

# Ames Area 2010 Passenger Transportation Development Plan

Fiscal Years 2010 – 2013  
April 2009



Prepared By:



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## **I. Introduction & Process Discussion**

The Ames FY2010-2013 Passenger Transportation Development Plan (PTDP) is a required planning document mandated by Congress through the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that reauthorized funding for transportation services. This mandate requires transportation projects to be part of a “locally-developed, coordinated public transit-human services transportation plan.” The Iowa Department of Transportation requires the Ames Area Metropolitan Planning Organization (AAMPO) to be responsible for the Ames urbanized area plan. The AAMPO staff consists of the AAMPO (Public Works) Director, CyRide Transit Director and CyRide Transit Planner which are all Ames city employees. The AAMPO policy committee approves the final PTDP recommendations based upon direction from the PTDP committee made up of transportation providers and human service agency representatives serving the Ames area.

The PTDP process occurs in conjunction with the Story County Human Services Council’s monthly meetings when Iowa State University is in session. By discussing the PTDP at an established human service agency group meeting, agency representatives are more involved in the process. More participation has been achieved while providing a forum for free discussion as their meeting. The Ames Area MPO is now a member of the council and attends all of their meetings throughout the year. In addition to those meetings with the Human Service Council, several informal meetings were conducted with public transit providers and local funding partners for ongoing and future transportation projects. Transportation Collaboration Committee meetings also occurred throughout the year regarding transportation issues conducted by the United Way of Story County. In the fall 2007, CyRide held several public meetings to obtain direction regarding the future transit services within Ames where general transportation needs were brought forth from the community. These needs are still valid for discussion within this plan. All relevant meetings discussing transportation coordination was included as part of the PTDP process in gathering needs for the community. Meetings have been documented in Appendix A with the meeting summaries following.

The AAMPO/CyRide also participated as a panelist at Des Moines’ Mobility Matters – Creating Community Transportation Solutions conference held this fall. This October 2008 event was the kickoff to their DMAMPO/CIRPTA PTDP process which includes the Story County area. The AAMPO staff also attended a few of the Des Moines’ Transportation Advisory Group (TAG) meetings in an effort to become more collaborative towards future regional projects such as the Ames to Iowa City Transportation Service. Since many of the human service agencies involved with the Ames PTDP process serve clients living outside of the City of Ames, their transportation needs are also regional. Therefore, participation within the CIRPTA PTDP process is needed to document any regional transportation needs for Story County. Please refer to the Des Moines/CIRPTA PTDP for meeting notes summarizing discussions.

A full listing of PTDP participants e-mailed concerning PTDP efforts are documented within the list in Appendix B. However, the key participants towards the plan either through attending meetings or through the survey process are identified at the end of this introduction and process section. For individualized meeting involvement, participants are documented within the meeting summaries.

The PTDP plan’s elements consist of inventorying the available transportation services, identifying transportation needs of Ames’ residents, evaluating current services gaps and exploring options to better meet the needs of Ames residents. The four-year plan will be modified annually with its primary focus toward bettering services for the disabled, aging, and low-income populations. This focus allows human service providers serving these groups to improve the transportation network for their clients. It also allows a forum to bring duplication of transportation services to light and discuss more efficient operations of these services. A coordinated plan may enhance transportation access, minimize duplication of services funded with federal funding and encourage cost-effective transportation solutions.

Finally, participation and enhanced communication by multiple partners will result from this planning effort. Coordination will encompass not only the transit providers (private and public), but human service agencies as well to realize this PTDP. The success of the plan is illustrated through the on-going collaborative process with participation from numerous human service agencies and transportation providers.

#### A) Process Discussion: Development of Transportation Coordination 2006 to Present

In response to the new SAFETEA-LU bill, the Iowa Department of Transportation developed guidelines for MPO's to formulate their own Passenger Transportation Development Planning process (PTDP). These guidelines were updated in fall 2008 for the 2010 PTDP process. Initially, the Office of Public Transit began by conducting regional Mobility Action Planning (MAP) conferences during the summer 2006 in cooperation with MPO's and transit systems. The goal was to assist MPO and RPA agencies to complete their PTDP process by February 2007. This goal was achieved and the Ames Area MPO submitted its first PTDP plan in April 2007 and second plan a year later. Last year, PTDP meetings and updates of service projects for the Ames urbanized area were changed from stand alone meetings to be conducted through the existing Human Service Council meetings. As a result, this meeting process has been more inclusive of the human service agencies within Ames and Story County. However health care facility organizations, churches and other stakeholders are also invited to these meetings. This 2010 plan will be the Ames Area MPO's third PTDP effort.

Transportation provider surveys were distributed in the fall 2008 to the PTDP contacts electronically through online survey software. Approximately 15 surveys were returned from the participants and the Ames Area MPO conducted follow-up emails/phone interviews for additional transportation provider information fact sheets. All of the surveys gathered for human service providers and transportation providers are listed alphabetically in Appendix D. Needs were also identified through numerous CyRide public meetings in 2007 to obtain customer feedback regarding future services. Those needs are still applicable for this year's plan and included as a result.

The United Way of Story County (UWSC) began the "Transportation Collaboration Committee" (TCC) in the summer 2007 to provide a forum to discuss transportation issues between human service providers and transit agencies. This process supplements the PTDP process. The TCC met often throughout 2008 at the UWSC offices regarding transportation needs/issues brought forth by human service agency representatives. CyRide staff, which coordinates the PTDP process for the Ames Area MPO, was part of this committee. Subcommittees often were formed to work on details of particular transportation issues to report back to the full committee. All of the needs/issues identified from this effort are listed within this PTDP document. The TCC discussions will continue throughout 2009 on a quarterly schedule in addition to several subcommittee efforts throughout the year as needed. The quarterly meeting schedule has waived a little at the end of 2008 from other UWSC obligations however their board is still committed to the goal of better transportation for the Ames community. Transportation was UWSC's major focus within the 2008 campaign, illustrated through this video. ([http://www.uwstory.org/2008\\_video.php](http://www.uwstory.org/2008_video.php)). The video discusses how transportation programs funded through the UWSC allow freedom to access services and connect with others within the Ames community and Story County. A full listing of TCC participants as of December 2008 can be found in Appendix C with meeting summarizations following. All of these individuals are key participants within the PTDP process.

The Ames Area MPO Passenger Transportation Development Plan discusses the transportation needs within the planning area boundary as required by federal and IDOT guidelines. The Central Iowa Regional Transportation Planning Agency (CIRTPA/Region 11) housed in Des Moines, Iowa is responsible for the rural PTDP efforts for the following eight counties: Boone County, Dallas County, Jasper County, Madison County, Marion County, Polk County, Story County and Warren County. Story County encompasses the Ames Area MPO planning boundary and therefore transportation outside this planning boundary would be contained within the CIRPTA's PTDP document. The Des Moines Area MPO and CIRPTA have combined their planning efforts into one PTDP document for the 2010 process. The Ames Area MPO will communicate any regional needs, strategies or potential projects evolved to CIRPTA.

Finally, the Ames Area MPO PTDP process did not really end after the completion of the 2009 plan. A significant PTDP contacts list is constantly updated and refined throughout the year. Transit information and requests are relayed to all agencies throughout Ames regarding transportation. Planning efforts are ongoing to define local funding for grant applications on projects originating as needs within the plan.

As a result of a year-long effort, the Ames to Iowa City service began Tuesday, January 20, 2009 with Heartland Senior Services operating the new transit service to Iowa City for individuals needing to access University of Iowa Hospitals & Clinics. There are six funding sources for the first two years of this project.

## B. Passenger Transportation Development Plan Meetings

The following meetings, also identified within Appendix A, were held regarding transportation issues and needs of the Ames community. The full list of PTDP contacts is listed in Appendix B. All of the needs identified through meetings held below were discussed and are identified within the PTDP plan.

### **Human Services Council – PTDP Meetings**

Thursday, April 24, 2008	Human Service Council
Thursday, May 22, 2008	Human Service Council
Thursday, October 23, 2008	Human Service Council – CyRide/AAMPO Update
Thursday, December 4, 2008	Human Service Council – PTDP Discussion/AAMPO/CyRide Update
Thursday, January 22, 2009	Human Service Council – PTDP Discussion/AAMPO & Electronic Vote
Thursday, February 26, 2009	Human Service Council (scheduled)

### **Transportation Collaboration Meetings**

Wednesday, March 19, 2008	Bus Education Subcommittee
Wednesday, April 23, 2008	Transportation Collaboration Committee Quarterly Meeting
Thursday, May 15, 2008	How to Ride The Buses Training Meeting (product of TCC)
Thursday, May 29, 2008	How to Ride CyRide – Beyond Welfare (product of TCC)
Monday, June 16, 2008	Bus Education Subcommittee - Follow-up meeting
Wednesday, July 23, 2008	Transportation Collaboration Committee Quarterly Meeting

### **Other Meetings**

Friday, October 19, 2007	*ISU Retirees meeting regarding future CyRide services and community needs
Wednesday, October 24, 2007	*Ames Chamber of Commerce meeting regarding CyRide services
Tuesday, November 13, 2007	*Public Input meeting regarding future CyRide services (Ames City Hall)
Tuesday, November 14, 2007	*Public Input meeting regarding future CyRide services (ISU campus)
Tuesday, November 15, 2007	*Public Input meeting regarding future CyRide services (ISU campus)
Wednesday, December 5, 2007	*Transit Advisory Committee regarding future CyRide services
Wednesday, August 20, 2008	Ames to Iowa City Transportation Service (PTDP project development)
Thursday, August 21, 2008	Used Bus Acquisition Planning – CyRide
Thursday, August 21, 2008	Google Transit Planning – CyRide
Tuesday, October 7, 2008	Mobility Matters: Creating Community Transportation Solutions Workshop
Wednesday, October 29, 2008	Ames to Iowa City Transportation Service Implementation Meeting

\* Still applicable towards needs for FY2010 PTDP

### C. Key PTDP Participants

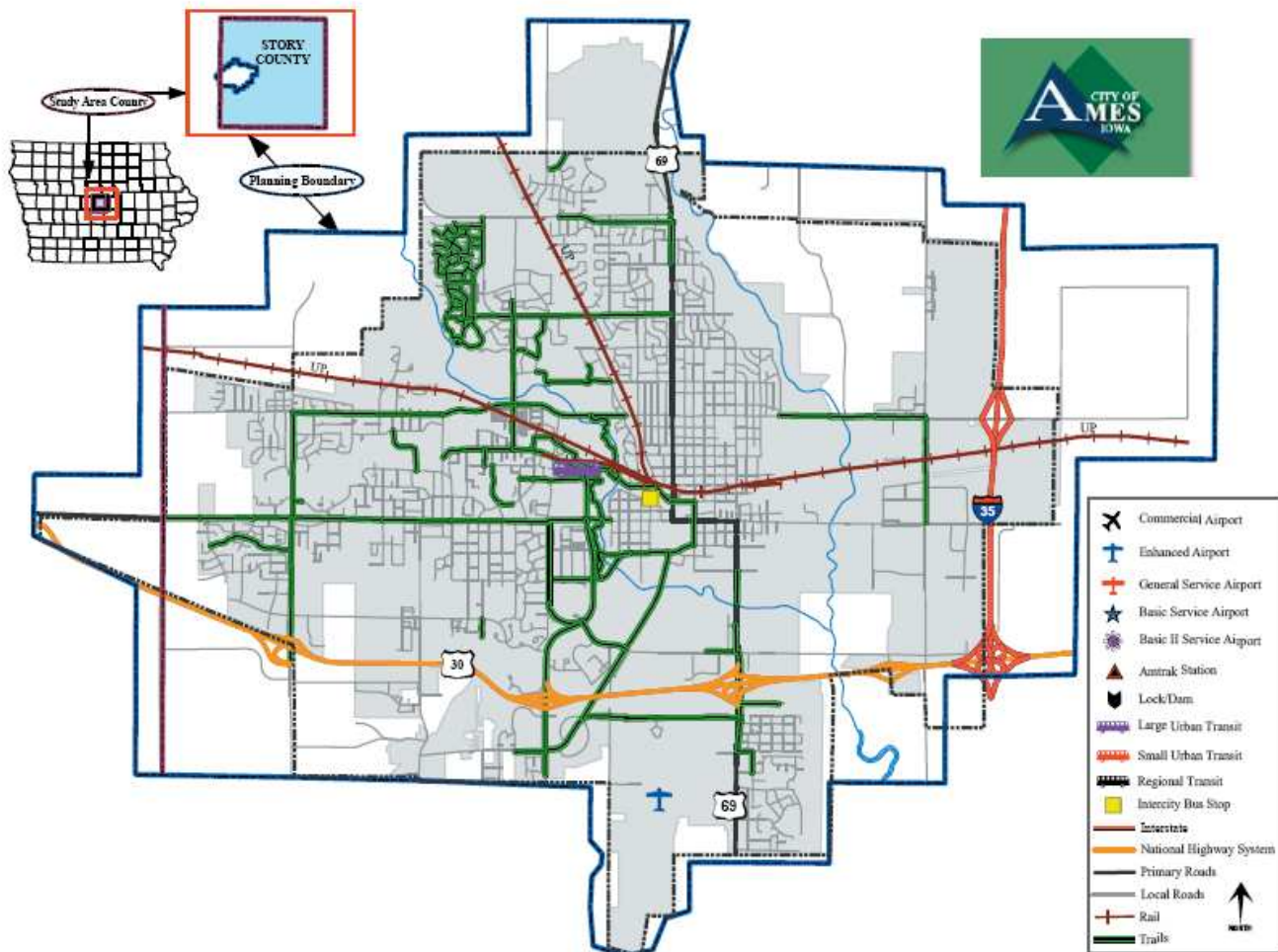
In addition to those that filled out transportation provider surveys, the following individuals representing 48 organizations were key participants through the PTDP process by either attending the United Way's Transportation Collaboration committee, PTDP meetings through the Human Service's Council or local funding/coordination meetings for specific PTDP projects.

1 Ames Community Preschool Center (ACPC)	Sue Wuhs
2 American Red Cross	Kirk Brocker
3 Ames Area Metropolitan Planning Organization (AAMPO)	Sheri Kyras, Shari Atwood
4 Ames Community Schools	Sonja Hayes, Cheyrl Inyang
5 Ames Police Department	Harry Samms, Dan Walter
6 Ames Public Library	Linda Olson
7 Assault Care Center (ACCESS)	Shelly McQueeney & Maryn Tourtelotte
8 Beyond Welfare	David Sahr, Lois Smidt
9 Boys & Girls Club of Story County	Geff Gescheidler
10 Boy Scouts of America	Elizabeth Wilt-Cable
11 Camp Fire USA	Julie Cackler
12 Center for Creative Justice	Mark Kubik
13 Central Iowa Retired and Senior Volunteer Program (RSVP)	Kalen Petersen & Arti Sanghi
14 Community & Family Resources (CFR)	Steve Stonehocker, June McDonald
15 CIT	John Grzywacz
16 Childserve	Rachelle Flory
17 City of Ames	Sheila Lundt
18 CyRide	Shari Atwood, Sheri Kyras, Barb Neal
19 Emergency Resident Project (ERP)	Vic Moss
20 Experience Works (EI)	Richard Sartori
21 Foster Grandparent Program	Michelle Hansen, Julie Bonamarte
22 Good Neighbor Emergency Assistance (GNEA)	Michael Fritz
23 Heartland Senior Services (HSS)	John Middents, Theresa Erlbacher
24 Heart of Iowa Regional Transit Agency (HIRTA)	Kristin Haar
25 IA Comprehensive Human Service & Iowa Homeless Youth	Teresa Bowlin
26 Iowa Workforce Development	Lori Arandus, Kirstin Born
27 ISU Story County Extension	Eldon Bensen
28 ISU Memorial Union	Jennifer Garrett
29 Lutheran Services in Iowa (LSI)	Jennifer Wilson
30 Mainstream Living	Reno Berg, Richard Sharpe
31 Mary Greeley Medical Center	Tony Shropshire, Ron Smith
32 Mid-Iowa Community Action (MICA) Family Development	Barb Schroeder
33 Mid-Iowa Community Action (MICA) Health Services	Janelle Durlin
34 National Alliance on Mental Illness Central Iowa (NAMI-CI)	Deb Niehof
35 Retired & Senior Volunteer Program (RSVP)	Arti Sanghi, Kalen Petersen
36 Richmond Mental Health Center (merging with CFR 2009)	Cari McPartland, John Hostetler
37 Riverside Manor	Dale Gould
38 Salvation Army	Tim North, Tim DeCastro
39 Story County	Deb Schildroth
40 Story County Community Foundation	Susan Sheirholz
41 Story County Community Life	Gayla Harkin
42 Story County Community Services	Karla Webb
43 Story County Decat and Empowerment	Ann Lundvall
44 Story County Medical Center	Todd Willert
45 (The) Arc of Story County	Jay Lettow
46 United Way of Story County (UWSC)	Frankee Oleson, Rick Hugdahl & Lynn Scarlett
47 Volunteer Center of Story County (VCSC)	Shellie Orngard, Amanda Martin, Heather Withers
48 Youth & Shelter Services (YSS)	Roberta Milinsky, George Belitsos

## II. Background

### A. Location

The City of Ames is located within Story County at the intersection of I-35 and Highway 30 as shown on the map below. The Ames Area Metropolitan Planning Organization is one of nine metropolitan planning areas in the State of Iowa; newly formed after the 2000 Census which listed Ames' population as 50,731. The Ames community is also home to Iowa State University that has traditionally served more than 25,000 students yearly since 2001 thereby which is half of the Ames population. In fall 2008, the ISU student population was 26,856. However, those students drop to approximately 9,000 for the summer enrollment (Source: <http://www.iastate.edu/~registrar/stats/>) Essentially 35% of the population leaves Ames during the summer which dramatically impacts the passenger transportation needs and level of service provided to the community. Public participation and data-driven decision making is key for the community with a goal of providing exceptional service. One question surfacing to the top in recent years as the City of Ames questions sustainability for the future has been whether "free" transit should be available city-wide as opposed to just ISU students.



## B. Demographics

The following demographic information is reported from the US Census Bureau's 2000 website in regards to information on the City of Ames' low-income, elderly and disabled populations. Some data may be configured from the 2005-2007 Census estimates. Population information was also ascertained from Iowa State University regarding student enrollment, students with disabilities and students with low-income to obtain more detailed information on this subset. It should be noted that students were counted as part of the US Census since the count is based on where you live for the majority of the year. Again, students equate to half of the total City of Ames population.

### Elderly Population

The elderly population in Ames is just over 10% of the residents. As shown, ISU students hardly contribute to this 10% as less than 0.3% are over the age of 50 years. In fact, the Ames community is relatively a young community with the median age being 23.9 years.

<b>Ames, Iowa: Elderly Population 2005-2007 Census Estimates</b>		
	<b>Number</b>	<b>Percent</b>
Total Population	54,181.0	
Under 5 years of Age	2,874.0	5.30%
Over 18 Years of Age	45,859.0	84.64%
Over 60 Years of Age	1,199.0	2.21%
Over 65 Years of Age	4,249.0	7.84%
Median Age	23.9	

<b>ISU Students: Elderly Population - 2008</b>		
	<b>Number</b>	<b>Percent</b>
Total Population	26,160	51.00%
Under 18 Years of Age	164	0.63%
Over 18 Years of Age	20,756	79.34%
Over 25 Years of Age	4,801	18.35%
Over 50 Years of Age	196	0.75%
Over 65 Years of Age	5	0.02%

Sources: ISU Students: Elderly Population 2008; Office of the Registrar Ames, Iowa: Elderly Population; 2007 Census Estimates

[http://factfinder.census.gov/servlet/ACSSAFFacts?\\_event=&geo\\_id=16000US1901855&\\_geoContext=01000US%7C04000US19%7C16000US1901855&\\_street=&\\_county=Ames&\\_cityTown=Ames&\\_state=04000US19&\\_zip=&\\_lang=en&\\_sse=on&ActiveGeoDiv=geoSelect&\\_useEV=&pctx=fph&pgsl=160&\\_submenuId=factsheet\\_1&ds\\_name=DEC\\_2000\\_SAFF&\\_ci\\_nbr=null&q\\_r\\_name=null&reg=null%3Anull&\\_keyword=&\\_industry=](http://factfinder.census.gov/servlet/ACSSAFFacts?_event=&geo_id=16000US1901855&_geoContext=01000US%7C04000US19%7C16000US1901855&_street=&_county=Ames&_cityTown=Ames&_state=04000US19&_zip=&_lang=en&_sse=on&ActiveGeoDiv=geoSelect&_useEV=&pctx=fph&pgsl=160&_submenuId=factsheet_1&ds_name=DEC_2000_SAFF&_ci_nbr=null&q_r_name=null&reg=null%3Anull&_keyword=&_industry=)

### Disabled Population

<b>Ames, Iowa: Disabled Population</b>	<b>Number</b>	<b>Years</b>				<b>Percent</b>
		<b>5-15</b>	<b>16-20</b>	<b>21-64</b>	<b>65+</b>	
Total Population	50,731.0					
Population over 5 years	48,494.0					
Disability status (over 5 yrs.)	4,001.0					8.3%
<b>One Type of Disability</b>	<b>2,418.0</b>	<b>216</b>	<b>357</b>	<b>1243</b>	<b>602</b>	<b>5.0%</b>
Sensory disability		13	61	232	159	
Physical Disability		10	31	206	349	
Mental Disability		193	165	229	40	
Self-care Disability		0	0	22	9	
Go-outside Home disability		0	17	56	45	
Employment Disability		0	83	498	0	
<b>Two Types or more of Disability</b>	<b>1,583.0</b>	<b>0</b>	<b>167</b>	<b>880</b>	<b>536</b>	<b>3.3%</b>
Includes self-care disability		0	34	193	154	
Does not include self-care disability		0	133	687	382	

Source: [http://factfinder.census.gov/servlet/DTTable?\\_bm=v&geo\\_id=16000US1901855&ds\\_name=DEC\\_2000\\_SF3\\_U&redoLog=false&mt\\_name=DEC\\_2000\\_SF3\\_U\\_PCT026](http://factfinder.census.gov/servlet/DTTable?_bm=v&geo_id=16000US1901855&ds_name=DEC_2000_SF3_U&redoLog=false&mt_name=DEC_2000_SF3_U_PCT026)

Of the 4,001 (8.3%) disabled Ames residents from the 2000 Census, 611 of those are enrolled at Iowa State University according to the Office of the Registrar.



Poverty Status

Approximately 8,507 individuals are below the poverty level in Ames as shown in the following 2000 Census table. In addition Ames' population below poverty according to the 2000 Census was graphically illustrated on page 20 and throughout the document with CyRide's routes overlain. The Office of Student Financial Aid at Iowa State University determined that approximately 4,122 students are receiving federal, state and low-income programs for their tuition reimbursement. Although all of these are not considered below poverty, 20,692 students (79% of ISU enrollment for 2007) will receive some sort of financial aid in 2007.

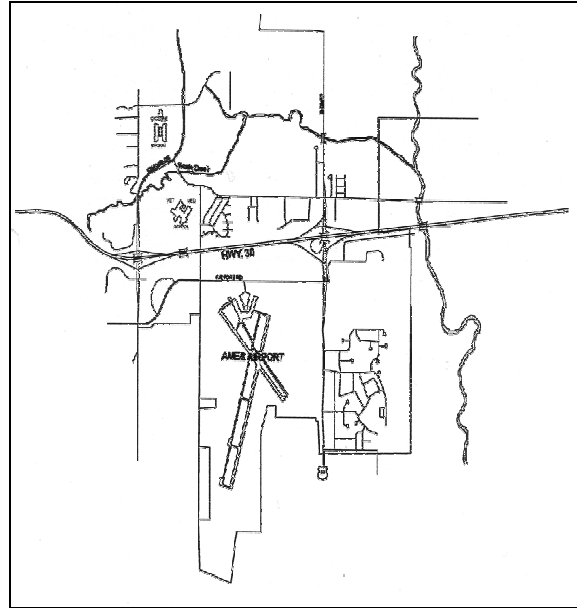
<b>Ames, Iowa: Poverty Status in 1999 of Individuals: 2000</b>	<b>All income levels</b>	<b>Below Poverty Level</b>	<b>Percent below poverty level</b>
All individuals for whom poverty status is determined	41,776	8,507	20.4%
Unrelated individuals for whom poverty status is determined	16,260	6,652	40.9%

Source: [http://factfinder.census.gov/servlet/QTable?\\_bm=y&-qr\\_name=DEC\\_2000\\_SF3\\_U\\_QTP34&-geo\\_id=16000US1901855&-ds\\_name=DEC\\_2000\\_SF3\\_U&-redoLog=false](http://factfinder.census.gov/servlet/QTable?_bm=y&-qr_name=DEC_2000_SF3_U_QTP34&-geo_id=16000US1901855&-ds_name=DEC_2000_SF3_U&-redoLog=false)

### III. Existing Transportation Provider Operations Inventory

#### A. Airports

The 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.



Ames Municipal Airport has been designated as a general aviation airport by the National Plan of Integrated Airport Systems (NPIAS) and an enhanced service airport by the Iowa Aviation Systems Plan. This airport is an important means of accessing Ames and nearby communities providing links to the national transportation systems in Story County. The airport is utilized by single engine, twin engine, turboprop, and business jet aircraft along with helicopters. The airport offers one fixed-base operator (FBO) that offers fueling and two FBO's offering aircraft maintenance, flight instruction, aircraft sales and charter operations. The airport also offers aircraft parking and hangar storage. 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 provided by Ames Taxi also referred to as Cyclone Cab and can be reached by calling 232-1343. According to manager Mike Seronko via a December 27, 2007 Des Moines Register article entitled "Taxi responds to New Year's call", cab fare to just about anywhere in Ames is \$10-\$15 per trip. The article indicates that they can operate between five and seven vehicles for their operations. Their cabs are insured to transport 100 miles from Ames and actually have two vehicles that can travel anywhere within the United States. Ames Taxi did not respond to Ames MPO's survey efforts however, the Des Moines CIRPTA did share their survey efforts from 2007 which indicated they wanted to be part of the collaborative process. The Ames MPO has included Ames Taxi within the PTDP group in outgoing e-mails regarding the PTDP meetings and process inviting them to join the planning effort.

### C. Charter

The Federal Transit Administration (FTA) released a charter registration website for private charter companies that became effective April 30, 2008. The website, designed in consultation with public transportation agencies and private charter operators, provides a listing of private charter operators serving their service areas. Federal regulations prohibit public transit providers from conducting charters with a few minor exceptions. The site also allows registration to qualified human service agencies that serve the elderly, persons with disabilities and low-income individuals. A public transit agency can provide charters to these registered agencies or agencies receiving certain federal funding already defined within FTA’s charter regulations. To access this website, go to: [http://ftawebprod.fta.dot.gov/CharterRegistration/\(S\(y5pc2yb3xlddc255jthj4kmq\)\)/Default.aspx](http://ftawebprod.fta.dot.gov/CharterRegistration/(S(y5pc2yb3xlddc255jthj4kmq))/Default.aspx).

As of January 23, 2009, there are 113 charter companies registered to conduct charters for in Ames, Iowa with 55 of those willing to provide free or reduced rates. This figure can fluctuate on a daily basis as private charter companies emerge into the market. Therefore, this list has not been provided as the most current information can be downloaded from FTA. FTA also makes no effort to verify the accuracy or completeness of information provided on the website, thus, various data such as names, telephone numbers, etc., may change without notice.

Within Ames Story County Area DEX phone book, charter companies are identified under Buses – Charter and Rental. The following charter companies are listed and those in bold are NOT registered on FTA’s website.

<u>Charter Company</u>	<u>Location</u>
<b>American Party Buses</b>	<b>Des Moines</b>
<b>All Iowa Charters</b>	<b>Westbranch</b>
Midwest Coaches	Ames, Iowa
CIT Charters, Inc.	Ames, Iowa
Hawkeye Stages Inc	Iowa City, Iowa
<b>Northland Travel</b>	<b>Huxley, Iowa</b>
<b>PR Party Lines Party Buses</b>	<b>Norwalk</b>
Windstar Lines	Carroll/Des Moines/Cedar Rapids/Mason City

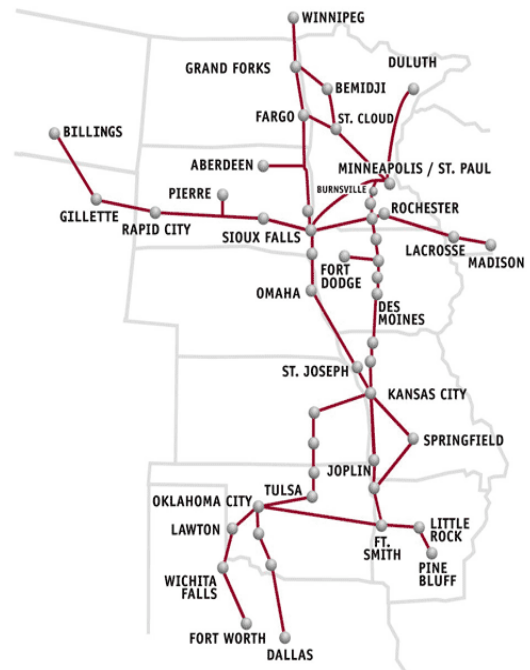
### D. Intercity Bus

Two intercity bus carriers, Jefferson Lines and Burlington Trailways, operate scheduled bus service from Ames out of Central Iowa Transit’s bus depot located at 2701 Ford Street on the east side of town. The depot at CIT is open 7am to 5pm Monday through Friday and 9am to 1pm on Saturday. There is not currently any transit connection between the intercity carrier location to the central part of Ames. Most individuals would need to call a taxi or Heartland Senior Services if they needed transportation from the depot to areas within Ames to ISU campus or downtown Ames.

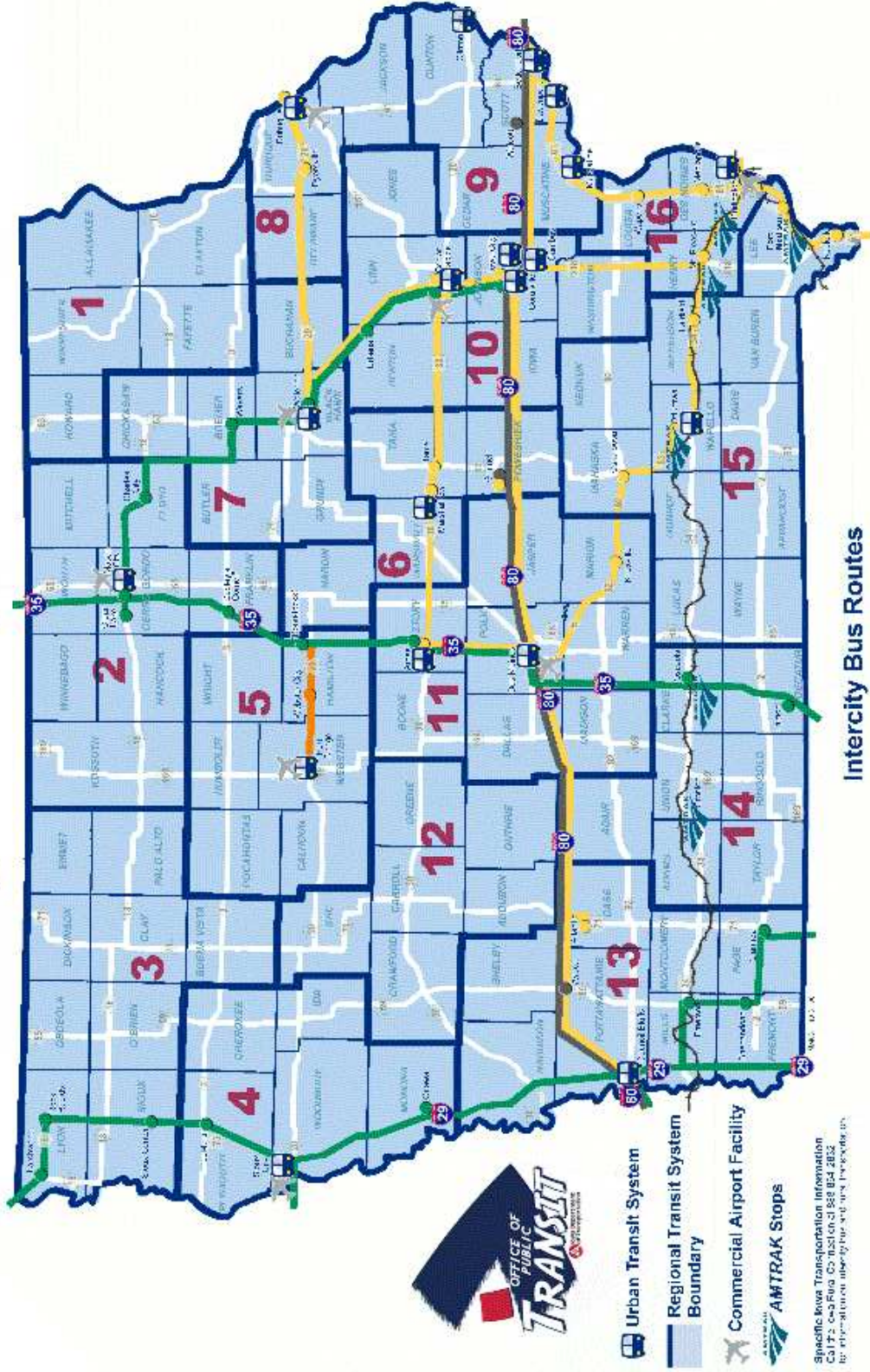
Jefferson lines currently travel north-south throughout eleven states in the central United States as shown on the map to the right. For service in Ames, Jefferson operates three trips heading north (12:40am, 6:10am and 10:50 am) and three heading south (1:00am, 1:00pm and 7:10pm). Therefore, only two trips leave when the CIT bus depot is open to the public. These trips average 10 passengers per day getting on and off the bus in Ames, Iowa.

Burlington Trailways is based in West Burlington, Iowa. It offers east-west service from Denver to Chicago and down to St. Louis. In Iowa, it operates along I-80 and provides several routes in Eastern Iowa linking the Burlington area, Des Moines, the Quad Cities, Dubuque, Cedar Rapids, and Waterloo-Cedar Falls. The map on the following page illustrates all of the current intercity bus travel within the state of Iowa according to the IDOT’s Office of Public Transit webpage.

[http://www.iatransit.com/services/icb\\_maps/2009\\_icb\\_map.tif](http://www.iatransit.com/services/icb_maps/2009_icb_map.tif)



# Iowa Passenger Transportation Services



- Urban Transit System**
- Regional Transit System Boundary**
- Commercial Airport Facility**
- AMTRAK Stops**

Specific Iowa Transportation Information Call 800-541-2852 or visit [www.iamta.com](http://www.iamta.com) for information about bus services in Iowa.

**Burlington Trailways**  
908 Broadway  
P.O. Box 631  
Waynesburg, IA 50655 (531)  
Phone: 319-753-2864 or  
800-692-4618  
[burlingtontrailways.com](http://burlingtontrailways.com)

**Dodge Area Rapid Transit (DART)**  
530 First Ave. S  
Fort Dodge, IA 50501-4602  
Phone: 515-573-8145

**Greyhound Lines**  
P.O. Box 800362  
Dallas, TX 75266-0362  
Phone: 800-231-2222  
[greyhound.com](http://greyhound.com)

**Jefferson Lines**  
2100 E. 20th St.  
Minneapolis, MN 55404-4101  
Phone: 888-864-2832  
[jefferson.net](http://jefferson.net)

## Intercity Bus Routes

## E. RideSharing Services

The City of Ames currently does not offer an organized vanpooling/carpooling program. However, the Des Moines Area Regional Transit Authority (DART) in Des Moines, Iowa offers a vanpooling/carpooling program for the entire central Iowa region (all counties surrounding Polk County) which includes Story County and the City of Ames. For more information on DART's vanpool/carpool program go to: [www.ridedart.com/carpools.html](http://www.ridedart.com/carpools.html). As of December 31, 2008, DART RideShare was operating thirteen vans (9 – 15 passenger; 2 – 12 passenger; and 2 – 7 passenger) from Ames to the Des Moines metropolitan area for work purposes. One 15-passenger van, one 12-passenger van and one 7-passenger van, travel to West Des Moines and the rest commute to downtown Des Moines. No DART RideShare vanpools operate from Des Moines to Ames for work purposes.

DART RideShare also houses a free carpool database at their organization in which individuals commuting from one area to another can put in their relevant commuter data and the database will provide a way to contact other individuals doing the same trip in their single passenger vehicles. DART RideShare does not keep a database of these organized carpools once they are formed. However, the Des Moines Transit Management Association, created in 2002, does focus their efforts on transportation issues and offers an incentive to carpoolers to report their commute alternative. Those utilizing mass transit, vanpools, carpools or walking/running/biking can report their commute alternative and vie for prizes such as \$20 gift cards, \$150 cash prizes and \$2,500 quarterly trip giveaways. For more information, go to [www.drivetimesdesmoines.org](http://www.drivetimesdesmoines.org).

In addition, Iowa State University's transportation department operates a non-formalized vanpool program exclusive to ISU faculty for commuting to work purposes. They currently lease four vanpools (2 Roland, 1 Boone and 1 Story County) to travel to/from campus from respective outlying areas. The members of each vanpool split the cost according to how many existing members they have at the time. In addition, the transportation department does lease out between 20-77 of their 250 total vehicles each day of various vehicles ranging from farm equipment, pickups, maintenance equipment, and automobiles/vans. The leases vary in length from daily to seasonally and are currently only available to ISU employees.

## F. School Transportation



Central Iowa Transit Inc., a private charter company, 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. This eligibility for this free bus service is determined at the beginning of each

semester. In addition, ISU contracts with the Ames Community School district to provide transportation, at no charge, to all students living in the University Student Apartment Complex. For more information go to <http://www.citbus.com/school/routes.aspx>.

High School route/stop information can be viewed at: <http://www.citbus.com/school/routes.aspx> along with an Ames High School bus eligibility map. Students living outside of the shaded area are eligible to ride the school bus to/from school via CIT. Any students living in the shaded area can investigate transportation options via [CyRide](#). Note that the Ames Middle School and Ames High School are both situated on main CyRide bus routes that operate 362 days a year. Routes for younger children are posted at each school as laws prohibit publishing routes online under the high school age.

The Ames School District also realizes there needs to be consideration for students that live more than ½ mile from school that may not have access to CyRide. This service is called "Discretionary Busing Service". These students must live or have child care on/near an existing CIT 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. If the bus is fully seated with eligible riders, no discretionary students would be allowed to ride. Discretionary pricing rates are available to view at the following location: <http://www.ames.k12.ia.us/Transportation/Dbrates.htm>. This consideration is on a first come first serve basis.

It should be noted that residents of Ames may also travel to other school districts for their education. These other districts may include Gilbert (<http://www.gilbert.k12.ia.us/>), Nevada (<http://www.nevada.k12.ia.us/>), and United Community (<http://www.united.k12.ia.us/transportation.cfm>). These school districts provide their own bus transportation if students reside within their district boundaries and/or eligible for transportation. A map of these Ames' School District Boundaries can be downloaded at <http://www.ames.k12.ia.us/Quicklinks/Map08dwld.pdf>.

### G. Public Transit Providers

Transit operations within the Ames metropolitan area generally consist of Ames Transit Agency (CyRide) and Heartland Senior Services. CyRide is a collaborative partnership between the City of Ames, Iowa State University and ISU's Government of the Student Body that provides fixed-route and complimentary ADA services to the general public within Ames. CyRide contracts with Central Iowa Transit (CIT) to aid in providing fixed-route service during peak hours when heavy loads on certain routes occur. As of late January 2008, CIT currently operates 7 fixed-route trips when CyRide does not have enough buses to operate these trips. CyRide has demand for 58 buses during peak hours to handle heavy passenger loads when only 57 large buses are available.

CyRide also contracts with Heartland Senior Services (HSS) to provide the ADA service, called Dial-A-Ride, to the community. The Dial-A-Ride service allows qualified individuals per ADA guidelines ride this door-to-door service for twice the fare of the fixed-route system. The DAR services mirrors the hours of the fixed-route system providing service to anywhere in the City of Ames. HSS is also the contracted regional provider for Story and Jasper Counties through the Heart of Iowa Transit Agency. The following table describes the transit services provided in Ames and Story County.

Type of Service	Fixed-Route Service	Dial-A-Ride (ADA Complimentary Service)	HIRTA Regional Service
<b>Operator</b>	Ames Transit Agency (CyRide)	Heartland Senior Services (contractor to CyRide)	Heartland Senior Services (contractor to HIRTA)
<b>Service Area</b>	City of Ames	City of Ames	Story County
<b>Groups Served</b>	General Public	General Public (as ADA eligible)	General Public, Seniors & Persons with Disabilities
<b>Days of Operation</b>	362 days/year	362 days/year	Weekdays
Monday-Friday	6am – 12am	6am – 12am	6am – 6pm
Saturday	8am – 12am	8am – 12am	8am – 12am (within Ames only)
Sunday	9am – 12am	9am – 12am	9am – 12am (within Ames only)-
Holidays	Closed Thanksgiving, Christmas and New Year's Day.	Closed Thanksgiving, Christmas and New Year's Day.	Closed Thanksgiving, Christmas and New Year's Day.
<b>Fare Structure (one-way)</b>	\$1.00 \$0.50 Elderly/disabled, K-12 students and Medicare cardholders Free; ISU students (ISU student ID Required)	\$2.00 \$5.00 (east of Skunk River)	\$5.00 \$0.25 - \$5.00 (low-income passengers; prior approval required)

## Detailed CyRide Fixed-Route Service

### Conditions

The Ames community is perhaps most defined by Iowa State University’s (ISU) central campus in the center of the community serving approximately 26,000 students each fall/spring semester. Students account for over 90% of CyRide’s ridership. A radial type service has been developed as a majority of transit services pass through the ISU campus. The City of Ames is approximately 4 miles wide with CyRide routes covering approximately 75% of the developed areas throughout the community during the weekday. Including weekend and evening service, CyRide provides service within ¼ mile of a fixed route to approximately 56% of Ames. This ¼ mile classification equates to about 4 blocks and represents the walking distance most individuals would be willing to travel to use public transportation.

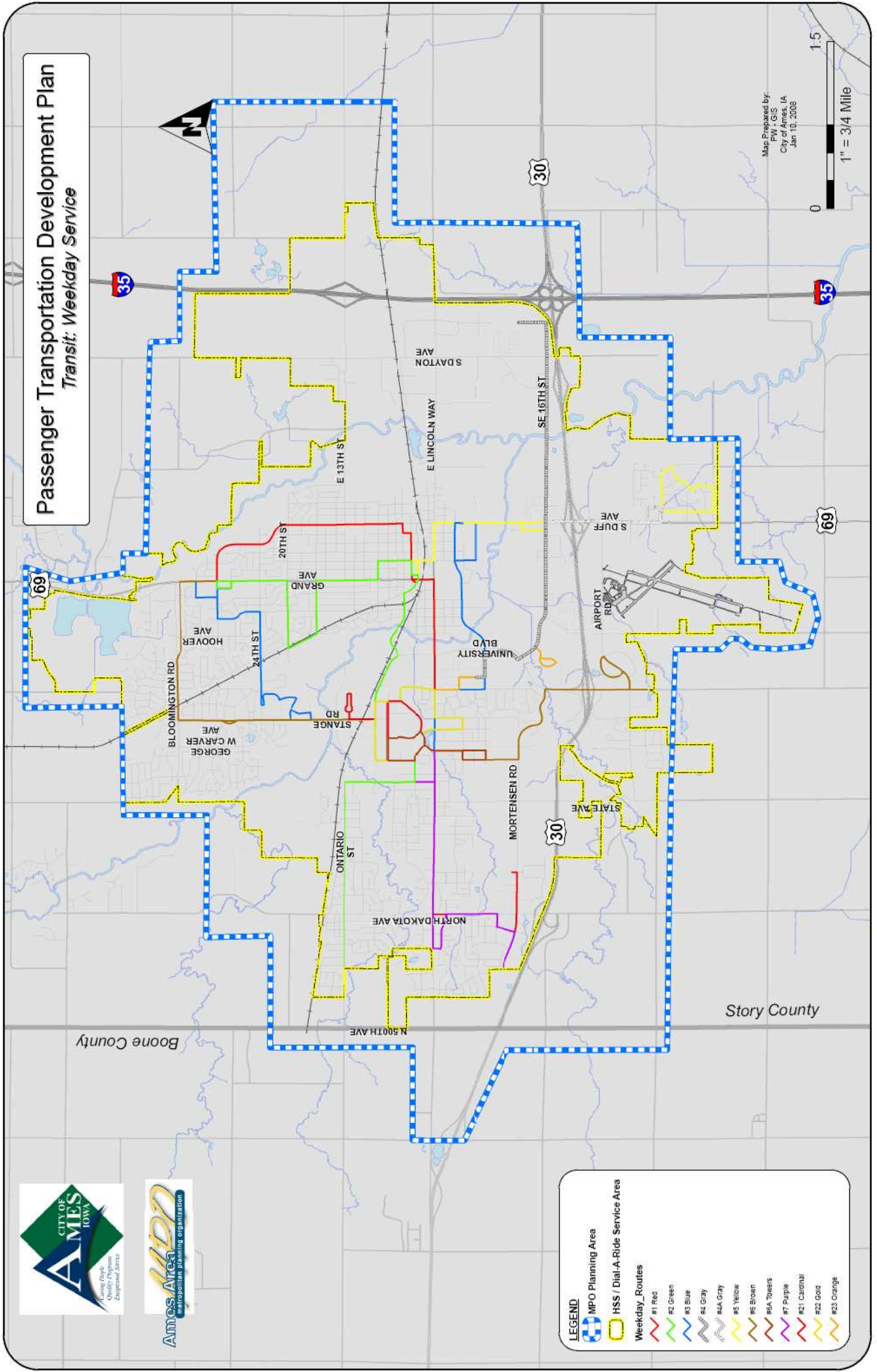
Service fluctuates each semester due to housing occupancy and class time changes for Iowa State University students. This fluctuation often cannot be anticipated and often buses will fill 70-80 passengers per bus. However, CyRide does not leave customers standing at a bus stop to wait for the next bus identified on the printed schedule. They cannot do this as the next bus will most likely be filled with 70-80 passengers. As a result, staff quickly identifies these high ridership areas on the first few weeks of class and determines where additional buses are needed to fill this demand. Extra buses are then sent out daily to handle this identified demand. As a result, some routes on CyRide’s printed schedule have 4-5 buses leaving a timepoint. Then throughout the semester, CyRide staff monitors inbound trips and will place additional buses into service to avoid overcrowding. In many instances, CIT (private transportation provider), is requested to help when no additional buses can be allocated by CyRide. If these high loads become regular occurrences throughout the semester, this may warrant a permanent increase in the service requiring the CyRide board to approve additional service frequencies and alter the printed schedule.

### Frequency of Routes

The frequency of CyRide’s existing services are identified and broken down into four service periods identified as follows: Weekday, Weekday Night, Saturday, and Sunday/Saturday Night. The peak frequency table below illustrates service frequency during these time periods. Due to students overwhelming participation in the system, service frequencies are less frequent in the summer months and breaks to adjust to this lower demand of approximately 9,000 students.

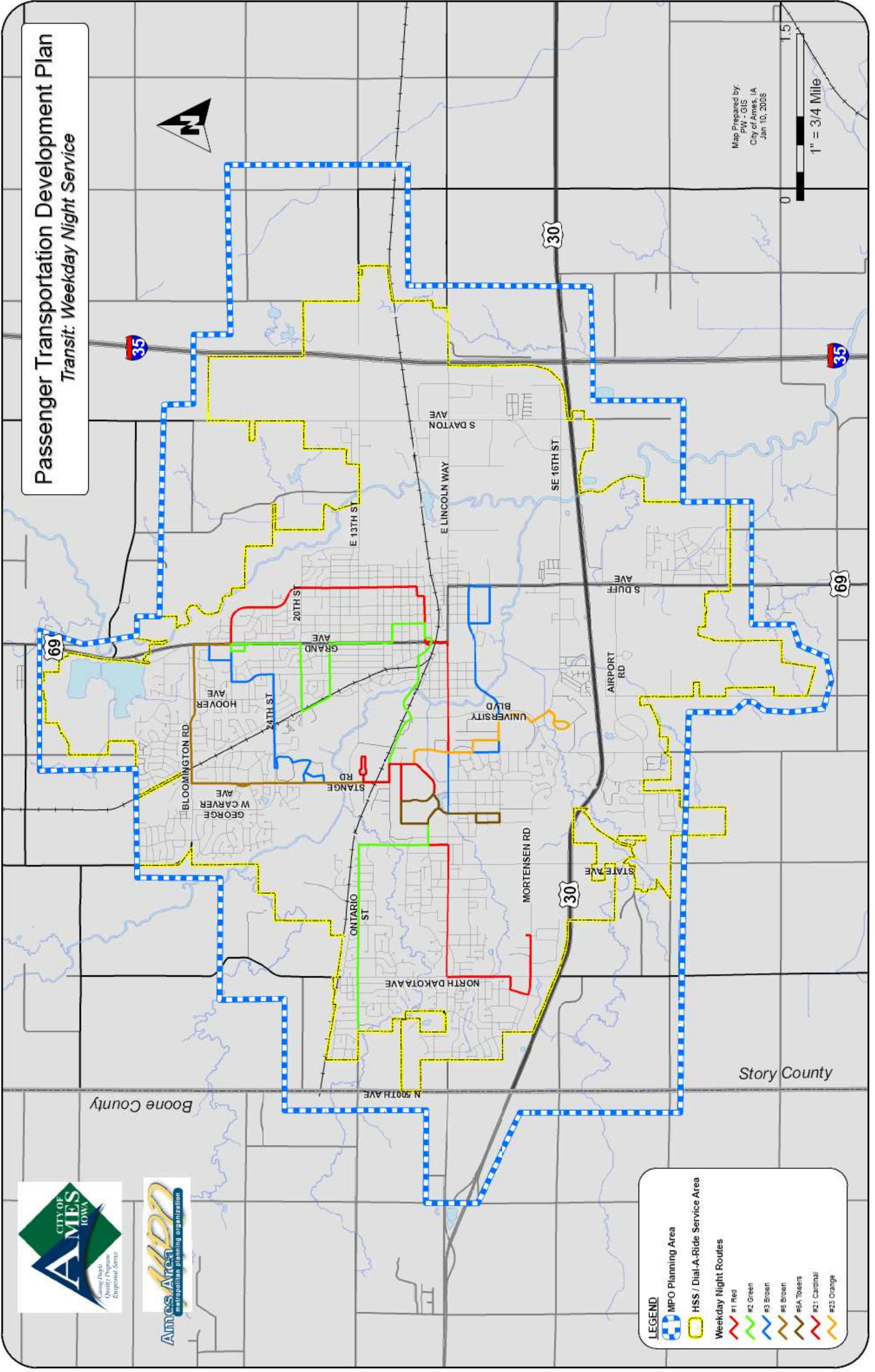
	PEAK FREQUENCY (Minutes)			
	Weekday	Wkdy. Night	Saturday	Sunday
<b>Red #1</b>	10	40	20	40
<b>Green #2</b>	20	40	40	40
<b>Blue#3</b>	20	30	20	40
<b>Gray #4</b>	60			
<b>Gray #4A</b>	60			
<b>Yellow #5</b>	30	-	30	-
<b>Brown #6</b>	20	-	40	-
<b>Towers #6A</b>	20	20	20	20
<b>Purple #7</b>	40	-	-	-
<b>Cardinal#21</b>	5-10	20	-	-
<b>Gold - #22</b>	20	-	-	-
<b>Orange - #23</b>	3	20	-	-
<b>Silver - #24</b>				Service upon Request

The following service map identifies services operated by CyRide during the Weekday time period (6am – 7pm). Routes operated at this time include: #1Red, #2Green, #3Blue, #4Gray, #5Yellow, #6Brown, #7Purple, #21Cardinal, #22Gold, and #23Orange. Towers #6A runs on the south side to Towers only during lunchtime and dinner hours. Dial-A-ride (CyRide's ADA service) operates equivalent hours within the City of Ames.

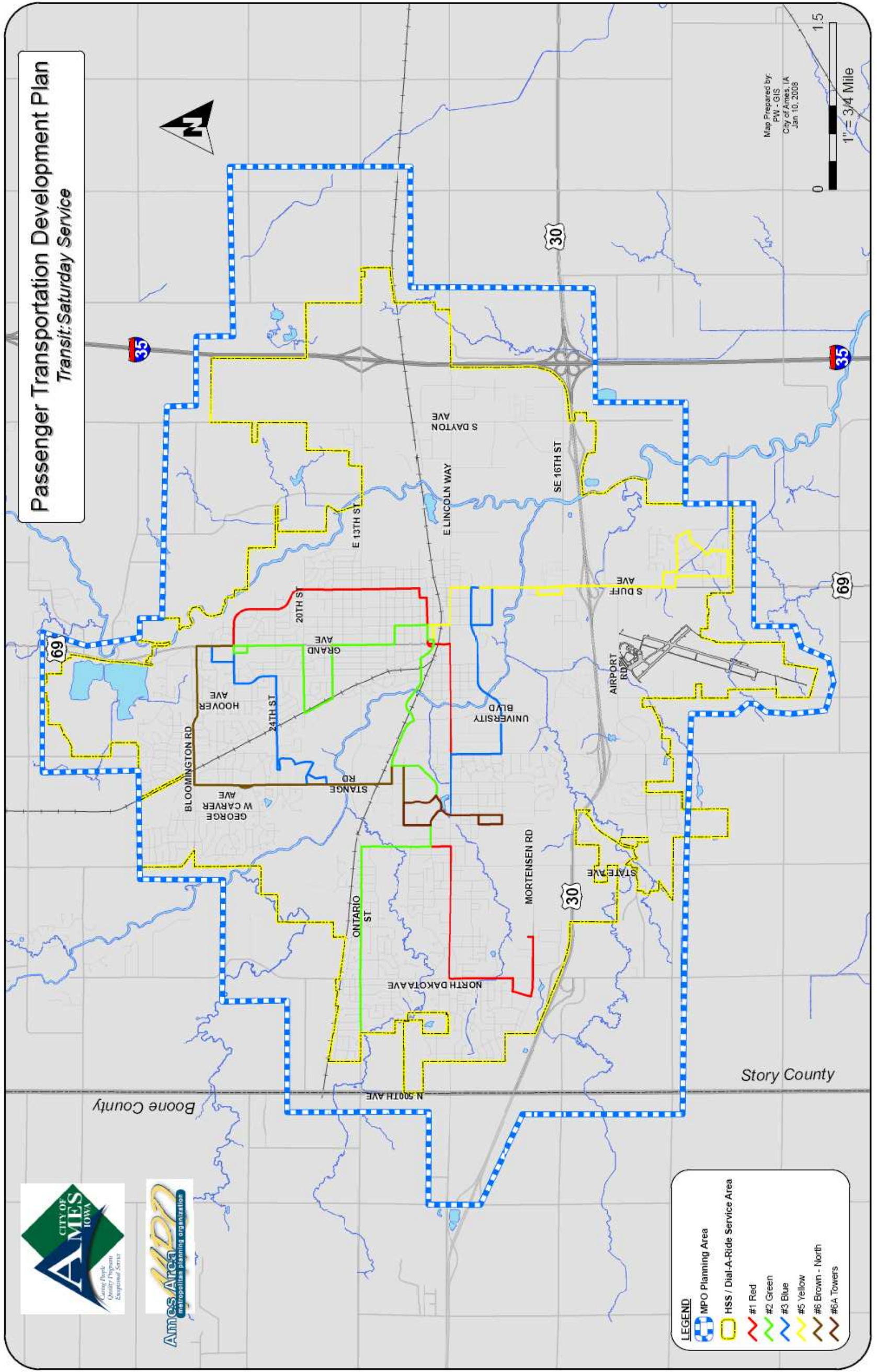




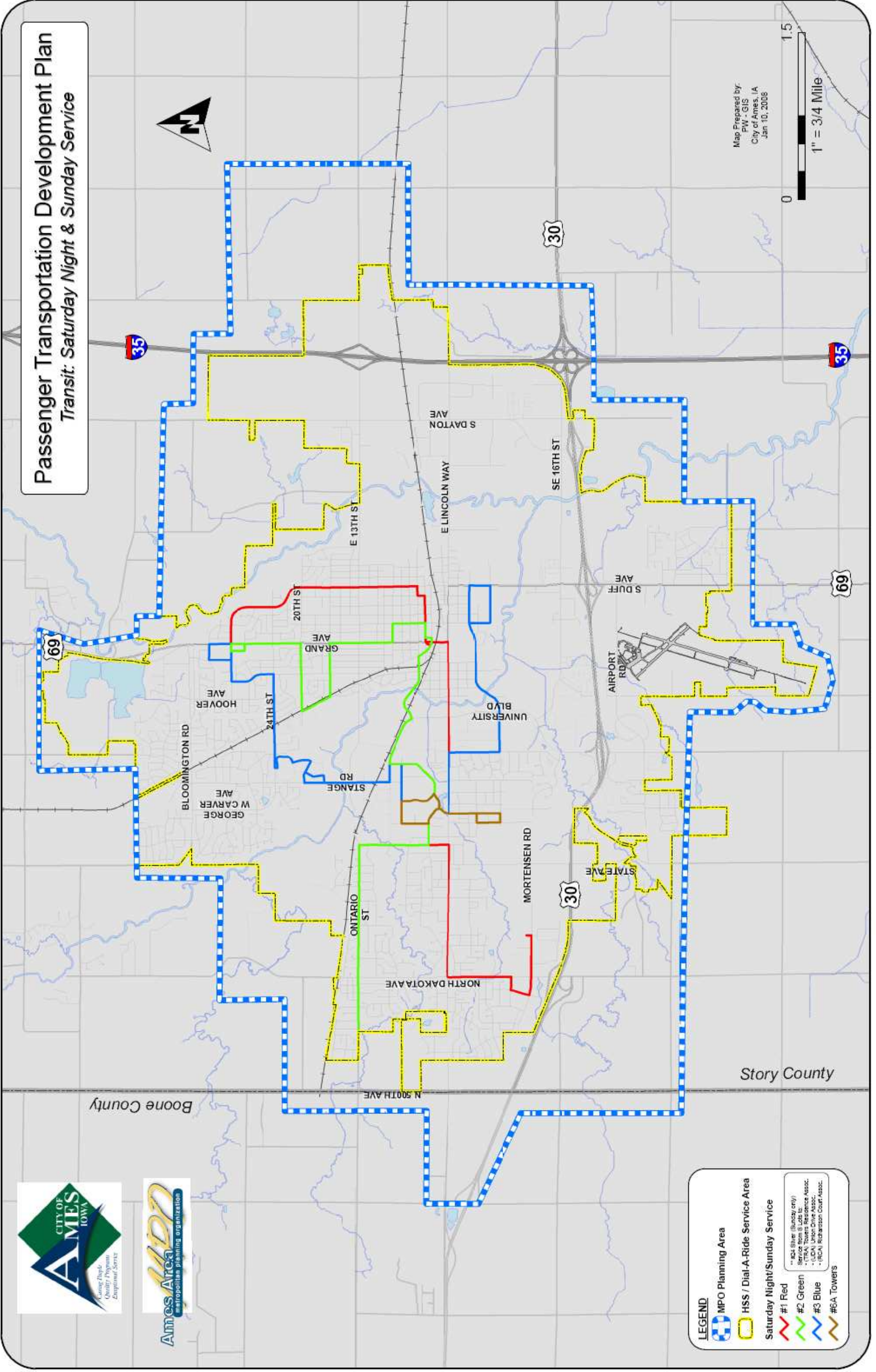
The following service map identifies services operated by CyRide during the time period Weekday Night (7:00pm – 12:30am). Routes operated at this time include: #1Red, #2Green, #3Blue, #21Cardinal and #23Orange. Towers #6A runs on the south side to Towers only during dinner hours. Dial-A-ride (CyRide's ADA service) operates equivalent hours within the City of Ames.



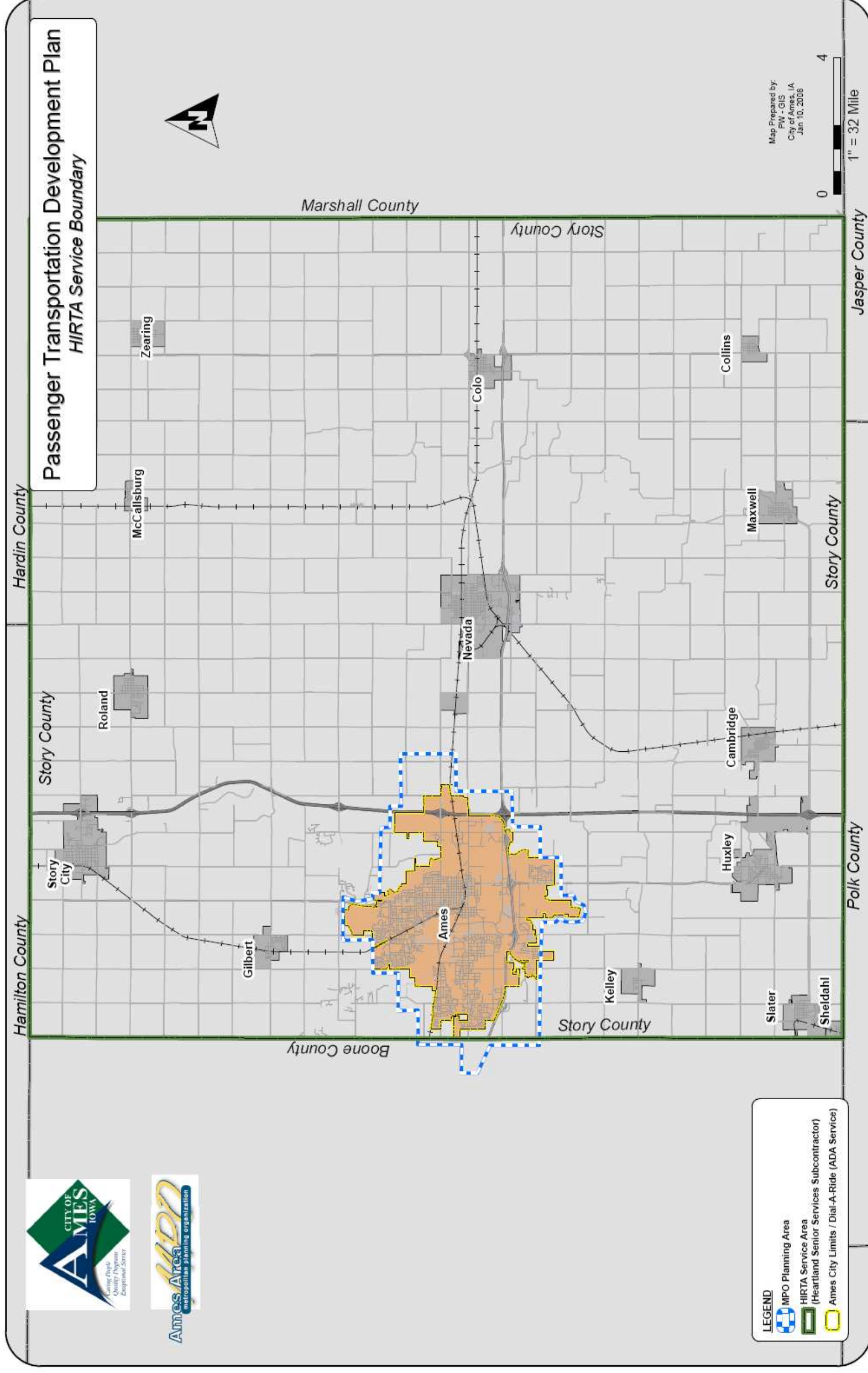
The following service map identifies services operated by CyRide during the time period: Saturdays 8am-12:00am. Routes operated at this time include: #1Red, #2Green, #3Blue, #5Yellow and #6Brown. (Note that the brown route only operates the north half of the route between campus and North Grand Mall only. Towers #6A runs on the south side during lunchtime and dinner hours. Dial-A-ride (CyRide's ADA service) operates equivalent hours within the City of Ames.



The following service map identifies services operated by CyRide during the time period: Sundays and Saturday nights. Routes operated at this time include: #1 Red, #2 Green, #3 Blue, Towers #6A runs on the south side only during lunchtime and dinner hours. #24 Silver operates just on Sunday from the S Lots where students park returning from break to ISU residence halls upon request. Dial-A-ride (CyRide's ADA service) operates equivalent hours within the City of Ames.




The following map illustrates the entire Story County area and City of Ames. Heartland Senior Services (HSS) is responsible for public transit within Story County as well as Dial-A-Ride (DAR) or ADA Complimentary service for CyRide within the City of Ames. The DAR service area is ¾ mile either side of a CyRide fixed route. However, this ¾ mile boundary has also been expanded over and beyond ADA to include the entire City of Ames for DAR service. The service is also operated as a door-to-door service instead of the minimum curb-to-curb per ADA regulations. This indicates that drivers will help ADA passengers between their doors of residence to/from the bus. HSS's Transportation Director indicated that they provide the bulk of transportation for The Abington on Grand, Riverside Manor and The Rose of Ames. In addition, HSS contracts with Greenhills Retirement Community to provide transportation even though they also provide transportation. In addition to Story County, HSS provides the regional service for Jasper County through a contract with Heart of Iowa Regional Transit Agency (HIRTA). On January 20, 2009, HSS began service between Ames and the University of Iowa Hospitals and Clinics. A service brochure conceptualized and coordinated through the last year's PTDP process can be found at <http://www.heartlandseiorservices.com/Ames-UJHC%20Brochure4.pdf> for additional details.



## H. Human Service/Private Transportation Providers

The following organizations below either indicated they provide service for their clients with agency owned vehicles and discussed their usage at Passenger Transportation Development Plan meetings, or over the telephone in conversations with AAMPO staff. In addition, City of Ames staff identified organizations they knew were transportation providers since they help fund those agencies through the City of Ames Analysis of Social Service Evaluation Team (ASSET) process. All in all, progress was made in the identification of human service transportation providers and their fleet size from previous year as fourteen transportation providers were identified within the Ames community. The fourteen transportation providers have the ability to transport their clientele around the Ames community, Story County and neighboring counties in some instances.

Transportation Providers		Vehicles				Drivers		Hours
		Buses	Vans	Cars		Full Time	Part-Time	
1	Ames Taxi Service*		5-7		2			As Requested
2	Central Iowa Transit*	34	3		5		40	As Requested
3	Green Hills Retirement Community	1	2		1 van	1	2	As Requested
4	Northcrest Community/ Heartwood House	1	?	?	?			As Requested
5	The Waterford		1		yes			As Requested
6	Windsor Oaks		1		no		1	9am- 3pm
7	Ames Community Pre-School Center		2		no	staff		Field trips only; not on CyRide route
8	Boys & Girls Club		2		no			As Requested
9	Youth & Shelter Services		6					As Requested
10	Childserve		2		2	4	5	M-F: 2-8pm Sat: 9am-5pm
11	Lutheran Services in Iowa		2		no	?	?	M-F: 8am-5pm Sat: 9am-5pm
12	Mainstream Living Inc.		4	4	4			As Requested
13	Richmond Center - merge w/CFR			5	no	staff		As Requested
14	Story County Community Life		3	19	no	40	40	As Requested

Private Transportation Providers: Two private operators, Central Iowa Transit (CIT) and Ames Taxi Service, were included with this listing as they are well known within the community for working with CyRide and the City of Ames in providing transportation within the community. Although FTA's website lists over 113 companies willing to provide transportation services within Ames, typically non-profit human service agencies are not in the financial position to acquire these services, such as Midwest Coaches, on a daily basis.

1. Ames Taxi Service – 5-7 vehicles utilized for their operations according to a Des Moines Register article. Cost is \$10-\$15 for anywhere in Ames per one-way trip. Filled out a human service form for the Des Moines CIRPTA whom shared the information. Indicated interest in participating in the meetings however, did not attend the 2010 PTDP meetings.
2. Central Iowa Transit (CIT) – Fleet of 34 buses and 3 vans. CIT provides service to the Ames School District as previously discussed. They also provide up to seven fixed-route trips over peak hours/days for CyRide as contracted. They also provide charter service for events throughout the region and beyond.

Nursing Home/Retirement Community/Senior Living Transportation Providers: Four nursing home/health transportation providers have vehicles specifically to transport clients living at their residential communities with two of these providers having small buses.

3. Green Hills Retirement Community – Fleet of 1 bus and 2 vans of which 1 of the vans is accessible. These vehicles are typically utilized for clients upon request only. Trips are not scheduled. They have plans to replace one van in 2012 that currently has 106,000 miles. One full time driver and two part-time are available on an as needed basis. According to HSS’s Transportation Director, Green Hills contracts with Heartland Senior Services to provide transportation.
4. Northcrest Retirement community – Fleet of at least 1 small bus to transport their clients throughout Ames for grocery shopping, social, and medical needs.
5. The Waterford – Fleet of one accessible van according to their website. Transportation is provided for their clients upon request.
6. Windsor Oaks Senior Living – Fleet of 1 van that is non-accessible. This vehicle is typically utilized for clients per request. A part-time maintenance employee operates the vehicle while on duty between the hours of 9am-3pm. The maintenance director does the maintenance for the vehicle with vehicle replacement as needed. Residents were promised free transportation as part of their residency fees.

Human Service Agency Transportation: The following human service agencies provide transportation for their clients. The first three agencies provide transportation for the youth in Ames to access their programs and services. 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. It should be noted that The Arc of Story County is developing one-on-one bus training for their clients to attain more access to Ames services via public transit.

7. Ames Community Pre-School: 2 vans (15 passenger), vehicles are only utilized for field trips for children under 5 years of age and only when CyRide is not an option. ACPC utilized Heartland Senior Services (HSS) prior to regulation changes; however, HSS is no longer an option for transportation.
8. Boys & Girls Club: 2 sunshine (Variety Club) vans; 1991 & 1998 – utilized only to transport to/from schools to B&G Club and field trips. CIT drops off passengers via their transport in yellow school buses to the B&G Club after school
9. Youth & Shelter Services: Through a PTDP meeting, YSS staff revealed 5-6, 15-passenger vans have been converted to dissipate load so that vans can be insured due to rollover factor. MPO believes they may operate more than 6 vehicles.
10. Childserve: Fleet of 2 accessible vans with phones; utilize vehicles to transport children with mental and/or physical disabilities. Many of their clients live outside of the Ames community. They provide weekday transportation between 2-8pm and Saturdays between 9am-5pm. This service is free to their clients.
11. Lutheran Services in Iowa: Fleet of 2 vans that are not accessible. LSI transports for their Services for People with Disabilities (SFPD) and crisis child care programs. LSI’s Crisis Child Care program offers short-term relief to people caring for individuals with disabilities.
12. Mainstream Living Inc – Fleet of 4 vans and 4 cars; 4 are accessible. Mainstream is one of the main locations that many Story County agencies refer mentally disabled clients to receive life skills. Many clients of one agency in Ames are also clients at ML.
13. Richmond Center (merging with CFR in spring 2009): 2 vans, 3 cars. These vehicles are utilized for meetings throughout Story County very regularly – according to past discussion at PTDP meetings.
14. Story County Community Life Program: Fleet of 22 cars/vans with the City of Ames Fleet services maintaining these vehicles. Surplus of SCCL’s budget may indicate car replacement each year. Fleet Services performs the bidding specifications for them and may allocate vehicles from City of Ames police department’s retired fleet. On average a vehicle in their fleet is 9 years of age, has 77,000 miles, and operates about 6,000 miles/year equivalent to 18 hours a week for each vehicle. They

utilize their fleet to transport clients with mental disabilities primarily to medical appointments, grocery store and shopping. They have approximately 40 full time drivers and 40 part-time drivers.

Attached within Appendix D are fact sheets and fleets, if submitted, for all providers listed above from the past two years of the PTDP process. Most likely, little changes have occurred in human service fleets from one year ago.

## I. Existing Coordination Efforts

CyRide coordinates with Central Iowa Transit and Heartland Senior Services in providing transportation to the Ames community. CyRide has an excellent working relationship with each of these organizations. CyRide currently has contracts with CIT and Heartland Senior Service to provide public transportation services for the Ames community. These efforts are described below:

- Heartland Senior Services provides public transportation for Story County under contract through Heart of Iowa Regional Transit Authority (HIRTA) as well as coordinating with CyRide to provide their ADA complimentary service for the City of Ames. In this manner, one transportation provider offers all service within one county with multiple contracts thereby maximizing coordination. In addition, Heartland Senior Services also operates service for Jasper County.
- Central Iowa Transit (CIT), a private transportation provider, has a proven track record of working with public transit providers. CIT currently contracts with CyRide to provide “extra service” for high capacity corridor services. These “extra” buses vary from semester to semester. CIT provides the Ames Community School District transportation for students in the Ames area as well as activity transportation for the Des Moines School District. CIT also provides event transportation for Iowa State University. Finally, CIT leases vehicles to the YMCA of Greater Des Moines for their use. In past years, CyRide had a contract with CIT to provide the scheduled Airport transportation service that CyRide offers taking individuals to the Des Moines International Airport during ISU breaks. Luggage was stowed underneath a coach bus instead of riding with the passengers allowing greater capacity within the vehicle and increased safety not having the luggage mixed among passengers. For service in 2009-2010, CIT doubled their prices within their quote to operate this service. While CyRide believes having a private operator operate the service adds value, especially to the passengers’ comfort, the budget did not afford CyRide to subcontract this year. However, CyRide plans to revisit this issue in future years since a coach style bus provides value added service for their passengers.
- CyRide coordinates transportation service for the entire Ames community including the University under a 28E Agreement between the City of Ames, Iowa State University, and Iowa State University Government of the Student Body. As a result, many discussions transpire monthly and more often between these four organizations in an effort to provide quality transit to the community. In the past year, CyRide has been working toward replacing older/non-accessible buses within their fleet, expanding their fleet to achieve a larger spare ratio, implementing Google Transit (a free trip planning software), marketing CyRide to the public, and replacing their administrative portion of their facility to accommodate their staff. The latest discussions involve how to expand storage and maintenance functions as expansion buses cannot be accommodated. An initial study has indicated that the current facility, expanded to the perimeter, will not accommodate CyRide for the next 20 years. The board agrees that expansion will occur and funding to achieve additional storage is essential, but needs time to examine where and how that will occur.

Transportation Coordination Committee: In August 2007, the United Way of Story County began a Transportation Coordination Committee to discuss transportation needs/issues of human service agencies in Ames. A listing of this committee is identified within Appendix B. This committee is scheduled to meet quarterly through 2009 to continue ongoing efforts. Discussions for improving transportation over the last year within the community and education have impacted the following areas:

- Car Seat Availability and Access
- Maintenance and Insurance Education for Vehicle Owners
- Bus education to access transit: CyRide & Heartland Senior Services
- One-on-one bus training through The Arc of Story County
- Medical service transportation to Iowa City/Des Moines
- Bus passes/gas voucher emergency program via MICA
- RSVP driver volunteer program
- Beyond Welfare's Wheels to Work car donation program
- Car repair program for WTW
- PTDP

Over the next year(s), UWSC will begin a campaign drive for a one-stop human service campus that will house ten human service agencies to streamline the delivery of service to residents of Story County. The proposed site recommendation is located at the First Evangelical Free Church at 2008 24<sup>th</sup> Street in Ames along CyRide's #3 Blue Route.

RSVP: There is a coordinated effort between the Retires and Senior Volunteer Program (RSVP), United Way Aging Resources of Central Iowa and Heartland Senior Services to provide volunteers/funding for a volunteer driver program with Heartland Senior Services. The volunteer drivers utilize their own personal vehicle and the individual is subsequently charged \$1.50 for their transportation as opposed to \$5.00. Transportation is typically provided within Story County only for this service. HSS wishes to revisit this volunteer program and possibly have a human service transportation provider manage this volunteer service. Additional meetings will be necessary to discuss this opportunity throughout the next year.

Bus Passes/Gas Vouchers:

- City of Ames: The City of Ames offers a Transportation Assistance Program for one-time grant funding to cover transportation expenses up to \$100 for either fuel or CyRide bus passes/tickets for a household. Individual households must have incomes at or below 50% of the Story County median income limits to qualify according to the grant restrictions. However, this does not address the emergency need that the human service agencies' staff feels is a high priority need.
- MICA: MICA offers emergency bus passes and gas vouchers on a needed basis through funding with UWSC.
- Department of Human Services: DHS provides gas vouchers to those individuals needing assistance to travel outside of the State of Iowa. Therefore, this is for non-Ames residents.

Passenger Transportation Development Plan: Finally, the Passenger Transportation Development Plan coordination efforts have added another layer of coordination with the Ames' human service agencies and the City of Ames. PTDP efforts were conducted through the Human Services Council as their "program" in an effort to obtain more participation and discussion from human service agencies. The coordinated e-mail listing allows better communication between transit providers and human service agencies to allocate support for transit funding legislation, support for PTDP recommended projects continuing through the grant process, and notification in changes of public transit services. The PTDP collaborative efforts are expected to grow over the next few years as this planning effort continues.

Six human service agencies in Ames wrote letters supporting increased state funding for public transit in Iowa which helped make a case for the states' recommended capital match program. Coordination has certainly helped in gaining assistance from human service agencies to sway legislators for the best possible transportation services for Ames. The recommendation was made even through these tough economic times. The governor is opposing this recommendation due to the impending state cuts.



## **IV. Transportation Needs**

### **A) Review of Prior Public Input (and new inputs) Concerning Needs**

The following areas describe public comments from the designated transit system, input from the transportation collaboration committee, and surveys that the Ames Area MPO conducted that are relevant to the FY2010 PTDP process in development of needs.

#### **Public Input**

CyRide receives public comments from passengers via telephone or e-mail at anytime throughout the year regarding its fixed route or ADA services. 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. However, no formal record of the comment is documented. Therefore, CyRide's Assistant Director for Operations and Operations Supervisor are currently working on a formal comment form to ensure complaints are officially documented that they are addressed in a timely manner. Access is currently being utilized to implement comments so data can be accessed electronically to obtain information of how to improve the system. Comments from the public within the past year were generally related to the following issues:

- Early/late bus at time point
- Not stopping directly at bus stop sign
- Smoking complaint
- Aggressive driver
- Bus not showing
- Transfer difficulties
- Service to E. 13<sup>th</sup>/Dayton
- Service to the Aquatic Center when it opens in 2009.
- Service to DMACC for late-night classes.
- Google Transit Trip Planning for CyRide
- Fare Free city-wide

In addition, CyRide held several public meetings in January 2007 that are still applicable to requests for service throughout Ames. These public meetings, documented in Appendix A, were held in several different forums throughout the community and comments were attained regarding CyRide's service and needs for the future. The needs from the public were incorporated into the service needs section of this document to strategize how to overcome these needs/barriers within the community.

#### **Transportation Collaboration Committee Meetings**

The United Way spearheaded several transportation collaboration meetings between human service agencies and transportation providers this year. This is an ongoing effort and meetings are held quarterly. There was a brief delay of these meetings earlier this year due to the possible transition to a new director which is now on-hold for the next year. The TCC meetings are documented within Appendix A with summarizations following if applicable. Those needs were then incorporated into the service needs section of the PTDP and brought before the PTDP committee on December 4, 2008 to discuss strategies.

#### **PTDP Surveys**

The Ames Area MPO received public input from 15 agencies or organizations in regards to providing transportation needs for the Ames community. These surveys were dispersed electronically in the fall 2008 to be incorporated into the Passenger Transportation Development Plan. The human services agency survey requested each agency's needs and desires for transportation within Ames and Story County. Since most county agencies are housed within Ames and fund county-wide programs, it is important to look at the regional needs as well from the PTDP participants. The individual surveys are located within Appendix D however, the full listing of transportation needs from these organizations through these surveys, PTDP meeting discussions, Transportation Collaboration Committee meetings and public CyRide meetings are listed within Section C: Service Needs beginning on page 49.

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## Gap Analysis & Results

The following Gap Analysis was conducted within the 2008 PTDP plan. However, it is still relevant for the 2010 document as it matched up with several organizations' requests for service and just solidifies the work completed the past year. The maps graphically illustrate the areas of Ames where Ames transit providers do not provide transportation. This analysis is subdivided into periods of the day or days of the week to recognize varying transit service levels during less frequency usage. The subdivisions used in this analysis are as follows:

- Weekday Service (6:00 am to 7:00 pm)
- Weekday Night Service (7:00 pm to 12:30 am)
- Saturday Daytime Service (6:00 am to 6:00 pm)
- Saturday Evening and Sunday Service (Sat. 6:00 am to 10:00 pm and all day Sunday)

Service routes during different levels of service were compared to areas where residents work, live and travel within Ames. Any commercial, industrial or residential area outside ¼ mile of a transit route is considered outside the distance an individual would walk and therefore, not served by transit or considered a service gap.

For this study, land use and demographic data were used to determine where individuals needed to travel to and from throughout the city. Specifically, it was determined that commercial and industrially-zoned areas illustrated locations where residents work. Residential rental units not only communicate where high density living occurs but also where transit dependent individuals may reside. It was determined that transit providers should be providing transportation to the majority of these commercial, industrial and residential areas. In addition, low-income residential areas were identified according to the 2000 Census for Ames giving special attention to the low-income population. Finally, landmarks identifying elderly residences, assisted living facilities, hospitals and popular destinations were identified. This was done so that areas such as ISU campus, not identified as a commercial or industrial area, was included in the study. Elderly residences and human service agencies were also documented in this same manner.

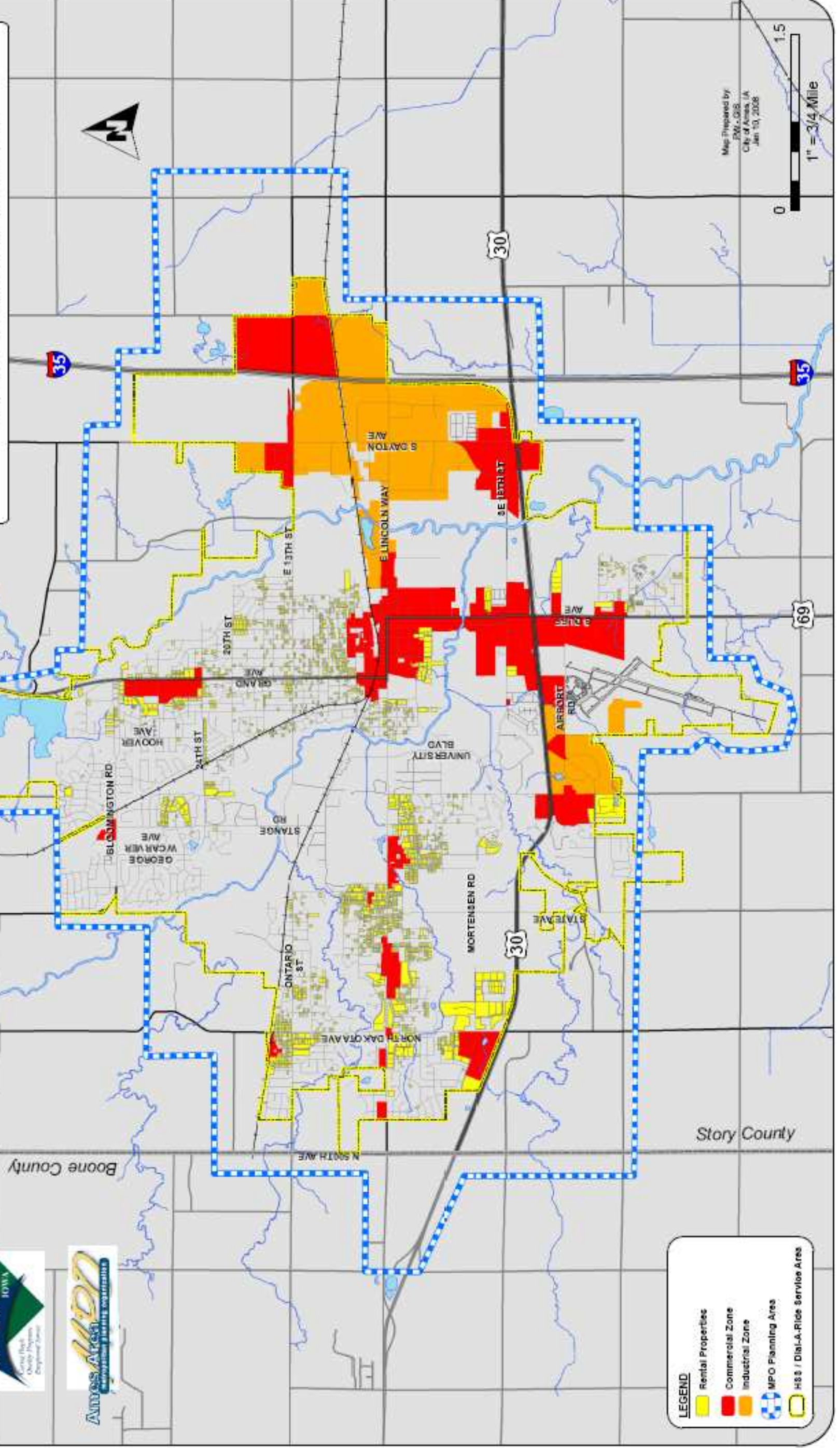
CyRide's routes were then plotted over two layers of the above-described data including:

- zoning of residential rental units, commercial and industrial classifications and
- low-income block groups.

By plotting these demographic groups, it provides the following two graphic illustrations of areas of town that may be in need of more transportation services.



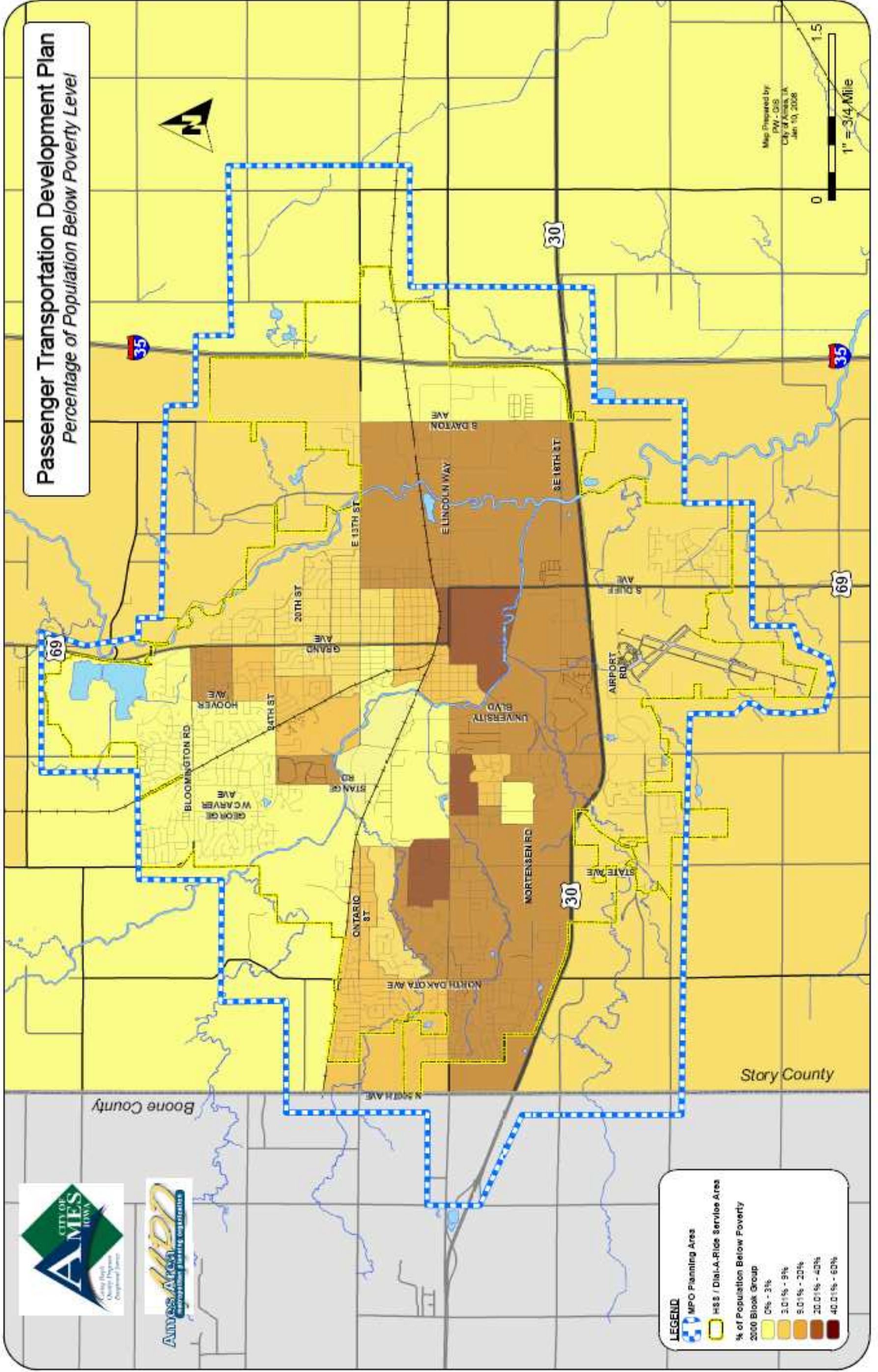
# Passenger Transportation Development Plan Rental Properties and Zoning District



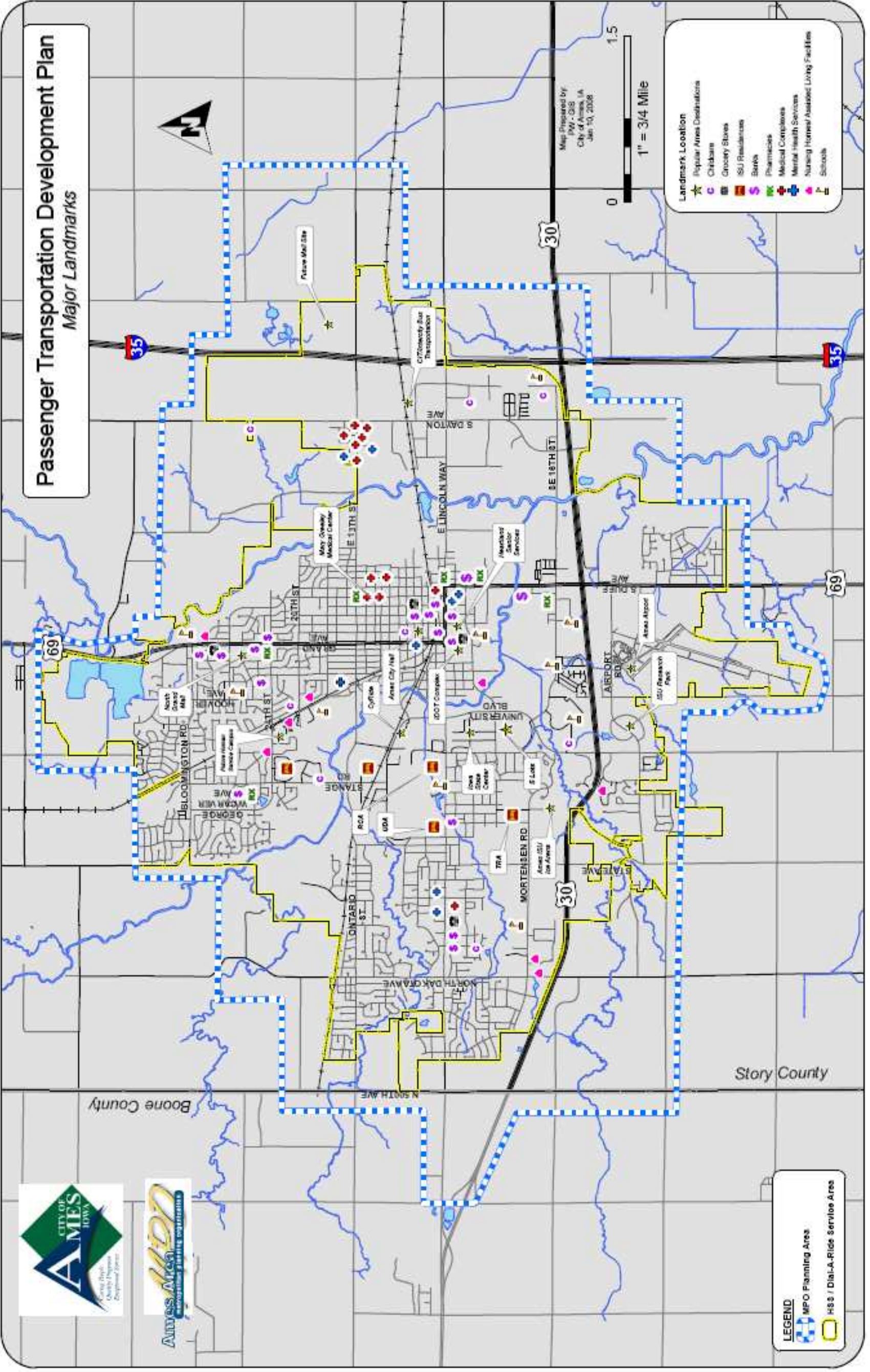


# Passenger Transportation Development Plan

## Percentage of Population Below Poverty Level



In addition to demographic data, potential destinations that individuals would like to access were plotted as illustrated below. These destinations include: hospitals, nursing homes/assisted living facilities, mental health services, schools, grocery stores, child care, banks, pharmacies, medical clinics, and popular destinations. This was not intended to be a complete list of landmarks, but to provide a general sense of where important locations are located within the community.



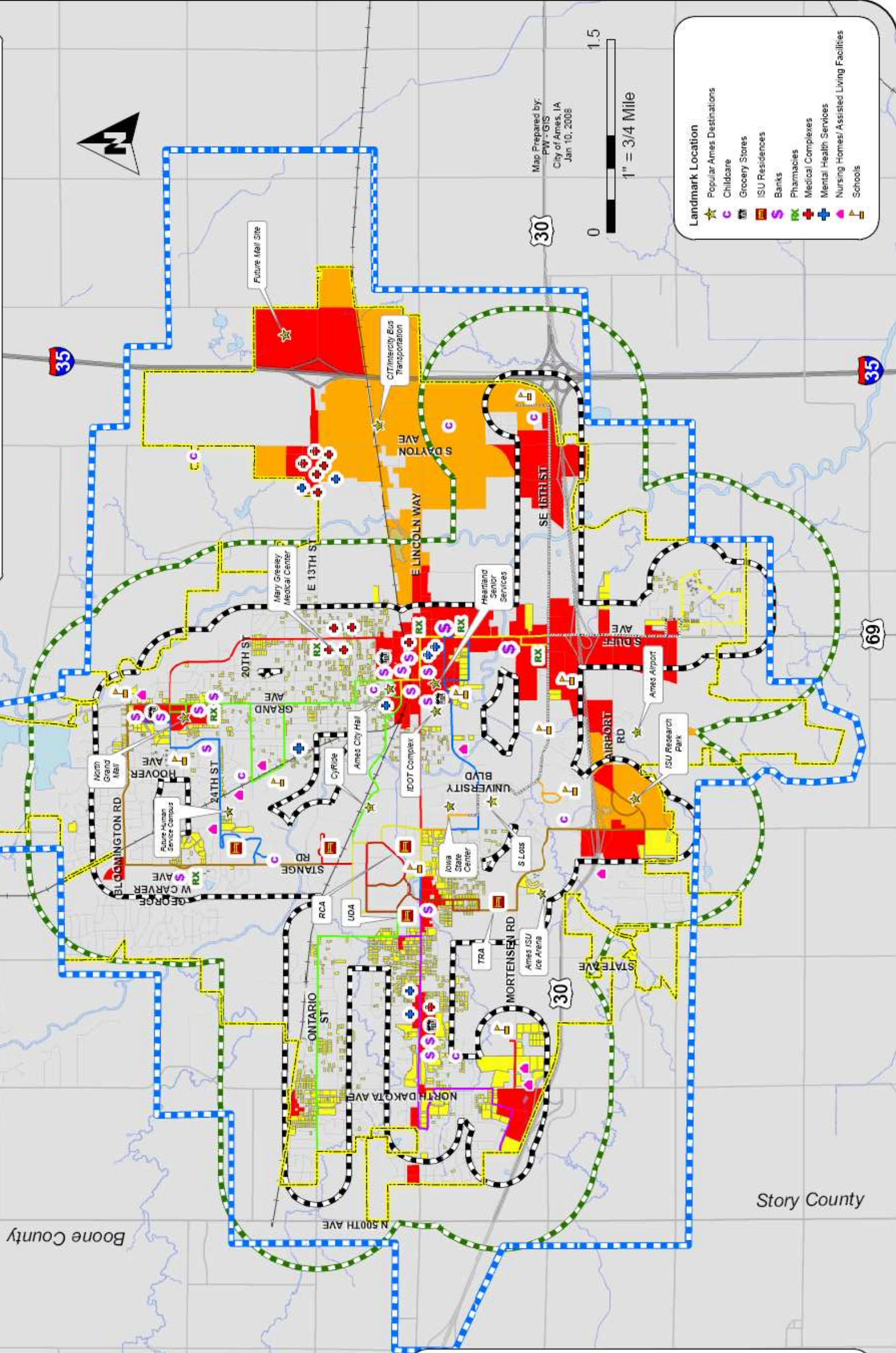
As CyRide routes have different service levels depending on the time of day and day of the week, gap analysis maps were created for four different levels of service as described earlier within the “Existing Transportation Provider Operations Inventory” section. Those times are:

- Weekday
- Weekday Night
- Saturday
- Sunday/Saturday Night

A ¼ mile buffer was then placed around CyRide routes to show the coverage area served. Typically, a person will walk 3-4 blocks to a bus stop to catch a bus; therefore, the buffered area illustrates the walking distance and route service coverage. This boundary realistically represents the population that CyRide serves within the Ames area, as many people will not walk more than four blocks to public transportation.

Another ¾ mile buffer area was added to illustrate fixed-route services that are required for Heartland Senior Services, as a subcontractor to CyRide, to operate Dial-A-Ride service according to ADA guidelines. As was indicated the survey responses and meeting discussion from the 2008 PTDP process, service gaps for the door-to-door service within Ames, which meets ADA requirements, is not a barrier to mobility. This was mentioned within the 2009 PTDP surveys as well in that the DAR service does meet the transportation needs of the community. The only comment regarding DAR service was from the FY2009 PTDP survey process. Some referenced the timeframe of requesting your trip a day in advance for travel which at times is burdensome as well as rescheduling a return trip. The bulk of comments regarding door-to-door type transportation needs reflected the need to travel into Ames from outlying areas or travel in the opposite direction (Ames to outlying areas). This outlying transportation was a continued need for the 2010 PTDP process especially for medical trips.

# Passenger Transportation Development Plan Gap Analysis: Weekday Service



**LEGEND**

- Rental Properties
- Commercial Zone
- Industrial Zone
- MPO Planning Area
- HSS / Dial-A-Ride Service Area
- Weekday\_Routes
  - #1 Red
  - #2 Green
  - #3 Blue
  - #4 Gray
  - #4A Gray
  - #5 Yellow
  - #6 Brown
  - #6A Towers
  - #7 Purple
  - #21 Cardinal
  - #22 Gold
  - #23 Orange
- Weekday\_Routes\_75Buffer
- Weekday\_Routes\_25MIBuffer

Map Prepared by:  
PW - GIS  
City of Ames, IA  
Jan 10, 2008

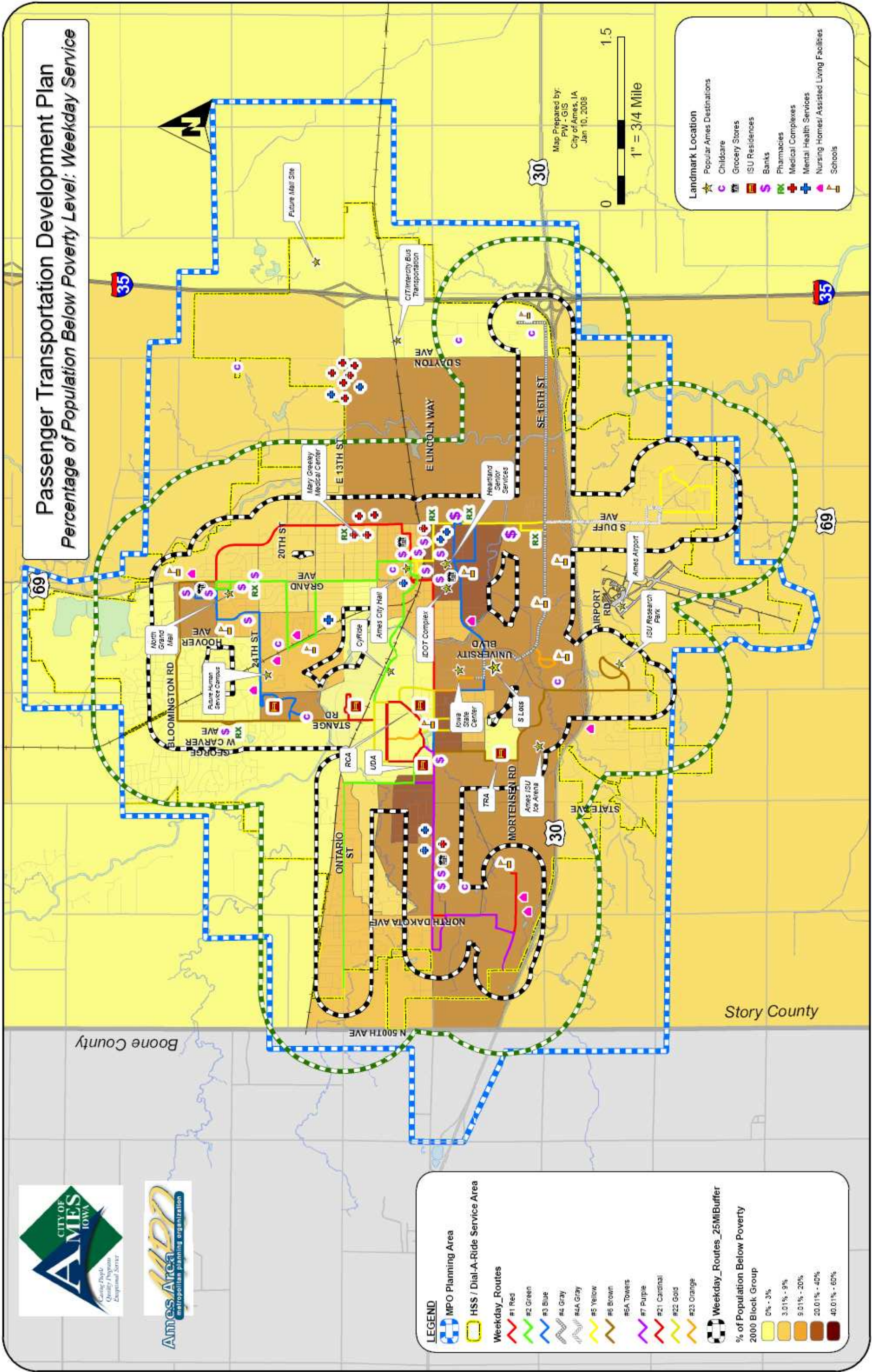
**Landmark Location**

- Popular Ames Destinations
- Childcare
- Grocery Stores
- ISU Residences
- Banks
- Pharmacies
- Medical Complexes
- Mental Health Services
- Nursing Homes/Assisted Living Facilities
- Schools



# Passenger Transportation Development Plan

## Percentage of Population Below Poverty Level: Weekday Service



Boone County

Story County

Map Prepared by:  
PW - GIS  
City of Ames, IA  
Jan 10, 2008

1" = 3/4 Mile

**LEGEND**

- MPO Planning Area
- HSS / Dial-A-Ride Service Area
- Weekday\_Routes
  - #1 Red
  - #2 Green
  - #3 Blue
  - #4 Gray
  - #4A Gray
  - #5 Yellow
  - #5 Brown
  - #5A Towers
  - #7 Purple
  - #21 Cardinal
  - #22 Gold
  - #23 Orange
- Weekday\_Routes\_25MiBuffer
- % of Population Below Poverty 2000 Block Group
  - 0% - 3%
  - 3.01% - 9%
  - 9.01% - 20%
  - 20.01% - 40%
  - 40.01% - 60%

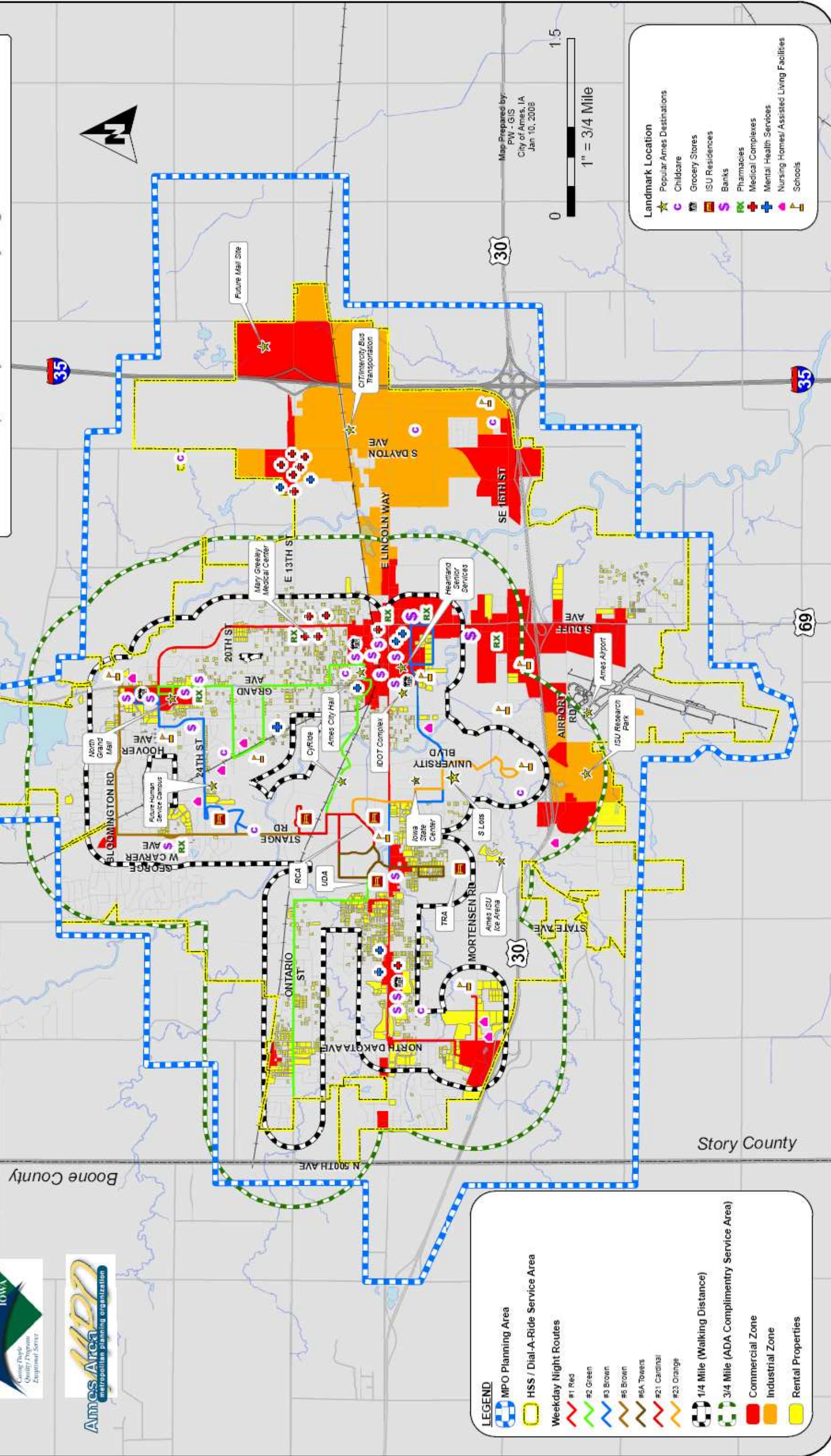
**Landmark Location**

- Popular Ames Destinations
- Childcare
- Grocery Stores
- ISU Residences
- Banks
- Pharmacies
- Medical Complexes
- Mental Health Services
- Nursing Homes/ Assisted Living Facilities
- Schools



# Passenger Transportation Development Plan

## Gap Analysis: Weekday Night Service



**LEGEND**

- MPO Planning Area
- HSS / Dial-A-Ride Service Area
- Weekday Night Routes
  - #1 Red
  - #2 Green
  - #3 Brown
  - #5 Brown
  - #5A Towers
  - #21 Cardinal
  - #23 Orange
- 1/4 Mile (Walking Distance)
- 3/4 Mile (ADA Complimentary Service Area)
- Commercial Zone
- Industrial Zone
- Rental Properties

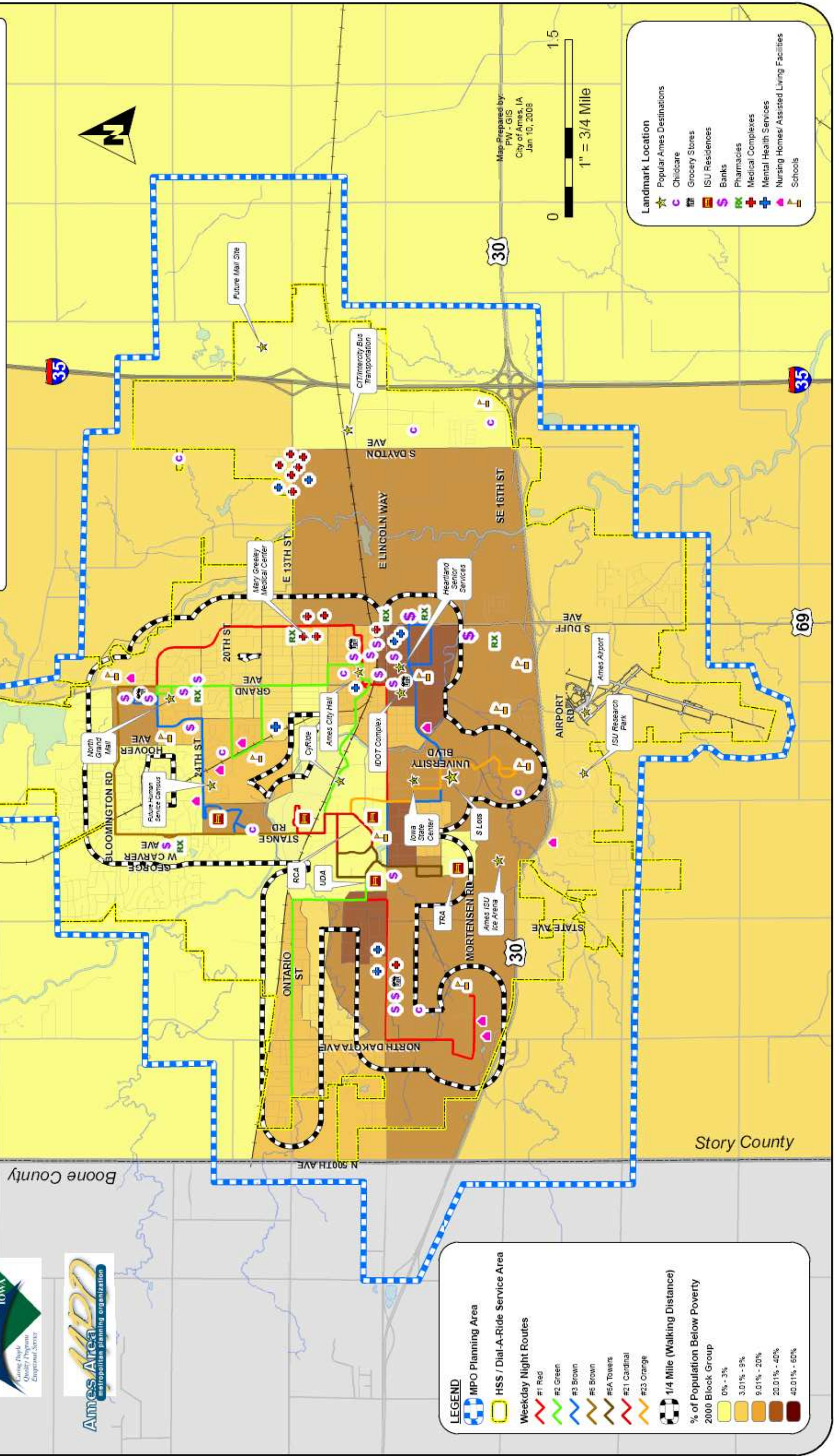
**Landmark Location**

- Popular Ames Destinations
- Childcare
- Grocery Stores
- ISU Residences
- Banks
- Pharmacies
- Medical Complexes
- Mental Health Services
- Nursing Homes/ Assisted Living Facilities
- Schools



# Passenger Transportation Development Plan

## Percentage of Population Below Poverty: Weekday Night Service



**LEGEND**

- MPO Planning Area
- HSS / Dial-A-Ride Service Area
- Weekday Night Routes
  - #1 Red
  - #2 Green
  - #3 Brown
  - #6 Brown
  - #6A Towers
  - #21 Cardinal
  - #23 Orange
- 1/4 Mile (Walking Distance)
- % of Population Below Poverty 2000 Block Group
  - 0% - 3%
  - 3.01% - 9%
  - 9.01% - 20%
  - 20.01% - 40%
  - 40.01% - 60%

**Landmark Location**

- Popular Ames Destinations
- Childcare
- Grocery Stores
- ISU Residences
- Banks
- Pharmacies
- Medical Complexes
- Mental Health Services
- Nursing Homes/ Assisted Living Facilities
- Schools

Map Prepared by:  
PW - GIS  
City of Ames, IA  
Jan 10, 2008

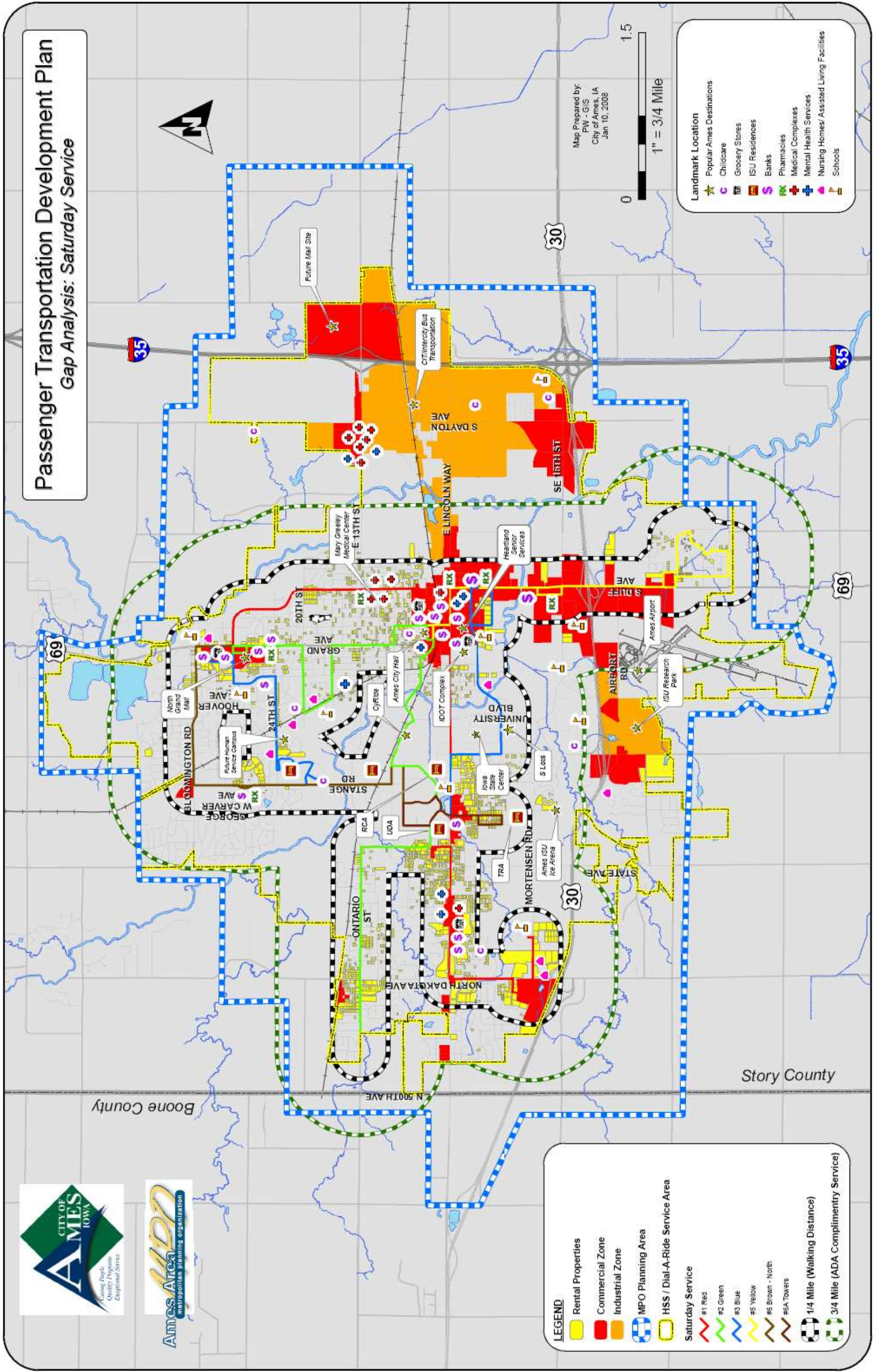
0 1.5  
1" = 3/4 Mile

Boone County

Story County

# Passenger Transportation Development Plan

## Gap Analysis: Saturday Service



Map Prepared by:  
PW - GIS  
City of Ames, IA  
Jan 10, 2008

1" = 3/4 Mile

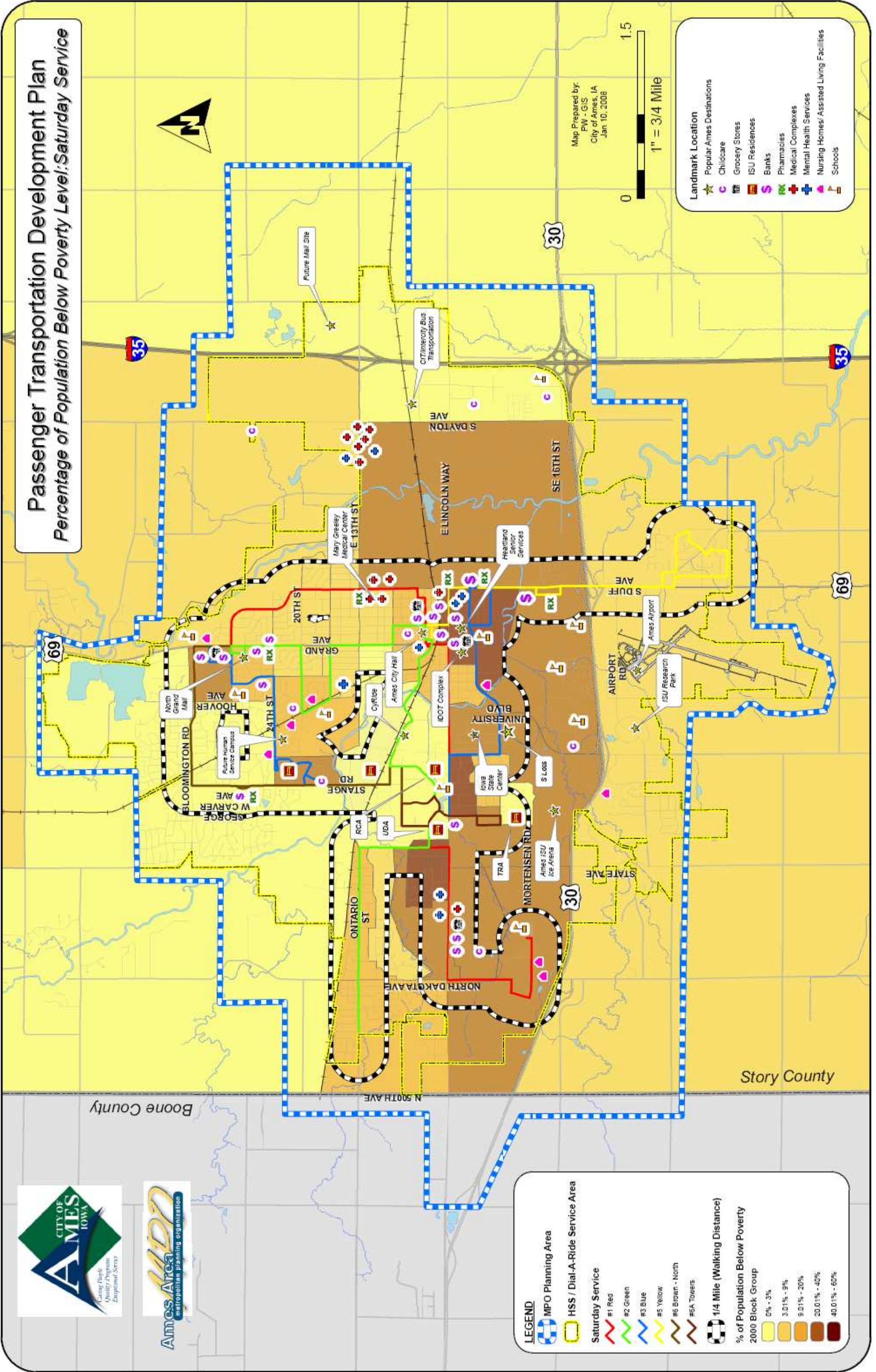
- Landmark Location**
- ★ Popular Ames Destinations
  - C Childcare
  - G Grocery Stores
  - R ISU Residences
  - B Banks
  - P Pharmacies
  - M Medical Complexes
  - MH Mental Health Services
  - NH Nursing Homes/ Assisted Living Facilities
  - S Schools

- LEGEND**
- Rental Properties
  - Commercial Zone
  - Industrial Zone
  - MPO Planning Area
  - HSS / Dial-A-Ride Service Area
  - Saturday Service
    - F1 Red
    - F2 Green
    - F3 Blue
    - F5 Yellow
    - F6 Brown - North
    - RSA Towers
  - 1/4 Mile (Walking Distance)
  - 3/4 Mile (ADA Complimentary Service)



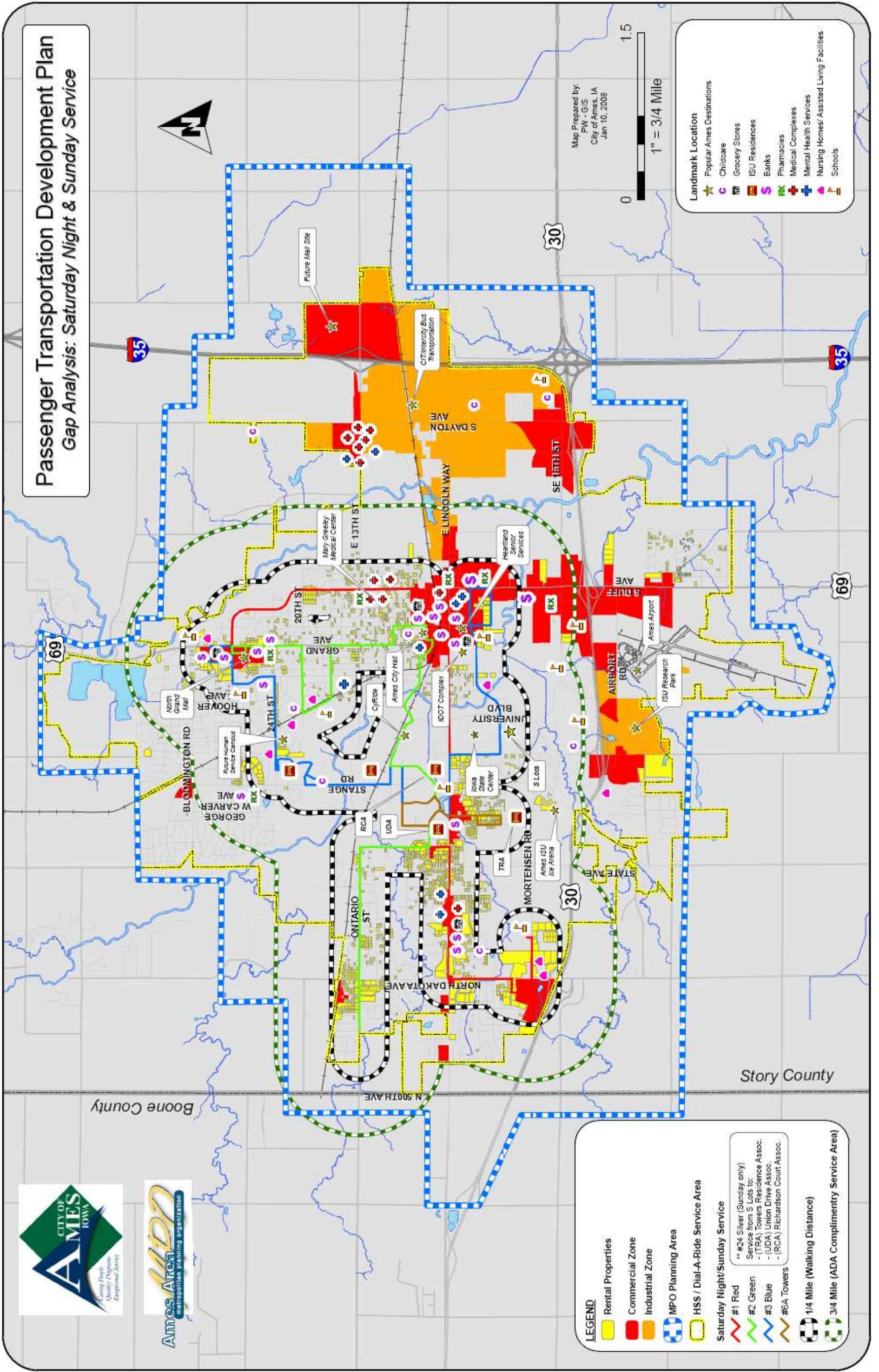
# Passenger Transportation Development Plan

## Percentage of Population Below Poverty Level: Saturday Service



# Passenger Transportation Development Plan

## Gap Analysis: Saturday Night & Sunday Service



**LEGEND**

- Rental Properties
- Commercial Zone
- Industrial Zone
- MPO Planning Area
- HSS / Dial-A-Ride Service Area
- Saturday Night/Sunday Service**
- #1 Red
- #2 Green
- #3 Blue
- #6A Towers
- 1/4 Mile (Walking Distance)
- 3/4 Mile (ADA Complimentary Service Area)

**Saturday Night/Sunday Service**

- \*\* #24 Silver (Sunday only)
- Service from S Lots to:
  - (TRA) Towers Residence Assoc.
  - (UDA) Union Drive Assoc.
  - (RCA) Richardson Court Assoc.

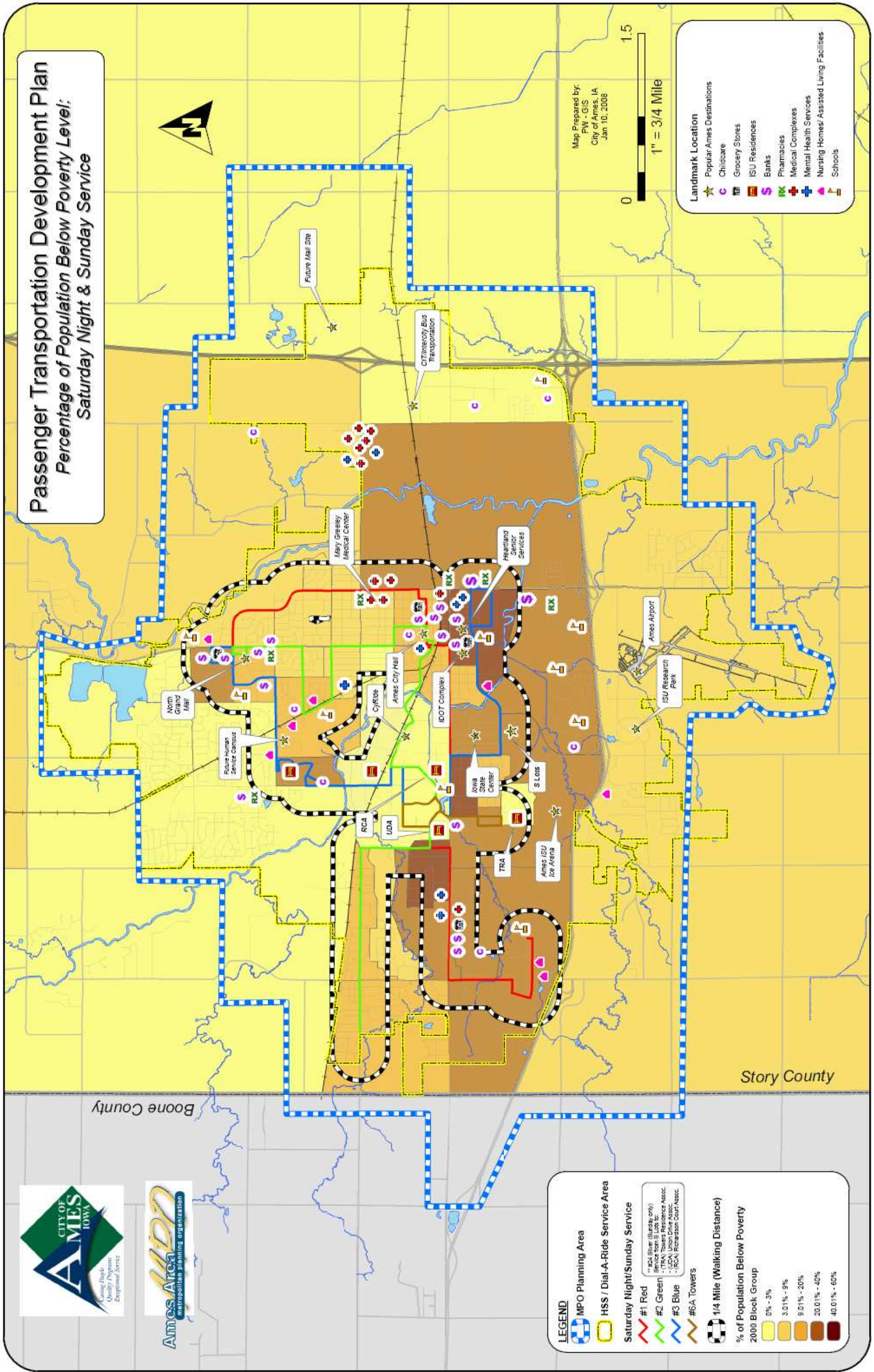
**Landmark Location**

- Popular Ames Destinations
- Childcare
- Grocery Stores
- ISU Residences
- Banks
- Pharmacies
- Medical Complexes
- Mental Health Services
- Nursing Homes/ Assisted Living Facilities
- Schools

Map Prepared by:  
PW - GIS  
City of Ames, IA  
Jan 10, 2008

1" = 3/4 Mile

# Passenger Transportation Development Plan Percentage of Population Below Poverty Level: Saturday Night & Sunday Service

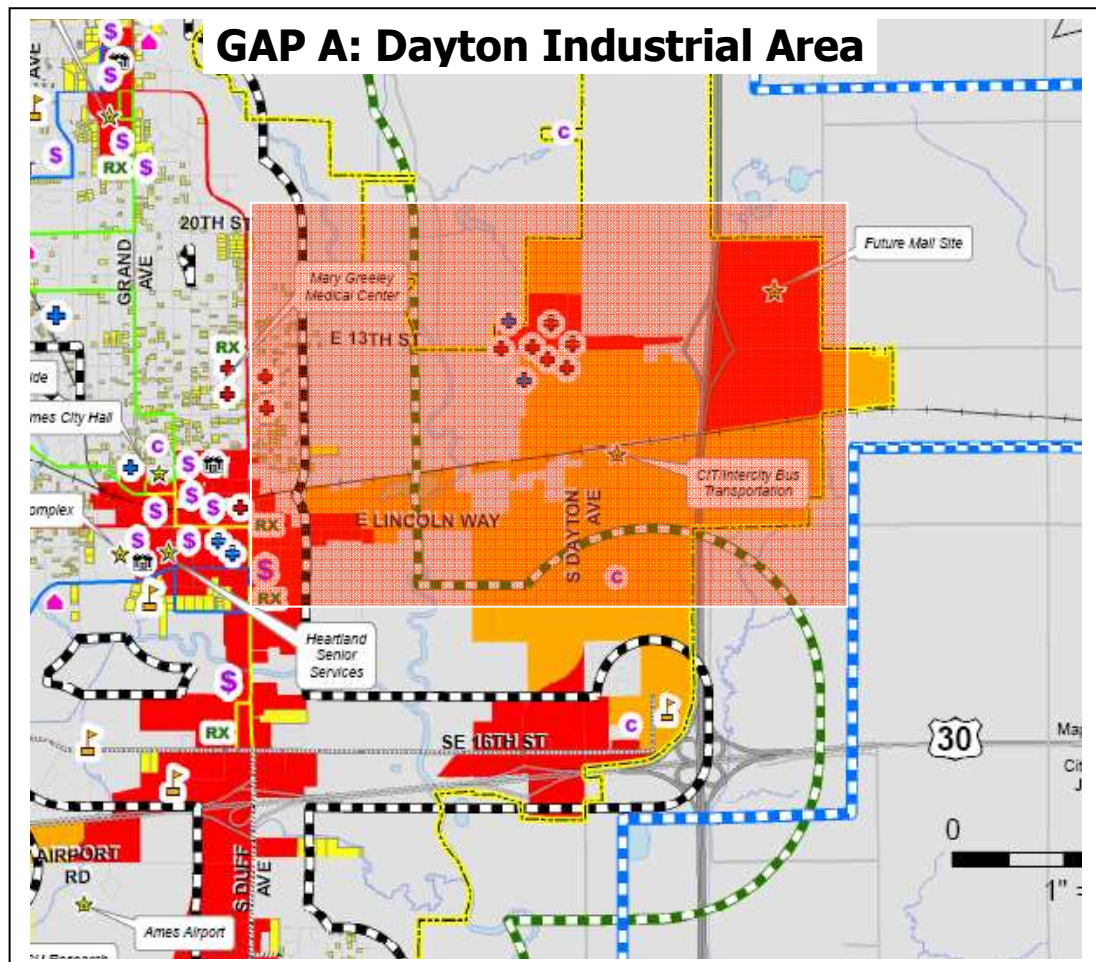


## Gap Analysis Results

As described at the beginning of the gap analysis, the following gap analysis was performed during the initial 2008 PTDP process. Efforts were concentrated on gaps within the transit service in Ames. The 2008 PTDP group, which met on January 11, 2007, reviewed the illustrations to determine where additional service could benefit residents of Ames. From this analysis, gaps were discovered within each time/day subdivision (Weekday, Weekday Night, Saturday, etc.). Although this analysis did transpire two years ago, the service gaps are still relevant today as similar results of need were revealed from meetings throughout the year in the 2010 PTDP process.

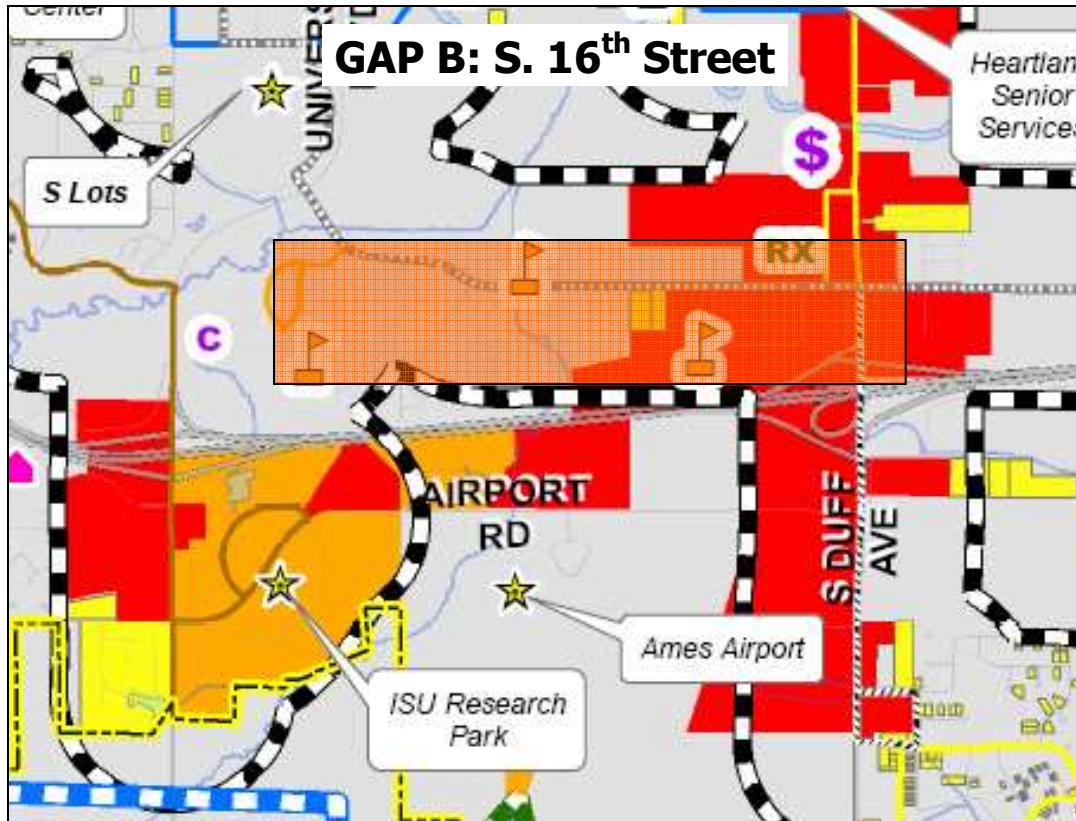
The following set of maps (GAP A – G) indicate, and the explanations detail, the 2008 Passenger TDP groups consensus on areas where additional services needed to be developed to meet current and future transportation needs within the community. AAMPO staff felt that these gaps should remain within the plan until a time when additional growth in Ames occurs to provide additional service needs.

**GAP A – Dayton Industrial Area:** Bordered by 1600 block of Dayton to the north, SE 5<sup>th</sup> to the south, across the interstate to the new mall location to the east, and Duff to the west.



The Passenger TDP group and customer requests have identified Gap A, located in northeast Ames, as a significant gap in current transit services. This section of the community serves as the major commercial/industrial zone of the city with businesses such as 3M, Mainstream Living, Mary Greeley Dialysis, Wylie Eye Care Center, and Sauer-Danfoss as well as a new proposed mall area. In addition, several clinics are located within this area for a second medical zone area. This area of town has been rated as a priority project for the past three years within the PTDP process.

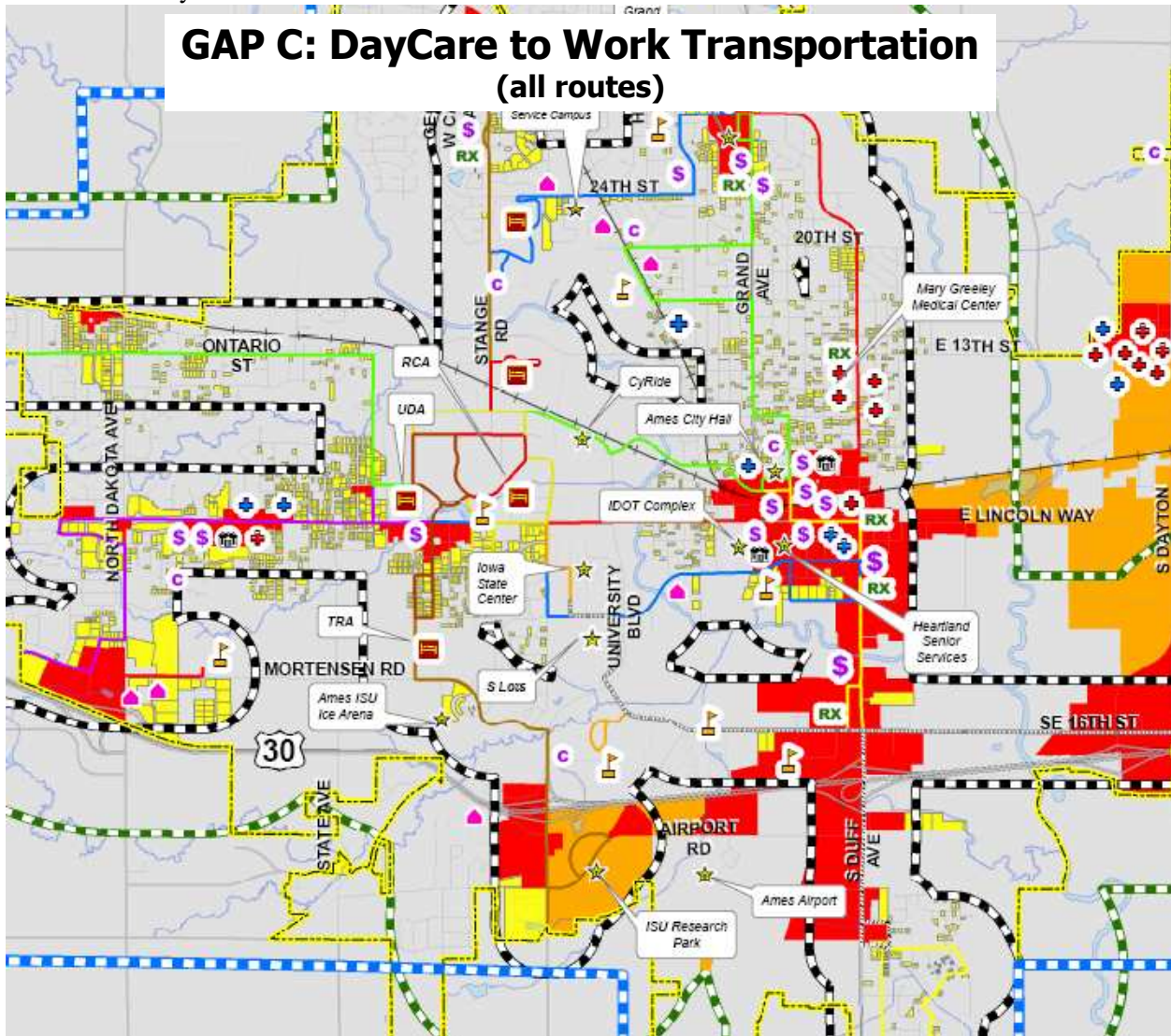
**GAP B – S 16<sup>th</sup> Street:** Bordered by Elwood Drive to the west and Duff to the East.



Gap B was also identified by the 2008 Passenger TDP group as an area where customers currently could not conveniently reach by public transportation. This area of Ames encompasses mixed land use with a major Iowa State University complex along the route as well as significant lower income residential developments, a school and commercial opportunities such as K-Mart, Staples, Best Buy, and Borders Books. The group discussed the need for service to this area to improve the quality of life for Ames residents. Although this area was not discussed directly in the 2010 PTDP meetings, this need for service in this area is still a priority for the Ames community as discussed in CyRide’s 2007 fall public meetings. Since that time, CyRide’s mid-day #4A Gray route was added to provide some access to this area. However, the area is still considered a gap since only hourly service is provided along this corridor and other routes typically average a frequency of 20-40 minutes.



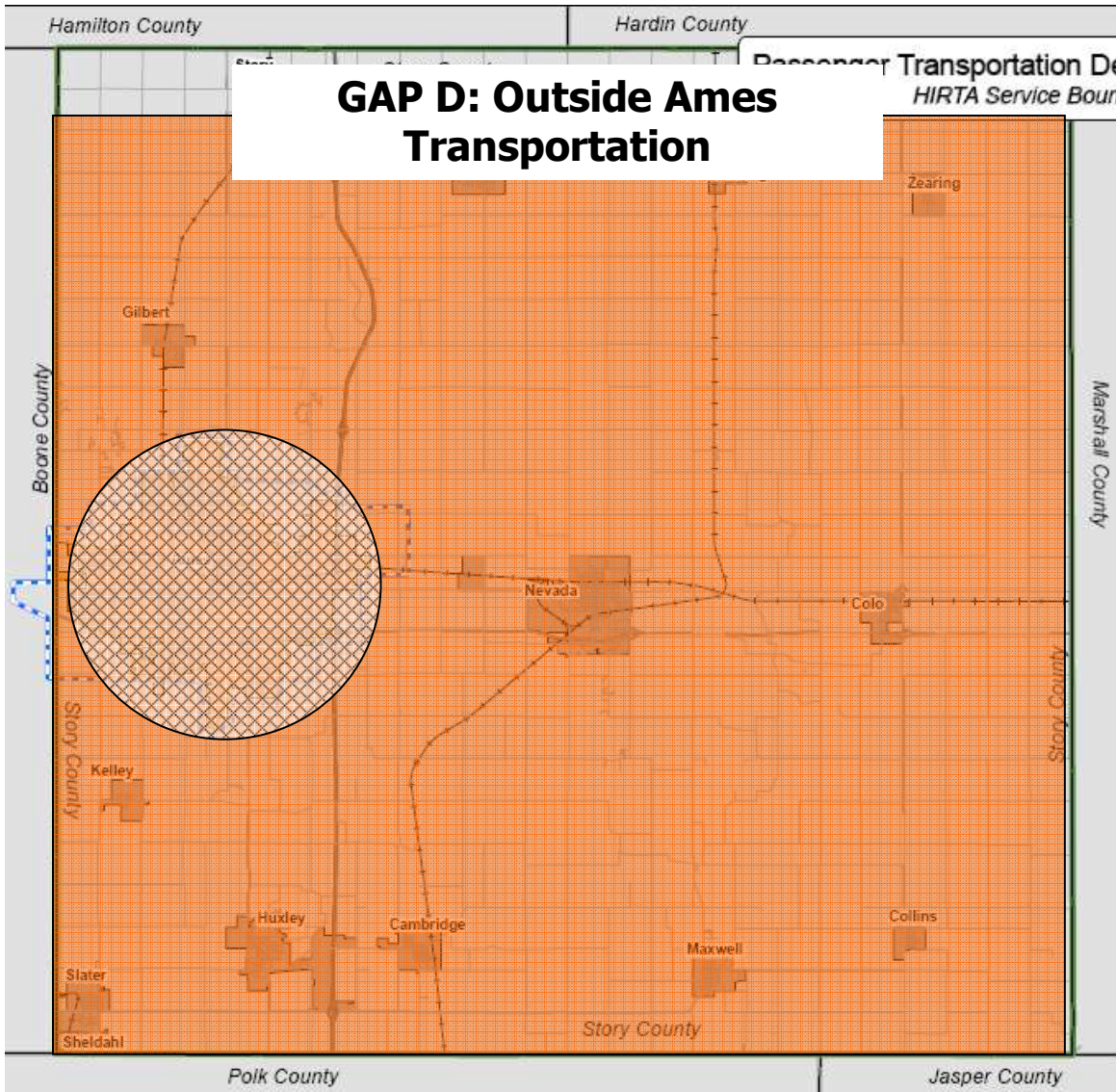
**GAP C – DayCare to Work Transportation:** More information is needed in doing a daycare analysis. Comments were that services did not operate early enough for parents to take the bus to work and still get their child to daycare.



The 2008 Passenger TDP advisory group discussed the need to make multiple linked transit trips more convenient and more importantly to reduce the amount of time required from the beginning of their trip to the last destination of the trip. Specifically, the need to travel from a person’s home to daycare, drop their children off at daycare, re-board a bus and travel to their final destination was discussed as a major hurdle to families. Due to the frequency of buses every 20-40 minutes, a trip of this type could take a parent 1½ hours to complete. In addition, the group indicated that the cost of a family to use public transportation was not within the reach of many families. Therefore, the group identified the need to develop new services or increase current bus frequencies to reduce the amount of time and improve the convenience of using public transportation to meet the needs of working families.

Additional discussion within the 2010 PTDP process was the donation of car seats to Beyond Welfare that can help low-income individuals transport their children around town that do not have car seats. The Transportation Collaboration meetings through UWSC have addressed this continued need within their quarterly meetings. Car seats are available by contacting ACCESS or MICA, funded through the UWSC.

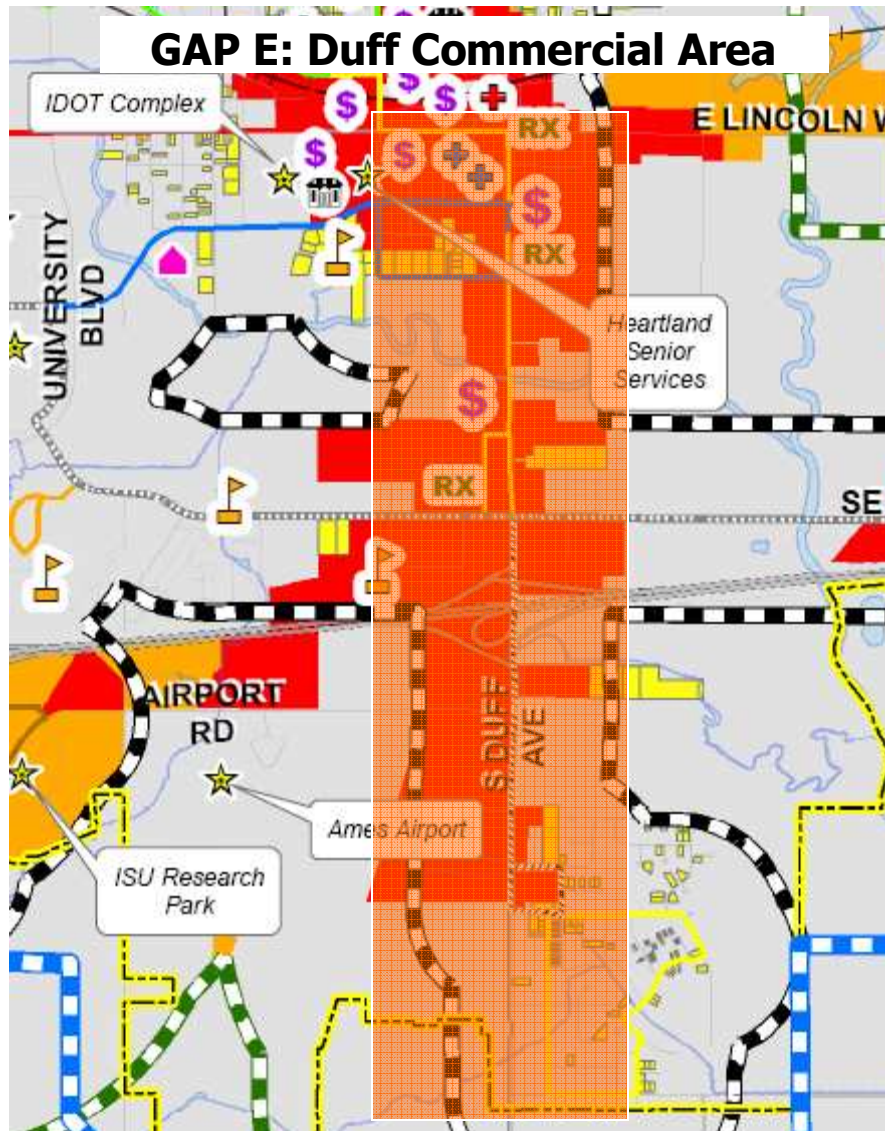
**GAP D – Outside Ames Transportation:** Work and Medical appointment transportation are requested into the City of Ames. Vanpool and carpool options were also mentioned within this scenario for commuter travel into the Ames area for work and educational purposes.



Gap D was identified by the need to travel from a community outside of Ames into Ames for medical or shopping trips. With a regional medical facility located in Ames, needs within all of Story County are met within the city limits. The Passenger TDP group identified the need to develop services or enhance coordination between transportation services within Ames (CyRide) and within the county (Heartland Senior Services) to improve the transportation network within the county to meet these needs.

The highest priority for the 2010 PTDP committee was developing a transportation service between Ames and other medical services in Iowa City and Des Moines. Federal/state funding was approved for a new service to Iowa City and service began Tuesday, January 20, 2009. The committee recommended the project for a second year of funding and local commitments have been secured. Discussion to fund the third year of the project will continue over the next year for inclusion into the ASSET process and possibly coordinating with other regions, such as Des Moines, to possibly expand the service over the next year.

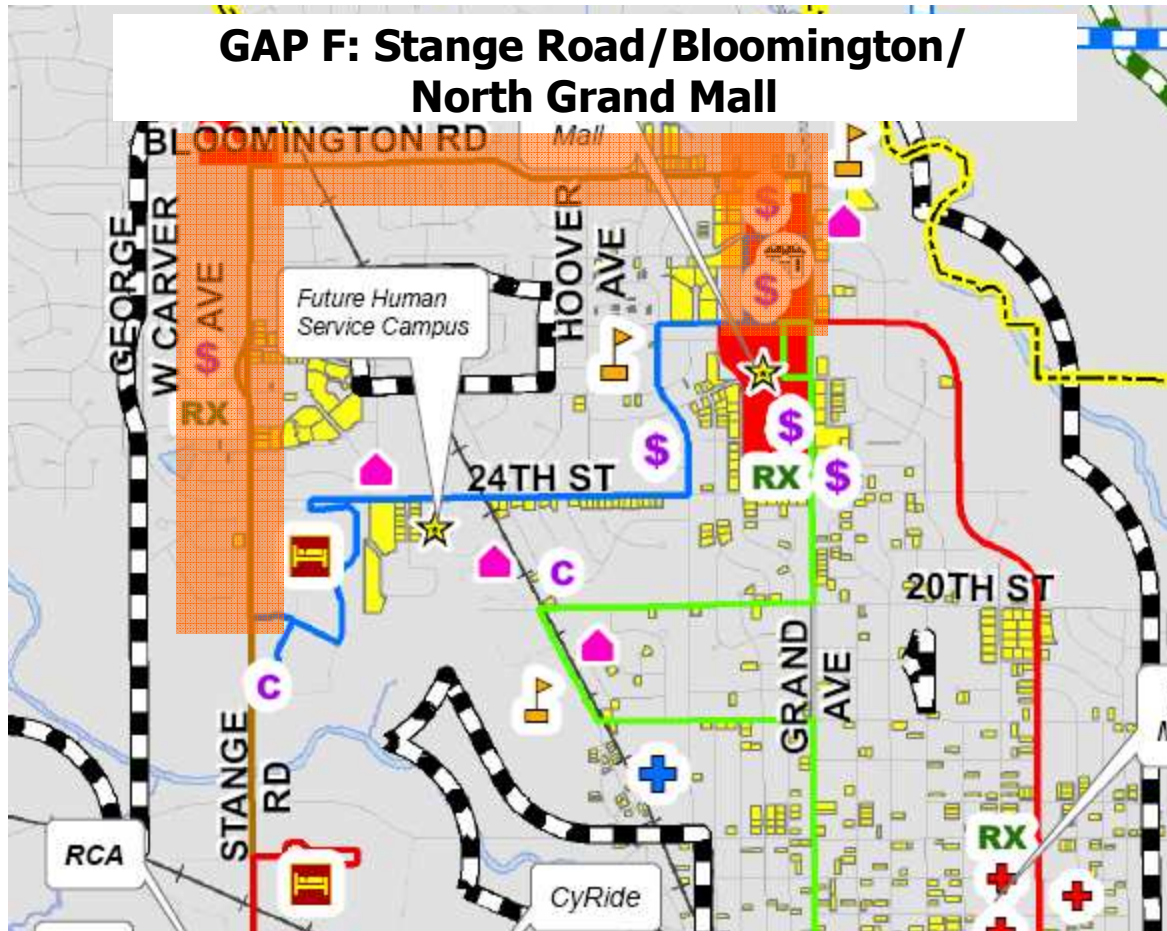
**Gap E – Duff Commercial Area:** This area encompasses one of Ames major commercial districts along South Duff with numerous restaurants, retail outlets and other businesses as well as a large residential area on the southern most end of the identified gap area.



Currently public transportation service in this corridor is infrequent with large gaps in service hours leaving residents without a viable option to travel throughout the community from this area. The Passenger TDP group expressed the need to improve transportation options in this area to provide transit options community-wide.

This area of the community was one heavily discussed in public meeting efforts throughout the community. The route traveling this corridor is CyRide's least utilized route however it is also one that the community embraces as the big box commercial uses are strung along this corridor. The transit dependent expressed need for continued and more frequent access to department stores and retail along this corridor. Safe and improved transportation was the discussion for this corridor. The public questioned CyRide about increasing the frequency to see if additional patrons would utilize the service more often.

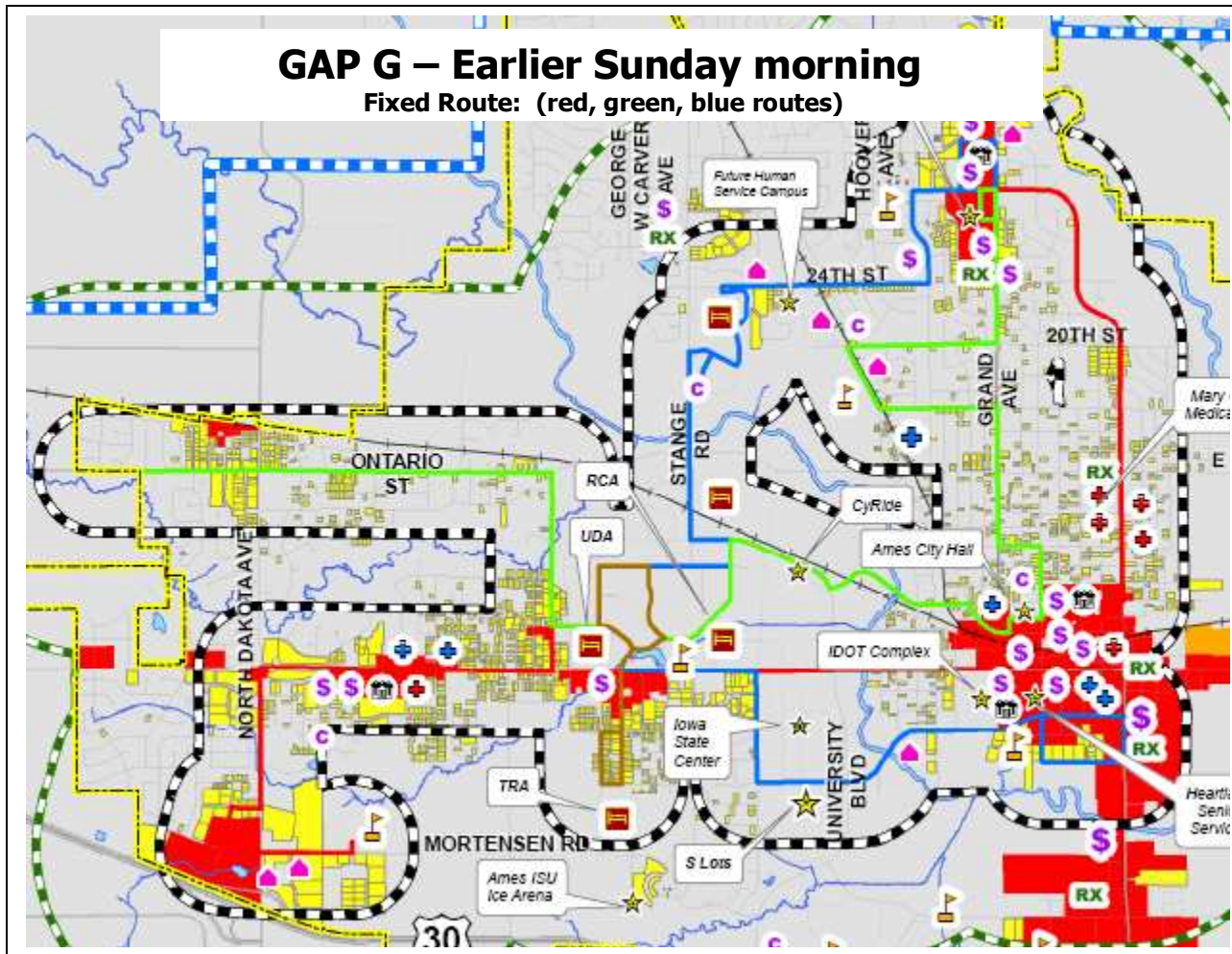
**GAP F – Stange Road/Bloomington/North Grand Mall (brown route north):** The Stange Rd./Bloomington corridors have large concentrations of residential and commercial development. In the past several years, these corridors have experience significant growth.



These corridors encompass major Iowa State University student housing with the Fredrickson Court and University Village complexes as well a new major development area with higher density development. At the intersection of Stange and Northridge, a small commercial district has emerged for the residents needs such as shopping boutiques, restaurant, pharmacy and bank. The Bloomington Road corridor also houses major apartment complexes within the city.

This was an area that has been served better due to JARC funding for the past two years of adding additional summer and weeknight trips. This additional service has aided this growing area in reducing the high capacity loads customers were experiencing. The 2010 PTDP committee sees these services as continuing for 2010 and beyond.

**GAP G – Earlier Sunday morning Fixed Route: (red, green, blue routes)**



The last gap, Gap G, was identified by the Passenger TDP group as a need to provide Ames residents with options to travel throughout the community before current transit service starts on Sunday morning. Public transportation service typically begins at approximately 9:00 am on Sunday making travel to work, church or other personal travel difficult. The group identified the need to start service earlier to meet these community needs. The community reiterated this gap during CyRide’s general public meetings held in the fall of 2007.

Although this service was considered a low priority need for 2008 and 2009, it was also a need that has been requested of CyRide’s board directly within a board meeting on behalf of a church congregation. As a result, an extra trip of Green service was added within the FY2009 budget for individuals to get to work and church as they do with the other core routes on CyRide’s services. The small addition will be evaluated throughout 2009 to see if the additional trip is utilized as requested. Typically, CyRide’s board justifies additional service through the budget after analysis during the fall. The additional morning trip was just granted for the #2 Green route only. Specific requests for earlier service would need to occur prior to CyRide’s board implementing additional early morning trips on other routes.

## B) Review Status of Previously Recommended Projects

The status of previously recommended projects approved in the FY2009 PTDP was discussed at the Human Services Council on December 4, 2008. All participants received information referencing all recommended projects and their previous justification. The status of projects was noted in the following manner:

- Project denied federal/state or not recommended by local partners
- Application process pending or new direction indicated to resolve need
- Implementation currently on-going

	Project	Provider Name	Need	Federal Funding Cost	Source	Implementation
1 2	General Operations	CyRide	Supports existing transit operations need for Ames community	\$1,610,455 \$489,604	5307 STA	No cuts in service for FY2009. Maintained existing levels of service through fuel increases. Silver Route implemented between S lots and ISU residential areas. Green trip added.
3	Planning	AAMPO	Planning Requirements	\$26,628	5303	On-going PTDP efforts, TIP, TPWP and Long-range planning.
4	Transit Service to E. 13 <sup>th</sup> /Dayton	CyRide	Access to Jobs & access to medical facilities & main destination for disabled community	\$157,000	JARC	Service not recommended 10/08 for year 2010 by CyRide Board due to local funding constraints. Since vehicles approved below, plan operating service mid-year 2009.
5	Brown Route Service Frequency/ Hours Expansion	CyRide	Access to Jobs & Education	\$22,050	JARC	Continued..... Brown North expansion of hours on weeknights and frequency on summer weekdays for Somerset area.
6	Yellow Route – Mid-day	CyRide	Access to Jobs & Education	\$2,310	JARC	Continued..... Gray #4A Mid-day service (services DMACC and Kate Mitchell area)
7	2 – 40' HD Hybrid Expansion Buses for Dayton Service	CyRide	Access to Jobs & access to medical facilities & main destination for disabled community. Reduce emissions of automobile travel	\$100,000 \$915,200	NF CMA Q	Bus application for NF funds – denied CMAQ/ICAAP funds approved; funding available Oct. 1, 2009. Procurement will begin at that time.
8	Ames to Iowa Transportation Service & One LD bus	HIRTA	Medical Transportation for specialized care outside of Ames	\$21,736 \$13,042 \$62,250	NF STA NF	Began Jan. 20, 2009 (Local partners: United Way, Story County, City of Ames, Story County Community Foundation)
9	ADA Service/ Dial-A-Ride	CyRide/ HSS	Service to ADA eligible clientele	\$122,719	5310	Continued..... Subcontracting Dial-A-Ride service with HSS
10	Transit Amenities	CyRide	Improve shelter/bus stop locations throughout Ames	\$40,000	5310	Recommended stops to improve approved by CyRide Board; working with GSB committee to further analyze stops. Implement spring 2009
11	Replace 13 – 40' Heavy-duty Buses w/cameras (state request)	CyRide	Accessible, more efficient Bus Fleet	\$3,819,660	5309	State PTMS process to occur Feb 2009; CyRide to possibly purchase up to 8 newer used buses replacing buses over 20 years of age instead.

12	Twelve 40' Heavy-duty Hybrid Buses (direct earmark)	CyRide	Accessible, more efficient Bus Fleet & Reduce Carbon Emissions	\$5,697,120	5309	Earmark process yet to occur for 2009. No buses are expected to be funded.
12	2 – 40' HD Hybrid Electric Buses	CyRide	Accessible, more efficient Bus Fleet & Reduce Carbon Emissions	\$1,008,000	Iowa Power Fund	Denied – Office of Energy Independence wants technology that has <u>not</u> been proven.
13	Replace 3 Light-duty buses	CyRide	Accessible, more efficient Bus Fleet	\$199,200	5309	State PTMS process to occur Feb 2009; #949 may be approved for replacement.
14	Scissor Lift	CyRide	Equipment to maintain facility	\$28,000	5309	Federal funding denied in FY2008; Application pending for FY2009; To maintain new building, used lift will be purchased locally if denied again.
15	<b>Steam Clean Area – Hoist, Floor, Walls, Roof</b>	CyRide	<b>Facility Need (walls/floor cracking on main thoroughfare area)</b>	<b>\$512,000</b>	<b>PTIG -</b>	<b>Approved but governor didn't release bonds yet; may move funds for Iowa flood relief. Any future PTIG funds would be directed towards this project</b>
16	Facility Cameras/ Proximity Card Access	CyRide	Safety & Security for building and buses – addresses September 11th	\$45,328	5309	Denied in FY2008; Application pending for FY2009; on-hold if denied.
17	Garage Rehab & Expansion Phase III	CyRide	Facility Need (garage bus storage at capacity w/70 vehicles. Need storage for 95 over next 20 years)	\$451,200	5309	Earmark approved.  On-going facility study for off-site location. (see #19). Will place funding request in formal grant once direction is approved by CyRide board.
18	<b>Public Education Program</b>	CyRide	<b>Marketing/ Education</b>	<b>\$50,080</b>	<b>CMAQ Q</b>	<b>On-going marketing. Currently implementing Google Transit</b>
19	<b>Facility Plan Update</b>	CyRide	<b>Storage Expansion design for bus parking</b>	<b>\$10,000</b>	<b>STP</b>	<b>On-going – finalized spring 2009. Board directed CyRide to request funding in transportation bill for facility expansion.</b>
20	<b>Alternative Analysis Study</b>	CyRide	<b>Study BRT for Orange Route</b>	<b>\$160,000</b>	<b>AA</b>	<b>On-hold. Proceed after completion of facility study efforts</b>
21	Vanpool Vans	CyRide	Reduce emissions of regional commute to Ames	\$216,000	CMAQ	Initiate study effort in 2009 w/ISU Transportation. Des Moines/Ames I-35 corridor study effort initiated – desire for STA funding for 2010 study.
22	Vanpool Operating	CyRide	Reduce emissions of regional commute to Ames	\$129,964	CMAQ	Initiate study effort in 2009 w/ISU Transportation. Des Moines/Ames I-35 corridor study effort initiated – desire for STA funding for 2010 study.
23	CyRide – Fare Free & 5 Hybrid Buses	CyRide	Method to gradually integrate fare-free costs to city residents for long-term sustainability. High transit costs removed as barrier to utilize transit	\$5,010,955	Iowa Power Fund	Denied by Office of Energy Independence – stated free fares will not change mode choice.  Three modified fare-free options to CyRide Board for FY2010 budget; Not recommended.

A large success of the past year was coordinating plans to initiate a new regional transit service between the Ames community and the University of Iowa Hospitals and Clinics (UIHC). Numerous meetings occurred to discuss the conceptual design of the service, “quantify the need” and determine the interest in funding the service locally. After a long year of coordination, Heartland Senior Services began operating a new regional service to UIHC on Tuesday, January 20, 2009 with four passengers riding the first day. The service operates each Tuesday and Wednesday by reservation only. Cost to the public is \$10 per passenger round trip with one attendant riding free. CyRide passed through a small bus that it had just procured for its operations and instead gave the bus to Heart of Iowa Regional Transit Agency (HIRTA) in order that the service could begin six months before originally intended. The project has six funding sources notably the Federal Transit Administration (JARC), Iowa Department of Transportation (STA), City of Ames, Story County, Story County Community Foundation (SCCF), and the United Way of Story County. HIRTA applied for the federal and state funding with Heartland Senior Services receiving the local funding directly. HIRTA, Heartland Senior Services and CyRide all advertise the new service on their websites. The brochure can be found at the following location: <http://www.heartlandseniorservices.com/Ames-UIHC%20Brochure4.pdf>. The City of Ames also advertised the new service on the Ames public access television channel. The success of the service most likely will not be quantified in riders or revenues but instead by medical referrals to University of Iowa Hospitals and Clinics actually transpiring with appointments being made and kept as opposed to being ignored due to the lack of transportation. Future local funding beyond the second year was discussed of being requested through the ASSET process. Next steps include working with the Des Moines PTDP constituents to possibly expand this service to Primary Health Care and other Des Moines clinics/hospitals as documented in the last AAMPO survey regarding transportation to Iowa City (see Appendix A). A need of gaining additional local funding partners or participation is desired since the local share will be at 50% beginning the third year of service.

In summary, approximately \$3,546,074 in federal funding was achieved through Job Access Reverse Commute, New Freedom, Urbanized Formula, State Infrastructure Grant and Special Funding through this planning effort.

### **C) Needs**

This section of the document will discuss the needs identified through CyRide’s public meetings, United Way’s Transportation Collaboration meetings and PTDP meetings conducted through the Human Services Council. This list will illustrate the large demand for service/capital by the participants. However, not all the needs discussed and projects recommended as a result of this PTDP will be able to be funded due to limited federal and local funding. In particular, identifying human service local funding will take some effort to locate from the Ames Area MPO since this type of funding is not allocated for transportation purposes exclusively. For instance, considerable efforts were made to realize local funding for the Ames to Iowa City service of having the City of Ames, Story County, United Way and Story County Community Foundation all fund a two-year transit demonstration project. A duplication of this effort may be more difficult within the next few years due to the declining economy and businesses/government having to cut budgets. Since the Ames to Iowa City service is the primary focus over the next year, no extensive efforts were taken again this year to prioritize and identify another “large” high dollar service that could be funded with additional human service dollars. Since the highest priority project just began in January 2009, the new Iowa City service is still very much the focus for the FY2010 plan for continuation into year two as well as well as coordination for year three of securing local funding through ASSET and possibly expanding to Des Moines. The Ames to Iowa City is a huge step in serving an unmet need for the community and took considerable time to see to fruition.

Instead, this next year’s planning efforts focused on sustaining current services with looming state budget cuts, possibly expanding the Iowa City project, and implementing short projects that do not necessarily have federal/state funding attached or could possibly be funded/supported through United Way of Story County (UWSC). UWSC is the one human service agency in Ames that has directly allocated funding for



several small transportation projects over the past year. In fact, transportation was UWSC's focus for their 2008 campaign. UWSC allocated \$9,000 over two years to begin the Ames to Iowa City transportation service. It is important to note, that any needs developed into recommended projects for the urbanized area will need to be approved by CyRide in order to be placed in a grant application to the Federal Transit Administration, Iowa Department of Transportation or other agency before services or capital purchases can be realized. The City of Ames would need to approve of any capital purchase after the grant was approved. In addition, any recommended project materializing through the PTDP will need to identify local funding partners for each project.

All needs identified were discussed at the Humans Services Council's December 4, 2008 meeting during the PTDP discussion for continued needs and additional needs that were derived through the PTDP committee, Transportation Coordination Committee and public input meetings for the FY2010 PTDP document. Items in red were added to previous needs identified.

**Education/Marketing:**

1. Need to reduce intimidation and misconceptions to riding public transit.
2. Awareness of available programs regarding transportation.
3. Need for insurance/maintenance awareness for automobile owners

**Affordability Needs:**

1. Need for affordable passenger transportation services or programs to make services more affordable.
2. Need for transportation assistance programs.
3. **MOVED FROM FLEET NEEDS: Increased demand for elderly "free" transportation at health/residential facility homes –as seniors vacate their automobiles & become less independent.**

**Maintenance/Insurance Needs:**

1. Need for more cost efficient methods to maintain and replace human service provider vehicles.
2. Need for low-cost maintenance for Wheels to Work program.

**Bus Storage/Maintenance Facility:**

1. CyRide Bus Storage Facility: CyRide is currently housing 70 vehicles and storage is at capacity. Anticipating growth to 95 vehicles, expansion buses, articulated buses, 100% bike racks on current fleet, hybrid buses would be beyond capacity of current garage to store as well as provide adequate maintenance.
2. CyRide Facility Renovation: Renovate current CyRide Bus storage facility: Any new buses ordered thereby having newer emission requirements would require CyRide to raise the ceiling height of garage doors as well as internal components throughout the garage so that buses could fit safely though the facility.
3. CyRide Maintenance Shop: Additional need to expand maintenance work area is needed to maintain new buses as well as house extra bays and provide exterior circulation so that maintenance staff can work after 5:30pm once buses are parked.
4. Heartland Senior Services (HIRTA) needs storage for vehicles. Currently, parking is outside in the elements. With more buses becoming diesel, these vehicles need inside storage to start.

**Transportation Amenities**

1. Need to improve accessibility and lighting of bus stops/shelters.
2. Need for bike racks on buses to promote sustainability of community.

**Fleet Needs**

1. Reduce transit providers average fleet age
2. Attain 100% accessible fleet for transit providers
3. Increase/maintain spare ratio to 18-20% for transit providers.
4. Increase fleet size for increases in service needs (frequency and geographic coverage)
5. **ADDED: Improve vehicle security systems to latest technology.**

### **Urban**

1. **ADDED: Maintain existing transit services and geographic coverage.**
2. Need to geographic service coverage of transit in Ames to serve gap areas.
3. Need for increased frequencies of service on high-capacity corridors.
4. Need for additional hours of transportation to specific areas of Ames.
5. Specific need for third shift transportation (12am - 6am?)
6. Need for affordable emergency transportation for low-income K-12 (at-risk) students and seniors.

### **Regional**

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

At the December 4, 2008 meeting, the PTDP participants decided to keep their top five priority needs that were voted upon electronically from the previous year (Appendix E), since service for the Iowa City service had not begun at that time. Those top priorities, geared towards service for the community, were:

1)Emergency gas voucher and bus ticket/pass program: The emergency gas voucher and bus ticket/pass program, funded by the UWSC, developed over the past year distributed through MICA. The gas portion of this program has been depleted however the TCC committee plans to revisit this issue. Additional effort needs to be made towards marketing the bus ticket/pass voucher program. As stated in previous PTDP documents, this program could most likely not be funded through identified transit funding as transit vouchers are typically not fundable and the program is on-going.

2 & 3)Transportation to medical facilities in Iowa City/Des Moines: The Ames to Iowa City transportation service has been funded for a two-year demonstration project from local partners. Additional coordination is needed to expand this into Des Moines over the next year prior to the FY2011 PTDP and ASSET funding needs to be realized. This is the top priority for the PTDP committee as local funding commitment has been realized.

4)Transportation to E. 13<sup>th</sup>/Lincoln Way/Dayton areas: Transportation to E. 13<sup>th</sup>/Lincoln Way/Dayton areas is also a priority for the committee. CyRide received notification from the IDOT that they were awarded ICAAP funding for two hybrid buses to service this area. This funding becomes available in October 2009 after which the buses need to be procured. Therefore, the buses could be delivered, at the earliest, in early summer 2011. CyRide needs new buses to start service to this area bringing access to several industrial businesses, medical clinics, a main human service agency, new mall destination and intercity bus depot. However, the mall developer cannot begin construction of the mall until confirmations of the big retailers have made commitment, which has not materialized. Therefore, the service will be refined within the next year to account a service with or perhaps without the new mall. However, there is enough demand without the mall as illustrated in the gap analysis section and from the PTDP committee. The service just may be finalized at a less frequency level, which will be developed within the next year. In either case, CyRide's board would need to commit funding to approve a service to this area. The service is eligible for 50% funding either through Job Access & Reverse Commute or New Freedom funding if approved as recommended project by the PTDP committee and CyRide's board.

5)Transportation to Ames for work/school: The final need is for transportation to Ames for work/school. Additional efforts need to be made in the following year for studying the I-35 corridor between Des Moines and Ames as well as regional transportation into Ames. Vanpool/carpool programs have previously been discussed as viable options for the Ames community but needs additional study for the general public.

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## Management Needs

As part of the Passenger TDP, one requirement is to look at opportunities to provide additional management tools to assist transportation providers in providing the best quality transportation services possible. To this end, this section of the document will discuss current changes planned within the management structure of the organizations and identify any needs in this area.

### CyRide

CyRide finalized a major expansion project to the administrative section of their facility allowing its employees to efficiently manage its operations. Now that it's completed, additional staff was hired to take on responsibilities that were needed within the growing organization. Since the beginning of FY2009, CyRide hired a part-time receptionist, transportation operations assistant and part-time maintenance assistant through the general budget approved by CyRide's Board of Trustees. The receptionist and maintenance assistant positions were cut to part-time for budgetary reasons. Recently, operations conducted a small study of the number of phone calls answered by the receptionist as opposed to the calls by dispatch. Calls seemed to be highest between 4-8pm after the receptionist leaves for the day. Future consideration should transpire to possibly extend the reception position to full time allowing dispatch staff to concentrate on other operational duties as originally intended. In addition, calls are considerable on Friday and Saturday nights when CyRide's Moonlight Express service occurs. CyRide hopes to divert many of these calls by placing Moonlight timetables on the website within the next year.

CyRide also plans to increase its education/marketing of services within the next year due to an Iowa's Clean Air Attainment Program (ICAAP) marketing grant just approved in October 2008. Prior to this time, CyRide did not have a marketing/education budget. These efforts will allow staff to market to the residential population along less popular routes or to the business community to establish a "go green" commitment within the community. Within this grant funding, CyRide has plans to hire a temporary intern through ISU to aid in many of these marketing efforts.

Staff has begun one important marketing task to attract new riders or give current riders better information. Google Transit offers a "free" trip planning service to interested transit companies around the nation wanting to share their transit data. It combines agency data with the power of Google Maps. Customers can plan their trip easily by utilizing Google Transit to locate transit stops, routes, schedule information and fare information. CyRide is hoping to have Google Transit on their website in time for the summer schedule change in May 2009. This is one example of a dramatic improvement for educating the public with no cost to implement.

### Heartland Senior Services

No specific information regarding staffing levels, office equipment, policy board arrangements, marketing was received by Heartland Senior Services.

## D. Existing Fleet Needs

The following section describes fleet needs from transportation providers in the Ames area.

### CyRide Capital Needs & Utilization

CyRide currently has a fleet size of 75 vehicles with 6 designated for administrative support, 3 inactive and 6 as contingency vehicles. That leaves 60 total buses for its revenue service, 56 large and 4 small. CyRide’s pull out need is for 51 large vehicles. This only leaves 5 vehicles as spares within its large bus fleet. CyRide’s spare ratio, defined as the number of spare vehicles divided by the vehicles required for annual maximum service, for its fixed-route bus fleet is currently 18%. The Federal Transit Administration allows transit systems operating over 50 vehicles to operate a maximum 20% spare ratio. However, 4 out of the 9 spare vehicles are light-duty buses that cannot help out CyRide during the weekday on heavy load trips. The only route that utilizes light-duty vehicles during the weekday is the Yellow route, which is a low ridership route. CyRide does use the smaller vehicles on weekends when demand is not as needed. However, more larger buses are being placed on trips that once were operated with the smaller buses due to higher demand within the community. During weekday service, the smaller buses are utilized only on the Yellow Route and for dispatchers/supervisors to mobile throughout the community helping out operations where needed. Therefore during the weekday peak, there is a problem of only having five additional large vehicles available for when circumstances occur on a daily basis such as breakdowns, buses in for maintenance, etc. CyRide could be in a position of not have enough buses on a particular day to operate all of its routes. A higher spare ratio with the required type of vehicles allows for more vehicles to obtain preventive maintenance while allowing staff to still get the required number of vehicles on the street to serve the public.

It should be noted that CyRide does not operate its ADA Dial-A-Ride service directly (subcontracts with Heartland Senior Services) and therefore cannot perform separate fleet calculations of their spare ratio for heavy-duty larger buses versus light-duty smaller buses. The Federal Transit Administration allows separate calculations by utilization (fixed-route versus ADA service) but not by fleet type. At one time, CyRide did operate the ADA Dial-A-Ride service (DAR) and has kept these light-duty vehicles in case this service ever returned for CyRide to operate. This may be a slight possibility of DAR returning if CyRide implements a fare-free program possibly making the DAR operations, which would be fare free as well, double in demand. This estimated growth was derived from similar implementation experiences of fare free systems throughout the nation. Below are the details regarding CyRide’s fleet:

Type of Service	Fixed-Route Service
<b>Operator</b>	Ames Transit Agency (CyRide)
<b>Vehicle Fleet</b>	
Buses	69 (3 inactive, 6 cont.)
Trucks	3 (1 inactive)
Vans	2
Sedans	1
<b>Vehicles with lifts/ramps:</b>	42(70%)
<b>Vehicles with radios/phones:</b>	71

In addition, the AAMPO evaluated hourly usage of CyRide’s vehicles (Appendix D). Low hours may indicate that a vehicle required extensive shop time or may be too costly to operate, but is needed in emergency situations. In addition, vehicles may only be needed for a few trips for additional passenger demand but carry 70-90+ passengers each trip. This may be the demand each day depending on ISU classes. CyRide has a policy of putting out additional buses to meet the demand even though the service is not scheduled. This is done to not leave the general public standing to wait for the next bus and possibly miss their work or class start time. CyRide has been identifying systems that may be willing to sell their older fleets in order to place our older buses for “newer” older buses so these vehicles spend less

time in the shop. Again, CyRide only has 6 large vehicles for accident situations, heavy repair maintenance or for regularly scheduled maintenance.

Another need for CyRide is obtaining quality vehicle surveillance systems on each of its large buses. This requires at least 6 cameras on each bus capable of recoding instances on the bus on demand or otherwise. Staff utilizes these tapes to document situations that occur on the buses and to aid the Ames police department of their efforts in accidents along the routes as well as situation on the bus for supervisor documentation. Approximately 27 units were purchase over six years ago in 2004 and are antiquated. In December 2005, CyRide purchased another 27 units out of local funding with a newer system, placing them on an additional 27 buses. The camera systems are an integral part of retaining records for safety documentation that equipping the entire fleet is warranted. An additional 38 systems (27 replacement, 9 expansion) are needed to fully equip CyRide's fleet and bring additional safety to the drivers and City of Ames.

CyRide has four goals for its fleet which are identified below:

1. Replace Non-Accessible Vehicles for Accessible ADA Vehicles– CyRide currently has 75 vehicles within their fleet with 60 vehicles available for daily revenue service. Six vehicles have been placed within its contingency fleet. Eighteen vehicles are unable to load wheelchairs. According to ADA regulations, all new vehicles purchased with federal funding must be equipped with a lift/ramp to accommodate wheelchairs. If more buses were ADA equipped, then individuals in a wheelchair could access more of the CyRide fixed-route system. This issue is a major issue for the Ames disabled population. If individuals are now met with an un-accessible vehicle in service, mobile is called to take the passenger to their destination. This singles out that disabled passenger and makes their trip longer in waiting for mobile. Every effort is taken by CyRide's dispatch to place accessible buses on trips that the disabled community frequents. The Federal Transit Administration just demands that new vehicles purchased are accessible to the community. However due to CyRide's overwhelming growth in the past decade, un-accessible buses have not been able to be retired and are kept within the fleet to meet the ridership demand. As a result, when many transit systems around the nation have achieved 100% accessibility, CyRide is only 70% accessible.
2. Reduce Average Fleet Age – CyRide has been unable to replace vehicles as desired and currently has an average fleet age of 16 years which is significantly higher than the national fleet age of 7.0 years. To be more exact, 35 of CyRide's 56 large buses are older than 12 years of age and therefore past their useful life. This situation occurred when the University went fare free and CyRide's need for buses immediately increased in 2002 due to overwhelming ridership. CyRide met this demand by purchasing 13 used buses with local funding. No federal funding for expansion was available at that time for CyRide. Under current policies, these 13 vehicles will not compete for replacement within the states capital replacement program. These vehicles are now 22 years old and staff is estimating that these buses would need to reach 40 years before having the ability to be replaced under the state's competitive program. As a result, CyRide must look elsewhere to replace these vehicles to keep costs to a minimum. CyRide developed a capital plan that requires a commitment to fund 3 buses each year through its own local funding until the fleet age is reduced and this older fleet is retired from the system. However, CyRide decided to divert from this plan mid-year. In order to meet pull out requirements of 53 by fall 2009, CyRide determined they must find newer older buses to replace these buses in the next several months. Therefore staff has been proceeding with efforts of finding better vehicles in non-salt climates where frames have not deteriorated. In addition, staff is seeking brokers to determine any viable buses there. Any expansion of services for grant funding should include new vehicles in order to achieve a lower fleet age.

Heartland Senior Service Capital Needs & Utilization

Heartland Senior Service has seventeen vehicles within their fleet – 15 LD buses and 2 vans. All of Heartland’s vehicles are accessible including their vans.

Heartland currently has an average fleet age of 7. If Heartland were to replace their vehicles according to FTA useful life guidelines, they should be under 4 years for their entire fleet. However, HSS plans to replace 6 vehicles in 2009 making their average age 4 years.

Type of Service	Dial-A-Ride (ADA Complimentary Service)	HIRTA Regional Service
<b>Operator</b>	Heartland Senior Services (Contractor to CyRide)	Heartland Senior Services (Contractor to HIRTA)
<b>Vehicle Fleet</b>		
Buses		15
Trucks		0
Vans		2
Sedans		
<b>Vehicles with lifts/ramps:</b>		17 (100%)
<b>Vehicles with radio/phone:</b>		17

Heartland utilizes two vehicles for the Dial-A-Ride service they provide under contract with CyRide/City of Ames. CyRide purchased and delivered another vehicle which is leased to Heartland Senior Services for Dial-A-Ride service within the past fiscal year. Another vehicle was purchased to utilize for service between Ames and Iowa City for two days a week. Heartland can utilize this vehicle during the remaining days of the week for their other services. The remaining vehicles would be utilized outside of Ames for service to Story County. All the vehicles are utilized during the evening and weekend.

CIT & Ames Taxi Capital Needs & Utilization

CIT has a fleet of 34 buses, 1 van and 2 sedans as identified through their replacement form. CIT’s vehicles average about 131,000 miles from what they presented to the AAMPO . In fact, their highest mileage of their fleet is a 1997 Navistar with 205,278 miles. They do not indicate that any vehicles need replaced over the next four years of this plan.

Ames Taxi did not provide any information regarding their capital needs, utilization or replacement. Therefore, their needs will not be shown within this plan.

Human Service Agencies Needs

Requests for capital equipment fleets were requested from agencies that provided their own transportation service within the City of Ames through the surveys submitted electronically to the PTDP contact list. This includes all agencies involved within the Story County Human Service Council. Thirteen human service agencies identified themselves to provide their own transportation but several did not provide specific fleet information. However, several agencies did identify themselves as a provider this year. Mainstream Living is now participating within the Human Service Council meetings and also filled out survey information within the PTDP process.

The vehicle uses for human service agencies are pretty widespread. Some agencies operated vehicles just within Ames for short durations everyday. Others operated outside of Ames throughout Story County and the central Iowa region with “rickety” vehicles, which do not have funding to be replaced. Discussions were that funding to replace these vehicles were often not planned or identified for their organizations since funding is tied to the clients and not to a transportation budget. The equipment operated was deemed fairly old as the vehicles were for the majority purchased used or donated to programs. Rising maintenance, insurance and gas costs were an issue as well as operating the vehicles with staff that did not have the time to transport clients in addition to performing their jobs. Vehicles owned by agencies are typically transporting their own clients the day the trip is requested and they provide the trip free of charge. Much of the transport is either for children or for clients that are mentally challenged.

Therefore, a huge identified need was for on-demand transportation for the same day requested, similar to taxi-cab transportation, at a free or greatly reduced cost. One of the barriers discussed was that transportation provided by Cy-Ride and Heartland Senior Services is too costly for most individuals. As previously discussed, organizations that provide their current trips are doing them for free. Some health care providers have promised residents free transportation for agreeing to live at their facilities but have not budgeted enough for transportation services at their organization. They may have transportation service during part of the day only but do not have a dedicated individual providing transportation at their facility 24 hours a day, 7 days a week. Another need is for children requiring transportation to/from school that may not qualify for free transportation through the schools. In some cases, at-risk children are being transported with personal vehicles by counselors that work at the schools. If they are not picked up by a counselor, they may opt not to go to school that day. This may be an overall school issue in providing transportation for this population and should be discussed with the entire Ames school district. Transportation for children that want to participate in after school activities is another issue requiring transportation at a later time than just after school.

The only stipulation to organizations providing free service is Beyond Welfare's organization that requires some reciprocity with their donations or aid. Beyond Welfare does not provide transportation. However, through their Wheels to Work program, they pass through donated vehicles onto clients that need a reliable vehicle. Individuals must provide some payback for the services they receive from Beyond Welfare. They demand reciprocity for any benefits received as part of the Beyond Welfare organization.

The largest fleet that filled out a transportation provider survey, Story County Community Life (SCCL), does not participate within the monthly PTDP meetings. However, they have assisted transit in writing a letter of support for additional state capital transit funding to the legislature this past year among other agencies. They utilize this fleet for transport of their clientele, which is mentally disabled. However, their fleet is well managed and maintained by the City of Ames' (COA) Fleet Services department. SCCL indicated they do have a replacement plan within their human services survey however COA Fleet services indicated that each year replacements are discussed based on the available of funding at the end of their budget year.

Ames' human service agencies do not seem to utilize their vehicles for a great number of trips within the community. Many of the fleets are vans or cars and utilized to transport patients with mental disabilities to medical appointments as needed. Many vehicles are donated or acquired gently used.

Three of the transit providers just provide service to their facility home residents of which there was some discussion of possibly sharing a driver between several facilities homes in the Ames area. This was brought up as the one facility home provider participating has a need for service but does not have the staff or budget to provide additional transportation that the residents are demanding. There seems to be some interest in discussion between these providers however, it's currently not the priority for the PTDP committee. SCCL's fleet generally operates 18 hours a week on average for its 22 vehicles. They again, did not participate in the meetings to discuss the coordination of trips. Most of the trips provided by the organizations are on-demand for the same day service is required. This effort will continue throughout the next year into the 2010 PTDP and it is hoped that organizations can have conversations among their different groups to come up with solutions for their different organizational needs.

It is anticipated that the 2010 PTDP plan with continued participation between the Ames Area MPO and Human Services Council, involvement will increase including providing information regarding personal fleets. More and more agencies are participating within Human Services Council. It seems through communication with some agencies that fleet information is not readily available and they have to go to considerable efforts to obtain it. Therefore when agencies only have a few vehicles, obtaining this information does not seem to be priority. This coordination is essential and takes time to develop as

evidenced within the coordination between CyRide and CIT. The AAMPO will continue to attain detailed fleet information from known providers.

Fleet Replacement Schedules

Depending on Congressional earmarks and economic stimulus funding, transit systems in Iowa could receive between \$7 and \$20 million within this next year. With President Obama’s emphasis on the struggling economy, the 2009 economic stimulus bill is expected to be approved mid-February 2009. This bill has already been approved though the House and is schedule to be reviewed by the Senate in February. If this occurs and the bill is not dramatically changed, then additional funding will be available for transit in the form of capital through the urbanized formula process (Section 5307). In addition, the IDOT has indicated that it will utilize the PTMS system in determining what funding is awarded for expansion and replacement for all systems fewer than 200,000 in population for this economic stimulus bill. Any funding received through economic stimulus will be funded at 100% federal with no local expected in matching funds. In addition, Iowa has traditionally received an additional \$7 million in annual earmarks out of 5309 funding each year yet to be apportioned as well. This figure is not always met however, this is additional funding beyond the stimulus funding for transit. Therefore, the following replacement schedules are based on desires of what buses CyRide and Heartland hope to replace within the next four years through 5309 and economic stimulus funding.

CyRide

CyRide has determined that buses are a priority. Approximately 34 buses, 61% of their fleet, are past their useful life. According to the Federal Transit Administration, large buses generally have a life of 12 years and 4 for smaller buses. Some of these vehicles are held within CyRide’s contingency fleet since they’ve been disposed but need to be retained to possibly expand CyRide’s peak pull out in the next semester year. For instance in 2007, CyRide needed to increase its pull out by 4 buses overnight with no indication for increased ridership. In 2008, CyRide is expecting to break its ridership in any given year. . Much of the state’s 5309 allocation is utilized for replacement each year therefore; no designated funding is available for expansion within the exception from CyRide’s local funding source. CyRide committed its local dollars to fund 3 buses each year in order to replace buses. However the buses it replaced needed to remain within the fleet to expand its operations. In doing this, the fleet age has gradually gotten older and the vehicles have become harder to maintain. CyRide recommends the following vehicles be replaced as soon as possible in FY2010 or as soon as funding becomes available.

- |                              |                              |
|------------------------------|------------------------------|
| 3 – 1973GMC Large buses      | 1 – 1995 Eldorado small bus  |
| 1 – 1974 GMC Large bus       | 2 – 2002 Supreme small buses |
| 1 – 1985 Orion Large bus     | 2 – 2003 Supreme small buses |
| 3 – 1987 Orion Large buses   |                              |
| 1 – 1983 Orion Large bus     |                              |
| 6 – 1988 Orion Large buses   |                              |
| 3 – 1989 Orion V Large buses |                              |
| 7 – 1990 Orion Large buses   |                              |
| 2 – 1993 Gillig Large buses  |                              |
| 2 – 1996 Gillig Large buses  |                              |

In addition, CyRide only has 6 large spare vehicles during its peak hours to switch out buses for times when maintenance is necessary, additional buses are needed to large load capacities or to respond to accidents. This is a concern as the smaller buses within CyRide’s fleet cannot handle the 70-90+ passengers that a large bus can load. Prior to the stimulus discussions, CyRide staff has also investigated purchasing newer used buses from other transit systems in states not utilizing the salt/brine used in Iowa. They have determined that in order to meet a pull out of 53 buses in the fall of 2009, they’ll need more buses than 56 large buses. In addition, more quality



vehicles are needed, as two of their fleet is not expected to last through the summer. Their frames are rusted out and are beyond repair. CyRide is currently planning to replace 14 old buses with newer older buses in the next two year period and dispose of the vehicles that were purchased for the student fare free change in 2002.

### Heartland Senior Services

Heartland Senior Services' replacement schedule for their fleet is identified within Appendix D. Overall, HSS plans on replacing 11 of its fleet of 17 vehicles within the next four years of the PTDP. HSS has funding to replace six vehicles in 2009 (3 - 1997 small buses, 3 - 1998 small buses) which will reduce their average age from 7 years to 4 years.

FY2010 – Replace 1 vehicle (Chevy Venture van)

FY2011 – No replacements

FY2012 – Replace 3 vehicles (1993 small bus, 2003 small bus, 2005 Chevy van)

FY2013 – Replace 1 vehicle (2004 small bus)

It should be noted that the majority of their fleet is operating rural service funded through Heart of Iowa Regional Transit Agency (HIRTA). Their replacement of vehicles would also be documented within CIRPTA's Region 11 PTDP process but would be incorporated within HIRTA's entire fleet. CyRide currently plans to purchase a new expansion vehicle to Heartland Senior Services (HSS) every seven years to aid in their Dial-A-Ride operations for the City of Ames. This agreement would be contingent on HSS continuing to operate CyRide's ADA service.

### CIT Replacement Schedule

CIT did not provide a fleet replacement/rehabilitation schedule although they filled out a form. However, the vehicles look relatively new compared to buses within transit fleets.

### Human Service Agencies

The human service agencies surveyed as transportation providers provided only one vehicle being replaced within the next four years. Again, the only providers filling out surveys were Story County Community Life (SCCL), Windsor Oaks- Seniors and Green Hills. Green Hills did indicate that they would replace a van in 2012 for a vehicle already having 106,000 miles in 2008. Windsor Oaks Seniors did not indicate replacement of their vehicle within the next four years however conversations with the director indicated a need to acquire an accessible vehicle. Story County Community Life obtains maintenance of their fleet through City of Ames fleet services' department. Fleet Service indicates that replacement for SCCL is done each year based on their ending budget surplus at the end of the year. Replacement of vehicles is coordinated through COA Fleet Services and therefore SCCL may obtain retired vehicles from the Ames police department or other city departments retiring vehicles.

Overall, the discussion among the human service providers is that funding for replacing vehicles is not identified so therefore, the replacement is not formally planned but a reaction to one needing replaced once repairing is not an option.

It was found that many of the human service providers do not keep specific trip records since this is not a requirement; therefore, this information may be impossible to obtain. The challenge for the AAMPO is identifying efficiencies for human service providers. The numbers of vehicles are few for providers and utilization is minimal. Many human service agencies also utilize CyRide, Heartland or CIT (school transport) for their transportation in addition to their vehicles. The majority of agencies within Ames are transporting mentally challenged individuals and perhaps require a one-on-one transport and often this transport is outside of Ames.

## Facility Needs

CyRide, through the development of a Facilities Master Plan, has identified extensive facility needs. Phase II, the new administrative portion of the facility was in May 2008 through 5309 earmarked funding, additional 5307 funding and infrastructure grant funding. In addition, public information meetings were scheduled through the Transportation Improvement Plan and grants process through Phase II of the Facilities Master Plan. The progress of the administrative construction of this LEED certified building can be viewed on CyRide's website at <http://www.cyride.com/about/Sustainability%20Efforts.html>.

CyRide has begun additional discussions of growth for the bus storage and maintenance areas. Concerns for staff are that bus storage is nearly utilized with space for only one vehicle in the facility. CyRide retained a consultant in the fall of 2008 to review the current site and determine how expansion of the facility could be accomplished to meet CyRide's needs for the next 20 years. The site was originally created for a fleet of 25. CyRide is now at 75 vehicles, 50 over what was originally intended. There are issues that more buses are currently being parked in storage than should be allowed for safety standards. CyRide has been putting more buses out each semester with demand for services increasing. For fall 2009, CyRide's board voted to add two more buses into the service to help drivers safely meet the schedule. Two more will be added in 2011 with the possible addition of service to E. 13<sup>th</sup>/Dayton. With those additions and possibly more through growth, CyRide's board needs to determine how bus storage growth should occur for the future. Through an initial study, it was determined that CyRide would need 4.5 – 5.5 acres for CyRide to operate a satellite facility in addition to keeping the current location or an additional 11-12 acres if the entire transit operation moved to the site. Adding Heartland Transportation Services to the satellite facilities was also considered in initial discussions of feasibility. The board noted that growth is needed, but where and to what degree this occurs needs additional discussion.

CyRide has continued SAFETEA-LU earmarks scheduled through 2009 to fund the facility upgrade needs that are required as noted within the Facilities Master Plan. Only 5309 funding has been identified to fund future facility needs. Infrastructure funding may be another source of funding depending on efforts with state representatives.

Heartland Senior Services (HSS) has also expressed a need for an administrative/storage area for their bus fleet. They currently store their buses outside in the elements and operate their transportation from the senior center meal site. A Facility Feasibility Study for HSS was completed in February 2007, which discussed a recommendation for a 22,145 square foot bus storage/administrative facility to be built on a 1.14 acre site on SE 5<sup>th</sup> Street in Ames. The preferred site is located in the City of Ames' Floodway Fringe and therefore, is susceptible to a 100-year flood event. The City of Ames would allow development if the finished floor elevation is at least three feet above the 100 year flood elevation which would eliminate the environmental concerns of locating in this area. Heartland Senior Services is currently looking for local match sources for this project with federal sources through 5309 or Infrastructure Grant funding. Heartland Senior Services, non-transportation elements, plan to combine with nine other human service agencies in the human services campus. HSS's transportation department was not considered as part of this one-stop center.

## V. Possible Strategies

Based upon the comprehensive needs assessment within the last section, the PTDP committee and AAMPO staff identified possible strategies that provided solutions to these needs. These strategies were then utilized to formulate recommended projects for the FY2010 PTDP. The final list below was emailed out to PTDP participants requesting further changes to needs and or the strategies to overcome these needs. The strategies are tied to the needs shown within the table and were then developed into recommended projects with assigned priorities for the PTDP committee to vote upon.

Needs	Possible Strategies/Project
<p><b>Education/Marketing:</b></p> <ol style="list-style-type: none"> <li>1. Need to reduce intimidation and misconceptions to riding public transit.</li> <li>2. Awareness of available programs regarding transportation.</li> <li>3. Need for insurance/maintenance awareness for automobile owners</li> </ol>	<ol style="list-style-type: none"> <li>1. Large Group Training of how to ride public transit</li> <li>2. Train the Trainer Sessions for one-on-one training. <b>Hire full time one-on-one trainer?</b></li> <li>3. How to Ride CyRide digital formatted DVD video</li> <li>4. Communication tools for non-English speaking individuals riding CyRide ie. picture board?</li> <li>5. Improved signage on CyRide buses for visually impaired riders – black letters on white background</li> <li>6. Promote RSVP volunteer transportation program – volunteers &amp; for additional volunteers/Re-work program via HSS</li> <li>7. Market Randall moving vehicle availability and sponsorship.</li> <li>8. Maintenance/insurance class for vehicle owners</li> <li>9. Car Seat installation education program and/or resources</li> <li>10. Market “Beyond Welfare” car donation program need for pass through sponsorship due to IRS regulations of 5 non-profit car donations per year.</li> <li>11. <b>ADDED: Improve How to Ride written materials describing what a transfer is; when a transfer is applicable as opposed to utilizing 2 fares; and actual logistics of transferring.</b></li> <li>12. <b>ADDED: Implement Google Transit so anyone could Google how to get from point A to point B via bus in Ames.</b></li> </ol>
<p><b>Affordability Needs:</b></p> <ol style="list-style-type: none"> <li>1. Need for affordable passenger transportation services or programs to make services more affordable.</li> <li>2. Need for transportation assistance programs.</li> <li>3. <b>MOVED FROM FLEET NEEDS: Increased demand for elderly “free” transportation at health/residential facility homes –as seniors vacate their automobiles &amp; become less independent.</b></li> </ol>	<ol style="list-style-type: none"> <li>1. Continue Transportation Assistance for bus pass/tickets or gas vouchers               <ol style="list-style-type: none"> <li>a. City of Ames Planning &amp; Housing: CDBG program</li> <li>b. UWSC “emergency” program through MICA</li> <li>c. Story County (assistance to those leaving the state of Iowa)</li> </ol> </li> <li>2. Implement common data-base of all Ames transportation assistance bus pass/ticket &amp; gas voucher programs to avoid duplication</li> <li>3. Continue Car Seat Donation Program</li> <li>4. United Way’s TCC investigate/discuss possible improvements?               <ol style="list-style-type: none"> <li>a. Affordability of Heartland Senior Service’s transportation.</li> <li>b. No resources available for non-Medicaid individuals issue.</li> </ol> </li> <li>5. <b>MOVED FROM FLEET NEEDS: Identify opportunities for human service organizations to share vehicles and/or drivers (operating 15-18 hours/week on average).</b></li> </ol>
<p><b>Maintenance/Insurance Needs:</b></p> <ol style="list-style-type: none"> <li>1. Need for more cost efficient methods to maintain and replace human service provider vehicles.</li> <li>2. Need for low-cost maintenance for Wheels to Work program.</li> </ol>	<ol style="list-style-type: none"> <li>1. Coordination of replacement/maintenance of human service provider vehicles.</li> <li>2. Coordinate group of mechanics to repair Beyond Welfare donated vehicles.</li> <li>3. <b>Investigate “sharing” of vehicles for providers &amp; implications to insurance coverage.</b></li> </ol>

Needs	Possible Strategies/Project
<p><b>Bus Storage/Maintenance Facility:</b></p> <ol style="list-style-type: none"> <li>1. CyRide Bus Storage Facility: CyRide is currently housing 70 vehicles and storage is at capacity. Anticipating growth to 95 vehicles, expansion buses, articulated buses, 100% bike racks on current fleet, hybrid buses would be beyond capacity of current garage to store as well as provide adequate maintenance.</li> <li>2. CyRide Facility Renovation: Renovate current CyRide Bus storage facility: Any new buses ordered thereby having newer emission requirements would require CyRide to raise the ceiling height of garage doors as well as internal components throughout the garage so that buses could fit safely though the facility.</li> <li>5. CyRide Maintenance Shop: Additional need to expand maintenance work area is needed to maintain new buses as well as house extra bays</li> <li>6. Heartland Senior Services (HIRTA) needs storage for vehicles. Currently, parking is outside in the elements.</li> </ol>	<ol style="list-style-type: none"> <li>1. CyRide Facility Study – study of current site location and additional off-site locations to add additional capacity for bus storage, maintenance and operational needs over next 20 years. Design off-site CyRide facility with appropriate functions needed <b>including Heartland Transportation Services administration and storage functions.</b></li> <li>2. Modernize current CyRide storage facility including rehab old wash-bay, upgrade ventilation system, replace shop/barn air conditioning system, replace shop/barn exhaust removal system, make facility energy efficient in all mechanisms possible, relocate parts office, replace shop hoists, secure building/buses, replace/repair exterior walls, <b>shutoff system for fuel/oil/hydraulic lines, electric distribution rehabilitation, fire sprinkler upgrade, security systems added to facility,</b> install back-up power supply and increase ceiling height of garage doors and interior building by raising internal components.</li> <li>3. Actively pursue federal earmark funding opportunities in light of new transportation reauthorization bill.</li> <li>4. <b>ADDED: Resurface Iowa State Center Parking lot where commuters park to obtain #23 Orange to travel to ISU campus.</b></li> <li>5. <b>ADDED: ISU Intermodal Facility – Continue to study and discuss possibility of constructing a Intermodal facility housing Intercity carriers near proximity of campus with tie to transit operations.</b></li> </ol>
<p><b>Transportation Amenities</b></p> <ol style="list-style-type: none"> <li>1. Need to improve accessibility and lighting of bus stops/shelters.</li> <li>2. Need for bike racks on buses to promote sustainability of community.</li> </ol>	<ol style="list-style-type: none"> <li>1. Identify/study passenger travel paths (sidewalk access) to/from bus stops from health facilities. (CyRide buses must travel main arterials via city policy.)</li> <li>2. Bus Stop/Shelter improvements (solar shelters, benches, i-stops, ADA concrete pads, lighting) for major boarding locations</li> <li>3. Bike Racks on as many CyRide vehicles that can be currently stored.</li> </ol>
<p><b>Fleet Needs</b></p> <ol style="list-style-type: none"> <li>1. Reduce transit providers average fleet age</li> <li>2. Attain 100% accessible fleet for transit providers</li> <li>3. Increase/maintain spare ratio to 18-20% for transit providers.</li> <li>4. Increase fleet size for increases in service needs (frequency and geographic coverage)</li> <li>5. <b>ADDED: Improve vehicle security systems</b></li> </ol>	<ol style="list-style-type: none"> <li>1. Identify and apply for federal/state grants as necessary to meet transportation providers’ fleet needs. (CyRide has 70% of its fleet past its useful life; 30% cannot load wheelchairs); Heartland Senior Services (HSS’s vehicles were past their useful life however 6 vehicles are currently being replaced through the PTMS process) In addition, CyRide purchased a minibus for HSS to operate Dial-A-Ride service. Heartland also received a small bus for the Ames-Iowa City service project.</li> <li>2. <b>Need for accessible vehicle due to added accessibility features/demands at the Aquatic Center.</b></li> <li>3. <b>Need additional accessible bus to safety operate system &amp; meet schedule.</b></li> <li>4. <b>Add cameras to all CyRide buses to reduce liability and improve ability to assist City of Ames Police.</b></li> </ol>

Needs	Possible Strategies/Project
<p><b>Urban</b></p> <ol style="list-style-type: none"> <li>1. <b>ADDED: Maintain existing transit services and geographic coverage.</b></li> <li>2. Need to geographic service coverage of transit in Ames to serve gap areas.</li> <li>3. Need for increased frequencies of service on high-capacity corridors.</li> <li>4. Need for additional hours of transportation to specific areas of Ames.</li> <li>5. Specific need for third shift transportation (12am - 6am?)</li> <li>6. Need for affordable <u>emergency</u> transportation for low-income K-12 (at-risk) students and seniors.</li> </ol>	<p><b>Urban Strategies/Projects</b></p> <ol style="list-style-type: none"> <li>1. <b>ADDED: Continue existing transit services OR more efficient alternative service.</b> <ul style="list-style-type: none"> <li>▪ Continuation of Brown Route Frequency/Hours Expansion</li> <li>▪ Continuation of Yellow Route Mid-day Expansion</li> <li>▪ Continuation of Contracted Paratransit Service</li> </ul> </li> <li>2. Study third shift transportation needs for Ames. (Transportation needed after 6pm and before 6am)</li> <li>3. Transit service to East Ames to E. 13<sup>th</sup>/Dayton to serve medical hub, industrial/commercial areas and human service agencies serving mentally disabled community.</li> <li>4. <b>Transit service to new Aquatic Center on E. 13<sup>th</sup> to open summer 2009.</b></li> <li>5. <b>Transit service in evening to DMACC Hunziker Center</b></li> <li>6. <b>Fare-free city-wide: 4 options (Large Scale, Weekends only, Weekends/nights only, Summer only)</b></li> <li>7. <b>Additional Services In Light of Ridership Increases – two buses to keep schedule on-time &amp; safe.</b></li> <li>8. <b>Transit service earlier on Sunday morning (red/blue routes; green implemented fall 2009)</b></li> <li>9. On-demand service needed for senior transportation after 2pm and for low-income students missing school buses from middle/high schools.</li> <li>10. Boys &amp; Girls Club transportation from schools high costs for service, gasoline &amp; vehicle insurance.</li> <li>12. Blue South frequency improvements           <ul style="list-style-type: none"> <li>o Friday 7:15 – 9:45pm (Frequency = 20 min)</li> <li>o Saturday 5:15 – 9:45pm (F = 20 min)</li> <li>o Sunday noon – 12pm (F = 30 min.)</li> </ul> </li> <li>13. Yellow Route – Sunday service 10:45 – 6pm (F = 40 min.)</li> </ol> <p>Urban Strategies/Projects..... Cont.</p> <ol style="list-style-type: none"> <li>14. Brown South – School Days Weeknight service 6-9pm (F = 40 min.)</li> <li>15. Billy Sunday Road/Airport – Request from apartment complex. 7:30 am – 5:30pm (F = 40 min.)</li> <li>16. Airport Shuttle Enhancement – Requests before ISU starts (fall) and ends (May). Three trips/day for three days before &amp; after school starts.</li> <li>17. Alternative Analysis Study of Orange Route</li> <li>18. <b>ADDED: Improve route efficiencies by adding AVL technology.</b></li> </ol>
<p><b>Regional</b></p> <ol style="list-style-type: none"> <li>2. Need for additional/improved transportation outside the Ames community for medical transportation and other essential services.</li> <li>3. Need for commuter transportation to/from outlying areas in Story County into Ames as well as I-35 corridor between Ames &amp; Des Moines.</li> </ol>	<p><b>Regional Strategies/Projects</b></p> <ol style="list-style-type: none"> <li>1. <b>Transit service between Ames &amp; Iowa City for medical purposes. Coordinate with interested Des Moines partners for year three of service continuation to also serve Des Moines metro residents to Iowa City and expand ability of Ames residents to receive medical care into Des Moines.</b></li> <li>2. <b>Study I-35 corridor between Ames and Des Moines to account for daily commute patterns and possible transit need/solutions from bus rapid transit, regular bus service, to</b></li> </ol>

	<p><b>vanpool/carpool options.</b></p> <ol style="list-style-type: none"><li>3. Study transportation commuter needs into Ames from Story County communities. Possibly coordinate program with ISU transportation that offers employee incentives to carpool/vanpool city-wide.</li><li>4. Adult Day Service transportation for Story County residents</li><li>5. Additional hours for agency special events</li><li>6. Easier demand response re-scheduling of pickups/drop offs</li><li>7. Transportation service to/from Nevada 3 x's a day</li><li>8. Rural meal-site transportation (meals/activities)</li><li>9. Out of service hours transportation for agency special events</li></ol>
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## **VI. Financial Resources**

Financial support for the planning and delivery of public transit services comes from many sources. The three federal funding programs that rely upon inclusion in this document for grant approval from the federal government are the Special Needs Formula Program (Section 5310), Job Access and Reverse Commute (5316) and New Freedom (5317). However, the Iowa Department of Transportation is requiring that all state and federal funding be addressed within the PTDP document. Therefore, the primary federal and state programs supporting transit and transit planning as documented by IDOT staff with inclusions from Ames MPO staff are as follows:

### **Federal Transit Assistance Programs**

- Metropolitan Transportation Planning Program (Section 5303)
- Statewide Transportation Planning Program (Section 5304)
- Urbanized Area Formula Program (Section 5307)
- Capital Investment Program (Section 5309)
- Special Needs Formula Program (Section 5310)
- Non-urbanized Area Formula Program (Section 5311)
- Rural Training Assistance Program (RTAP) (Section 5311(b)(3))
- Intercity Bus Assistance Program (Section 5311(f))
- Job Access/Reverse Commute (JARC) Program (Section 5316)
- New Freedom (NF) Program (Section 5317)
- Over-the-Road Bus Accessibility Program (Section 3038)

### **State Programs**

- STA Formula Program
- STA Fellowship Program
- STA Statewide Special Projects
- STA Coordination Special Projects
- Public Transit Infrastructure Grant Program
- Capital Match Loan Program (Amoco Loans)
- Iowa Power Fund (new program in 2008)

### **Federal Flexible Funds Available to Transit**

- Congestion Mitigation/Air Quality (CMAQ) Program
  - a. also known as the Iowa Clean Air Attainment Program (ICAAP)
- Surface Transportation Program (STP)

### **Local Funding**

- Passenger Revenues
- Contract Revenue
- Local Taxes
- Student Fees
- Advertising Revenue

Each one of these programs is described in detail below.

## **Federal Transit Assistance Programs**

**Metropolitan Planning Program (Section 5303)** - This is a FTA program to support planning activities in metropolitan areas on an 80% federal, 20% non-federal basis. By law, the state is the direct recipient of the funding. In Iowa, these funds are administered by the Iowa DOT's Office of Systems Planning and are distributed to each of the state's Metropolitan Planning Organizations (MPOs). Annual allocations of 5303

funds are based on a formula that distributes 1/3 of the funds based on the 1990 urban area population, 1/3 based on the 2000 urban area population and the last 1/3 is equally distributed. The 5303 funds are administered jointly with Metropolitan Planning "PL" funds available through the Federal Highway Administration as part of a Consolidated Planning Grant. The 5303 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, approximately \$26,000, within the Ames Transportation Planning Work Program to support transit planning conducted throughout the year by Ames employees.

**Statewide Planning Program (Section 5304)** - These funds are intended to support transit planning in addition to what is conducted by the individual MPOs. 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 Metropolitan Planning Organization. Iowa DOT's Office of Systems Planning serves as the direct recipient of these funds. The combined 5304 and 5311 planning funds are allocated among the state's 18 RPAs based on half of the funds being evenly distributed among the RPAs, 25% distributed on the basis of population and 25% on the basis of the number of counties within the region. Therefore; since Ames is a designated MPO, this funding would not be allocated to the City of Ames for planning.

**Urbanized Area Formula Program (Section 5307)** - This is a federal program for support of urban transit systems serving communities with more than 50,000 population.

In all urbanized areas, 5307 funds can be used for capital improvements, including preventive maintenance activities, or planning activities on an 80% federal, 20% 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. FTA has allowed revenue vehicles with required ADA and clean air equipment to be purchased at a blended participation rate of 83% federal, 17% non-federal.

Transit systems may use up to 10 percent of their total 5307 funds to pay for ADA paratransit costs on an 80% federal, 20% non-federal basis. Each area over 200,000 population receives its own 5307 allocation directly from FTA. The allocations are based partially on population and population density, and partially on performance factors, including passenger miles of service provided.

Each state receives a single allocation of 5307 funds for use in the smaller urbanized areas (with population from 50,000-200,000). 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. There is also now a "small transit intensive cities" tier that provides additional funding if any of the small urbanized areas in the state exceed the average performance of the larger communities across the nation on 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 operating deficit. Funds for operating support must be matched by non-federal funds (other than passenger revenues) on a dollar-for-dollar basis.

The Iowa DOT determines the allocation of the 5307 Governor's Apportionment funds after the federal appropriation process is completed (typically sometime from October to December). However, the full 2009 Apportionments have not yet been released. A partial apportionment has been released and is currently



available however CyRide will most likely apply for this funding once 100% of the funding is available. As of 2007, CyRide receives all of their 5307 to support their fixed-route operations which makes the grant process easier and utilizes local funding support to fund their capital needs. CyRide received approximately \$1,328,822 (\$827,432 in 5307/\$501,390 in STIC) for FY2008 5307/STIC funding which they are currently utilizing their for FY2009's operations.

In addition, there has been considerable discussion that an economic stimulus package for transit will be approved in mid-February 2009 with Iowa receiving anywhere from \$9-11 million for capital projects. Transit systems are expected to move forward with "ready to go" projects to stimulate the economy. CyRide has been preparing planning documents and federal requirements in preparation of the expected funding to purchase buses for expansion and replacement of their fleet. The Iowa DOT has indicated that they will not sub-allocate these stimulus funding but instead allocate the funds through their statewide PTMS process for bus allocation. The details of the legislation bill changes daily however CyRide could purchase up to 25 large buses if allocated the stimulus funding tomorrow.

**Capital Investment Program** (Section 5309) – This is a federal program for support of transit capital needs that exceed what can be funded under the federal formula programs. All public transit systems are eligible for these funds. Public agencies may receive these funds directly. Private non-profit transit agencies may not apply directly, but can be part of a statewide application. This federal program provides discretionary funding of transit capital improvements on an 80% federal, 20% non-federal matching basis (83% federal, 17% non-federal for vehicles equipped to meet ADA and Clean Air standards). In most recent years, all 5309 funding has been earmarked by Congress through the authorization or appropriation processes. Iowa's Congressional delegation has been successful in capturing a portion of these funds for both individual system earmarks and a statewide bus earmark. The statewide funds are allocated to rolling stock replacement/rehabilitation projects in the Statewide Transportation Improvement Program (STIP) using a ranking process based on the age and accumulated mileage of vehicles being replaced/rehabilitated.

Within the last transit appropriation's bill, CyRide was successful in attaining a direct earmark for support of their facility upgrades to the maintenance garage and administrative building spread over the life of the bill of nearly \$500,000 each year for four years. CyRide is requesting for additional funding for expansion of their maintenance garage either on-site or through a satellite facility within the next transportation bill. CyRide and Heartland Senior Services both compete in the statewide ranking process for replacement of their vehicles.

**Special Needs Program** (Section 5310) – This is a federal program for support of transit services serving elderly and disabled persons. These funds are allocated to Iowa on the basis of the number of persons who are elderly or have disabilities within the state compared to other states. By law, the state is the direct recipient of the funding. 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. The funds may be used for the cost of contracted operations, equipment and passenger or vehicle shelters on an 80% federal, and 20% non-federal basis. Purchase of vehicles equipped for access by persons with disabilities can be funded at 83% federal participation. Facilities other than passenger or vehicle shelters are not eligible.

The Iowa DOT's Office of Public Transit (OPT) is the recipient of the 5310 funds from FTA. Seventy percent of the annual funding is distributed to Iowa's large urban transit systems to support services to qualifying persons living in urbanized areas. These funds are distributed based on the same formula used for the rural systems, but with each transit system developing its own eligible project. The remaining 30% of the funds are administered and distributed in conjunction with Non-urbanized Area Formula Program 5311 funds. 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 Development Plan (TPDP) 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 matches up with an urban transit system's fixed-route hours and service area.)

For CyRide, 5310 funding has traditionally been utilized to contract out their Paratransit services (Dial-A-Ride or DAR) operated by Heartland Senior Services which are open to the public. This DAR service is the ADA complementary service for the City of Ames. Any funding remaining from 5310 is allocated to either purchase of buses for Heartland Senior Services or to fund passenger shelters throughout Ames.

This 5310 funding would also be addressed within CIRPTA's PTDP for rural funding in Story County. Heartland Senior Services would receive this funding for rural transportation in Story County through their contract with Heart of Iowa Regional Transit Agency (HIRTA). This would be to subsidize services that are not under contract to CyRide as described above. CyRide is estimated to receive \$171,019 in 5310 funding for FY2010.

**Non-urbanized Area Formula 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 Office of Public Transit (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 83% federal, 17% 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 comparing the "net public deficit" (unrestricted tax support) for all urban systems to that for all regional 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. OPT 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 Development Plan (PTDP) and the regional Transportation Improvement Program (TIP).

The OPT 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 PTDP 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. In Iowa, the DOT's OPT serves as the recipient of these funds.

Iowa's RTAP funds are mainly used to provide local transit agencies training fellowships. The fellowships pay 50 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. A parallel program funded with state transit assistance (STA) funds pays for costs incurred by large urban systems and their planners.

CyRide is not eligible for this funding since the City of Ames is over 50,000 in population. Heartland Senior Services may be eligible for this training funding through their contract with Heart of Iowa Regional Transit Agency (HIRTA).

**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. Iowa's Intercity Bus Assistance Program is intended to support intercity bus service in rural and small urban areas. Private-for-profit companies, private non-profit corporations, or public entities may apply for this funding. Eligible bus service must make convenient connections to the existing national intercity bus network. 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 OPT by the first business day of October for projects to begin in January. Project selections are finalized by December.

**Section 5316 Job Access and Reverse Commute Program (JARC)** – This is a federal program established to provide transportation services to access employment opportunities and support services (such as training and child care) for welfare recipients and low-income individuals. Services designed for these purposes may be used by the general public for any trip purpose.

Each urbanized area over 200,000 population receives a separate annual apportionment of funding, and each state receives both an apportionment for use in urbanized areas under 200,000 population and a second apportionment for use in non-urbanized areas. The federal apportionments are based on census data concerning the number of low income individuals in each area, but the law requires that a competitive project selection process must be administered for each of these apportionment areas.

All projects must derive from the area's Passenger Transportation Development Plan (PTDP), developed through collaboration of public transit and human service interests. Required match (50% of net cost for operating projects and 80% for capital [83% for ADA vehicles]) can come from any non-DOT federal funds, as well as from state or local government or from private sources.

The OPT accepts applications for JARC projects under the small urbanized areas apportionment or the non-urbanized areas apportionment as part of its Consolidated Transit Funding Application due the first business day of May each year. If any funding remains un-obligated after those applications are processed, a second round of applications may be solicited.

The competitive application process in the Des Moines, Omaha-Council Bluffs and Quad Cities areas are each administered locally. For additional information, contact DART (Des Moines Area Regional Transit), MAPA (Omaha/Council Bluffs MPO) or Bi-State (Quad Cities MPO) transit.

The majority of the grants in Iowa are to transit agencies to extend hours into the evenings and weekends. Other projects established new services to connect employment centers not previously served by transit, or purchased vehicles used for service expansions.

CyRide extended frequencies of service on the Yellow and Brown routes starting in 2007 with JARC funding enabling more riders to be connected with ISU campus and employment centers for a total of \$23,200 in federal funding. CyRide may expand service out to the east side of Ames where various industrial businesses are located as well as medical services funded through JARC for FY2011. To date, this funding has not been utilized to expand regional efforts by HIRTA for Story County residents.

**New Freedom Program (Section 5317)** – This is a federal program established under SAFETEA-LU to support new services or accommodations for persons with disabilities that go beyond the minimums established by the rules implementing the Americans with Disabilities Act. “New” is defined as projects that were not implemented or programmed prior to the signing of SAFETEA-LU (August 10, 2005).

As with the JARC program, each urbanized area over 200,000 population receives a separate annual apportionment of funding, and each state receives both an apportionment for use in urbanized areas under 200,000 population and a second apportionment for use in non-urbanized areas. The federal apportionments

are based on census data concerning the number of persons with disabilities in each area, but the law requires that a competitive project selection process must be administered for each of these apportionments.

All projects must derive from the area's Passenger Transportation Development Plan (PTDP), developed through collaboration of public transit and human service interests. Required match (50% of net cost for operating projects and 80% for capital [83% for ADA vehicles]) can come from any non-DOT federal funds, as well as from state or local government or from private sources.

The Office of Public Transit (OPT) accepts applications for New Freedom projects under the small urbanized areas apportionment or the non-urbanized areas apportionment as part of its Consolidated Transit Funding Application due the first business day of May each year. Under this program, the IDOT gives estimated amounts available called "marks" to each large urban transit system in the UZA's under 200,000 in population. If not all the systems apply for this funding, then the funding is available to those that do apply is higher if the IDOT deems the project acceptable. This process is similar for regional systems under 50,000 in population. If any funding remains un-obligated after those applications are processed, a second round of applications may be solicited.

The competitive application process in the Des Moines, Omaha-Council Bluffs and Quad Cities areas are each administered locally.

CyRide was successful in achieving partial funding for a bus in the 2008 funding cycle. Additional funding requests needs to justify "over and beyond" for adding service buses in regards to additional hours or routes within Ames to meet the disabled community needs. Expansion buses may be achieved through this manner for new services in the future provided they are targeted to serve the disabled community.

HIRTA received \$83,986 in federal New Freedom funding last year for partial funding of the Ames to Iowa City service. The service was outside of HIRTA's service coverage going over and beyond and targeted to serve those needing access to the University of Iowa Hospitals and Clinics.

**Over-the-Road Bus Accessibility Program (OTRB)** – Grants are provided directly from FTA to operators of over-the-road buses to help finance incremental capital and training costs to implement the final accessibility rule under the Americans with Disabilities Act (ADA). Providers of intercity fixed-route service, commuter service, and charter and tour service may apply directly to FTA for annual grants. FTA announces it's solicitation for applications each year through a notice in the Federal Register.

Jefferson Lines and Burlington Trailways are both on-going recipients of this grant funding to support their services, marking and purchase of accessible coaches. Most recent efforts for 2008 can be found on the IDOT's website at <http://www.news.iowadot.gov/newsandinfo/2008/12/16-million-awarded-to-intercity-bus-services.html>.

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## **State Programs**

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

**State Transit Assistance (STA)** – 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.

**STA Formula Program** - 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. OPT calculates LDI by subtracting FTA and STA formula funds from the system's operating expenses.

CyRide typically utilizes this funding for partial support of its operations of \$470,000 each year. HIRTA would receive STA formula funds to allocate to Heartland Senior Service for regional transit services within Story County. This funding is anticipated to decrease dramatically since vehicle sales have dropped over the past year. Transit systems were warned from IDOT to adjust their budgets accordingly.

**STA Statewide 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.

The **Coordination 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, but a second year of funding can be applied for separately. Priority is given to projects which include a contribution from human service agencies as well. HIRTA applied for \$13,042 in federal special project funding last year to partially fund the Ames to Iowa City transit service which began January 20, 2009. CyRide has not yet applied for any of this funding.

A major component of the state-wide Special Projects is a program of transit training fellowships that parallels the 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 about \$15,000 each year for the following uses: FTA/IDOT seminars, transit related conferences, NTI Trainings, State Rodeo (funded at 100%), and trips to other University transit communities. This program generally reimburses 50% of registration, travel, hotel expenses.

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 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.

**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 received 880,000 in FY2007 to aid in the construction of the administrative portion of their facility that was completed in mid April 2008. Additional funding was approved by the IDOT in FY2008 however the bonding wasn’t released and therefore this infrastructure project to rehabilitate the cracked walls/floors/ceiling of the old wash bay, CyRide’s thoroughfare through the facility, is on hold. In addition, CyRide had a third project to request for FY2010 but will await advice from IDOT on whether applications will be requested.

**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. Loan recipients may be required to report project energy savings annually to OPT until the loan is repaid.

A project is eligible if it is a transit capital project that is approved for federal funding. The project should be targeted at energy savings.

**Iowa Power Fund** – In 2007, the Iowa State Legislature created the Office of Energy Independence and the Iowa Power Fund to accelerate Iowa’s leadership in energy for the 21<sup>st</sup> Century. Approximately \$100 million (\$25 million per year over the next four years) has been appropriated to this office to be used in providing financial assistance to entities conducting business, research or programs in Iowa. The goals are to accelerate research and development, knowledge transfer, technology innovation and improve the economic competitiveness of efforts. Another goal is to increase the demand for and education the public about technologies and approaches.

As a result, the fund will promote such things as wind power, bio-diesel projects and research for energy efficient fuels throughout the state just to name a few. Hybrid buses are desired within the transit industry and it is believed that this funding could add additional support for 5 Iowa transit systems to implement their first hybrid vehicles into their bio-diesel fueled fleets. Five urban transit systems in Iowa have developed a consortium where they would apply for funding for all five identified systems within the state that operates bio-diesel. The first pre-applications are due to the Iowa Power Fund board on February 1, 2008 with all other pre-applications being accepted on a monthly basis. The Due Diligence Committee will determine if the

project proposal is practical, economically feasible and furthers the goals of the fund. The Office of Public Transit has offered to manage the distribution of Iowa Power funds to each transit system if the transit consortium is successful in attaining these grant dollars.

CyRide also applied for a fare-free grant last year but was turned down from the Iowa Power Fund indicating that free fares do not encourage mode change. They indicated that ridership would not increase if they approved the project. CyRide estimated an additional 1 million riders each year if this project was approved. CyRide requested advice from the OEI as to what transit projects may qualify for funding and has not received a reply.

## **Federal Flexible Funds Available to Transit**

**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 area 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 STP funds can be used on the same 80% federal, 20% non-federal basis.

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 FHWA to FTA for administration through the statewide grant under either the 5307 or 5311 programs depending on whether the projects are in urbanized or non-urbanized areas.

CyRide received ICAAP funding for their Public Education program of \$50,800 federal that they applied for in October 2007. This funding should be spent on marketing efforts within the next few years. In addition CyRide received ICAAP funding for two hybrid buses of \$915,200 federal that they applied for in October 2008. These funds will become available in October 2009.

**Surface Transportation Program (STP)** – This is another of FHWA's core programs. 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 RPAs and some MPOs fund a portion of their intermodal transportation planning activities from STP funds. Most transit systems have also been successful in receiving STP funding from their local MPO or RPA. When programmed for transit or planning projects, these funds are transferred from FHWA to FTA for administration, either through a direct 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. OPT administers the statewide grant for individual small urban and regional transit systems. The Office of Systems Planning administers the planning grant.

Formally, no STP dollars have been allocated to CyRide for transit purposes. However since CyRide is an agency of the City of Ames, STP dollars have been directly utilized by the transit system for planning projects such as the Ames Transit Feasibility Study (\$100,000; 40% STP) and CyRide Facilities Master Plan Update (\$40,000; 25% STP). To date, transit capital projects, such as buses, have not been funded through STP funding. Reimbursements for these CyRide projects are requested directly from the City of Ames.



## 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 is 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.

### **Local Taxes**

**Municipal Transit Levy** – 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 17% of its revenue stream. For Ames, this levy is approximately 62 cents per \$1,000 assessed valuation.

**Regional Transit Levy** – In 2005, the Iowa legislature authorized Iowa’s two largest counties to form special taxing districts, under the control of the county, 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. As of July 2007, only Polk County has chosen to form a district, and has, so far, limited its geographic coverage to just their county. Nearly all municipalities within the county have opted to participate.

**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. This mandatory student fee goes towards the GSB which is 40% of CyRide’s revenue source.

**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.

**Human Service Agencies** – The AAMPO discovered in a PTDP meeting in October 2007 that is not provided for transportation projects. Rather the funding is tied to the clients for each agency. However, there are several partners such as the City of Ames, Story County, United Way of Story County, Story County Empowerment that provide matching dollars for projects if it pertains to each particular agency’s goals and funding is available. In addition, it was mentioned that other private organizations may be willing to fund projects through partnerships if it aids their clientele. Therefore, each project will need to be discussed individually with the PTDP committee to determine these funding partners as priority projects are developed. ASSET could be a funding partner that funds transportation projects serving a large agencies throughout Story County.

In addition to the local funding above, there are several federal programs that may help fund transportation providers and help assist individuals’ access passenger transportation. The following table includes a listing of all federal programs in addition to USDOT funding programs previously described. This federal funding availability was emailed out to human service agencies to determine if they receive these allocations and let them know of the funding resources if they were not already aware. Not much response was garnered in this area.

	<b>General Target</b>	<b>Specific Population</b>	<b>Non-DOT Federal Funding Program</b>	<b>Funding Recipients</b>	<b>Funding Source: Agency/Administration</b>
<b>1</b>	DISABLED	Individuals with disabilities (all ages)	Centers for Independent Living	Local Centers for Independent Living (CIL’s)	US Department of Education’s Office of Special Education and Rehabilitative Services
<b>2</b>	DISABLED	Individuals with disabilities (all ages)	Independent Living State Grants	Statewide Independent Living Councils	US Department of Education’s Office of Special Education and Rehabilitative Services
<b>3 &amp; 26</b>	DISABLED YOUTH	Children with disabilities	Individuals with Disabilities Education Improvement Act of 2004	State education agencies, for distribution to local education agencies directly serving children	US Department of Education’s Office of Special Education and Rehabilitative Services, through IDEA, Assistance for Education of All Children with Disabilities (Part B)
<b>4 &amp; 15</b>	DISABLED ELDERLY	Older Individuals Who are blind	Independent Living Services for Older Individuals Who Are Blind	State units serving individuals who are blind	US Department of Education , Office of Special Education and Rehabilitative Services
<b>5</b>	DISABLED	Job Seekers or employed individuals with disabilities	State Vocational Rehabilitation Services Program	State vocational rehabilitation agencies	US Department of Education , Office of Special Education and Rehabilitative Services, Rehabilitation Services Administration through the State Vocational Rehabilitation Services Program
<b>6</b>	DISABLED	Individuals with disabilities (all ages)	Supported Employment Services for Individuals with Most Significant Disabilities	Awarded on a discretionary basis to state/local public agencies and private non-profit organizations serving individuals with disabilities	US Department of Education , Office of Special Education and Rehabilitative Services, Rehabilitation Services Administration
<b>7</b>	DISABLED	Individuals with disabilities (all ages)	Vocational Rehabilitation Grants	State vocational rehabilitation agencies	US Department of Education , Office of Special Education and Rehabilitative Services; Rehabilitation Services Administration
<b>8</b>	DISABLED	Individuals with	Developmental	State Councils on	Department of Health and Human

		developmental disabilities (all ages)	Disabilities Basic Support and Advocacy Grants	Development Disabilities, demonstration projects	Services, Administration for Children and Families through the Developmental Disabilities Assistance and Bill of Rights Act
9	DISABLED	Low-income older adults and individuals with disabilities	Medicaid Home and Community-Based Services 1915 © Waivers	State Medicaid agencies	Centers for Medicare & Medicaid Services
10 & 38	DISABLED JOB ACCESS	Job seekers with disabilities	Ticket-to-Work Program	Employment Network providers through tickets provided to SSI recipients	Social Security Administration
11 & 19	DISABLED & ELDERLY	Social Security recipients	Social Security PASS Program	Social Security recipients	Social Security Administration
12 & 27	DISABLED & YOUTH	Youth with disabilities (ages 14-25; SSI or SSCI payments)	Youth Transition Demonstration (YTD)	Disabled Youth	Social Security Administration
13	DISABLED	Public housing residents with a disability	Resident Opportunities and Self Sufficiency Grant Program (ROSS)	Public housing authorities, resident associations, nonprofit organizations supported by residents and/or PHA's	Office of Public & Indian Housing
14	DISABLED	Public housing residents with a disability	Supportive Housing for Persons with Disabilities	Nonprofit organizations that provide housing	Office of Multifamily Housing Programs
16	ELDERLY	Adults age 60 & over	Supportive Services and Senior Centers	State Units on Aging & Area Agencies on Aging, distributed to community-based organizations serving older adults	Office of Community-Based Services, Administration on Aging, Department of Health and Human Services through the Older Americans Act
17	ELDERLY	Older adults from American Indian, Alaskan Native and Native Hawaiian populations	Programs for American Indian, Alaskan Native and Native Hawaiian Elders	Federally recognized tribes, Alaska native corporations, and Native Hawaiian organizations	Administration on Aging
18	ELDERLY	Low-income Older adults and individuals with disabilities	Home & Community Based Services waivers	State Medicaid agencies	Centers for Medicare & Medicaid Services
20	ELDERLY	Adults age 55 & over with limited income	Senior Community Service Employment Program	States and grants to national nonprofit organizations	Division of Older Worker Programs, Employment and Training Administration, Department of Labor
21	ELDERLY	Adults age 55 & over	Training, Research & Discretionary Projects and Programs for the Elderly	State, local and private non-profit agencies	Administration on Aging
22	ELDERLY	Elderly residents of public housing	Resident Opportunities and Self-Sufficiency Grant Program	Public housing authorities, tribes or tribally designated housing entities, resident associations,	Office of Public and Indian Housing

				and nonprofit organizations supported by residents and/or PHA's	
23	ELDERLY	Older adults living in public housing	Supportive Housing for the Elderly	Private non-profit housing providers	Office of Multifamily Housing programs, HUD
24	ELDERLY	Older adults volunteering in communities	National Senior Service Corps	Local Programs (Foster Grandparents, Senior Companions & RSVP)	Corporation for National and Community Service
25	YOUTH	Children of families with limited income	Head Start Program	Native American tribes and local public and nonprofit agencies providing comprehensive child development services to economically disadvantaged children and families	Head Start Bureau, Administration for Children and Families, Department of Health and Human Services
28	YOUTH	Middle School to college-age students	Federal TRIO Programs	Institutes of Higher Education	Office of Higher Education Programs, Department of Education
29	YOUTH	Youth involved with juvenile justice system	The Juvenile Accountability Block	Local/tribal programs, through state agencies	Office of Juvenile Justice and Delinquency Prevention
30	YOUTH	Children from low-income families	State Children's Health Insurance Program	State Medicaid agencies	Centers for Medicare and Medicaid agencies
31	YOUTH	Children with HIV/AIDS	HIV Care Grants	State or community public health agencies	HIV/AIDS Bureau
32	YOUTH	Youth in foster care	The John H. Chafee Foster Care Independence Program	States, based on a plan submitted for assisting youth	Administration for Children and Families
33	YOUTH	Youth living in areas of urban and rural poverty	National Youth Sports Program	Selected institutions of higher education	US Department of Health and Human Services, US Department of Agriculture, and National Collegiate Athletic Association
34	YOUTH	School-age children	21 <sup>st</sup> Century Community Learning Centers	State education agencies, then passed to local service organizations	Office of Elementary and Secondary Education, US Department of Education
35	YOUTH	Low-income Youth	Workforce Investment Act	Workforce Investment Boards	Employment and Training Administration, Department of Labor, through the Workforce Investment Act
36	LOW-INCOME	Families with limited income who have children	Temporary Assistance for Needy Families (TANF)	State public assistance agencies, distributed to local/tribal TANF agencies, or private organizations providing services under contract with TANF agency	Administration for Children and Families, Department of Health and Human Services, through the Temporary Assistance for Needy Families program (reauthorized 2006)
37	LOW-INCOME	Job seekers (all ages)	Workforce Investment Act Programs	State employment and training agencies receive these funds,	Employment and Training Administration, Department of Labor, through the Workforce Investment Act

				which are passed on to area workforce development boards then to local workforce development agencies (one stop centers)	
39	LOW-INCOME	Low-income job seekers	Job Opportunities for Low-income Individuals program (JOLI)	Nonprofit and faith-based organizations	Office of Community Services, Department of Health and Human Services
40	LOW-INCOME	Low-income earners	Social Services Block Grants	State and tribal welfare agencies, passed through to local community action agencies	Office of Community Services, Department of Health and Human Services
41	LOW-INCOME	Homeless individuals in transitional housing	Supportive Housing Program	States and local government agencies, public housing agencies, and private nonprofit organizations	Community Planning/Development Office
42	LOW-INCOME	Individual residents of public housing	Resident Opportunities and Self Sufficiency Grant Program	Public housing authorities, tribes, and nonprofit organizations supported by residents and/or PHAs	Office of Public and Indian Housing
43	LOW-INCOME	Families living in public housing	Public Housing Family Self-sufficiency (PH FSS)	Public housing authorities	Office of Public and Indian Housing
44	LOW-INCOME	Low-income families	Food and Nutrition Service	Low-income families and individuals	US Department of Agriculture
45	LOW-INCOME	People with limited income	Community Health Centers	Local community-based health care centers	Health Resources and Services Administration
46	LOW-INCOME	Expectant and new mothers	Healthy Start Initiative (designated communities only)	99 designated Healthy Start communities	Health Resources and Services Administration
47	LOW-INCOME	Mothers and children from low-income families	Maternal and Child Services Grants	State health agencies	Health Resources and Services Administration
48	LOW-INCOME	Families with limited income	Promoting Safe and Stable Families Program	State public assistance agencies, distributed to State, local/tribal TANF agencies, or private organizations providing services under contract with the TANF agency	Administration for Children and Families, Department of Health and Human Services
49	LOW-INCOME	Families with limited income and their children	Family Violence Prevention and Services Program	State agencies, territories and Native American tribal governments	Administration for Children and Families
50	LOW-INCOME	Recipients of	Medicaid Program	Recipients of	Department of Human Services

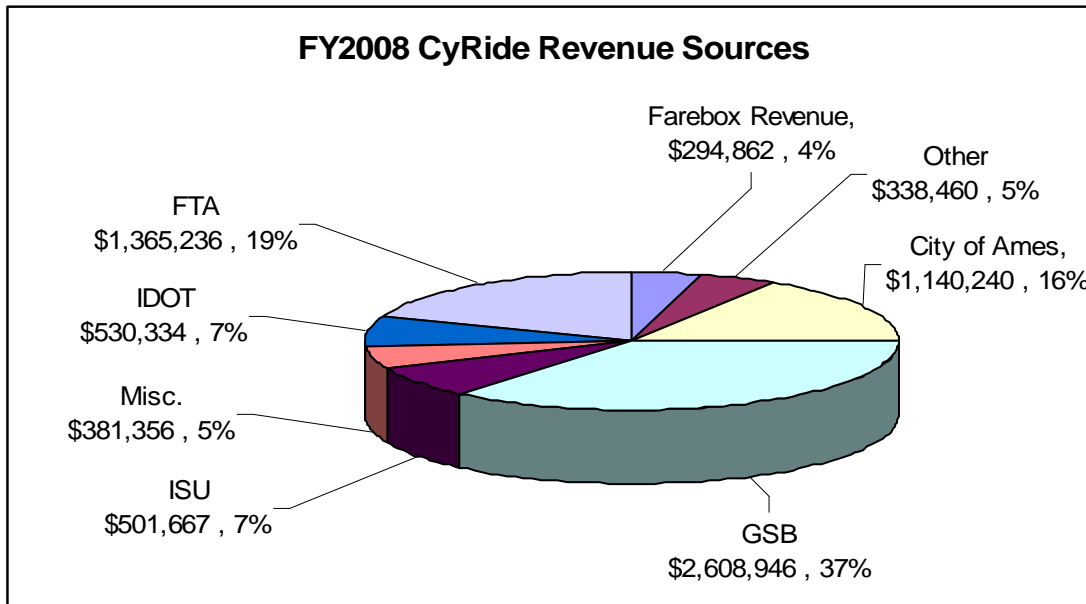
		Medicaid Services	Provisions	Medicaid Services	
51	LOW-INCOME	Refugees and immigrant populations	Refugee and Entrant Assistance Programs	State refugee assistance agencies	Administration for Children and Families
52	RURAL RESIDENTS	<b>Rural communities</b>	<b>Rural Hospital Flexibility Grant Program</b>	State offices of rural health	Human Resources and Services Administration
53	RURAL RESIDENTS	<b>Rural communities</b>	<b>Rural Health Outreach Grant Program</b>	Rural public or private nonprofit entities	Human Resources and Services Administration
54	RURAL RESIDENTS	<b>Rural residents</b>	<b>Rural Housing and Economic Development Grants</b>	Private nonprofit organizations, housing finance agencies, community development corporations, and tribal, state and local community or economic development agencies	Office of Economic Development, Housing & Urban Development
55	RURAL RESIDENTS	<b>Rural residents</b>	<b>Rural Community Advancement Program (RCAP)</b>	State office of rural development, then to local economic development and housing agencies, private nonprofit organizations, tribal governments, business cooperatives	U.S. Department of Agriculture
56	NATIVE AMERICANS	<b>Native American communities</b>	<b>Native American Programs</b>	Tribal governments	Administration for Native Americans
57	MILITARY VETERANS	Military veterans transitioning to civilian job	<b>Veterans' Employment and Training Assistance</b>	State and local workforce agencies, veterans groups, and One Stop Centers	Veterans' Employment and Training Services, Department of Labor
58	MILITARY VETERANS	<b>Military veterans seeking medical care</b>	<b>Veterans Medical Care</b>		Department of Veterans Affairs

### CyRide's Local Funding

Nearly 70% of CyRide's funding is derived through a collaborative partnership under a 28-E Agreement between the City of Ames, Iowa State University and the Government of Student Body. According to the Iowa Code, the City of Ames can levy a dedicated property tax for 95¢ per 1,000 assessed valuation (ie \$1,844,705 in FY2008) to a municipal transit levy. The following table details actual revenues from the each of the funding entities for CyRide between FY1995 and FY2008 and projected/estimated revenues for FY2009/FY2010. Projecting local income levels beyond 2010 has not been completed by City of Ames/CyRide staff since it is so unpredictable from year to year depending on services, fares, and capital equipment approved through the budget process by these entities as shown below. Also, depending on the availability of funding per organization, one partner organization may fund a portion of the increase depending on the other entities budget. For instance, fare free city-wide has been a discussion for the past two years that would dramatically impact the fares of the City of Ames and Iowa State University. This policy would not affect GSB as they had a 62% increase in FY2003 to allow fare free for all ISU students.

	City of Ames			Government of the Student Body			Iowa State University	
	Levy Rate	Dollars (\$)	% Change	Fee Rate/Semester	Dollars	% Change	Dollars	% Change
FY1995	0.50620	\$ 484,185		\$ 14.87	\$ 806,750		\$206,286	
FY1996	0.50764	\$ 503,552	3.3%	\$ 15.18	\$ 835,513	3.6%	\$214,537	4.0%
FY1997	0.51241	\$ 537,700	6.8%	\$ 16.94	\$ 881,899	5.6%	\$229,100	6.8%
FY1998	0.51250	\$ 561,897	1.0%	\$ 18.79	\$ 961,187	9.0%	\$253,806	10.8%
FY1999	0.52362	\$ 616,394	3.6%	\$ 19.73	\$ 914,567	-4.9%	\$254,470	0.3%
FY2000	0.51213	\$ 653,378	3.9%	\$ 20.62	\$ 935,404	2.3%	\$261,215	2.7%
FY2001	0.50638	\$ 702,381	20.0%	\$ 21.50	\$1,038,350	11.0%	\$288,912	10.6%
FY2002	0.50962	\$ 755,060	7.8%	\$ 23.40	\$1,326,266	27.7%	\$390,433	35.1%
FY2003	0.49403	\$ 811,689	7.2%	\$ 36.90	\$2,149,134	62.0%	\$355,957	-8.8%
FY2004	0.52435	\$ 897,728	11.2%	\$ 38.90	\$2,442,167	13.6%	\$393,689	10.6%
FY2005	0.53054	\$ 925,558	3.3%	\$ 45.50	\$2,470,955	1.2%	\$405,893	3.1%
FY2006	0.56436	\$ 1,018,113	9.6%	\$ 48.50	\$2,425,000	-1.9%	\$446,483	10.0%
FY2007	0.56956	\$ 1,080,218	6.1%	\$ 52.50	\$2,572,925	6.1%	\$473,718	6.1%
FY2008	0.59171	\$ 1,143,951	5.6%	\$ 56.35	\$2,608,946	1.4%	\$501,667	5.8%
FY2009 (estimated)	0.62329	\$ 1,210,300	5.8%	\$ 60.20	\$2,760,265	5.8%	\$530,764	5.8%
FY2010 (projected)	0.65110	\$ 1,270,815	5.0%	\$ 65.11	\$2,898,278	5.0%	\$557,302	5.0%

The following pie chart illustrates where the all of CyRide’s revenues were generated for FY2007. Approximately 60% was funded through CyRide’s three funding partners: ISU, GSB and the City of Ames. Another 26% was funded by grant funding, with the remaining 14% from the farebox and other miscellaneous transportation revenues.



Below are estimated federal funding “anticipated” for each of these funding sources for the Ames UZA and reflect only formula projections and SAFETEA-LU Earmarks. Funding programs below with question marks indicate that the programs are competitive in nature or discretionary projects. The State of Iowa does give a “marked” set aside value for potential New Freedom funding however this program is still competitive through the state process for each small urbanized area.

Ames UZA (CyRide)	2010	2011	2012	2013	TOTAL
5310 (Elderly/Disabled)	\$ 171,019	\$ 176,913	\$ 182,390	\$ 188,085	\$ 718,407
STA (State Operating Transit Assistance)	\$ 523,616	\$ 544,561	\$ 566,343	\$ 588,997	\$ 2,223,516
5307 (CyRide Formula - delayed a year)	\$ 1,500,000	\$ 1,560,000	\$ 1,622,400	\$ 1,687,296	\$ 6,369,696
5309 Earmarks (CyRide facility only)	\$ 451,440	?	?	?	\$ 451,440
5316 (JARC)	?	?	?	?	?
5317 (New Freedom)	?	?	?	?	?
STA (Special Projects - PTDP Coordination Planning)	?	?	?	?	?
ICAAP (CMAQ)	?	?	?	?	?
STP	?	?	?	?	?
<b>TOTAL</b>	<b>\$ 2,646,075</b>	<b>\$ 2,281,474</b>	<b>\$ 2,371,133</b>	<b>\$ 2,464,378</b>	<b>\$ 9,763,059</b>

Note: Question marks in the above table represent competitive funding programs that cannot be quantified until applications are approved by state/federal government decision makers. Future years of formula funding beyond 2008 are estimations and increased 4% each year. In addition, 5309 earmarks were allocations to CyRide within SAFTEA-LU for improvements to the facility. The FY2009 allocated earmark will be most likely be appropriated and put into a grant in FY2010. Also note that STA funding is over-inflated. CyRide is budgeting for a \$20,000 decrease in this funding however planning optimistically in case additional revenues are discovered to boost this funding stream.



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## **VII. Recommended Program**

The projects identified within the table below were unanimously recommended to be incorporated into the 2010 Ames Area Passenger Transportation Development Plan recommended program via electronic proxy vote from the PTDP committee. The vote concluded on January 30, 2009. The PTDP committee was reminded to vote for their projects at the January 22, 2009 meeting. Opportunity was afforded to separately approve/disapprove projects and their priority (high, medium, low) as well within the plan. As a result of this vote documented in Appendix A (after the 1/22/09 meeting), these recommended projects and the draft PTDP document will be submitted to the Iowa Department of Transportation and Federal Transit Administration by the February 1, 2009 deadline for comments. Any comments and changes from the PTDP committee, IDOT, FTA and AAMPO will thereby be incorporated into the final document and discussed at the March 2009 meeting.

These projects reflect the identified needs of the community that have been discussed through the PTDP process for the past several years. Those priority transportation needs were identified through last year's PTDP which all related to service. From the December 2008 PTDP meeting, it was decided to keep the top priority projects from needs ascertained within the previous year since their high priority project had not yet begun service. Therefore, this ranking documentation is still included in Appendix E.

It is important to note that human service agencies involved in this process indicated that funding is tied to clients and not necessarily transportation projects. Therefore as transportation projects are derived, local funding will need to be discussed among the funding partners such as the City of Ames, Story County, United Way of Story County, Story County Empowerment, Story County Community Foundation and other available private/public partners to see if local commitment can be ascertained.

The Ames Area Metropolitan Planning Organization (AAMPO) will formally approve the plan and recommended projects during their March 2009 committee meetings with final submission to the IDOT and FTA by April 1, 2009.

**A. RECOMMENDED PROJECTS – YEARS 2010-2013**

Provider	Project Description	Type	Estimated Cost	Proposed Funding (List all anticipated sources)		Priority
				Potential Source	Amount (\$)	

Projects recommended as candidates for FTA or STA funding:

1	CyRide	General Operations	O	\$ 7,280,545	5307	\$ 1,500,000	H
1	CyRide	General Operations	O	(see above)	STA - F	\$ 523,616	H
2	CyRide	Subcontracted ADA Dial-A-Ride Service	O	\$ 171,141	5310	\$ 131,019	H
3	CyRide	Brown Route Frequency/Hours Expansion	O	\$ 62,617	5316	\$ 31,309	H
4	CyRide	Yellow Route Mid-day Expansion	O	\$ 15,256	5316	\$ 7,628	H
5	CyRide	E. 13th/Dayton Service	O	\$ 329,700	5316, 5317	\$ 164,850	H
5	CyRide	E. 13th/Dayton Service	O	\$ 329,700	ICAAP	\$ 263,760	H
6	HIRTA	Ames to Iowa City Service	O	\$ 38,272	5317, STA - S	\$ 30,618	H
7	CyRide	Alternative Analysis Study - Orange Rt.	P	\$ 200,000	5339	\$ 160,000	M
8	CyRide	I35 Ames-Des Moines Corridor Planning	P	\$ 100,000	STA - S	\$ 80,000	M
9	AAMPO	Planning	P	\$ 35,000	5303	\$ 28,000	H
10	CyRide	One LD low-floor bus (Aquatic Center)	C	\$ 119,000	5317	\$ 98,770	H
11	CyRide	One 40' HD bus (cameras)	C	\$ 384,000	5317	\$ 100,000	H
12	CyRide	Transit Amenities	C	\$ 50,000	5310	\$ 40,000	M
13	CyRide	Replace 13 - 40' HD Buses (cameras)	C	\$ 4,992,000	5309	\$ 4,143,360	H
14	CyRide	Replace 5 - 159" LD Low-floor Buses	C	\$ 575,000	5309	\$ 460,000	H
15	CyRide	Facility Cameras/Proximity Card Access	C	\$ 56,660	5309	\$ 45,328	M
16	CyRide	West Wall EIFS Exterior Replacement	C	\$ 200,000	PTIG	\$ 160,000	H
17	CyRide	Shutoffs for fuel/oil/hydraulic lines	C	\$ 36,000	5309	\$ 28,800	H
18	CyRide	Electric Distribution Rehabilitation	C	\$ 30,000	5309	\$ 24,000	L
19	CyRide	Vehicle Security System Cameras Rep.	C	\$ 216,000	5309	\$ 172,800	H
20	CyRide	Fire Sprinkler System Upgrade	C	\$ 250,000	5309	\$ 200,000	L
21	CyRide	Storage area air handling replacment	C	\$ 250,000	5309	\$ 200,000	L
22	CyRide	Satellite Maintenance Facility & Expansion Hybrid Buses	C	\$ 20,500,000	5309	\$ 16,400,000	M
23	CyRide	Garage Expansion Phase III	C	\$ 1,168,400	5309	\$ 934,720	M
24	CyRide	AVL technology, web planner, passenger co	C	\$ 1,632,540	5309	\$ 1,306,032	L
25	CyRide	Resurface ISC Commuter parking	C	\$ 1,000,000	5309	\$ 800,000	L
26	CyRide	ISU Intermodal Facility	C	\$ 15,000,000	5309	\$ 12,000,000	L
27	CyRide	Ames Fare Free	O	\$ 5,010,955	?	\$ 4,008,764	M
28	CyRide	Vanpool Program	C, O	\$ 430,000	ICAAP, 5309	\$ 344,000	M

Projects recommended as candidates for human services or other funding:

6	HIRTA	Ames to Iowa City Service	O	\$ 38,272	SC, SCCF, UWSC, ASSET	7,654.40	H
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Note: for FTA/STA projects, projects for sub-providers to designated public transit systems must be grouped by designated transit system(s)

**Project Type Codes:** O = Operations, C = Capital, P = Planning

**Funding Source Codes:** FTA Programs: **5307** = Urbanized Formula, **5309** = Capital Investment Grants, **5310** = Special Needs, **5311** = Non-Urbanized Formula, **5316** = Job Access/Reverse Commute, **5317** = New Freedom, **5339** = Alternative Analysis Funding, **ICAAP** = Iowa's Clean Air Attainment Program  
 STA Programs: **STA - F** = State Transit Formula, **STA - S** = State Transit Special Projects, **PTIG** = Public Transit Infrastructure Grant  
 HHS Programs: **HS** = Head Start, **OAA** = Older Americans Act, etc., **WTF** = Welfare to Work  
 IaDHS Programs:

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

## B. PTDP Justifications

The following justifications discuss the relevant funding for each of the identified projects within the Passenger Transportation Recommended Plan shown on the previous page.

1. General Operations – CyRide (5307): This funding supports the operations of CyRide’s fixed-route operations that provides service throughout the Ames community. The Federal Transit Administration has requested that this formula funding allocation be allocated 100% to operations to make the grant process easier for the grantee as well as FTA. As a result, grants can be drawn and closed instead of remaining open for small capital projects identified in the transit organizations’ capital improvement programs. This supports approximately 15% of CyRide’s overall budget.

General Operations – CyRide (STA-F): This state funding further supports the operations of CyRide’s fixed-route operations which provides service throughout the Ames community.

2. Subcontracted Ames ADA Complimentary Services – Dial-A-Ride Services (5310): This need was identified as a base need for the community as just being expected. More demand service is will be warranted from the community in future years. 5310 funds can be utilized by transit agencies to subcontract out their ADA service however; they cannot provide the service themselves and receive the funding.
3. Brown Route Service Frequency/Hours Expansion (JARC): Additional service would be added to the Brown route for the summer 2008 as well as fall/winter at night. The Stange area was an area that has dramatically increased as evidenced by high loads on CyRide’s buses and requests for additional bus trips. This service provides customers’ access to the North Grand Mall and also to ISU campus for employment and job training. This service originally began in 2008 and would be continued for 2010.
4. Yellow Route Mid-day Expansion (JARC): Additional service was requested for mid-day service to the Yellow Route to accommodate passengers that need rides between their home and ISU campus for employment and/or training purposes. This service originally began in 2008 and would be continued for 2010.
5. Service to Dayton Industrial Area, Dialysis, Agency Locations @ 13<sup>th</sup>/Dayton (JARC/NF/CMAQ/ICAAP): This project is identified as a gap for the Ames community within the gap analysis as well as identified as a top priority in the 2009 PTDP committee ranking process. The area continues to be a priority for the FY2010 PTDP committee. The area has several industrial plants as well as medical businesses along this corridor. In addition, this area has been planned for a new mall that is now having difficulty in coming to fruition due to the struggling economy. The City of Ames is requiring the developer to attain department store commitment prior to allowing construction which is the struggle. However, there is still a large need for service to this area. The area houses a second medical hub of clinics and facilities that need to be accessed. In addition, Mainstream Living is a main human service agency that many clients of other agencies frequent. This project is identified to be funded either through JARC funding in getting individuals to work or through New Freedom funding in providing better service to medical facilities than the demand response trips that need to be coordinated a day in advance. Mainstream Living (human service organization) representatives have discussed in previous CyRide public input meetings that by providing fixed-route services to this area, a cheaper service can be provided since Heartland Senior Service currently provides many trips for individuals to this area of town. Therefore instead of providing demand responsive service, the trip can be provided at a much lesser cost and also make customers obtain the service the day they need it instead of requesting the service a day in advance making individuals more independent. Two hybrid buses were approved through ICAAP funding for this service and will be purchased once the funding is available in October 2009. The service design will be finalized over the next year.
6. Ames to Iowa City Service (NF/STA Coordination): This project was the highest priority project developed from the 2009 PTDP committee and continues into 2010. Actually, the service just began January 20, 2009. The project would transport disabled clientele from Ames to Iowa City. There is a need to transport HIV clientele to/from Iowa City for their essential medical trips. Need was quantified by the AAMPO staff over the past year

indicating a need to transport 8 individuals each week. Federal funds identified with this project include New Freedom and STA Coordination funding for 2010. Local partners include United Way of Story County, Story County, City of Ames and the Story County Community Foundation.

7. Alternative Analysis Study – Orange Route (5339): This funding was directly earmarked to CyRide to participate in an Alternative Analysis Study of CyRide’s Orange Route and possible conversion to a Bus Rapid Transit. CyRide staff had numerous public input meetings regarding this funding and whether to continue with the study process. Comments were requested from the entire community and compiled into a summary form for CyRide’s Board of Trustees. The end result was that CyRide should continue in looking at solutions to resolve transportation issues on this corridor through the AA funding study to possibly incorporate a BRT in Ames. This study will commence after the satellite facility study is complete.
8. I-35 Ames-Des Moines Corridor Planning: This project has been identified as a need through public meetings in both the Ames, Ankeny and Des Moines communities. Commuter travel along the I-35 corridor is increasing each year as a result. A study committee has been formed in recognition of this and recommended a corridor study to validate any viable transit options such as rail, bus rapid transit, vanpool, etc.
9. Planning – AAMPO (5303): This funding supports the ability for CyRide staff to work on transit planning issues involving required state and/or federal planning that is mandated through the transportation bill SAFTEA-LU.
10. One LD low-floor bus (NF): The Ames Aquatic Center is scheduled to open in summer 2009. The aquatic pool was designed for the disabled community incorporating a zero depth entrance. In addition, a ramp was incorporated into the 50 meter pool so that anyone could walk race through the water or do laps without having to climb a ladder. Finally a portable chair lift is also part of the pool design for those that cannot walk into the pool but could enjoy water therapies and or recreation. CyRide will be operating transit service to the aquatic center from Ames City Hall (downtown Ames) and Beyer Hall (ISU campus) as approved through their budgeting process. CyRide is in need of an accessible bus that can accommodate wheelchairs and the elderly. A low-floor bus would accommodate this request from the public.
11. One 40’ HD bus (camera): In FY2010, CyRide plans to add two buses to its service schedule to help keep the buses on-time for the public but allow the drivers their anticipated breaks at the end of their routes. Currently loads are so large that time normally spent at endpoints are being utilized to catch up to the schedule. Adding two buses will allow CyRide drivers to have a break, de-stress and drive safer instead of trying to meet the written schedule. This vehicle will accommodate a wheelchair up to 1,800 pounds to be over and beyond ADA guidelines.
12. Transit Amenities (5310): Special funding can provide transit systems funding to build passenger shelters for the community. Improving CyRide’s image is of importance to CyRide staff and to their Board of Trustees as well as improving the shelters access to the disabled community. Shelters have been prioritized within a bus stop plan for the community and funded from 5310 funds in the next few years as long as funding is available. Other funding could be realized through New Freedom or through their local budget.
13. Replacement of thirteen 30’ HD Buses (5309): This would allow CyRide to compete within the state PTMS process and possibly be applicable for state earmark funding. These vehicles are past their useful life and need to be replaced. Available funding is dependent on the State of Iowa’s success in obtaining earmark funding through the state each year. Bus replacement is important to the overall image of CyRide.
14. Replacement of Light-duty LD buses (5309): Again, this would allow CyRide to compete within the state PTMS process and possibly be applicable for state earmark funding. These vehicles are past their useful life and need to be replaced. Available funding is dependent on the State of Iowa’s success in obtaining earmark funding through the state each year.

15. Facility Camera/Proximity Card Access (5309): CyRide obtained a camera system for the new portion of the facility. This additional funding would secure the remaining portion of the building from unauthorized access. Since this is a security issue, 5309 funding could be utilized to purchase this equipment. However, CyRide would need to realize this project within its local budget if not approved through the state's discretionary process.
16. West Wall EIFS Exterior Replacement (PTIG): CyRide was originally built back in 1982 with a state of the art material called EIFS applied to the exterior of the building. EIFS is synthetic stucco looking material which provides exterior insulation for buildings. EIFS is supposed to produce a weather-resistant barrier and provide crack resistance for the exterior of buildings. Issues have surfaced since then in EIFS cracking due to moisture accumulation due to improper sealing at joints and around window, doors and other penetrations. CyRide has received warnings from FM Global to replace the west-side EIFS wall with non-flammable material since the EIFS may ignite with close proximity to the cooling towers.
17. Shutoffs for fuel/oil/hydraulic lines (5309): FM Global has recommended that CyRide install shutoff valves to their fuel/oil/hydraulic lines to ensure that if a fire did break-out within the bus storage area, that additional fueling, oil or other flammable liquids would not further ignite the fire and cause significant more damage to the facility.
18. Electric Distribution Rehabilitation (5309): CyRide's current electric distribution needs to be rehabilitated for the building as certain circuits are overloaded creating a fire hazard. FM Global recommends CyRide review the circuits to redistribute accordingly and protect the building investment as well as equipment inside.
19. Vehicle Security System Cameras (5309): CyRide received 27 camera systems in 2004 which are in need of replacement. Those cameras operate from Safety Vision and are outdated. CyRide utilizes these security systems daily when events transpire, validation of complaints, or to aid the Ames police. CyRide requests funding for a total of 38 security systems to replace 27 and expand 11 to equip its entire fleet.
20. Fire Sprinkler System Upgrade (5309): Recommendations to improve the sprinkler system have been made from FM Global to CyRide. Indications are that the system currently would not produce enough water force to put out a fire in the event one occurred. Fire protection is a critical element for CyRide due to the investment of buses and vertical infrastructure on the site.
21. Storage area air handling replacement (5309): CyRide is currently replacing the air handling within its shop area. Recommendations from a consultant also determined that the air within the facility needs attention as well.
22. Satellite Maintenance Facility & Expansion Hybrid Buses: CyRide will request earmark funding for expansion of their facility either through a satellite maintenance facility or expanding their current location. This request documents the satellite facility and expansion hybrid buses from the transportation bill reauthorization for 2010. Currently no additional vehicles can be parked within the facility and CyRide is still growing with the public riding more and more each day. As a result of this and expected growth, the current site location will not fulfill CyRide's needs to house the fleet into 2030. Growth either on its current site or an off-site location is inevitable. CyRide has direction from the board to try to allocate funding from the next transportation bill for expansion however, the direction for growth, on-site or otherwise, has not yet been determined. For buses, the City of Ames has a "go-green" initiative and would like to test out this technology to see if hybrid's should be the type of technology to purchase in future years. Possible sources of funding include direct 5309 earmarks or other sustainable energy grants that may arise in the future.
23. Garage Rehab & Expansion Phase III (5309): This funding is a direct earmark allocated to CyRide for its facility needs in SAFETEA-LU's transportation bill. The funding comes to CyRide every year 2006-2009 for improving the maintenance storage facility however, may not be requested in grants until FFY2010 until the facility study concludes and direction is given from CyRide's board.

24. AVL technology, web planner, passenger counters (5309): CyRide participated in an urban needs study for AVL technology in 2006 headed by the IDOT. Rural systems acquired AVL technology through this method a few years prior. Within this plan, CyRide had needs to incorporate AVL into their system, a web planner and automatic passenger counters to speed up the boarding process.
25. Resurface ISC Commuter parking (5309): CyRide operates its #23 Orange Route out of the Iowa State Center parking lot which generates more than 10,000 rides each day. This parking lot needs to be resurfaced and acknowledges that transit commuters contribute a lot of the daily wear and tear of the lot.
26. ISU Intermodal Facility (5309): An Intermodal Facility is envisioned off-campus to provide another park/ride lot keeping automobile traffic from accessing ISU campus and thereby improving pedestrian safety. This facility would incorporate transit into the design and would house the intercity carriers currently located near I-35 but not on a current CyRide bus route. Discussions of this facility are on-going.
27. Ames Transit System-Wide Fare Free & 5 Hybrid 40' HD Buses: This line item was brought up several times through the public input process that CyRide underwent in fall 2008 from recommendations from the community as well as by the Ames City Council through the budgetary process in February 2009. The council in particular questioned CyRide's staff as to what would it take to further the Mayor's Climate Protection Agreement by going fare free city-wide. Iowa State University students already ride CyRide for free. This proposal would just provide free rides to the remaining portion of the community estimated at 1 million additional riders each year. An additional 5 buses would need to be acquired to operate this service. This fare free concept was discussed with the PTDP committee at the Human Services' Council meeting in March 2008 and was overwhelmingly received. Providing emergency gas vouchers and bus tickets was the committee's first goal of which would not be needed for bus tickets if CyRide went fare free. Emergency rides to low-income residents were another need for the community. CyRide's ADA Dial-A-Ride service operated by Heartland Senior Service would be free as well to qualified individuals as required by federal law if fare free were instituted. Discussions from the board have been to implement a demonstration fare free for the summer.
28. Vanpool Program – (CMAQ/ICAAP): Currently there is not a coordinated vanpool program for the City of Ames. However, this was identified as a need for the community within CyRide public meetings as well as through the PTDP committee process. This program is eligible for funding through the ICAAP state program to reduce emissions from those commuting into the Ames area. This project would fund the operation, staff and purchase of 10 vans for commuting purposes. This project would not likely occur if federal funding was not found from ICAAP sources.

## **VII. Next Steps**

The Passenger Transportation Development Plan for 2010-2013 is the Ames Area Metropolitan Planning Organizations' third effort of coordination conducted through the Story County Human Service Council. The Human Service Council provides a consistent broad-based forum to obtain feedback and consensus about transportation issues from human service agencies, health care facility organizations as well as schools.

The Transportation Collaboration Committee (TCC), spearheaded through the United Way of Story County, has continued the effort in discussing, documenting and resolving transportation issues throughout the past year through this smaller committee process. This effort can certainly build on transportation needs in the community with the ending goal to possibly bring forth recommended projects to place in the investment plan each year. However, TCC meetings over the next year may be a challenge with the United Way's commitment to manage the human services campus campaign.

This year, substantial improvements were realized in obtaining more information from human service agencies that provide transportation with vehicles they own and operate. Transportation seems to be minimal for the providers with the exception of a few. However the need for transportation for those providing transportation is county-wide. The AAMPO will continue to entice transportation providers and human service agencies to participate through the PDTP or TCC meetings. In addition as the process continues, the AAMPO staff envisions agencies will get more involved if they know that federal/state funding for transportation services are available to aid their specific clientele.

Finally as the PTDP process develops in Iowa, the AAMPO lessons learned each year can be shared between MPO's to make the process better for all areas in Iowa. The AAMPO encourages the IDOT to have PTDP guidelines prepared for the planning process by August of each year. The coordination process takes considerable time and having those guidelines finalized earlier allows a smoother process. In addition, a website link of all Iowa MPO/RPA PTDP's would be helpful as IDOT sites PTDP best practices. This planning endeavor should be further refined again and again over the next several years as coordination continues.