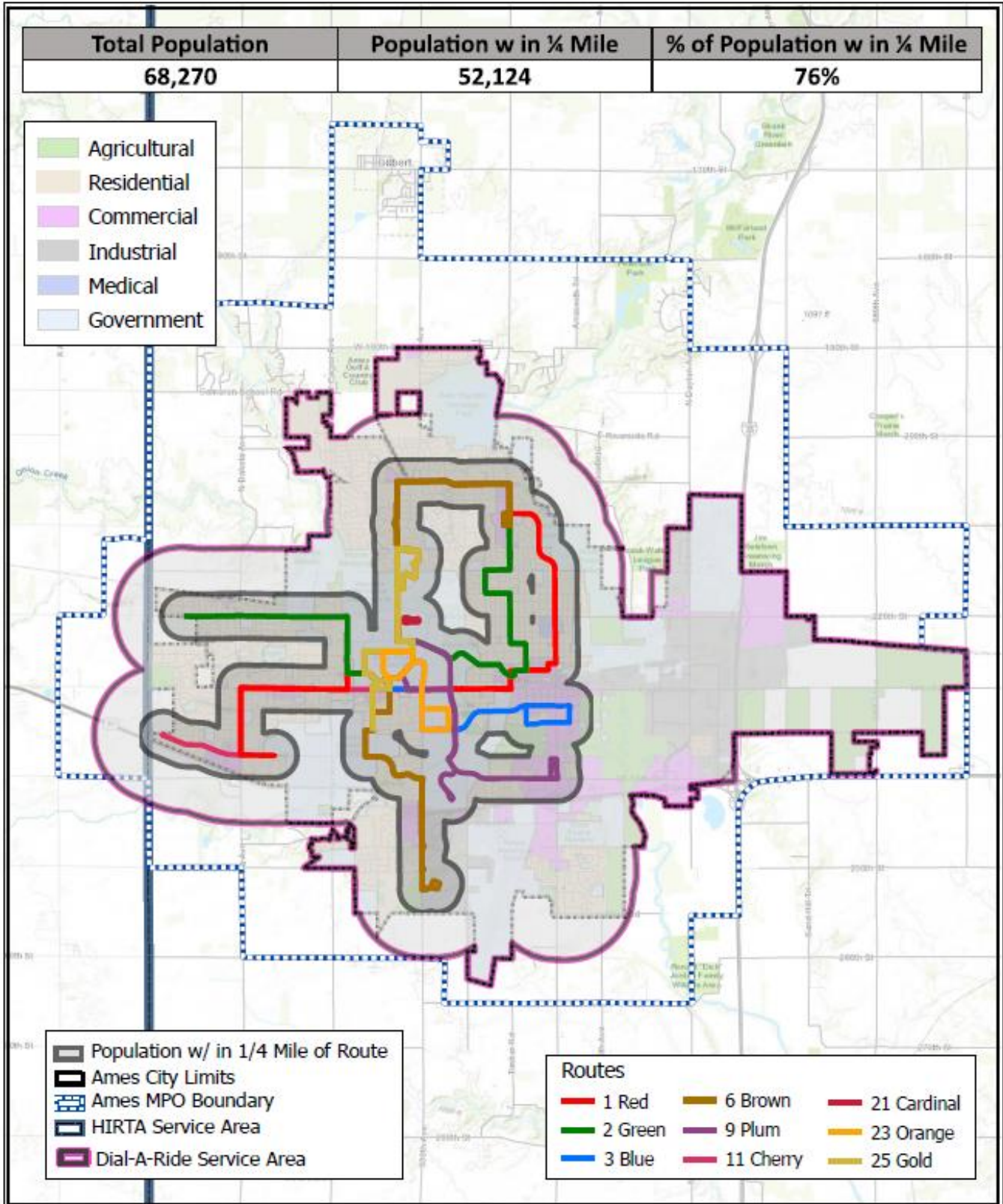
NOT TO SCALE

Date: 9/12/2023



Document Path: G:\Ames\Departmental\Ames_CyRide\GIS_PROJECTS\141002CyRideProximity\CyRideRoute_Demographics_wln_QuarterMile\CyRideRoute_PopulationStatistics_QuarterMile.aprx

Transit Coverage by Zoning Designation - Weekday Nights (After 7 pm)



NOT TO SCALE

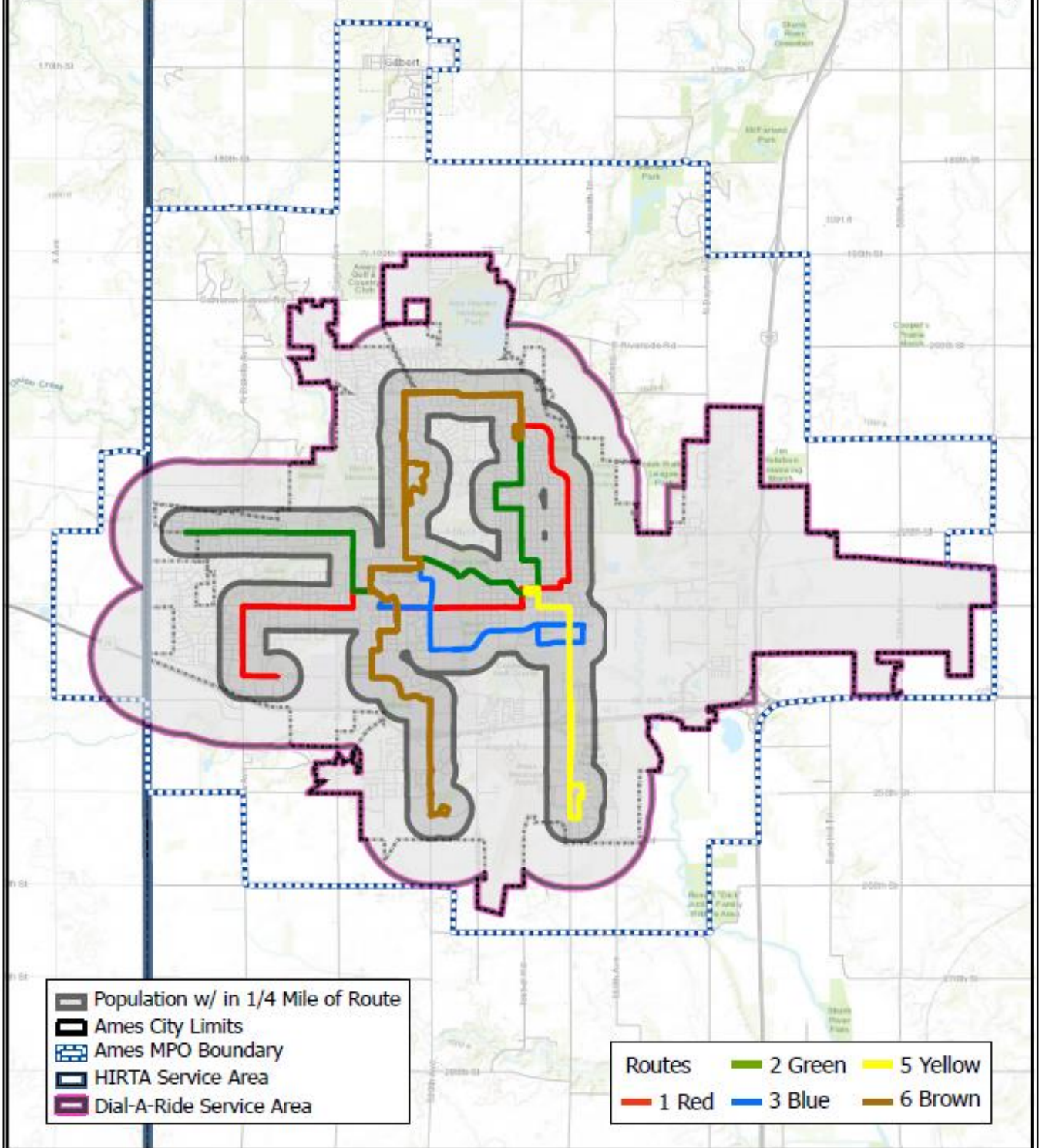
Date: 9/12/2023



Document Path: G:\Ames\Departmental\Ames_CyRide\GIS_PROJECTS\141002CyRideProximity\CyRideRoute_Demographics_w\in_QuarterMile\CyRideRoute_PopulationStatistics_QuarterMile.aprx

Ames Transit Coverage - Saturdays

Total Population	Population w in ¼ Mile	% of Population w in ¼ Mile
68,270	48,876	72%



NOT TO SCALE

Date: 9/12/2023

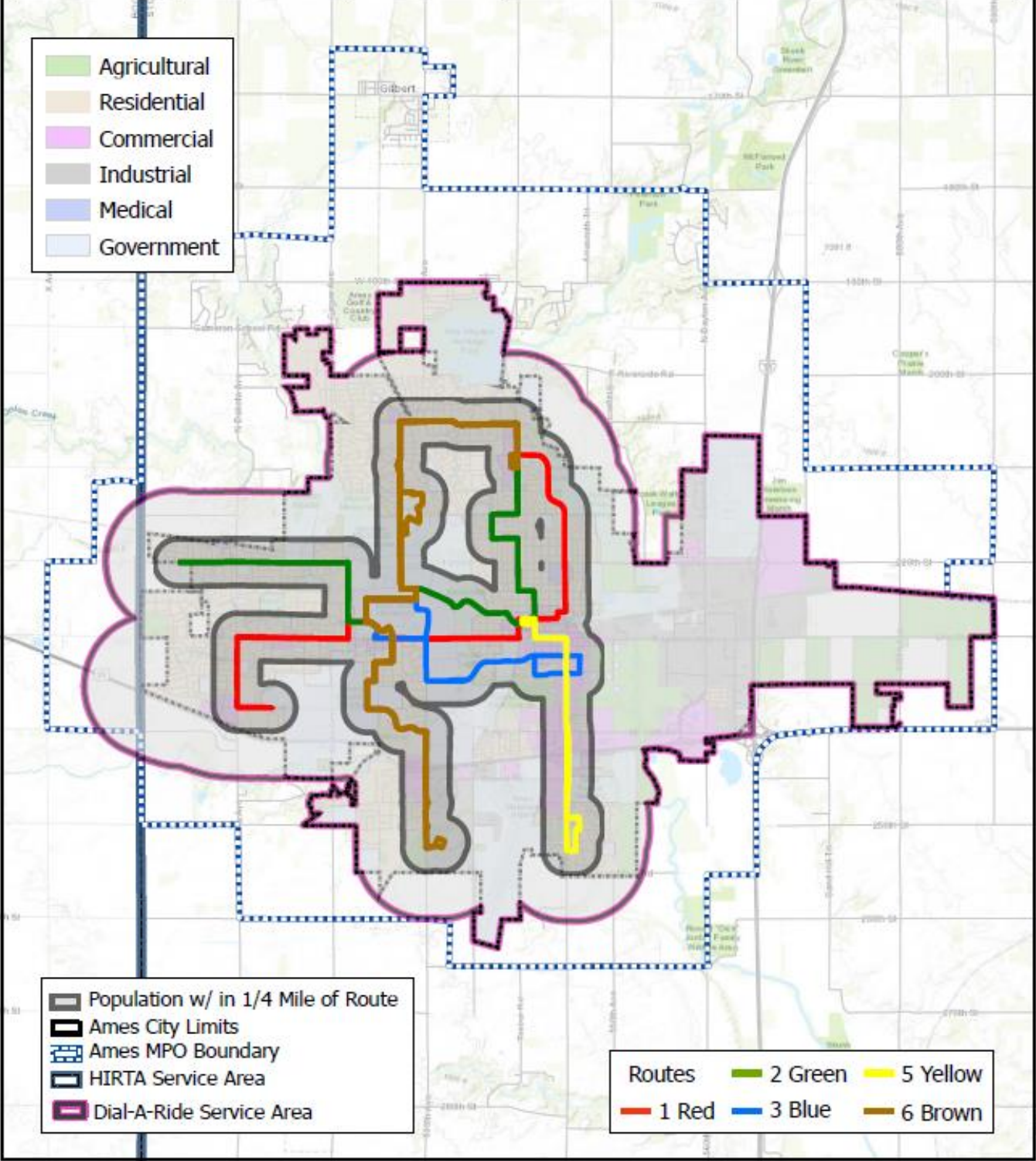


Document Path: G:\Ames\Departmental\Ames_CyRide\GIS_PROJECTS\141002CyRideProximity\CyRideRoute_Demographics_wIn_QuarterMile\CyRideRoute_PopulationStatistics_QuarterMile.aprx

Transit Coverage by Zoning Designation - Saturday

Total Population	Population w in ¼ Mile	% of Population w in ¼ Mile
68,270	48,876	72%

- Agricultural
- Residential
- Commercial
- Industrial
- Medical
- Government



- Population w/ in 1/4 Mile of Route
- Ames City Limits
- Ames MPO Boundary
- HIRTA Service Area
- Dial-A-Ride Service Area

- Routes 2 Green
- 5 Yellow
- 1 Red
- 3 Blue
- 6 Brown



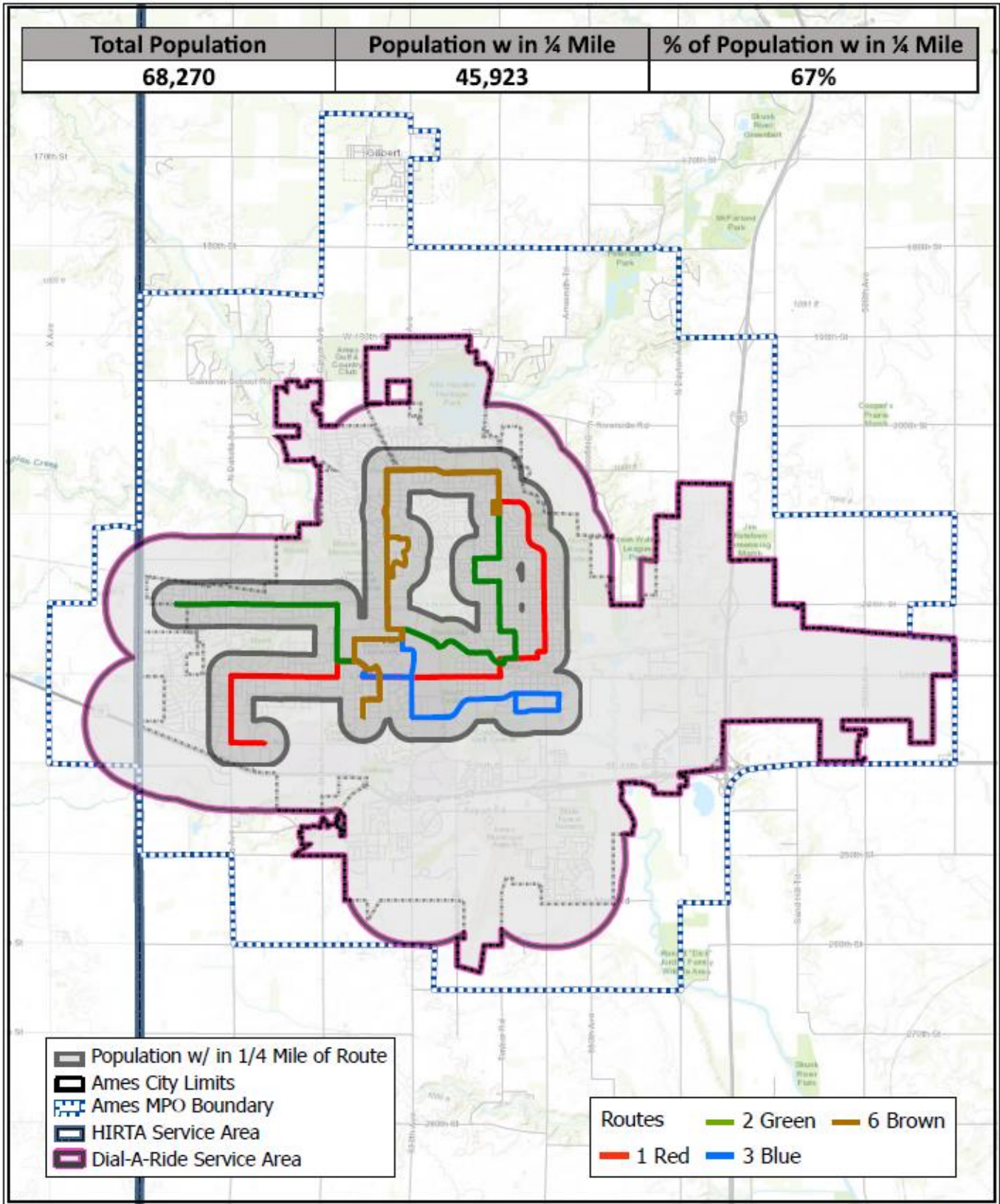
NOT TO SCALE

Date: 9/12/2023



Document Path: G:\Ames\Departmental\Ames_CyRide\GIS_PROJECTS\141002CyRideProximity\CyRideRoute_Demographics_wIn_QuarterMile\CyRideRoute_PopulationStatistics_QuarterMile.aprx

Ames Transit Coverage - Sundays



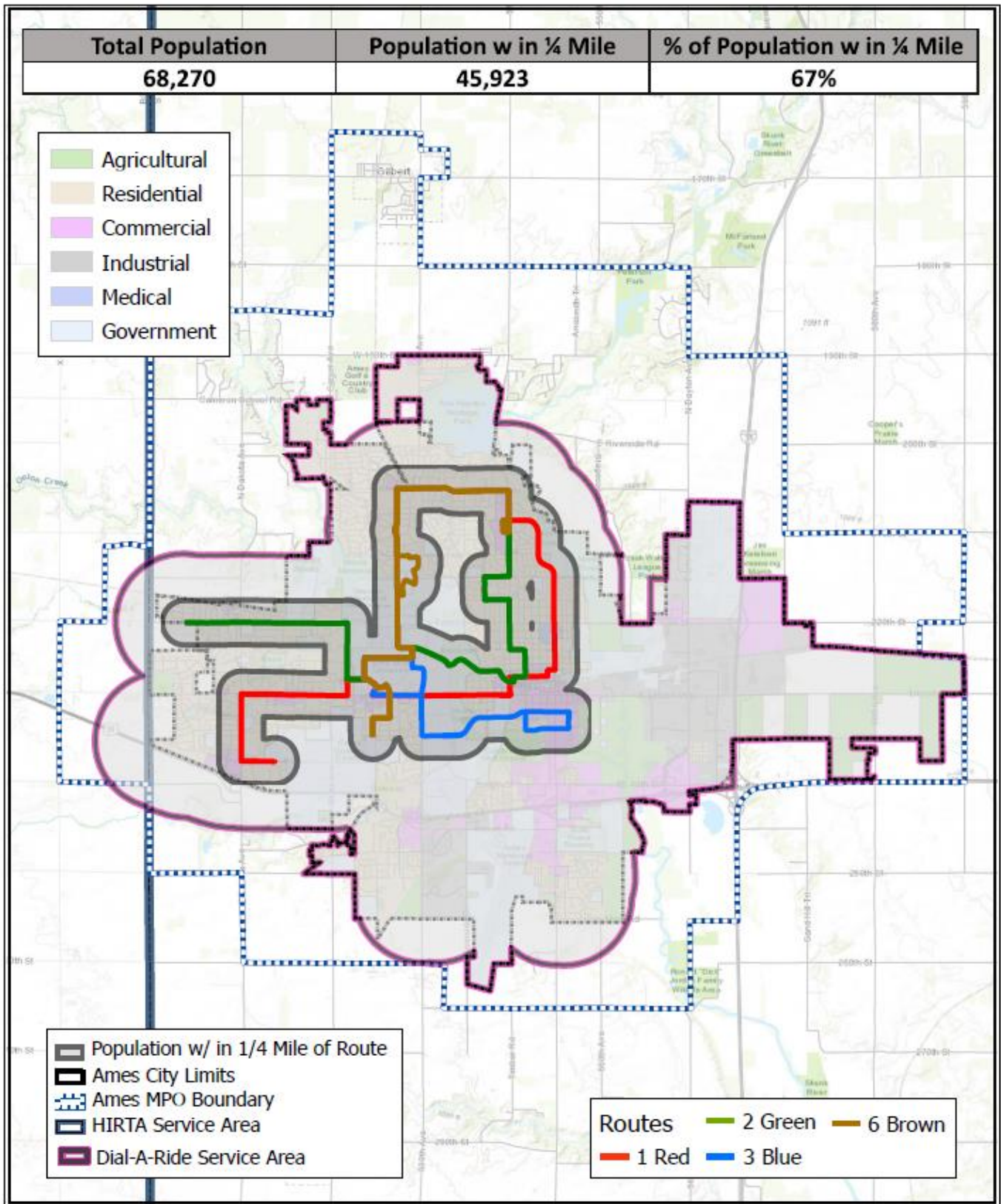
NOT TO SCALE

Date: 10/10/2023



Document Path: G:\Ames\Departmental\Ames_CyRide\GIS_PROJECTS\1141002\CyRideProximity\CyRideRoute_Demographics_wln_QuarterMile\CyRideRoute_PopulationStatistics_QuarterMile.aprx

Transit Coverage by Zoning Designation - Sunday



NOT TO SCALE

Date: 10/10/2023



Document Path: G:\Ames\Departmental\Ames_CyRide\GIS_PROJECTS\141002\CyRideProximity\CyRideRoute_Demographics_w\in_QuarterMile\CyRideRoute_PopulationStatistics_QuarterMile.aprx

III – COORDINATION ISSUES

GENERAL ASSESSMENT

CyRide coordinates with the Heart of Iowa Regional Transit Agency (HIRTA) in providing transportation throughout the Ames community. CyRide has an excellent working relationship with this provider who also provides public transit for the entire Story County. These efforts are described below:

- Heart of Iowa Regional Transit Agency (HIRTA) provides public transportation directly for Story County as well as coordinates with CyRide to provide their ADA complimentary service for the City of Ames. In this manner, one transportation provider offers all demand response service within one county with multiple contracts thereby maximizing efficiencies. HIRTA provides direct transportation service to all counties surrounding Polk County including: Boone, Dallas Jasper, Madison, Marion, Story and Warren. In 2024, HIRTA recently added vanpool services to its available transportation services partnering with Enterprise to supply the vehicles and coordinate the vanpools.
- CyRide coordinates transportation service for the entire Ames community including Iowa State University under a 28E Agreement between the City of Ames, Iowa State University, and Iowa State University's student government. As a result, many discussions transpire monthly and more often between these organizations in an effort to provide quality transit to the community. Over the past five years, CyRide has increased their articulated bus fleet to eight, replaced six of eight minibuses, replaced the HVAC units throughout the facility, added its first two battery-electric buses to the fleet, replaced the automatic vehicle location system allowing the public to know in real time when their next bus is coming to their specific bus stop, purchased automatic passenger counters allowing CyRide to better plan when to add more buses on certain corridors when demand is higher, and installed automatic voice annunciators allowing passengers to be more knowledgeable of where they are along the bus route. CyRide is also currently planning for an additional expansion on its current site to house another 18 vehicles inside the facility. Vehicles currently park outside overnight which is problematic during the winter. According to the lease with Iowa State on its property, CyRide must park all its vehicles inside but this is not physically possible to operate the service required to meet passenger demand.

In addition, CyRide coordinates with Executive Express and Jefferson Lines in their annual lease agreements to utilize the Ames Intermodal Facility (AIF). The AIF provides the starting point for Ames residents to obtain regional transportation services outside of the Ames community. Executive Express provides rides to the DSM Airport on demand now and Jefferson Lines provides intercity regional transportation. In December 2019, Burlington Trailways informed CyRide they would no longer be providing transportation services to Ames. While CyRide does not operate through the Intermodal facility itself, it has five routes that come within one to two blocks of the Intermodal. In addition, CyRide owns the Intermodal facility with Iowa State owning the land its sits upon and the impact to have these regional services centralized within the community is essential. The Ames Intermodal provides a one stop shop within Ames community to connect with regional transportation outside of Ames.

Transportation Collaboration: In August 2007, the United Way of Story County began a Transportation Collaboration to discuss transportation needs/issues of human service agencies in Ames and this committee is still meeting in 2023. This committee meets at least quarterly throughout the year with some years meeting more often depending on priorities. Discussions for improving transportation over the last year within the community and education have impacted the following areas:

- Purpose Statement of Transportation Collaboration
- City of Ames Climate Action Plan
- Wheels for Work program
- HIRTA On-Demand mobile app
- HIRTA Vanpool program
- Story County Community Needs Assessment 2020
- Partner Updates from United Way of Story County, CyRide, HIRTA, Aging Resources, City of Ames, ASSET, RSVP, Ames Chamber of Commerce, League of Woman Voters, ISU Transportation
- Story County Transportation Brochure revision updates
- RSVP driver volunteer program
- Support requests for discretionary grant funding for CyRide buses

CyRide’s General Assessment –

Service Demand: In general, fixed route public transit ridership within the Ames community is operating at approximately 68% of where it was prior the pandemic in FY2019. Passengers are demanding additional frequency on existing routes and later evening service along certain corridors. The impact of CyRide’s services are described in the table below in the amount of unlinked (one-way rides) ridership on CyRide. CyRide achieved its highest ridership ever in FY2016 with 6,785,479 rides after eight years of consistent increases. CyRide modified service in the summer/fall of 2018 under CyRide 2.0 to help meet the high demand from previous years. Ridership then fell slightly to 6.1 million in FY2019 due to student enrollment dropping at Iowa State University and students living closer to campus. In March 2020, university students left for spring break and did not return to Ames until the fall 2020 due to the COVID-19 pandemic. University classes were cancelled for a brief period after spring break and then held online for the summer 2020 session. While students returned to campus the fall of 2020, classes were still held online for most classes and thus the need to travel to campus was not a requirement for much of 2021-2022 school year. Ridership fell dramatically to a low of 1.8 million rides in FY2021 but CyRide kept most of the transit service operating and drivers employed throughout the pandemic with the assistance of 100% CARES federal funding which it applied to wages for our employees. The result was that service remained constant for all Ames’ essential service workers and CyRide’s employees kept receiving a stable paycheck throughout this pandemic period.

	CyRide Fixed Route (ALL Services; including Dial-A-Ride)				
Annual Numbers	FY2019	FY2020	FY2021	FY2022	FY2023
# Riders (unlinked)	6,121,023	4,577,482	1,862,274	3,669,894	4,142,196
# Elderly Rides	72,318	53,603	21,544	42,811	49,837
# Disabled Rides	52,277	40,456	19,557	38,364	42,620
# Revenue Hours	130,833	122,570	124,648	132,072	128,818
# Revenue Miles	1,324,351	1,273,238	1,283,596	1,349,448	1,325,109
# Days Provided	359	359	359	359	359
Operating Costs	\$11,115,36	\$10,522,41	\$10,338,04	\$11,110,22	\$12,607,17
FTA (5307 & CARES*)	\$2,406,365	\$2,494,129	\$5,065,693*	\$5,092,334*	\$5,278,545*
State	\$795,495	\$861,901	\$880,958	\$906,093	\$1,043,546

The highest demand is still primarily along high residential housing or apartments within the Ames community into campus. Over the past few years, new high residential housing has been concentrated along S. 16th, Frederickson Court, Mortensen Road and State St. Additionally, development of student housing has occurred within campustown or along Lincoln Way within walking distance of campus.

Staff: CyRide has maintained the same management since 2006. CyRide did hire a Transit Planner in

2006 to help with the additional planning requirements due to the City of Ames becoming a metropolitan planning organization after exceeding 50,000 in population. In addition, positions within CyRide's maintenance division have not changed since 2006 when CyRide operated 49 buses. CyRide now has an overall fleet of 98 vehicles (buses, administrative vehicles, trucks). With the additional work, a larger and more varied fleet (battery electric, hybrid and articulated buses) as well as the technology that is now required to maintain these vehicles, the job of maintaining CyRide's fleet has become more challenging. The transit industry uses a "rules of thumb" methodology to determine appropriate maintenance staffing levels within a transit agency. These are illustrated below along with CyRide's metric for each.

Rule of Thumb	Industry Standard	CyRide*
Vehicle Hours per Mechanic	1 mechanic/14,732 hours	1 mechanic/24,802 hours
Buses Per Mechanic	1 mechanic/7.3 buses	1 mechanic/18.2 buses

* Based on FY2023 quarterly report

Over the past four years, CyRide has not increased its operational staff but with the additional technology added to buses over the last five years, however CyRide is recommending an additional mechanic for FY2025.

Fleet: CyRide's revenue fleet has an average age of 11 years compared to a national average of 7.8. The last transportation bill (IIJA or BIL) increased the federal funding for CyRide by

CyRide currently has adequate spare buses that are utilized whenever a bus breaks down in its system. Having an aging fleet means that buses break down more often than newer fleets. In the past, CyRide has had only 3 spare buses but has worked over the past four years to purchase used buses to increase the fleet to a reasonable level to serve residents. Vehicles range between 1 year and 25 years of age. The useful life of a transit bus is typically 12 years.

CyRide leases one light-duty bus to its ADA subcontractor to operate its Dial-A-Ride service. Up until 2023, CyRide also leased a van in reaction to an action plan to help keep demand response routes within Ames on-time in the community. Since that time, the MV1 vehicle was not utilized in the manner predicted and reached its useful life in 2021. Additionally, MV1 vans are no longer being manufactured and similar vehicles do not exist for purchase. Instead of replacing the MV1, it was sold during the summer 2023. The funding to replace the van was added to upgrade and replace the high-floor minibus with a low-floor minibus which is a more expensive purchase. Delivery of this vehicle should occur mid-year 2024. Systematic replacement of the light duty buses is every 4-8 years however, CyRide currently has the replacement schedule for the minibus to be every 5 years within its capital plan. An expansion light duty bus may be warranted in the future if capacity issues arise on the Dial-A-Ride service. CyRide does have minibuses to help out the Dial-A-Ride service if needed to meet ADA requirements but this hasn't been an issue for several years. CyRide monitors Dial-A-Ride ridership and has semiannual meetings with HIRTA to discuss any ADA issues.

Facility: The original facility was built in 1983 on its current site built for only 25 buses. Since that time, there have been numerous expansions via piecemeal as federal funding is available. In 2015, CyRide completed its fifth expansion to its facility allowing inside storage for an additional 11 buses. At this time, CyRide can store up to 80 buses inside its maintenance facility with 18 buses still parking outside. The vehicles parked outside are difficult to manage operationally during the cold weather months as they have difficulty starting in the morning. Also, the ability to maintain buses after 5:00 p.m. becomes burdensome as the maintenance facility is literally surrounded by parked buses that have completed their transit service for the day. Circulation of the buses in and out of maintenance becomes impossible with maintenance in the center of the facility. Generally, maintenance functions near the perimeter of a building to provide maintenance at all times of the day or evening. Furthermore, CyRide's lease with the university indicates that parking of vehicles overnight must be inside the maintenance garage. Over the past year, CyRide has had discussions with the transit board and they've come to the understanding that additional bus storage expansion on the current site is not an opportunity without also giving up parking for employees. Therefore, CyRide is currently having discussions with the transit board to expand on the current site and move some parking to

the perimeter of the site in the greenspace. Iowa State has approved of this facilities' plan to utilize some of the greenspace for parking. The goal is to expand the maintenance facility to park 98 vehicles (75 large buses, 8 articulated buses, 8 minibuses, 2 trucks & 5 support SUV's) inside and provide additional meeting rooms and office space for staff.

HIRTA General Assessment –

HIRTA's service assessment would be conducted within CIRPTA's PTP for the region since HIRTA's service coverage includes all of the counties surrounding Polk County.

STATUS OF PREVIOUSLY RECOMMENDED PRIORITIES AND STRATEGIES

The Story County Transportation Collaboration (SCTC) members have had several opportunities to review the status of previously recommended projects, listed below, over several meetings over the past few years but most recently at their October 2023 meeting. An overview of the PTP requirement was shared for those new to SCTC. A summary spreadsheet of previously recommended projects from the 2020-2024 PTP was shared with the group.

To summarize, Ames was successful within the past year receiving grant funding to implement several transportation services including the purchase of buses. Major highlights include: [\(5310 funded\)](#)

- **Large bus shelters** will be purchased for following locations:
 1. Mortensen Road & Seagrave (#3320) – FY2024
 2. Mortensen & Lawrence (#3264) – FY2024
 3. Bloomington & Grand (#4021) – needs larger concrete pad – FY2025
 4. S. Dakota & Steinbeck (#3496) – needs larger concrete pad – FY2025
- **CyRide Subcontracted ADA Dial-A-Ride Services Continued.** CyRide and HIRTA meet semi-annually to discuss service and any issues in meeting this ADA service.
- **Dial-A-Ride Low-Floor Bus** – CyRide is purchasing new low-floor LD bus for Dial-A-Ride as the previous high-floor bus is well past its useful life. The delivery is expected by end of FY2024.
- **Disposed Dial-A-Ride MV1 van in 2023**, no longer needed to help meet on-demand schedule within Ames, combined replacement funding to upgrade high floor LD bus to a low-floor.
- **Integrated Automatic Vehicle Annunciators** to entire fleet in 2022 which announce upcoming bus stops in the system as well as identifies the bus boarding to the public as the bus opens its doors at passenger stops. CyRide received a federal grant for this implementation to the entire fleet.
- **LED & Infotainment Signage** to the part of the fleet to incorporate visual annunciators to buses allowing those with hearing issues to see the next bus stop announced on the system.
- **Automatic Passenger Counters (APC's) installed** to CyRide's entire fleet allowing CyRide to better meet the needs to our passengers by providing real-time capacity of the buses to them through the MyState application. This allows a passenger to know how crowded the bus is before boarding and whether to choose a different vehicle for their own personal comfort. This project was funded with Section 5312 federal research funding.
- **CyRide Facility Expansion** is still a priority after the 2014 facility expansion as 18 buses are still parked outside. CyRide has developed plans to expand current facility to park these buses inside and add additional second-floor office spaces. Future discretionary funding will be sought in early 2024 for this expansion as the Infrastructure Investment and Jobs Act (IIJA) substantially increased the available funding levels to transit agencies through 2026.
- **Two 60-foot Articulated Buses** were delivered in 2022 & 2023 bringing the articulated fleet to eight buses to operate on the #23 Orange route carrying 1+ million passengers annually. Grant funding is in place to purchase another two articulated buses in the next year to bring the total to 10.
- **Six Minibuses were delivered in 2022** and buses well past their useful life were sold. [CyRide has funding in place to replace another two minibuses with low-floor minibuses.](#)
- **Eight Large Buses** were replaced with new buses for the fixed-route over the past year.
- **Two CyRide 40-foot battery electric buses** were delivered in April 2023 and implemented into service.
- **Iowa State Center Park & Ride** moved to northeast corner of ISC lot making way for CYTown! This is the location where commuters meet the #23 Orange route to travel into ISU campus. The route carries over 1+ million passengers annually. The commuter lots have been repaved as a result of CYTown which has been a previous priority within the PTP.

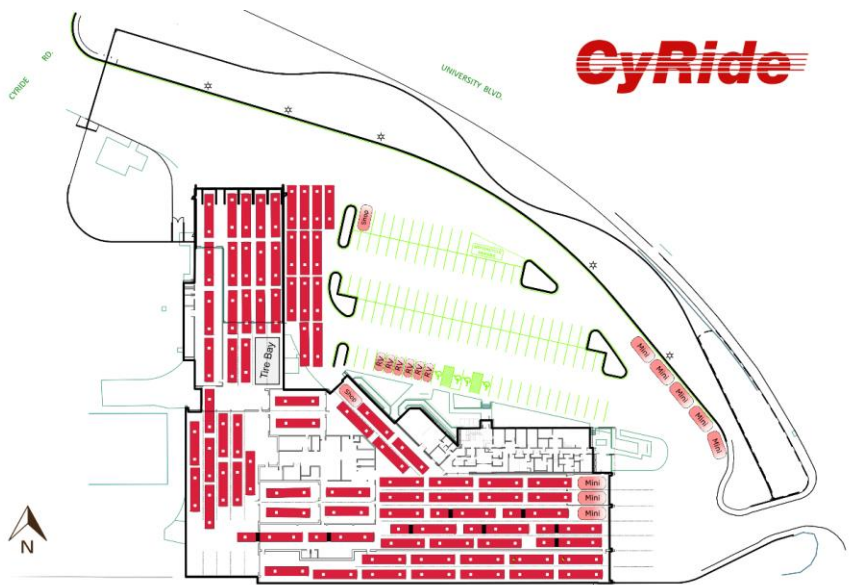
RECENT DEVELOPMENTS

- 1) **[Bipartisan Infrastructure Law Program \(BIL\) or the Infrastructure Investment and Jobs Act IIJA](#)** - Every few years, a new transportation bill is signed into law to provide long-term transportation funding throughout the United States, including funding for public transit systems. The Bipartisan Infrastructure Law Program - <https://www.transit.dot.gov/BIL> was signed into law by President Biden on November 15, 2021. The BIL authorized \$108 billion over fiscal years 2022 through 2026 for federal public transportation programs, including \$91 billion in guaranteed funding. This new law provides transit agencies with its “authorized” level of federal operating and capital funding for this period. Congress then “appropriates” funds annually each year. Specifically, this bill revised two critical areas for public transit in Ames including:
 - **Small Transit Intensive Cities Apportionment (STIC) Funding** (Section 5307) Increased from 2 to 3 Percent – Under the STIC formula, FTA currently apportions 2 percent of the funds made available for Section 5307 to UZAs that are under 200,000 in population and have public transportation service that operates at a level equal to or above the industry average for UZAs with a population of at least 200,000, but not more than 999,999. STIC funds are apportioned based on six performance categories: Passenger miles traveled per vehicle revenue mile, passenger miles traveled per vehicle revenue hour, vehicle revenue miles per capita, vehicle revenue hours per capita, passenger miles traveled per capita, and passengers per capita. In FY 2022, the STIC set aside will increase from 2 percent to 3 percent. Therefore, CyRide will receive approximately \$200,000-\$250,000 more in Section 5307 funding for its annual apportionment to supplement its transit operation.
 - **Urbanized Area Formula Grants (5307 Funding)**: Funding increased to more than \$33.5 billion to allow transit to provide funding for transit capital, planning and operating assistance. CyRide’s formula funding based on population and population density increased by 30% due to the overall programming in the BIL. Overall, CyRide’s annual 5307 allocation increased overall by 65% (STIC and formula funding) by 1.6 million.
 - **Low or No Vehicle Emissions Competitive Program (Section 5339)** – Funding increased from \$55 million to \$1.1 billion annually to replace transit vehicles with cleaner and greener vehicles. This is substantially more in availability of funding for transit to replace buses with zero emission fleets. The transit board has approved the replacement of up to 17 vehicles within their zero-emission plan and will be applying for this additional funding in future Low or No grant applications until this fleet is realized.
- 2) **Asset Management (TAM) Plan**– Every transit agency must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53. Each transit provider must designate an Accountable Executive to ensure appropriate resources for implementing the agency's TAM plan and the Transit Agency Safety Plan. Specifically, the TAM plan provides the following:
 - Inventory of assets
 - Condition assessment of inventoried assets with capital responsibility
 - Descriptions of analytic process to assist in capital asset investment prioritization
 - Prioritized list of investments

CyRide developed its latest Transit Asset Management (TAM) Plan (Tier II) and shared this plan with the Ames Area MPO as required by October 1, 2023. Approximately 27% of CyRide’s fleet (22 large buses and 2 cutaways) is past the useful life benchmark which will grow to 31% by the end year of the current TAM plan unless additional federal funding is received through discretionary grants.
- 3) **Facility Expansion Update** – CyRide has expanded its original facility built for 25 buses five times since 2002. The last expansion was completed in 2014 which planned to house all the vehicles in CyRide’s fleet

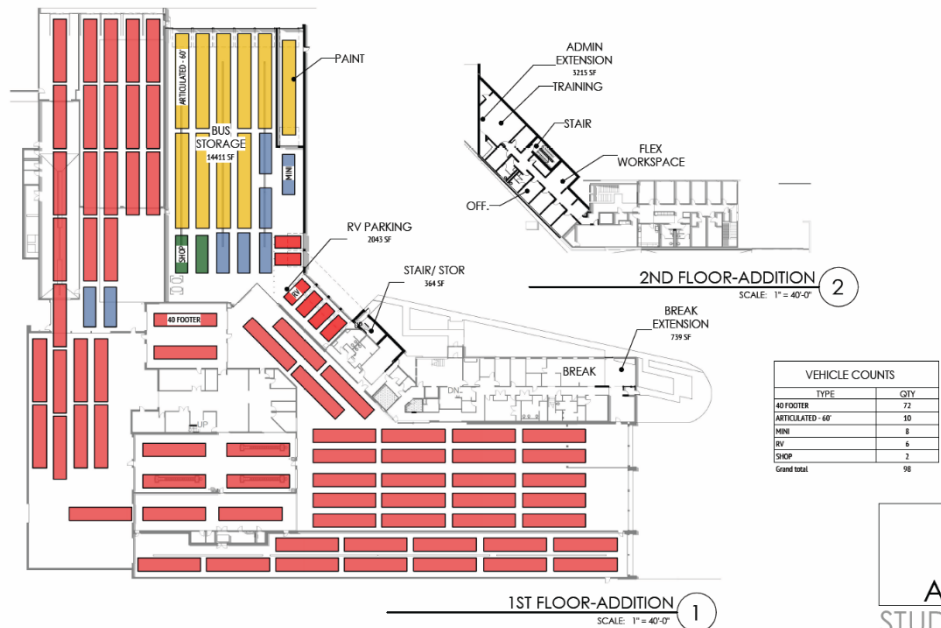
but quickly fell short of that goal. The transit agency currently owns and operates a revenue fleet of 98 vehicles housed on this same 4.5 acre lot. Only 80 buses are able to be stored inside the garage as illustrated on the drawing to the right.

In response to rapid changes in ridership over the last several years, CyRide's fleet and staffing has outpaced long range planning estimates predicted through a 2009 facility study conducted by Parson-Brinkerhoff. As a result, several buses must be parked outside of the building at night and spare buses are stored at a temporary location on E Edison St. In below 40-degree weather, buses must be started early in the morning, or idle overnight, in order to prevent fuel gelling and ready the passenger compartment.



While buses are designed for a 12-year service life, CyRide funding sources typically replace buses after 18-20 years making indoor parking key to helping keep vehicles in good repair as required by federal regulatory requirements. Since the administrative building was designed and constructed in 2008, the number of employees grew from 120 in 2006 to 188 in 2016 and now is well over 200! New administrative personnel are housed in converted storage areas, operations managers and trainers share offices, and space for sensitive conversations and staff breaks is insufficient. CyRide wishes to expand the breakroom for CyRide as well as add office spaces for employees currently sharing offices so they can more efficiently do their daily work tasks.

A variety of facility alternatives have been explored over the years including expansion on the existing site, shifting some functions to a secondary location, and phased relocation of existing facilities to a new site. These studies outlined various benefits and challenges with each solution; however, there are significant barriers associated with operating two sites and/or facility relocation including availability of an alternate site, operating costs, and repayment of prior grant funds for improvements still within their useful life. Although the existing site is constrained, the conceptual design to expand on the current site maximizes the available area within the existing lease boundary and is sized in relation to the available facility funding local match that has already been secured.



4) **Battery Electric Bus Fleet Progress** – CyRide finalized its zero-emission bus fleet study in 2019 that provided a deployment plan to replace up to 17 diesel buses in its fleet with battery-electric to maximize BEB usage in CyRide’s daily service and facility. Since that time, CyRide has been successful in receiving several discretionary grants to procure an additional five zero emission buses along with facility improvements to charge them within the next few years. This will bring the BEB fleet to seven buses total by mid-year 2025. Since the original grant requests, battery electric bus prices have increased by 25% in the aftermath of the pandemic therefore CyRide will need to finance a greater portion through local funding as a result.



5) **Automatic Vehicle Annunciators** – CyRide recently implemented automatic vehicle annunciator technology to its buses that communicate next stops verbally as well as visually via LED and Infotainment signage. This signage allowed text to communicate to the public where they are on the bus route as the bus approaches a particular bus stop. (i.e. “Your next stop is ‘Lincoln Way & Beach’) This was a request that came directly from meetings with Iowa State University’s Alliance for Disability Awareness group that requested that drivers immediately begin calling out “all bus stops” within the community. They indicated that this announcement of stop would provide them with a frame of reference to where they were within the Ames community at any given time. Infotainment signage, as shown in the picture to the right, is still be implemented on the entire fleet and may take several years to accomplish. CyRide is also planning for a possible future upgrade to the Automatic Vehicle Location (AVL) base system entirely within the next five-year period as the technology reaches its useful life and improvements are made systematically.



6) **CyRide Bus Shelters** – CyRide has funding in place to implement two bus shelters each year in FY2024 and FY2025. CyRide developed a new ADA shelter design with solar lighting and began implementation throughout Ames and Iowa State campus in 2012. The next four locations for new shelters have been identified as follows:

- Mortensen Road & Seagrave (EB) - #3320 - #12 Lilac route in west Ames (FY2024)
- Mortensen Road & Lawrence (EB) - #3264 - #11 Cherry route in west Ames (FY2024)
- S. Dakota & Steinbeck (NB) - #3496 - #1 Red & #11 Cherry routes in west Ames (FY2025)
- Bloomington & Grand (WB) - #4021 - #6 Brown route in north Ames (FY2025)

CyRide will need to designate approximately \$35,000 per shelter for these future improvements.

In January 2019, the Iowa DOT provided a full list of non-ADA bus stops along DOT corridors that they would like implemented within our bus stop plan. While difficult to coordinate projects along state highway corridors, CyRide is beginning to prioritize which bus stops should be updated to ADA along with other bus stops in Ames beginning in FY2026.

7) **Story County Transportation Brochure** – Since 2015, the United Way’s Transportation Collaboration (TC) has modified the Story County transportation brochure that provides information on all the available open to the public transportation providers within Story County. The brochure, with the most current and relevant information, can be downloaded at <http://www.cyride.com/sct>. This continues to be a useful brochure to market transportation to the Ames community and throughout Story County. Most recent modifications

includes updates to the following areas: veteran transportation, Medicaid transportation, vanpooling transportation, taxi service areas and other transportation. www.cyride.com/sct

- 8) **Articulated Bus Fleet Update**— CyRide’s articulated fleet has increased to eight buses to serve passengers on the #23 Orange route, which is the busiest route in the State of Iowa carrying nearly 1+ million passengers in 2023 and had nearly 1.8 million prior to the pandemic. This route can pull up to a given stop on the 3-mile route circulating through Iowa State campus and fill the bus due to overwhelming demand. Over the past five years, CyRide welcomed two additional 60-foot articulated buses into its fleet with the help of \$225,000 in annual Ames Area MPO Surface Transportation Block Grant program (STBG) funding. Previously, CyRide operated all 40-foot buses on this route and demand grew each year to the point that buses were leaving every 2-3 minutes from the park and ride lot towards campus as they filled up. This not only demanded more buses, but more drivers and funding to pay to operate this service. With the eight larger articulated buses, CyRide can operate the route without adding as many “extra” buses on the route to accommodate all the demand by passengers; thereby, creating some efficiencies. The buses leave the Iowa State Center hub every four minutes due to the demand for service on this route. The result in operating articulated buses exclusively on this route is less congestion on the Osborn corridor through the center of Iowa State University campus. CyRide’s goal is to attain a total of 10 articulated buses so that eight articulated buses can operate on this busy route and the other two spare buses are available in case one breaks down. CyRide has attained grant funding to purchase the final two articulated buses in 2024 for delivery in late 2025.



- 9) **Orange Route Park & Ride Transit Hub** – In August 2023, CyRide moved its park & ride location for the #23 Orange route to the northeast corner of Iowa State Center parking lot. As noted above, this route is the busiest bus route within the State of Iowa providing rides to over 1+ million passengers annually. This move accommodated the future **CYTown** (<https://cyclones.com/feature/cytown>), a unique, year-round destination to be built in the heart of the Iowa State Center between Jack Trice Stadium and Hilton Coliseum that will enrich Central Iowa for generations to come. **CYTown** will incorporate medical clinic, retail/office spaces, residential suites and restaurant/brew pub areas. The old transit hub will be replaced with a new location in the northeast portion of this lot just south of Hilton Coliseum. The athletics department has been working with CyRide to reinstitute the transit hub in this new area including full curb cuts for CyRide’s articulated buses. They plan to integrate an area with restrooms and waiting area outside of the elements for passengers similar to the old hub.



10) **HIRTA Vanpool Service** – The Heart of Iowa Regional Transit Agency (HIRTA) began operating vanpool services for all the counties they operate within including Story County in January 2024. They partnered with Enterprise to utilize their fleet of vehicles and to manage the program. For more detailed information, see “ever HIRTA it” Vanpool Service on page 15.

Any public input received was incorporated into the priorities and strategies within the next sections as a viable strategy. 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.

IV – PRIORITIES AND STRATEGIES

The following are passenger transportation priorities and strategies for the next five years, as recommended by the Story County Transportation Collaboration at their January 24, 2024 meeting. Please note, that any projects requesting Enhanced Mobility for Seniors and individuals with Disabilities funding (Section 5310 funding) must be specifically included in the PTP. Below are projects that could secure grant funding over the next five-year period.

All other strategies/projects funded by other means are encouraged to include in the PTP but are not technically required to be incorporated. However, this process ensures a cooperative effort between human service agencies and transportation providers to focus on transportation services to achieve the best possible transportation services for the community focusing on the elderly and disabled populations.

The Story County Transportation Collaboration, made up of transportation providers and human/health service agencies, provided consensus to forward the following priorities and strategies forward and recommends this plan to the Ames Area Metropolitan Planning Organization for formal approval. The AAMPO must review and approve the projects and overall PTP plan as amended for submittal to the Iowa Department of Transportation. Overall, CyRide is estimated to receive a total of \$538,750 total; \$431,000 federal in its annual Section 5310 allocation to provide services benefitting the elderly and disabled. Please note, that the Section 5310 apportionment for CyRide increased by 66% between 2023 and 2024 due to increase in the transportation bill. The 5310 funding will be utilized to help support some of the following priorities recommended through the collaborative process:

1. **Dial-A-Ride Service (Section 5310):** This need was identified as a base need for the community for those individuals that cannot ride the fixed-route system but can rather ride CyRide’s Dial-A-Ride door-to-door service 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 this complementary fixed-route service for individuals with a disability that cannot ride the fixed route system. This demand response service operates the same hours and days as the CyRide’s fixed-route transit system. Requests for rides cannot be denied for this service for any trip purpose. More demand might be warranted from the Ames community in future years.

	Dial-A-Ride (HIRTA)				
	Provides door-to-door ADA				
Annual Numbers	FY2019	FY2020	FY2021	FY2022	FY2023
# Revenue Hours	3,296	3,341	3,360	6,758	4,806
# Revenue Miles	36,254	36,413	36,234	73,340	56,953
# Days Provided/Yr.	359	359	359	359	359
# Riders (unlinked)	8,380	7,818	6,348	13,089	13,783
Operating Costs	\$160,672	\$154,967	\$129,217	\$242,350	\$258,932

In FY2022, ridership increased by 106% from the prior year. This increase was primarily due to ridership rebounding from the pandemic after many individuals stayed at home in FY2021. Additionally, HIRTA was informed by the Iowa DOT that they could no longer utilize Section 5311 or regional federal funding to finance urbanized trips in Ames. As a result, HIRTA transitioned many seniors from riding HIRTA services to ride Dial-A-Ride instead. Under Dial-A-Ride transit, CyRide must ensure a ride to passengers within a two-hour window (one hour before or after requested pickup/drop off) of the passengers’ request. Trips on the Dial-A-Ride ADA service cannot be denied and must be met within that window.

In the past, CyRide has also supported HIRTA's Customer Service Portal allowing customers the ability to book their own trips online, change their account status (address, phone number, etc.), check on their trip status, pay for trips online, etc. CyRide allowed a one-time capital cost of approximately 9% (\$15,711) for Dial-A-Ride passengers in 2017. This sort of technology was specifically requested by Iowa State University's Alliance for Disabilities Awareness group who met with CyRide on several occasions in early 2017 to improve their rider experience on the Dial-A-Ride service. Therefore, this customer service portal project will remain as a recommended project as part of the Dial-A-Ride service to possibly upgrade/expand the portal if requested by HIRTA if the portal benefits Dial-A-Ride passengers and if 5310 funding remains within the annual budget to accommodate the upgrade.

It is important to note that Enhanced Mobility of Seniors and Individuals with Disabilities funding (Section 5310 funds) can be utilized by transit agencies to subcontract out their ADA service however; CyRide cannot utilize the funding to operate the service themselves. If CyRide operated the service in-house, they can only utilize the funding to purchase capital items but would have to support operating the service with local funding. Therefore, it is more economical for CyRide to purchase transportation and coordinate with another provider. **Estimated Annual Funding = \$260,000 total; \$208,000 federal)**

- 2. Shelters/Transit Amenities/Bus Stop Improvements (Section 5310):** Improving the accessibility of CyRide's bus stops as well as CyRide's image is of importance to CyRide and the Board of Trustees. Shelters have been prioritized within a bus stop plan for the community to be funded from this identified funding in the next few years as long as funding is available to improve accessibility along corridors including DOT highways. These improvements also include lighting, either solar or electric, within the bus stop improvement to ensure passengers can read the published schedule within each shelter. The older style shelters, for the majority, do not contain lighting. CyRide's full Section 5310 allocation each year is approximately \$538,750 total; \$431,000 federal. **Estimated Annual funding = (\$70,000 total; \$56,000 federal).**



- 3. Small Light-Duty Bus Replacement/Expansion (Section 5310):** CyRide's complementary Americans with Disabilities Act (ADA) service called Dial-A-Ride, is a door-to-door service serving individuals with a disability within the City of Ames. Passengers eligible for Paratransit service as defined by the (ADA) can ride this service. This service requires the use of small light-duty accessible vehicles to operate door-to-door service within the City of Ames. The useful life of these vehicles is four years as recommended by the Federal Transit Administration. CyRide currently leases one light-duty bus to its ADA contractor to help operate this service. The remaining vehicles are provided by the contractor directly as they also operate the regional public transit service for Story County. CyRide needs to systematically replace the vehicle leased to its contractor at a minimum of four years (FTA's defined useful life) and maximum of every eight years (CyRide's defined useful life benchmark) which is identified within CyRide's Transit Asset Management (TAM) Plan. CyRide's current plan is to replace

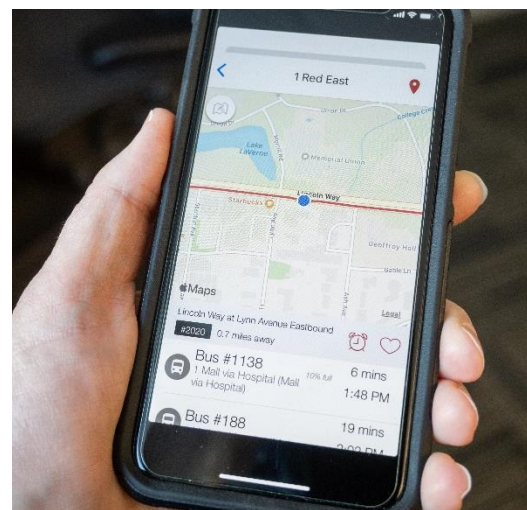
this vehicle every 5 years while there is sufficient federal funding. Currently, CyRide has a low-floor light duty bus on order that it will receive by the end of FY2024.

Additionally, this funding may be utilized to purchase expansion vehicles as needed for its ADA service as ridership for Dial-A-Ride increases in order to meet demand. Please note that CyRide cannot deny a ride to Dial-A-Ride passengers due to vehicle capacity issues. Expansion vehicles may be necessary within this next five-year period if passenger demand increases significantly over FY2023 levels. Please note that CyRide has several minibuses that it could immediately lease to HIRTA if capacity became a problem. CyRide has semiannual meetings with HIRTA to discuss capacity as well as other issues impacting this service.

CyRide estimates that up to two light-duty buses, either high floor or low-floor, might need purchased in a given year for either replacement or expansion between FY2025 – FY2029 with the cost identified below. CyRide's full Section 5310 allocation each year is approximately \$538,750 total; \$431,000 federal. . **Approximate funding per bus = (\$200,000 total; \$170,000 federal) OR Approximate maximum funding = (\$400,000 total; \$340,000)**

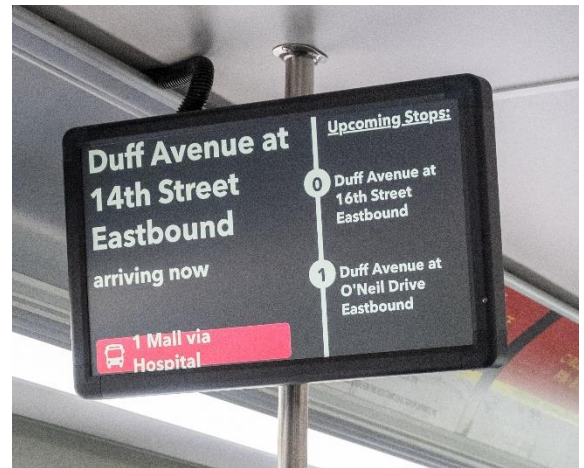
4. **Accessibility Technology (Section 5310):** To comply with the Americans with Disabilities Act (ADA), CyRide's drivers must announce all major transfer locations along transit routes as well as any bus stops the public specifically requests to be announced. Prior to 2018, CyRide announced all bus stops manually. However, in 2017, CyRide began working with Iowa State University's Alliance for Disability Awareness group which communicated their desire for drivers to announce all bus stops throughout the Ames' community without customers needing to verbally make a request to the driver. Verbally announcing this many bus stops along the transit route is over and beyond what is required by ADA. Therefore, a digital announcing system is not required but announcing some stops manually is required to meet ADA regulatory requirements. Collectively, the AVL, APC and AVA technologies require periodic annual preventative maintenance of approximately \$130,000 to keep the real-time system performing without issues which is an allowable capital expense for Section 5310 funding.

- **Automatic Vehicle Location (AVL) Technology** is the base system needed to provide information of where buses are located in real-time throughout CyRide's transit service. CyRide implemented this technology initially funded with all local funding supported by Student Government. Then in 2019/2020, CyRide replaced the initial technology and upgraded it to provide a much more robust real-time system. Passengers are able to access this information on their phone as they wait for the scheduled buses that may be running late due to harsh Iowa weather. This system may need periodic expansion and/or complete replacement as technologies functions improve.



- **Automatic Passenger Counters (APC)** allow CyRide to understand how many passengers are boarding along individual bus stops throughout the system and identify what corridors and which specific bus stops are the utilized the most to better plan its service. This technology also allows CyRide to utilize stop level ridership information to implement bus stop upgrades such as shelters, benches, added concrete to benefit passengers. Prior to this technology, CyRide only had trip level ridership information which didn't tell the full story of what improvements might be needed or where to place extra buses due to overcrowding. APC's also allow CyRide to immediately respond and provided added service if routes are over-capacity on a day-to-day basis. This APC technology requires periodic annual preventative maintenance to keep the real-time system performing without issues.

- Automated Vehicle Annunciators (AVA)** synced with **LED signage** and/or **infotainment screens** will help keep all passengers, disability or not, better informed of where the bus is located as they ride the bus. This AVA information makes riding the bus more convenient for and provides independence to hearing or visually disabled passengers. Automated announcements on the buses make the announcements more uniformly stated across the transit system by having the stops announced in a similar method and at a consistent volume to be heard over loud noise inside and outside the buses. An AVA system will also allow CyRide’s drivers to focus on operating the vehicle safety instead of talking into the intercom system every few blocks. This AVA technology is also available outside of the vehicle so that as the bus approaches a bus stop for passengers, the bus is announced to waiting passengers at the bus stop. If an individual waiting at the bus stop is visually impaired, they now know the specific bus (#3 Blue) that has arrived at the bus stop once the announcement is made upon the bus doors opening. The LED and Infotainment signage provide passengers with a visual of the same auditory messages on the buses. Funding can be allocated to keep this technology updated as necessary to benefit the elderly and disabled Ames’ community. CyRide’s transit board is committed to keep accessibility technology integrated within the system and updated moving forward. CyRide envisions that the full system could be replaced over a two-year period. CyRide would fund the local portion of this project. CyRide’s full Section 5310 allocation each year is approximately \$538,750 total; \$431,000 federal. **Approximate funding to replace the entire AVL/AVA/APC project= (\$1,500,000 total; \$1,200,000 federal); (\$20,000/bus; \$16,000 federal)**



Below is a glance at the priority projects funded with 5310 funding. CyRide’s full Section 5310 allocation each year is approximately \$538,750 total; \$431,000 federal. Projects total more than the annual 5310 apportionment, but many projects are not requested on an annual basis.

	Federal	Local Match	Total
5310 Apportionment	\$431,000	\$107,750	\$538,750
Dial-A-Ride	\$208,000	\$52,000	\$260,000
DAR LD Bus (every 5 years)	\$160,000	\$40,000	\$200,000
Shelters/LED Signage (2 shelters/yr.)	\$56,000	\$15,000	\$70,000
Preventative Maintenance (AVL, APC & AVA)	\$100,000	\$25,000	\$125,000
Total Projects w/o AVL	\$524,000	\$142,000	\$665,000
Accessibility Technology (AVL, APC, AVA, LED/Infotainment Signage to display AVA visually)	\$1,200,000	\$300,000	\$1,500,000

The remaining projects/strategies on the following pages are not required to be coordinated through the PTP but have been expressed as needs within previous meetings over the years or throughout the past year:

Previous or ongoing needs were shared with the as the Story County Transportation Collaboration meetings during several meetings. This group was requested to provide additional needs and possible strategies to incorporate into the PTP. **Those strategies that have been implemented or partially implemented in the past are identified in blue.** The overall needs and strategies were accumulated from the public through public meetings, complaints/comments, transportation collaboration meetings, and/or through direct communications with transportation providers and human service agency representatives. Note that these possible strategies have not all been recommended to be funded with Section 5310 funding but if federal/state/local funding became available for the specific project specifically for the elderly or disabled population, it could be recommended into the Section 5310 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 	<p>Previous/Ongoing Strategies</p> <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. Promote RSVP volunteer transportation program 6. Maintenance/insurance class for vehicle owners 7. Car Seat installation education program and/or resources 8. Google Transit Trip Planner so anyone could Google how to get from point A to point B via bus in Ames. 9. Real-time scheduling software – NEXT bus technology was implemented in 2012 and updated to MyRide in LED signage to campus bus stops. 10. Developed “Transportation brochure” for Story County so individuals can quickly determine which service provider could provide a ride to their destination and for how much. The brochure has been continuously promoted to human service agencies and is available at www.cyrider.com/sct. 11. Developed At a Glance document for Story County agency representatives to quickly assist their clients. 12. Marketed public transportation options to medical human service providers to get them to ask the question, “Do you have Transportation to your next appointment?” Communicated brochure and At a Glance documents. 13. Market MyState App to utilize CyRide to obtain transit trip information. <p>Strategies Yet to Implement</p> <ol style="list-style-type: none"> 14. Improve CyRide’s How to Transfer written materials describing what a transfer is; when a transfer is applicable as opposed to utilizing two fares; and actual logistics of transferring. 15. Develop new Dial-A-Ride brochure identifying ADA policies and with notable differences between DAR and county-wide public transportation.

Needs	Possible Strategies/Project
<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. 	<p>Previous/Ongoing Strategies</p> <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. Continue Car Seat Donation Program 3. Provide half-fare rides to Medicaid individuals riding with card <p>Strategies Yet to Implement</p> <ol style="list-style-type: none"> 4. Implement common data-base of all Ames transportation assistance bus pass/ticket & gas voucher programs to avoid duplication or send requests to one agency. 5. Transportation Collaboration investigate/discuss possible improvements? <ol style="list-style-type: none"> a. Affordability of HIRTA transportation. b. No resources available for non-Medicaid individuals issue. 6 Identify opportunities for human service organizations to share vehicles and/or drivers (operating 15-18 hours/week on average). <p>CyRide research implementation of possible fare free system once driver workforce has rebounded after pandemic:</p> <ul style="list-style-type: none"> • Summer • Weekend/Evening • K-12 • Low-income • System-wide
<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. 	<p>Previous/Ongoing Strategies</p> <ol style="list-style-type: none"> 1. Coordinate group of mechanics to repair human service agency donated vehicles. Partnership now with Ames Ford who accepts donated vehicles and provides safety inspection. <p>Strategies Yet to Implement</p> <ol style="list-style-type: none"> 2. Coordination of replacement/maintenance of human service provider vehicles. 3. Investigate “sharing” of vehicles for providers & implications to insurance coverage.

Needs	Possible Strategies/Project
<p>Bus Storage/Maintenance</p> <p>Facility & Connection :</p> <ol style="list-style-type: none"> 1. CyRide Bus Storage Expansion: CyRide currently houses 100 vehicles and inside storage is not available for all vehicles. CyRide cannot fit this fleet inside at current location and is in need of new location and maintenance facility to maintain/store vehicles into the future. 2. CyRide Maintenance Shop: Need to expand maintenance shop area to maintain buses, house extra bays (1 bay per 10 buses – only 4 bays currently, need approximately 10). Additionally, need the ability to service at any time of the day or night. Maintenance bays need to move to perimeter of building. 3. Facility Rehabilitation/Improvements to maintain State of Good Repair 4. Surface Parking Lot and CyRide Turnaround Rehabilitation to maintain State of Good Repair 	<p>Previous/Ongoing Strategies</p> <ol style="list-style-type: none"> 1 Additional Bus Facility Storage – identify second site location and/or 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 for up to 125 vehicles. Design off-site CyRide facility with appropriate functions. Possibly coordinate efforts with HIRTA for this location. 2. Modernize current CyRide storage facility including upgrading heating ventilation air conditioning 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, shop rehabilitation, fire suppression system for battery electric buses, fuel pump improvements, concrete rehabilitation/improvements (systematic replacement), re-roof facility, replace boilers, rehabilitate wash bay/fuel area (add reverse osmosis system, dryer/blower system, brushes to clean front of buses - currently, just sides/rear and chassis/wheel wash.), paint booth incorporating OSHA standards that accommodates articulated bus fleet, flood barrier enhancements, flood pumps replacements, 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 state/federal funding opportunities and/or nationally competitive grants. 4. 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. 5. Resurface/update Iowa State Center Parking concrete lot where commuters park to allow additional parkers to travel via #23 Orange into ISU campus. 6. Rehabilitate CyRide turnarounds on #1 Red (Ames Middle School) and #2 Green (Ontario/California) bus routes that are crumbling and are in need of repair. <p>Strategies Yet to Implement</p> <ol style="list-style-type: none"> 7. Identify second site and/or strategy to increase indoor parking for buses currently parked outside at CyRide Maintenance/Storage facility and pursue funding for design and construction. 8. Implement security system for CyRide facility. 9. Implement additional charging/dispensers to facility for increased battery-electric bus fleet up to 17 vehicles.

Needs	Possible Strategies/Project
<p>Fleet Needs</p> <ol style="list-style-type: none"> 1. Reduce transit providers average fleet age to national average 2. Maintain 100% accessible fleet for transit providers 3. Maintain spare ratio at 18-20% for fixed-route transit providers. 4. Increase fleet size for increases in service needs (frequency and geographic coverage) 5. Improve vehicle security systems 6. Improve vehicle technology to provide improved communications (radios) and ridership documentation 7. Replace administration vehicles prior to their useful life benchmark for their asset class. 	<p>Previous/Ongoing Strategies</p> <ol style="list-style-type: none"> 1. Federal/State Grants – Identify and apply for federal/state grants as necessary to meet transportation providers’ fleet needs for replacement. 2. Bus Replacement – Strive to replace buses that are past their useful life benchmark over the next 5-year period. Currently, 27% (22 large and 2 small) of CyRide’s bus fleet is past their useful life benchmark. CyRide purchased a minibus to operate Dial-A-Ride services in 2017 with Section 5310 funding which is currently leased to HIRTA. A replacement low-floor vehicle is currently on order to replace that bus as well as two CyRide cutaways which were held up due to several funding issues and decision to upgrade the high floor light duty bus to a low-floor which should be delivered by the end of FY2024. These light duty vehicles will need systematically replaced every 5 years. 3. Bus Expansion (New and/or Used) – Purchase accessible vehicles to expand new transit services (fixed route and Dial-A-Ride services) or add additional trips to safely operate/meet growing demand for transit service. 4. Surveillance Systems – Add/replace cameras to all CyRide buses to reduce liability and improve ability to assist local police. 5. Administrative Vehicles – Systematically replace administrative vehicles that help transit agencies function over the next 5-year period. CyRide administrative vehicles transport drivers to/from their bus route will be replaced at the rate of one vehicle per year. Maintenance trucks are replaced every 10 years. 6. Automated Passenger counters are needed on CyRide buses to perform required NTD counts of passengers and counts at each bus stop throughout the system. This allows CyRide to better plan for shelters, benches or added concrete pads for highly utilized bus stops. 7. Explore and possibly conduct pilot project of battery electric alternative fueled buses. 8. Replace CyRide radios to upgrade/purchase technology in coordination with other city departments. 9. Attain up to 10 articulated buses for high capacity routes <p>Strategies Yet to Implement</p> <ol style="list-style-type: none"> 10. Purchase up to 17 battery electric buses thereby replacing diesel buses to provide zero emissions within Ames. 11. Conduct future study to determine if additional vehicles beyond 17 battery-electric could be implemented OR research other possible zero emission vehicle strategies. 11. Attain additional articulated buses for high capacity routes like #23 Orange or #11 Cherry.

<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. 3. Automatic Vehicle Annunciators 	<p>Previous/Ongoing Strategies</p> <ol style="list-style-type: none"> 1. Bus Stop/Shelter improvements (solar shelters, benches, i-stops, ADA concrete pads, lighting) for major boarding locations. Improve bus stops/shelters accessibility for all passengers. In 2022, CyRide employee developed way to add solar to bus stops at minimal costs on existing shelters. 2. Bike Racks on 100% of CyRide vehicles. 3. Automated Vehicle Annunciators to communicate what the next bus stop is on the route for ADA passengers as well as passengers that are not familiar with the Ames community at bus stops via LED signage at major bus stops with high ridership. 4. Added LED and Infotainment signage to buses allowing individuals with hearing disabilities the ability to see next bus stop AVA information 5. Periodic upgrade of AVL system and assistive technologies as the useful life fades about every 7-10 years. <p>Strategies Yet to Implement</p> <ol style="list-style-type: none"> 6. Identify/study passenger travel paths (sidewalk access) to/from bus stops from health facilities. (CyRide buses must travel main arterials via city policy.) 7. Update all shelters throughout Ames with new design shelter & add solar lighting. 8. Update concrete at bus stops throughout Ames to improve boarding and alighting at transit bus stops. 9. Update bus stops along specific highway corridors progressing on Iowa DOT ADA bus stop priority list. All updates must be coordinated with the Iowa DOT.
---	--

Needs	Possible Strategies/Project
<p>Urban</p> <ol style="list-style-type: none"> 1. Maintain existing transit services and geographic coverage. 2. Need for added 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. Specific need for third shift transportation (12am - 6am) 10. Need for affordable <u>emergency</u> transportation for low-income K-12 (at- risk) students and seniors. 11. Maintain existing transit services and geographic coverage. 12. Need to geographic service coverage of transit in Ames to serve gap areas. 13. Need for increased frequencies of service on high-capacity corridors. 14. Need for additional hours of transportation to specific areas of Ames. 10. Specific need for third shift transportation (12am - 7am) 11. Need for affordable <u>emergency</u> transportation for low-income K-12 (at-risk) students and seniors. 	<p>Urban Strategies/Projects</p> <p>Previous/Ongoing Strategies</p> <ul style="list-style-type: none"> • RSVP Volunteer Transportation program managed by RSVP. Research possibility of providing background checks on drivers. • Continuation of mandated Paratransit ADA Service via contracting opportunity with HIRTA. • New Transit Route Services: <ul style="list-style-type: none"> ○ #2 Green & #6 Brown – added frequency ○ #3 Blue Alignment Expansion to Target/Wal-Mart ○ #3 Blue Sunday (between Friley & Duff) ○ #6 Brown – Evening Service to Research Park ○ #7 Purple –provide mid-day service (partially accommodated) ○ #9 Plum – service along S. 16th corridor ○ #12 Lilac – direct service from W. Ames to ISU campus ○ EASE – extend route to Barilla on E. Lincoln Way; provide mid-day service ○ #14 Peach - Modify route to operate on Wheeler ○ Reduced CyRide fares to \$1.00 per ride to make service more accessible to low-income & elderly populations (equivalent fares for passes prior to fare increase in January 2012.) • Summer 2019 Changes <ul style="list-style-type: none"> ○ #9 Plum – Deviate inbound trips only to campus through Veterinary Medicine complex ○ #14 Peach – Shorten route to provide service between North Grand Mall & campus in minibus at 30 minute service level. ○ #25 Gold – Add 40-minute service during summer between SUV and campus only. • Fall 2019 Changes <ul style="list-style-type: none"> ○ #6 Brown – Extend service hours from 8:30 p.m. to 10:30 p.m. weekdays at 40-minute service level. ○ #11 Cherry – Add Evening Weekday Service from 6:30 – 8:30 p.m. with 40-minute frequency. ○ #12 Lilac – Add midday service from 10 a.m. – 2 p.m. with service every 40 minutes. ○ #25 Gold – Add Evening Weekday Service between 10:00 p.m. – 12:30 a.m. at 40-minute service frequency ○ #25 Gold – Add 40-minute service frequency during ISU breaks ○ #25 Gold – Reduce frequency from every 10 minutes (6 buses/hour) to every 12 minutes (5 buses/hour) ○ Add Morning trip(s) on 3-5 routes for 7 a.m., 7:30 a.m. work start. • Policy Change - Guarantee campus transfers within 3 minutes of buses arriving. • Fall 2023 Changes Added Break service (#11 Cherry), removed #7 Purple from operating over ISU breaks as people can catch #11 Cherry with more robust service on S. Dakota.

Needs	Possible Strategies/Project
<p><u>Urban continued....</u></p>	<p>Strategies Yet to Implement</p> <p>Recommended to Transit Board for FY2025 Budget Approval</p> <ul style="list-style-type: none"> ○ Weekend Service (#9 Plum, #11 Cherry) ○ Later Evening Service (#6 Brown – extend route to ISU Research Park from 8pm – 10pm instead of ending at Towers) <p>Future CyRide (Fixed Route) Strategies/Projects:</p> <ul style="list-style-type: none"> ● Increased Frequencies (#6 Brown, #9 Plum, #12 Lilac, #14 Peach, EASE) ● Earlier Service (#1 Red, #2 Green, #6 Brown, #11 Cherry, #12 Lilac, EASE) ● Later Evening Service (#5 Yellow, #7 Purple, #9 Plum, #11 Cherry, #12 Lilac, #14 Peach, #21 Cardinal (Friday evening)) ● Break Day Service (#7 Purple, #12 Lilac, #21 Cardinal) ● Weekend Service (#12 Lilac, #25 Gold, EASE) ● Summer Service (#11 Cherry, #12 Lilac, #25 Gold) ● Summer Evening Service Extend All Routes past 10pm (Friday – Sunday). ● Timing of Schedules <ul style="list-style-type: none"> ○ Improve timing of transfers between Red/Green at City Hall (currently meet once an hour) ○ Ensure scheduling so that passengers arrive on ISU campus for work start times by 7:00am, 7:30am, 8:00am and work leave times of 4:00pm, 4:30pm and 5:00pm (All routes) ● Pedestrian Signal Crossings <ul style="list-style-type: none"> ○ S. Dakota/Steinbeck - #1 Red, #11 Cherry, #12 Lilac ○ Stange/Blankenburg - #6 Brown, #14 Peach ● Route Alignment/Change & New Service <ul style="list-style-type: none"> ○ Service to Northridge/GW Carver area ● Policy Change Requests <ul style="list-style-type: none"> ○ Service Billy Sunday Road/Airport 7:30 am – 5:30pm (F = 40 min.) (Per City policy, CyRide cannot serve non-arterial roads without city approval) ● Affordability Strategies <ul style="list-style-type: none"> ○ Fare-free city-wide: 5 options (System-wide, Weekends/evening only, Summer only (Summer 2009 trial funded by Ames City Council), K-12, Low-income only) <p>Demand/On-Call Service Strategies/Projects:</p> <ul style="list-style-type: none"> ● Senior transportation after 2 p.m. to/from health facilities ● Low-income students missing yellow school buses from school. ● Boys & Girls Club transportation from schools alternative - high costs for special service, gasoline & vehicle insurance. ● AVL technologies - Improve route efficiencies by adding AVL technology, kiosks to the public, trip planner and automated scheduling software.

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> <p>Previous/Ongoing Strategies</p> <ol style="list-style-type: none"> 1. Transit service between Ames & Iowa City for medical purposes. Coordinate with other interested partners for service continuation to also serve other central Iowa residents to Iowa City and expand access for 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 solutions from bus rapid transit, regular bus service, to vanpool/carpool options. 3. Implemented demand response re-scheduling of pickups/drop offs (HIRTA On Demand implemented) 4. HIRTA Pay app implemented making it easier for customers to pay for trips, including Dial-A-Ride customers. 5. HIRTA now offering vanpool program in coordination with Enterprise providing the vehicle for vanpooling in Story County as well as all counties surrounding Polk County. <p>Strategies Yet to Implement</p> <ol style="list-style-type: none"> 6. Coordinate any regional projects through CIRPTA's Passenger Transportation Plan through the Des Moines Area MPO. HIRTA's Marketing Outreach Coordinator – Danny Schnathorst (dschnathorst@ridehirta.com) may facilitate any projects through CIRPTA as he leads the Story County Transportation Collaboration group effective January 2024. Any regional Section 5311 funding is utilized to cover trips outside of Ames. 7. Adult Day Service transportation for Story County residents 8. Additional hours of service for senior agency special events 9. Transportation service to/from Nevada 3 x's a day 10. Rural meal-site transportation (meals/activities) 11. Out of service hours transportation for agency special events

V – FUNDING

Financial support for the planning and delivery of public transit services comes from many sources. The one federal funding program that rely upon inclusion in this document for grant approval from the federal government is Special Needs Formula Program (Section 5310). However, the Iowa Department of Transportation (Iowa DOT) is encouraging the coordination of all other state and federal funding. Therefore, the primary federal and state programs supporting transit and transit planning as documented by the Iowa DOT with inclusions from Ames Area MPO are as follows:

Mobility Is....
Ability to pay for the service!

Federal Transit Assistance Programs

- Metropolitan Transportation Planning Program (Section 5303)
- Statewide and Nonmetropolitan Transportation Planning Program (Section 5305e)
- Urbanized Area Formula Grant Program (Section 5307)
- Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)
- Formula Grants for Rural Areas Program (Section 5311)
- Rural Transit Assistance Program (RTAP) (Section 5311(b)(3))
- Intercity Bus Assistance Program (Section 5311(f))
- Bus and Bus Facilities Programs (Section 5339)
- State of Good Repair Grants (Section 5337)

Federal Flexible Funds Available to Transit

- Surface Transportation Block Grant (STBG)
- Congestion Mitigation/Air Quality (CMAQ) Program / Iowa's Clean Air Attainment Program (ICAAP)
- Diesel Emission Reduction Act (DERA) Grant Program
- Community Development Block Grant (CDBG) Career Link Program – Employment Transportation
- Volkswagen Settlement Grants (new in 2019)
- Community Development Block Grant (CDBG) Career Link Program – Employment Transportation

State Programs

- STA Formula Program
- STA Fellowship Program
- STA Special Projects
- Public Transit Infrastructure Grant (PTIG) Program
- Capital Match Loan Program (Amoco Loans)

Local Funding

- Passenger Revenues
- Contract Revenue
- Municipal Transit Levy
 - Local Taxes
 - Regional Transit Levy
 - General Fund Levy
 - Trust and Agency Levy
- Student Fees
- Advertising Revenue
- Analysis of Social Services Evaluation Team (ASSET)
- United Way of Story County
- Story County Community Foundation

Each one of these programs is described in detail on the following pages.

Federal Transit Assistance Programs

Federal transit funding is authorized through the Bipartisan Infrastructure Law Program (BIL) or the Infrastructure Investment and Jobs Act (IIJA), which went into effect on November 15, 2021, authorizing programs, through September 30, 2026. Most federal transit programs are funded from the Mass Transit Account of the Highway Trust Fund, based on transit's share of the federal motor vehicle fuel taxes. The funds are administered at the federal level by the Federal Transit Administration. The transit funds are found in 49 United States Code Chapter 53 under the following sections for each of the programs.

Metropolitan Planning Program (Section 5305d)

These funds support planning activities in metropolitan areas on an 80 percent federal, 20 percent non-federal basis. In Iowa, these funds are administered by the Iowa DOT's Office of Systems Planning and are distributed annually to each of the state's nine metropolitan planning organizations (MPOs) through the following formula. One third is distributed equally among all MPOs; one-third is distributed based on each MPO's share of the total statewide urbanized area population from the most recent decennial census; and one-third is distributed based on each MPO's share of the total statewide urbanized area population from the prior decennial census. The 5305d funds are administered jointly with Metropolitan Planning "PL" funds available through the Federal Highway Administration as part of a Consolidated Planning Grant. The 5305d and PL funds can support any MPO costs related to intermodal transportation planning activities for the urbanized area.

A portion of these dollars is allocated for transportation planning each year, approximately \$30-35,000, within the Ames Transportation Planning Work Program to support transit planning conducted throughout the year by CyRide staff. Periodically, CyRide requests additional planning funds to cover larger system-wide transit studies or certain transit corridors. (i.e. FY2017 System Redesign Study - \$100,000).

Statewide and Nonmetropolitan Planning Program (Section 5305e)

These funds are intended to support transit planning in addition to what is conducted by the individual metropolitan planning organization (MPO). By law, the state is the direct recipient of the funding. Iowa uses these funds, along with 5311 funds set aside specifically for planning, to support a system of regional planning affiliations (RPAs). The RPAs are responsible for local intermodal transportation planning in areas of the state not included in a MPO. Iowa DOT's Office of Systems Planning serves as the direct recipient of these funds. The combined 5305e and 5311 planning funds are distributed annually to each of the state's 18 RPAs through the following formula. One-half is distributed equally among all RPAs; one-quarter is distributed based on each RPA's share of the total statewide non-urbanized population from the most recent decennial census; and one-quarter is distributed based on the ratio of the number of counties in each RPA out of 99 total counties. The Office of Systems Planning also distributes Statewide Planning and Research (SPR) funds from the Federal Highway Administration to the RPAs, for the same purpose and via the same formula. The 5305e and/or 5311 planning funds and SPR funds are administered jointly with any Surface Transportation Program (STBG) funds programmed for planning support by the RPAs. These funds jointly support regional intermodal planning on an 80% federal, 20% non-federal basis.

Since Ames is a designated Metropolitan Planning Organization (MPO), this funding is not available to the City of Ames for planning purposes.

Urbanized Area Formula Grant Program (Section 5307)

These funds support urban transit systems serving communities with more than 50,000 in population for transit related capital improvements (including preventive maintenance activities) or planning activities on an 80% federal, 20% non-federal basis. Purchase of vehicles equipped for access by persons with disabilities can be funded at 85% federal, 15% non-federal basis. Purchase and installation of special equipment or features required by the Americans with Disabilities Act or the Clean Air Act Amendments, and certain

bicycle accommodation projects are eligible for 90% federal assistance. Transit systems may also use up to 10 percent of their total 5307 funds to pay for some of their Americans with Disabilities Act paratransit costs on an 80% federal, 20% non-federal basis.

- Urbanized Areas (200,000 – 1,000,000): For urbanized areas of this size, funding is apportioned directly to each designated recipient to apply for and receive Federal funds. (i.e. Bettendorf, Council Bluffs, Des Moines, and Davenport). The formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density. Within each of these larger urbanized areas, transit systems are no longer required to set aside 1% of the 5307 funds for transit enhancement activities but do have to submit an annual report listing projects that were carried out during the previous fiscal year. Each recipient of these funds must also expend at least 1% on public transportation security projects or certify that this is not necessary. Urbanized areas of 200,000 or more may not utilize this funding for operating assistance unless they are eligible under FTA's special rule of operating less than 100 buses in peak hour service.
- Urbanized Areas (50-000 – 200,000 in population): For urbanized areas of this size, the funds are apportioned to the governor of each state for distribution. This 'Governor's Apportionment' includes a base allocation calculated strictly on population and population density of the state's communities in that size range, plus a "growing states" allocation, based on projected population growth. Additionally, "small transit intensive cities" (STIC) funding provides additional funds to any of these urbanized areas if they exceed the average performance of larger urbanized areas (200,000-1,000,000 in population) in one or more of six specified performance measures. The state is responsible for deciding how 5307 Governor's Apportionment funds are distributed. Ames, University of Iowa's Cambus, Cedar Rapids, Coralville, Dubuque, Iowa City, Sioux City, and Waterloo all receive funding from the Iowa Governor's Apportionment. (Sioux City also receives funding from the Nebraska and South Dakota Governor's Apportionments.) In addition to capital and planning uses, funding for these smaller urbanized areas can also be used to support their operating budget. Funds for operating support must be matched by non- federal funds (other than passenger revenues) on a dollar-for-dollar basis.

In 2007, CyRide began utilizing all 5307 funding to support their operating budget and allocates zero dollars to support capital purchases. This change made the grant process administratively easier and local dollars are utilized to support any capital needs. CyRide's funding dramatically increased by \$1.6 million from FY2021 to FY2022 with the passing of the new transportation BIL due to significant investment in public transit by Congress in the 5307 formula funding levels as well as increases in STIC funding to 3%. In FFY2023, CyRide received approximately \$4,226,994 (\$1,474,966 in 5307/\$2,752,028 in STIC) in 5307 funding which is 2.2% more than the previous year's allocation.

Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310)

This is a federal program for support of transit services to service the elderly and person with disabilities. The programs may also serve beyond transitional public transit services and ADA complementary paratransit service. These funds are allocated to Iowa on the basis of the number of older adults and individuals with disabilities and allocated by area: Large Urbanized Area (60%), Small Urbanized Area (20%), and Rural (20%). By law, the state is the direct recipient of the funding for areas with populations less than 200,000. Urbanized areas with populations exceeding 200,000 receive a direct allocation. Public agencies responsible for coordinating human service transportation are eligible, as are private not-for-profit agencies. Because Iowa requires the designated public transit systems to coordinate all publicly- funded passenger transportation services, Iowa distributes these funds to the public transit agencies. At least 55% of program funds must be used on capital or 'traditional' 5310 projects (buses, vans, wheelchair lifts, ramps, etc.) and 45% is for non-traditional projects once eligible under the New Freedom program (projects that go 'beyond the ADA', travel training, etc. Mobility management is eligible under either the traditional or non-traditional funding. The cost of contracted operations, equipment and passenger or vehicle shelters are funded on an 80% federal, and 20% non-federal basis. Purchase of vehicles equipped for access by persons with

disabilities can be funded at 85% federal participation. Facilities other than passenger or vehicle shelters are not eligible. Operating assistance is funded at 50% federal share. Match can come from other Federal (non-US DOT) funds.

Section 5310 funds administered by the OPT are distributed based on a formula of factors in ridership and revenue miles. To simplify administration, the 5310 funds going to rural systems are only distributed to transit systems that purchase contracted transportation services. All projects using 5310 funding must derive from the

Passenger Transportation Plan (PTP) prepared by the respective metropolitan or regional planning agency through their joint public transit/human service transportation planning process. All services supported with 5310 funding must be operated open to the general public. Complementary ADA Paratransit meets this requirement, so long as it operates the same days/hours as an urban transit system.

For CyRide, 5310 funding has traditionally been utilized to contract out their Paratransit services (Dial-A-Ride or DAR) operated by Heart of Iowa Regional Transit Agency (HIRTA). This DAR service is the ADA complementary service for the City of Ames for those individuals that cannot otherwise ride the fixed route system due to their disability. Individuals must apply directly to CyRide to be eligible for this service. Any funding remaining from 5310 after subsidizing Dial-A-Ride operations is utilized to purchase buses/vans that are leased to HIRTA for Dial-A-Ride services, passenger shelters along the fixed routes, automatic vehicle annunciator system/maintenance or digital LED/infotainment signage. CyRide is estimated to receive approximately \$431,000 in 5310 funding in FY2025.

Formula Grants for Rural Areas Program (Section 5311)

This federal program supports transit activities in rural areas and communities with less than 50,000 population. These funds are allocated to Iowa based on the number of persons living outside urbanized areas compared to other states. By law, the state is the direct recipient of the funding. Iowa DOT serves as the direct recipient of the funds, through both the Public Transit Bureau (OPT) and the Office of Systems Planning. The OPT administers the bulk of the 5311 funding that is provided to small urban and regional transit systems, as well as the 15% of the annual apportionment, that in conformance with federal law, is utilized to support intercity bus services. The Office of Systems Planning administers that portion of the 5311 funds that are combined with the 5304 funding to support rural transit and intermodal planning activities.

The portion of the 5311 funds used for support of public transit services in Iowa is administered in conjunction with the rural portion of the 5310 funding. The 5311 funds may be used to support operating deficits (potentially on a 50% federal, 50% non-federal match), capital purchases (on an 80% federal, 20% non-federal match or 85% federal, 15% non-federal for vehicles meeting ADA and Clean Air standards), or planning activities (on an 80% federal, 20% non-federal match). State policy does not allow local transit administration costs for public transit systems to be treated any differently than operating expenses.

The Iowa DOT formula allocating 5310 and 5311 funds uses the past year's performance statistics. The amount of formula funds to be distributed to small urban systems versus regional systems is determined by first splitting the allocations with 75% going to the regional systems and 25% going to the small urban systems. The individual allocations to small urban systems are then determined on the basis of 50 percent of the percentage of total small urban ridership accomplished by that system and 50 percent of the percentage of total small urban revenue miles provided by the individual system. Individual allocations for regional systems are based on 40 percent of the system's percentage contribution to total regional transit ridership and 60 percent on the system's percentage contribution to total regional revenue miles.

The formula apportionment funds received by each system must be used to support services open to the public. This would include eligible transit capital or operating expenses as defined by the federal government. The decision of how the formula funds are programmed is a part of the local transportation

planning and programming process conducted through the regional planning affiliation. Public Transit Bureau (PTB) provides a projection of the formula funding that will be available to each system for the coming state fiscal year in early December, in order to facilitate integration of the 5311-programming process with the annual preparation of the Passenger Transportation Plan (PTP) and the regional Transportation Improvement Program (TIP).

The PTB decides which agencies will receive 5310 funds versus 5311 funds, based on how the transit systems will use the monies. At present, most transit systems choose to use their formula funds for support of transit service costs. The 5310 funds are targeted to systems that purchase services from sub-providers, and 5311 funds are targeted first to systems that provide their services directly. To the extent that any system proposes to use its 5310/5311 allocation for purchase of rolling stock to operate within an urbanized area, 5310 funds will be used (and the project will be included in that urbanized area's Transportation Improvement Program (TIP).) If facility improvements are programmed with the formula funds, 5311 funding will be used.

Non-urbanized Formula Funding is only available for rural transit services and not available as viable funding source for transportation within the City of Ames since Ames is 100% urban. Therefore, this funding is not referenced within the urban Ames PTP plan.

Rural Transit Assistance Program (Section 5311(b)(3) - RTAP)

This federal program provides a source of funding to assist in the design and implementation of training and technical assistance programs and other support services tailored to meet the specific needs of transit operators in non-urbanized areas (less than 50,000 in population). By law, the state is the direct recipient of the funding and the Iowa DOT's Public Transit Bureau serves as the recipient of these funds.

Iowa's RTAP funds are mainly used to provide local transit agencies training fellowships. The fellowships pay 80 percent of the cost for Iowa's small urban and regional transit systems and their planners to attend Iowa DOT sponsored seminars, as well as transit-related courses or conferences sponsored by other groups. Transit systems may also be reimbursed for training held in-house. Additional RTAP projects funded by PTB include: statewide training seminars, statewide annual driver roadeo, transit training library, transit marketing video.

CyRide is not eligible for RTAP funding since the City of Ames is over 50,000 in population. Heart of Iowa Regional Transit Agency (HIRTA) would be eligible for this training funding. A parallel program funded with state transit assistance (STA) funds pays for costs incurred by large urban systems and their planners, currently at 70 percent reimbursement which CyRide is eligible.

Section 5311(f) Intercity Bus Assistance Program

A minimum of 15 percent of each year's non-urbanized formula funds allocated to Iowa under the 5311 program is required to be set aside to support intercity bus transportation. Private-for-profit companies, private non-profit corporations, or public entities may apply for this funding. Connections to Amtrak or passenger air service terminals are desirable. Service strictly for commuter purposes is not eligible. Projects may include operating assistance, capital assistance, planning, or administrative costs such as marketing and insurance.

The Iowa Intercity Bus Assistance Program includes funding in four categories of projects:

- Category 1 is support for continuation of existing services. Funding is available for providers of existing intercity bus service that apply and agree to reporting requirements. Category 1 projects pay \$0.10/revenue mile of scheduled route service that is justified based on preventive maintenance costs.
- Category 2 is support for new and expanded intercity bus service or feeders connecting to existing intercity bus services. It is not intended to support duplication of existing services. Projects pay up to \$0.50/mile based on preventive maintenance, insurance and administrative costs, and operating support for a maximum of two years. After two years, the service may receive support under Category

- 1.
- Category 3 is support for marketing of existing and new services. Preference is for cooperative projects with involvement by communities served. Projects may pay up to 80% of project administration/marketing costs.
- Category 4 supports facility improvements or equipment purchases necessary for the support of existing or new intercity bus services. Projects pay up to 80% of approved project amounts (83% for purchase of accessible vehicles or 90% on accessibility retrofits of existing vehicles) based on actual costs.

The Intercity Bus Assistance Program is included as a statewide total in the Statewide Transportation Improvement Program (STIP). Annual intercity bus assistance applications must be received by Iowa DOT's Public Transit Bureau by the first business day of October for projects to begin in January. Project selections are finalized by December.

Bus and Bus Facilities Programs (Section 5339)

These funds can finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. Funding is dispersed annually via formula apportionments and also by discretionary awards.

- **Formula Apportionments:** In Iowa, approximately \$1,250,000 is received annually via formula to be spent in small urban (less than 50,000 population) and regional transit systems and receives individual allocations for each large urban transit system serving populations between 50,000 and 200,000. The large urban funds are pooled together since individual allocations by transit agency would not allow for bus purchases on an annual basis. All funds are spent on vehicle replacements rather than on expansion vehicles or bus-related facilities and are distributed utilizing the vehicle rankings of the [Public Transit Management System](#) (PTMS).

Transit systems serving populations of more than 200,000 in population receive direct allocations from the Federal Transit Administration and are not included in the statewide distribution through PTMS. These transit systems can decide how to utilize these formula funds for their agency.

This federal program provides funding of transit capital improvements on an 80% federal, 20% non-federal matching basis (85% federal, 15% non-federal for vehicles equipped to meet ADA and Clean Air standards). Facility grants are not available through this process since the formula funding is minimal and the Iowa DOT emphasizes replacing vehicles as the priority above any facility project.

- **Discretionary Awards:** The Department of Transportation (DOT) typically releases a 'notice of funding opportunity' for national infrastructure investments projects that make a positive impact throughout the country and opens this opportunity to all transportation modes (highway, public transportation, passenger/freight rail, port, intermodal). All transit agencies over 50,000 in population as well as States have an opportunity to apply for these grant funding opportunities. This competitive discretionary program is now known as the "Better Utilizing Investments to Leverage Development" or "BUILD Transportation 'Discretionary Grants'" program and funding is awarded for projects that will have a significant local or regional impact. (This program was previously known as TIGER under the Recovery Act.)

CyRide was extremely successful in attaining replacement buses and expansion buses for its fleet within the transportation appropriations bill, prior to the FAST Act, MAP-21, under SAFETEA-LU. CyRide averaged approximately \$2,000,000 in capital funding on an annual basis through the Notice of Funding Availability (NOFA) process. However; once the MAP-21 reauthorization bill was approved, CyRide was no longer eligible to apply for NOFA opportunities as only designated recipients serving populations over 200,000 were eligible. The FAST Act reauthorization bill revised

this and transit systems serving populations over 50,000 are now eligible to apply for this discretionary funding. This change opens up the opportunity for CyRide to submit future applications for bus (for replacement or expansion) and bus facility NOFA's if these opportunities continue in the future. CyRide has not applied directly for these opportunities under the FAST Act but the State of Iowa DOT has applied on CyRide's behalf along with other Iowa urbanized transit systems. The Iowa DOT has not been successful in receiving discretionary funding for urbanized systems, like CyRide, but has received discretionary funding for Iowa's rural transit systems, like HIRTA.

State of Good Repair Grants (Section 5337)

This is a new formula-based program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems the use of high-occupancy vehicle lanes, including bus rapid transit (BRT). At the present time, CyRide or HIRTA is not eligible for this type of funding as they do not provide rail or BRT transit service at this time.

Federal Flexible Funds Available to Transit

Surface Transportation Block Grant Program (STBG)

These funds come to the state based on a number of factors including vehicle miles of travel, highway lane miles and the number and size of bridges. The funds can be used for roadway, transit capital projects, pedestrian/bikeway projects, or intermodal planning projects on an 80% federal, 20% local basis. In Iowa, a portion of these funds is programmed by local governments acting through metropolitan or regional planning agencies.

Nearly all of Iowa Regional Planning Alliances (RPAs) and some Metropolitan Planning Organizations (MPOs) fund a portion of their intermodal transportation planning activities from STBG funds. Most transit systems have also been successful in receiving STBG funding from their local MPO or RPA. When programmed for transit or transit planning projects, these funds are transferred from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) for administration, either through a direct Section 5307 grant for large urban transit systems, through a statewide 5311 grant for small urban or regional systems, or through the statewide consolidated planning grant for planning projects. The Iowa DOT's Public Transit Bureau administers the statewide grant for individual small urban and regional transit systems. The Office of Systems Planning administers the planning grant.

CyRide has utilized past allocated STBG dollars for planning purposes for the Ames Transit Feasibility Study (\$100,000; 40% STBG) and CyRide Facilities Master Plan Update (\$40,000; 25% STBG). Reimbursements for these CyRide projects are requested directly from the City of Ames. In 2020, CyRide will begin to receive STBG dollars for bus purchases for approximately \$225,000 federal each year with the hopes to upgrade a 40-foot bus to an articulated bus. Thus far, CyRide has received approximately three years of STBG funding.

Iowa Clean Air Attainment Program (ICAAP)

This program is one of the five core funding programs of the Federal Highway Administration (FHWA) that can be flexed between highway, transit or bicycle/pedestrian uses. Nationally, the Congestion Mitigation/Air Quality (CMAQ) program is intended to fund transportation projects to assist metropolitan areas in violation of Clean Air Act standards. In those states with areas in violation, much or all of the CMAQ monies must be spent in the affected areas for projects conforming to a state air quality implementation plan. Because Iowa does not have any areas in violation of transportation-related federal clean air standards, the state receives a minimum allocation of CMAQ funding that can be used anywhere in the state for any purpose for which STBG funds can be used on the same 80% federal, 20% non-federal basis. The Iowa program is referred to as Iowa's Clean Air Attainment Program (ICAAP).

In Iowa, funds are programmed for highway or transit projects through a statewide application process based on the project's anticipated air quality or congestion relief benefits. Applications are due the first

business day of October for projects to begin the following federal fiscal year. Project selections are determined in February. When ICAAP funds are programmed for transit projects, funding is transferred from Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) for administration through the statewide grant under either the Section 5307 or 5311 programs depending on whether the projects are in urbanized or non-urbanized areas. This funding could be utilized in the future for service expansion (new routes or increased service frequency) for either buses or service within Ames.

Over the past five years, CyRide has been awarded nearly \$1.3 million from ICAAP funding for expansion of transit services including:

ICAAP Projects	Approved	Federal Cost
Cherry Night Service (Yr. 1, 2 & 3)	January 2020, 2021, 2022	\$97,716
Lilac Midday Service (Year 1, 2 & 3)	January 2020, 2021, 2022	\$92,213
Brown Night Service (Yr. 1, 2, & 3)	January 2020, 2021, 2022	\$87,350
West Ames Routes: New Route – Lilac; Frequency Expansions - Red, Purple, Cherry (Yr. 1, 2 & 3)	January 2020, 2021	\$990,351
TOTAL ICAAP		\$1,267,630

Due to the pandemic which arrived in March 2020, expanding transit services was not needed due to many working and studying from home in Ames to reduce the spread of COVID-19. As a result, no additional services have been requested since 2022. CyRide recently approved the expansion of weekend and night services for FY2025 since those times do not require CyRide to hire additional drivers at these times. CyRide will apply for ICAAP funding for 2025-2027 for these improved services for Ames.

Finally, due to the lower apportionments in 5339 Bus & Bus Facilities discretionary funding for small urban and rural transit agencies, the Iowa DOT was successful in securing \$3 million of annual ICAAP funding to be utilized towards the replacement of buses. This funding will be dispersed through the PTMS process with the oldest and highest mileage buses throughout the state being replaced first.

Diesel Emission Reduction Act (DERA) Grant Program

The Iowa DOT administers the Environmental Protection Agency’s (EPA) DERA grant program for the state of Iowa. DERA comes out of the Energy Policy Act of 2005. Annually, the counties eligible to apply for funding are those determined by the EPA where all or part of the population is exposed to more than 2.0 µg/m³ of diesel particulate matter emissions in the 2011 National Scale Air Toxics Assessment. Public transit agencies operating medium-and heavy-duty diesel vehicles in the targeted counties are eligible to apply. In 2023, the total amount of funding available for DERA was \$1,058,940. Visit <https://iowadot.gov/dera/pdfs/DERA-Grant-Program-Information-Guide-2023.pdf> for the most recent application deadlines and further information.

Community Development Block Grant (CDBG) Career Link Program –Employment Transportation

This program is administered by the Iowa Economic Development Authority (IEDA). The Career Link program can be used to address other employment barriers by providing funding for employment related transportation services. Eligible activities include transportation services for individuals to job activities and adult students to educational training/instructional opportunities. The majority of beneficiaries (individuals utilizing transportation) must reside in non-entitlement communities [i.e. communities under 50,000 in population].

- Eligible applicants are non-entitlement cities (under 50,000) or counties. Funds will flow through the local government to a non-profit transportation entity [i.e. public transit agency] providing the transportation services.

- The majority of beneficiaries (individuals utilizing transportation) must reside in non-entitlement communities.
- Eligible activities will include transportation services for individuals to job activities and adult students to educational training/instructional opportunities.
- Participating businesses may not include retail or service businesses. A service business is a business providing services to a local consumer market which does not have a significant proportion of its sales coming from outside the state.
- The maximum grant award for employment related transportation projects will be \$150,000.
- IEDA will require a 1 for 1 cash match for projects. Matching funds can be a combination of funds from participating businesses, local, state, and federal funds.
- Funds will be used for operational expenses only (not buses/equipment)
- For each project, the majority of beneficiaries (51%) must be low to moderate income individuals, as defined by the federal Department of Housing and Urban Development (HUD).
- Grant recipients must document compliance by collecting income surveys from project beneficiaries

CyRide is not eligible for this funding since Ames is a community of more than 50,000 in population.

State Programs

The State of Iowa currently offers seven programs providing financial assistance to public transit systems.

STA Formula Program

All public transit systems are eligible for funding under the STA program, which began in 1976. Since 1984, STA funding has been derived from a dedicated portion (currently 1/20th) of the first four cents of the state “use tax” imposed on the sale of motor vehicles and accessory equipment. STA funds are provided to support public transit services and may be used for either operating or capital projects.

The majority of the state transit assistance funds received in a fiscal year are distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year. Each month, the dollars received in the fund during the prior month are allocated to the transit agencies. These funds can be used by the public transit system for operating, capital or planning expenses related to the provision of open-to-the-public passenger transportation.

The STA formula funds are first split between urban and regional systems on the basis of total revenue miles of service provided by each group. The funds are then split among individual systems in each category, 50 percent on the basis of locally determined income (LDI), 25 percent on the basis of rides per dollar of expense, and 25 percent on the basis of revenue miles per dollar of expenditure. PTB calculates LDI by subtracting FTA and STA formula funds from the system's operating expenses.

CyRide funding was increased by approximately \$200,000 beginning in FY2024 to \$1,027,333 annually. As a result, CyRide is able to expand its transit service beginning in FY2025 on nights and weekends. HIRTA would receive STA formula funds for regional transit services within Story County.

STA Special Projects

Each year up to \$300,000 of the total STA funds are set aside to fund “special projects.” These can include grants to individual systems to support transit services which are developed in conjunction with human service agencies, or statewide projects to improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc.

Special Projects are considered an “immediate opportunity” program by the Iowa DOT, meaning that these funds can be applied for at any time of the year as an opportunity arises, provided that funding is still available. Projects are intended to assist with start-up of new services that have been identified as needs by health, employment or human service agencies participating in the Passenger Transportation Development Planning process. Most projects are small in scope and typically will fall within the \$5,000-\$25,000 range. Projects shall be for no more than one year for up to 50% of the project costs, but a second year of funding can be applied for separately for up to 30%. Priority is given to projects which include a contribution from human service agencies. In past years, HIRTA was awarded funding for the Ames – Iowa City transit service and also funding to print the Story County Transportation brochure (www.cyrider.com/sct). CyRide has only received this funding once in 2010 for partial funding of the new #10 Pink route of \$15,006. The statewide project funds can also be used on statewide transit marketing and projects exploring new transit technologies. The administrative rules provide flexibility for use of the funding. If this funding is not needed for special projects, the money set aside for that purpose may be moved back into the STA formula program for distribution to all systems.

STA Fellowship Program

A major component of the state-wide Special Projects is a program of transit training fellowships that parallels the federal RTAP fellowship program described previously. The STA fellowship program focuses on training costs for Iowa’s large urban transit systems and metropolitan planning organizations that are not eligible under RTAP. CyRide utilizes this fellowship program for its administrative, maintenance and operational staff of approximately \$15,000 each year for the following uses: FTA and Iowa DOT seminars, transit related conferences, NTI Trainings, State Rodeo (funded at 100%), and trips to other University transit communities. This program generally reimburses 70% of registration, travel, hotel expenses.

Public Transit Infrastructure Grants

In 2006, the Iowa Legislature established a new program to fund some of the vertical infrastructure needs of Iowa’s transit systems. Applications are accepted as part of the annual Consolidated Transit Funding Program. Projects can involve new construction, reconstruction or remodeling, but must include a vertical component to qualify. They are evaluated based on the anticipated benefits to transit, as well as the ability to have projects completed quickly. The infrastructure program participation in the cost of transit-related elements of a facility project is limited to 80% and cannot, in combination with federal funding, exceed that number. Also, no single system can receive more than 40% of the available infrastructure funding in a given year.

CyRide has been successful in receiving several awards for this infrastructure program to rehabilitate its maintenance facility over the past years. CyRide received \$1,144,738 to purchase a new heating, ventilation and air conditioning system throughout the facility over the past three years. Most recently, CyRide was awarded a \$581,566 PTIG grant to rehabilitate its shop area to connect its mezzanine floor which will expand the storage space for the mechanics. Both the HVAC and Shop projects will be substantially complete by April 2024. This funding is tied to the state’s Rural Iowa Infrastructure funding authorized by the state legislature. This funding was nearly not authorized in the 2024 State budget and may not be approved in future general budgets.

Capital Match Revolving Loan Fund (AMOCO Loan)

The capital match revolving loan fund was created by the Iowa Legislature in the early 1980’s with funds from Iowa’s share of the federal government’s petroleum overcharge settlement against the American Oil Company (Amoco.) The loan program is subject to an intergovernmental agreement between the Iowa DOT and the Iowa Department of Natural Resources (DNR). All public transit systems are eligible for loans under this program. The intent of the program is to increase the inherent energy conservation benefits of public transit by expediting the implementation of transit capital projects.

The program allows “no interest” loans to transit systems, which the transit system uses towards the required local match on a federally-funded capital project, paying it back over a negotiated time period as local funds become available. The loan can be used to temporarily fund the entire local match on capital equipment projects or 50% of the required non-federal match on facility projects. Funding is available on a first come first serve basis. A project, targeted at energy savings, is eligible if it is a transit capital project that is approved for federal funding

Volkswagen Settlement Grants

In 2016, the Environmental Protection Agency (EPA) filed a complaint alleging Volkswagen (VW) violated the federal Clean Air Act with the sale of motor vehicles between 2009 and 2016 equipped with "defeat devices" designed to perform differently during normal vehicle operation than during emissions tests; exceeding the EPA compliant levels of nitrogen oxides (NOx) during normal use. VW agreed to settle some of the allegations. With the creation of an Environmental Mitigation Trust (Trust) to fund a specific set of mitigation actions that will reduce NOx emissions. Since that time, Iowa is expected to receive approximately \$21 million in Trust funds for NOx mitigation projects over the next ten years. The Iowa DOT began by distributing grants for relevant projects within the following categories in 2019 according to Iowa DOT’s Beneficiary Mitigation Plan.

Mitigation Category	Funding Target
Category 1 -Class 4-8 School Bus, Shuttle Bus, or Transit Bus	\$9,450,000
Category 2-Freight Trucks and Port Drayage Trucks	\$3,150,000
Category 3 – Non-Road Transport and Equipment	\$9,100,000
Category 4 – Zero Emission Vehicle (ZEV) Supply Equipment	\$3,150,000
Category 5 – Diesel Emission Reduction Act (DERA) Grant Program	\$3,150,000
TOTAL	\$21,000,000

Beginning in 2019, the Iowa DOT distributed three rounds of grant applications awarding approximately \$8.4 million under category 1 for transit bus funding. CyRide submitted grant requests for all three rounds applying the Volkswagen funding as the local match for bus purchases receiving \$1,060,640. Per communications with the Iowa DOT Systems Planning, a future round of funding is forthcoming in late FY2024 with another \$3,000,000 available for buses. Due to supply chain shortages, buses prices have increased dramatically in price since 2020. If awarded, CyRide plans to utilize VW funding to increase the total budget of its next bus purchase in light of these cost increases. For more information on this grant program, visit <https://iowadot.gov/vwsettlement/default.aspx>.

Local Funding

The bulk of transit funding in Iowa comes from local sources, especially on the operating side. How systems generate their local financial support varies, but some of the more common sources are as follows:

Passenger Revenues

Fees paid by the passengers are one of the most common sources of local support. This can include monies collected on-board the transit vehicle (usually called “farebox receipts”), as well as prepaid fares from sale of passes or tickets, or fares billed to the passenger after the fact. FTA requires that all passenger revenues be subtracted from the total cost of operating transit service to identify a net operating cost, before eligibility for federal financial support of operations can be calculated.

Contract Revenue

Human service agencies, local communities, as well as private businesses are often willing to pay a part or all of the cost for certain types of rides provided as part of the open to the public transit operation. Such subsidies are classified as contract revenues and can count toward the required local match on federal projects.

Municipal Transit Levy

Local Taxes

Iowa law authorizes municipalities to levy up to 95 cents per \$1,000 assessed valuation to support the cost of a public transit system. Most of Iowa's larger communities levy for support of their urban transit systems. A number of smaller communities use this authority to generate funding used to support services contracted from their designated regional transit system. CyRide has its own transit levy for the community of which Ames is approximately 15% of its revenue stream. For Ames, this levy is approximately 60.552 cents per \$1,000 assessed valuation.

Regional Transit Levy

In 2005, the Iowa legislature authorized counties exceeding 175,000 in population are able to form regional transit districts for support of area-wide public transit services. Once formed, adjacent counties can become part of the district, or municipalities in non-participating adjacent counties can join. The district can levy up to the 95 cents per \$1,000 assessed valuation; but, unlike the provisions in the municipal levy, the regional transit districts can set differing levy rates across their territory. While both Linn and Polk counties have the population to form a regional transit district, as of March 2011 only Polk County has chosen to form a district, including several municipalities from adjacent non-participating counties. This is not an option available for Story County.

General Fund Levy

The cost of supporting transit services is an eligible use of general fund revenues for all Iowa governments and is the primary source of funding to support transit for counties who don't have the option of a transit levy, as well as for cities which chose not to use the transit levy.

Trust and Agency Levy

The Trust and Agency Levy can be used by cities and counties to support employee benefit plans. As such, it can be used to help support the cost of a city operated transit system.

Other Local

Student Fees

Mandatory student fees established by a college or university are similar to a tax levy in that all members of the particular community contribute. Iowa State's Student Government is CyRide's largest fee levy equating for approximately 40% of the annual operating budget.

Advertising Revenues

Sale of on-board advertising or advertising space in brochures, etc., can provide some additional revenues to the transit program. Currently, CyRide contracts out their advertising program to place ads on our buses and therefore splits the revenues received with the advertising agency.

Analysis of Social Services Evaluation Team (ASSET)

The Analysis of Social Services Evaluation Team (ASSET) process has existed in Story County since 1985. It brings together five major funders of human services programs in a collaborative, volunteer-led effort to coordinate local planning, assess needs, evaluate the capabilities of agencies to provide programs, and recommend funding for programs. ASSET (www.storycountyasset.org/) is supported by five funders

including the City of Ames, Iowa State University Student Government, Story County, Central Iowa Community Services, and United Way of Story County. Each Funder has priorities that guide the process in making recommendations for funding decisions and agencies must apply for funding through this process. Approximately \$4.8 million in funding was recommended for distribution to ASSET agencies' programs in FY2024. HIRTA will receive approximately \$184,000 of this funding for demand response transportation within Ames and Story County.

United Way of Story County

United Way of Story County (UWSC) offers a few small grant opportunities to support unanticipated, emerging or other distinct under-funded needs on an annual basis to non-profit agencies. These grant opportunities are in addition to funding ASSET programs through the process listed above. Over the past few years, the only grant awarded for transportation was to help fund The Salvation Army's pilot "What Ifs" program where households could apply for emergency grants for vehicle maintenance and repairs along with other emergency expenses. Any considered projects for grants must further the UWSC's community impact goals. To view more grant program details including the UWSC's 2025 community impact goals, visit <https://www.uwstory.org/grants>.

- **Community Impact Grants** – These grants for \$7,500 or less are to support unanticipated, emerging, or other distinct under-funded needs that further the mission of UWSC. Priority will be given to those programs that reach underserved populations and/or are focused on UWSC's 2025 Community Impact Goals. Any non-profit organization with a 501(c)3 designation serving Story County is eligible to apply. Grant applications are accepted throughout the year when funding is available. The Allocations Committee generally meets on the first Thursday of each month. Grant applications that have been received the Monday of the week prior will generally be included in the monthly review unless additional information is needed for consideration. Proposals must be submitted on [the form linked on our website](#) and emailed to unitedway@uwstory.org.
- **Golf For Kids Grant Process** – These grants for \$3,000 or less disburse funds raised by UWSC's annual Golf Fore Kids event (held annually in the summer). Grants are available to fund human services programs and initiatives that impact the lives of Story County children above and beyond current funding opportunities. Proposals may address expansion of programs and initiatives that are already funded by UWSC (through the ASSET process or grants process) or they may address programs and initiatives not currently funded by UWSC. Priority will be given to programs that reach underserved populations and/or are focused on UWSC's 2025 Community Impact Goals. Proposals for capital expenditures will not be considered. The annual deadline for proposals is typically in August or September, with deadlines and the application form provided on the UWSC's [grants page](#).
- **Other/Special** - Occasionally, special grants are announced by the UWSC. For example, during the coronavirus pandemic, funds were raised specifically to help partner agencies contend with Covid-19 related expenses and service delivery changes.

Story County Community Foundation

The Story County Community Foundation (SCCF) is a nonprofit public charity created by generous local citizens. It builds permanent charitable funds called endowments. Each endowment distributes a portion of its earning annually in perpetuity--forever--to support a charitable purpose. Donations may be made to funds which address community needs and reflect a donor's interests and personal philanthropic goals. The SCCF acts as a broad umbrella, sheltering many separate funds.

Major Grants (up to \$25,000), Community Grants (up to \$6,000) and Capacity Building Grants (up to \$2,500) are available to non-profit organizations with a 501(c)(3) status, charitable projects of a governmental agency or to a 501 (c)(3) fiscal sponsor. More information can be found at www.storycountyfoundation.org. Previously, HIRTA received a one-time funding grant from the SCCF to initiate the Ames to Iowa City operating service providing access to medical care in Iowa City. Due to demand, this service is no longer operating.

VI – CONCLUSION

The Passenger Transportation Plan (PTP) coordination effort is an ongoing process throughout the year to define funding and further refine recommended projects. Priority projects may be updated in coordination with human service agencies. Otherwise, the PTP will be required to be updated in another five years by the Iowa DOT. Efforts will continue in Story County 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 the Story County Transportation Collaboration group 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. This communication helps to make agencies aware of the options available while providing insight into where transportation gaps still remain. Coordination offers a great way to obtain positive results with limited resources while sharing available transportation options by many transportation providers to agencies that communicate those resources to the transit dependent, low-income, elderly and disabled populations.