

Ames Area MPO 2015 - 2019 Passenger Transportation Plan March 2014

Amendments: May 2015, September 2016, May 2017, January 2018, May 2018



Prepared By:



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I – INTRODUCTION & PROCESS

INTRODUCTION

Transportation is the foundation for all individuals to access employment, education, medical care, social activities, and recreational opportunities within the Ames community. For those individuals without a personal vehicle due to personal circumstance, accessing these critical needs is still vital. For some, taking public transit is just part of the university life while attending school. For others, limiting vehicles in the household is a “green” lifestyle choice for a better environment while others choose and prefer alternative transportation to the automobile. But regardless of preferred choice or hardship, mobility throughout the Ames community is essential to maintain connections and independent lifestyles we all cherish.

The Ames Passenger Transportation Plan (PTP) is an effort of providing key community decision makers with the knowledge of how individuals are currently being transported throughout Ames, the additional transportation needs and service requests identified, and recommended strategies or projects to overcome these needs. The plan, developed by Ames transportation providers and human/health service agency representatives, focuses on improving transportation access and availability for the community with an emphasis towards low-income, elderly and disabled populations. The process also allows opportunity to coordinate together to bring knowledge of what, where and when transportation services are available; how to use them; and then how to provide the most efficient service with available identified resources.

Congress mandates this coordination through the MAP-21 reauthorization transportation bill, which requires a coordinated planning effort in order to receive Enhanced Mobility for Seniors and Individuals with Disabilities formulaized funding (Section 5310 program). The Iowa Department of Transportation further requires each metropolitan planning organization or regional planning alliance to conduct this planning effort to receive this type of federal “transit” funding distributed by the State. They additionally encourage the coordination with other types of funding but it is not required. However, coordinating transportation services offers a way to communicate transportation services offered by all transportation providers while ensuring the efficient use of funding for existing or new services that benefit the entire community.

The Ames Area Metropolitan Planning Organization has been conducting this coordinated effort since 2008. With the passage of MAP-21, the Iowa DOT now requires:

An honest effort to jointly involve human service agencies/organizations, private transportation providers, and transit systems in the PTP process and consider all passenger transportation needs and services

An updated PTP (at a minimum) every five years including this input as one of several inputs into the Transit Chapter of the Long Range Transportation plan

An approved PTP, and any future amendments, by the AAMPO Policy Board.

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

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

PROCESS

Seventy-four organizations throughout Ames collaborated through approximately **26 meetings/tasks** over the past year into the development of the Ames PTP. Formal involvement of the PTP occurs through the Story County Human Services Council (HSC) which meets monthly when Iowa State University is in session. The meetings and minutes from this group are located on the [Story County Human Service Council](http://storycountyhumanservices.org/?page_id=45) website (http://storycountyhumanservices.org/?page_id=45) and on the Ames Area Metropolitan Planning Organization (<http://www.cityofames.org/index.aspx?page=811>) website. These identified organizations identify transportation needs throughout the community, strategies on how to resolve these needs as well as provides consensus regarding the recommended projects included within the plan to forward to the AAMPO for formal approval. However, the major emphasis for HSC is networking with other human service agency representatives and updates on the ASSET process which provides funding for many human service agencies. The AAMPO representative, Shari Atwood, whom coordinates the PTP process for Ames is the current Secretary for this group on the HSC executive board. Ms. Atwood helps guide the monthly meetings programs with the rest of the HSC board and encourages monthly participation at meetings. Ms. Atwood discusses the PTP update with the HSC and updates the membership on specific transit issues, particularly CyRide, throughout the year.

In 2007, [United Way of Story County \(UWSC\)](http://www.uwstory.org/Transportation.php) began the Transportation Collaboration (TC) providing a smaller forum for human service agencies and transportation providers to discuss transportation issues. The United Way of Story County identified [transportation](http://www.uwstory.org/Transportation.php) (<http://www.uwstory.org/Transportation.php>) as one of its core areas to focus upon citing it in their past [campaign efforts](http://www.uwstory.org/media/2013_Campaign_Brochure.pdf) (http://www.uwstory.org/media/2013_Campaign_Brochure.pdf) and continues to support transportation coordination. The TC meets periodically through the year where only transportation issues are discussed. Transportation projects previously funded by UWSC include a car seat program, bus education, car maintenance/ insurance forums, emergency gas voucher program, medical transportation to University of Iowa Hospitals and Clinics and the [Story County Transportation “Anyone Can Ride” brochure](http://www.ridehirta.com/sct.pdf) (www.ridehirta.com/sct.pdf).

Passenger Transportation Development Plan Meetings

The following **26 meetings/tasks**, contained within the Appendices with subsequent notes/minutes; if taken, were held to discuss transportation issues and needs of the Ames community. However, all these meetings provided opportunities to gain knowledge from providers on new technology or inventory of vehicles. Any needs identified through meetings held below were discussed and are identified within the PTP plan. Public input, if received, was documented through the minutes of these meetings.

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

Human Services Council – PTP Meetings

February 28, 2013	Human Service Council Minutes 2-28-13 ; Agency Sharing 2-28-13
March 28, 2013	Human Service Council Minutes 3-28-2013 ; Agency Sharing 3-28-2013 ; Final AAMPO FY2014 PTP was shared with the group; How to Use Nextbus technology and how to use it
April 25, 2013	Human Service Council Minutes 4-25-2013 ; Agency Sharing 4-25-2013 ;
May 23, 2013	Human Service Council Minutes 5-23-2013 ; Agency Sharing 5-23-2013 ;

No summer meetings

September 26, 2013	Human Service Council Minutes 9-26-2013 ; Agency Sharing 9-26-2013
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October 24, 2013
December 12, 2013
January 23, 2014

[Human Service Council Minutes 10-24-2013](#); [Agency Sharing 10-24-2013](#)
Holiday Networking Luncheon (no business meeting/minutes)
[Human Service Council Minutes 1-23-2014](#); [Agency Sharing 1-23-2014](#)
[2015-2019 Transportation Needs/Strategies/Projects](#)

Transportation Collaboration Meetings (TC)

March 20, 2013	Transportation Collaboration Agenda Packet/Minutes
April 17, 2013	Transportation Collaboration Agenda Packet/Minutes
June 19, 2013	Transportation Collaboration Agenda Packet/Minutes Demonstrated How to Use Nextbus to TC group
August 21, 2013	Transportation Collaboration Agenda Packet/Minutes
September 18, 2013	Transportation Collaboration Agenda Packet/Minutes
October 16, 2013	Transportation Collaboration Agenda Packet/Minutes
November 20, 2013	Transportation Collaboration Agenda Packet/Minutes
January 16, 2014	Transportation Collaboration Agenda Packet/Minutes

Educational Meetings

Promoting “Anyone can Ride” Story County Transportation brochure (www.ridehirta.com/sct.pdf) & NEXT BUS (www.cyride.com/nextbus)

October 15, 2013	Cyclone Action Club
October 19, 2013	Story County Community Services (DHS) staff
November 13, 2013	NAMI Wellness Center
November 14, 2013	Central Iowa Epilepsy Support Group

Other Meetings/Tasks

February 1, 2013	NEXT BUS began (real-time information of when your next bus will arrive at a particular bus stop)
March 26, 2013	Story County Quality of Life Alliances (http://www.storycountyqol.org/); group of several collaborations in Story County to go over healthcare needs/strategies including access to healthcare via transit
May 27, 2013	Mobility Matters Workshop (Des Moines)
March 28, 2013	CyRide Articulated Buses began service
September 10, 2013	Participated in Transportation Provider Focus Group for Des Moines Area MPO's gaps for elderly/disabled in Story County
September 27, 2013	Meeting with transit providers, United Way and school board director to discuss at-risk youth transportation in Ames.
November 14, 2013	
November 22, 2013	Met with school Alternative Learning Program, AMOS and United Way representatives to discuss getting at-risk youth to school via public transit
November 19, 2013	Story County Quality of Life Alliance (http://www.storycountyqol.org/) All partnership alliances (http://www.storycountyqol.org/partnership-model.html) throughout Story County attend. Presented TC efforts to date and shared Story County Transportation brochure Transportation Collaboration members also educated other Story County agencies/organizations that take calls to book appointments encouraging them to ask the question to their clients... “Do you have transportation to your next appointment?” and asking them to share the brochure information.

The AAMPO has compiled an extensive e-mail database listing of Ames' human/health service agencies and private-public transportation providers it utilizes in obtaining transportation needs and suggestions to improve transportation services for the community. A great number of these agencies attend/participate in either the Human Service Council or Transportation Collaboration or both toward PTP collaboration efforts. This listing has also been utilized in the past few years for gaining letters of support for several successful national discretionary grants for CyRide transit projects within the Ames community. This email listing has also served to communicate about alternative transportation, to market the Ames to Iowa City transportation service or to relay local sales or donation of used equipment to non-profit agencies such as vehicles, bicycles, furniture and printers. Overall communication between human service providers and coordination for increased public transit services has vastly improved as a result of this process.

Key PTP participants are listed below:

1. Ames Community Preschool Center (ACPC)	26. DMACC/ALP Adult Literacy Program	52. Mid-Iowa Community Action (MICA) Health Services
2. Aging Resources of Central Iowa	27. Emergency Resident Project (ERP)	53. Mid-Iowa Community Action (MICA) Family Development
3. Ames Area MPO	28. Epilepsy Foundation	54. National Alliance on Mental Illness Central Iowa (NAMI-CI)
4. Ames Community Schools	29. Executive Express	55. Nevada Chamber of Commerce
5. Ames Police Department	30. Experience Works (EI)	56. Parent Partner
6. Ames Public Library	31. Eyerly Ball	57. People Place/Crisis Childcare
7. A Mid-Iowa Organizing Strategy (AMOS)	32. Foster Grandparent Program	58. Planned Parenthood
8. Assault Care Center (ACCESS)	33. Girl Scouts of Greater Iowa	59. Raising Readers
9. At Home Care Company	34. Good Neighbor Emergency Assistance (GNEA)	60. Retired & Senior Volunteer Program (RSVP)
10. Bickford Assisted Living	35. Heartland Senior Services (HSS)	61. Richmond Mental Health Center
11. Boost Together for Children	36. Heart of Iowa Regional Transit Agency (HIRTA) Public Transit	62. Riverside Manor
12. Boys & Girls Club of Story County	37. Homeward	63. Story County
13. Burlington Trailways	38. Iowa Comprehensive Human Service & Iowa Homeless Youth	64. Story County Community Life
14. Camp Fire USA	39. Iowa Workforce Development	65. Story County Community Services
15. Center for Child Care Resources	40. ISU Extension & Outreach	66. Story County Sheriff's Department
16. Center for Creative Justice	41. ISU Story County Extension	67. Story County Medical Center
17. Childserve	42. ISU Memorial Union	68. The Arc of Story County
18. Childcare Resource & Referral	43. Jefferson Lines	69. The Salvation Army
19. CIT	44. Kiwanis Club of Ames	70. University Community Childcare
20. City of Ames (Administrative)	45. Legal Aid Society	71. United Way of Story County (UWSC)
21. Community & Family Resources (CFR)	46. Life Connections	72. Volunteer Center of Story County (VCSC)
22. Community Partnerships for Protecting Children (CPPC)	47. Life Line Resources	73. Youth & Shelter Services (YSS)
23. Community That Works	48. Lutheran Services in Iowa (LSI)	74. YWCA (Engaging International Spouses; International Friendship Fair)
24. Creative Counseling	49. Madrid Home Communities	
25. CyRide	50. Mainstream Living	
	51. Mary Greeley Medical Center	

Public Input

Public input into needs and projects essential come from the public calling into the public transit system about issues they may be having on the service and through feedback through public meetings, including board meetings. CyRide receives public comments from passengers via telephone or e-mail at anytime throughout the year regarding requests for services and passes those needs along through the Ames Area MPO's PTP effort. CyRide's policy is to address any customer comment within 24 hours of receiving the comment and to resolve the issue as soon as possible. The formal written comments are officially documented within Access database so that they are addressed in a timely manner. In addition, CyRide reviews its route system to determine if there are significant load capacity issues on certain routes. CyRide's policy is to not leave passengers standing at bus stops due to capacity and therefore many suggestions for additional service are recommended from CyRide. Routes needing additional service this year were #6 Brown, #2 Green and #3 Blue Sunday service which have been identified as priorities/strategies within the PTP. With additional university students, it is critical to continually assess the routes to determine capacity/load issues with each semester as enrollment changes.

II – INVENTORY & AREA PROFILE

EXISTING PASSENGER TRANSPORTATION SERVICE

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. Typically calls are \$4 for the cab to come pick up a person plus \$2 per mile and 50¢ per minute for wait time if the person is running in/out of a business and heading to another destination. They operate between five and seven vehicles for their operations of which none are ADA accessible. However, they do offer the ability to fold up the wheelchair in the trunk of the taxicab. Their

cabs are insured to transport 100 miles from Ames and actually have two vehicles that can travel anywhere within the United States. The Transportation Collaboration has discussed that having Ames Taxi involved in conversations at future collaboration meetings may prove productive. Ames Taxi is included within the e-mail database being sent out regarding any collaborative meetings for transportation; however they have yet to participate within meetings. Ames Taxi was also included within the planning of the Ames Intermodal Facility by providing two on-street parking spots to pick up or drop off passengers in coordination with airport shuttle trips and intercity trips.

C. School Transportation



Durham, Inc, a nationally owned 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. Eligibility for this free bus service is

determined at the beginning of each semester. For more information go to <http://www.ames.k12.ia.us/Transportation/Transportation.htm>.

The Ames School District also realizes that some consideration needs to occur for students that live within 2 miles (3 miles for high school) from school. This service is called "Discretionary Busing Service". Any students living within the two-mile zone (three miles for high school) may request discretionary busing and are approved on a first come, first serve basis. These students must live or have child care on/near an existing Durham Ames bus route, must be able to get to an established bus stop, have available seat for them and also pay a fee for this service. If the bus seats are all full 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>. All route information including location and time of pickups are handled by Durham School Services. According to Durham's local General Manager, Durham has a total of 35 buses in their fleet for Ames school transportation of which four are ADA accessible. Durham utilizes three of these vehicles daily to accommodate passengers with disabilities, leaving one for a back up vehicle.

Note that both the Ames Middle School ([#1 Red Route](#) map) and Ames High School ([#2 Green route](#) map) are both located on fixed route bus routes that operate 359 days a year through the Ames community. There are also numerous elementary schools along bus routes as well. Any student living along a public city bus route can investigate public transit options at www.cyride.com and can ride for 60 cents per ride. Additionally, for the past two years the United Way has funded public transit bus tickets for the youth that are distributed through the Alternative Learning Program (ALP) through the schools to help at risk youth get to and from school.

D. Charter

The Federal Transit Administration (FTA) maintains a charter registration website for private charter companies to register where they conduct business throughout the nation. This website provides a listing of private charter operators serving communities throughout the nation and is subject to change at any time. To access this website, go to: [http://ftawebprod.fta.dot.gov/CharterRegistration/\(S\(y5pc2yb3xlddc255jthj4kmg\)\)/Default.aspx](http://ftawebprod.fta.dot.gov/CharterRegistration/(S(y5pc2yb3xlddc255jthj4kmg))/Default.aspx).

As of January 29, 2014, there are 39 charter companies registered to conduct charters in Ames as shown below:

ORGANIZATION NAME	STATE	CITY	EMAIL
Anchor Tours	AL	Tuscumbia	sales@anchortrailways.com
Gulf Coast Tours, Inc	AL	Mobile	ed@gulfcoasttoursandtravel.com
Industrial Bus Lines Inc	AZ	Mesa	ron@allaboardamerica.com
West Valley Trailways	CA	Campbell	Mail@westvalleytrailways.com
Heritage Valley Bus, Inc.	CA	Santa Paula	info@hvbus.com
SureRide Charter, Inc.	CA	National City	ltokarz@sundiegocharter.com
Kelly Tours, Inc	GA	Savannah	don@kellytours.com
coastal georgia trailways	GA	brunswick	http://www.tours@goldenisllesfun.com
COAST TO COAST TOURS LLC.	GA	CONLEY	wjohnson@coasttocoasttours.com
Exceptional Persons, Inc	IA	Waterloo	chris.sparks@episervice.org
Windstar Lines, Inc.	IA	Carroll	info@gowindstar.com
Caldwell Transportation Company, Inc.	ID	Caldwell	mike@ctcbus.com
Great River Bus Line, Inc.	IL	Quincy	goodwin@adams.net
Peoria Charter Coach Company	IL	Peoria	erinh@peoriacharter.com
Wiersema Charter Service, Inc.	IL	Morrison	comments@wiersemacharter.com
Miller Transportation	KY	Louisville	john@millertransportation.com
Spotlight Coaches, Inc.	MI	Gladstone	vicki49837@hotmail.com
Spotlight Express, Inc.	MI	Gladstone	vicki49837@hotmail.com
GREAT LAKES MOTORCOACH, INC	MI	GRAND RAPIDS	questions@greatlakesmotorcoach.com
B & W Charters, Inc.	MI	Kalamazoo	quotes@bwcharters.com
Minnesota Coaches, Inc.	MN	Hastings	mkarlen@minnesotacoaches.com
Rochester Bus Service	MN	Rochester	mkarlen@minnesotacoaches.com
Minnesota Motor Bus, Inc.	MN	Fairmont	jimjensen@mnmotorbus.com
Lorenz Bus Service, Inc.	MN	Blaine	mikec@lorenzbus.com
Southeastern Tours Inc	NC	Greenville	setoursjj@aol.com
Carolina Charters of Vale Inc.	NC	Vale	stretch@gocarolinacharters.com
Harris travel charter bus service	NC	Burlington	Harristravel99@aol.com
L&G Leasing	NY	Amityville	glebron@rideparadise.com
LAKEFRONT LINES, INC.	OH	BROOK PARK	Tom.Goebel@coachamerica.com
First Student, Inc	OH	Cincinnati	angela.rieger@firstgroup.com
Rivers Transport Services	SC	Beaufort	richard@riverstransportservices.com
Carolina Travel & Tours, LLC	SC	Kingstree	marthascott@ftc-i.net
Sunshine Travel/Express	SC	Lancaster	sunshineinc@comporium.net
Frontier Bus Charters	SD	Trent	robert@frontierbus.com
Davis Business Ventures LLC	TX	Roanoke	info@xpressbus.org
San Miguel Bus Line	TX	DALLAS	INFO@TRANSPORTESSANMIGUEL.MX
Platinum Travel & Tour Company, LLC	VA	Montpelier	platinumtours@embarqmail.com
Newton Bus Service	VA	Gloucester	sabina@charteredbus.com
Starline Luxury Coaches	WA	Seattle	sales@discoverstarline.com

FTA makes no effort to verify the accuracy of these previous private charter operators or the completeness of information provided on the website may change without notice. Of these 39 registered charter companies, two are only housed in Iowa and there are 25 out of the 39 listed willing to provide free or reduced rates. Federal regulations actually prohibit public transit providers from conducting charters with a few minor exceptions. One of those exceptions is providing charters to these registered qualified human service agencies or agencies receiving certain federal funding already defined within FTA's charter regulations.

Within Ames Story County Area DEX phone book, charter companies are identified under Buses – Charter and Rental with the following charter companies listed:

<u>Charter Company</u>	<u>Location</u>
CIT Signature Transportation	Ames, Iowa
Hawkeye Stages Inc	Iowa City, Iowa
Windstar Lines	Carroll/Des Moines/Cedar Rapids/Mason City

E. Airport Shuttle Service

Executive Express, a private airport shuttle company, began taking reservations for trips between Ames and the Des Moines International Airport in August 2009. Previously, CyRide provided a limited trip shuttle service to the airport before and after the university student breaks. Executive Express offered a more frequent service to passengers. This service thereby reduced the need for transportation to the airport via CyRide that had been a previous community need. In addition, Executive Express provided a safe location for luggage to be contained for the ride to and from Des Moines.

Executive Express provides trips 14 times a day, seven days a week, leaving Ames between 3:45 AM and 10:45 PM. They operate out of the Ames Intermodal Facility (AIF) at 129 Hayward Ave and have an additional pick up in east Ames at the Holiday Inn Express & Suites at 2600 E. 13th Street. The AIF opened in June 2012 providing office space for Executive Express to sell tickets as well as a comfortable inside waiting area for their passengers. The AIF also offers an inside garage area for Executive Express to park their two vehicles. Executive Express brings in additional vehicles before and after the holidays (winter break or spring break) when the university students go on long breaks. Fares fluctuate depending on the number of passengers booking a trip but begin at \$48 round trip for one person. Kids under 7 always ride free and kids under 18 ride free with two paying adults. More information can be found at www.executiveexpress.biz or specific schedule information at <http://www.executiveexpress.biz/City/56/Ames-Iowa%20State%20University.aspx>.

F. 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: <http://www.ridedart.com/vanpools.cfm>. As of December 31, 2013, DART was operating eleven vans (8 – 15 passenger; and 3 – 7 passenger) from Ames to the Des Moines metropolitan area for work purposes. One 15-passenger van and one 7-passenger van travel to West Des Moines; one 7-passenger van travels to Ankeny and the rest commute to downtown Des Moines. No DART vanpools currently 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 marketing efforts on alternative transportation options as well as educating commuters on the cost savings, distance traveled and pollution saved by their alternative transportation efforts. For more information, go to <https://rideshare.ridedart.com/drivetime/>.

In addition, Iowa State University's transportation department operates a non-formalized vanpool program exclusive to university 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 approximate 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.

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

Public transit operations within the Ames metropolitan area generally consist of [Ames Transit Agency \(CyRide\)](http://www.cyride.com) (www.cyride.com) and [Heart of Iowa Regional Transit Agency \(HIRTA\)](http://www.ridehirta.com) (www.ridehirta.com). Below is a synopsis of the types of services provided:

Type of Service	Fixed-Route Public Transit Service	ADA Complimentary Service (Dial-A-Ride)	Demand Response Public Transit Service for Story County
Operator	Ames Transit Agency (CyRide)	HIRTA (CyRide subcontractor)	HIRTA (direct operation)
Service Area	City of Ames	City of Ames	Story County
Who is Eligible?	General Public	General Public (as ADA eligible)	General Public, Seniors and Persons with Disabilities
Days of Operation	359 days/year	359 days/year	Weekdays
Monday-Friday	6am – 12am	6am – 12am	7am – 5:30pm (outside Ames) 6am – 8pm (within Ames)
Saturday	8am – 12am	8am – 12am	7:30am – 6pm (within Ames only)
Sunday	9am – 12am	9am – 12am	8:30am – 6pm (within Ames only)-
Holidays	Closed: New Years Day, July 4 th , Memorial Day, Thanksgiving, and Christmas.	Closed: New Years Day, July 4 th , Memorial Day, Thanksgiving, and Christmas.	Closed: New Years Day, July 4 th , Memorial Day, Thanksgiving, and Christmas.
Fare Structure (one-way)	FULL FARE = \$1.25 REDUCED FARE = \$0.60 (Elderly/disabled, K-12 students and Medicare cardholders Medicaid cardholders) Free; ISU students (ISU student ID Required) More Info at: www.cyride.com/fares	\$2.00 \$6.00 (east of Skunk River)	\$2.00 (in Ames) \$4.00 (in Story County) \$1.00 suggested fare (low-income passengers; prior approval required) \$10.00/round trip (Ames-Iowa City) \$25.00/hour (outside Story County)
Fleet	Articulated Bus = 2 Heavy duty 40' bus = 73 Light duty bus = 8 (Buses 100% accessible) Trucks = 2 Administrative = 4	Light duty bus = 16 Vans = 2 100% accessible	

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 the yellow school bus provider, [Durham, Inc](http://www.durhamschoolservices.com/) (<http://www.durhamschoolservices.com/>), to aid in providing fixed-route trippers during peak hours when heavy loads on certain fixed-routes occur. Durham typically drops off their students at school, and then assists CyRide by picking up one trip of university students heading to Iowa State university campus as they are returning to the garage. As of late January 2014, Durham currently operates 5 fixed-route trips but has operated in the past as many as 7 trippers for CyRide. Utilizing Durham, helps CyRide by not pulling out additional buses for one heavy morning trip into campus. CyRide only has 73 large buses (4 contingency) and currently pulls out 69-70 buses on a consistent basis to meet its peak ridership demands in the morning hours.

CyRide also contracts with [Heart of Iowa Regional Transit Agency](http://www.cyride.com/index.aspx?page=1257) (HIRT) to provide [CyRide's complementary ADA service](http://www.cyride.com/index.aspx?page=1257) (<http://www.cyride.com/index.aspx?page=1257>), called Dial-A-Ride, within the Ames community. This service serves passengers that cannot otherwise ride CyRide's fixed-route buses due to a disability. All passengers must be approved by CyRide to ride this service. The Dial-A-Ride (DAR) service allows qualified individuals per ADA guidelines ride this door-to-door service for twice the fare of the fixed-route system. Please note that fares for DAR are still \$2.00 per ride as CyRide did not choose to raise DAR fares when it increased its fixed-route base fare to \$1.25 in January 2012. The DAR services mirrors the hours/days of the fixed-route system providing service to anywhere in the City of Ames.

Finally, HIRT also provides door-to-door demand-response transit service in the counties of Boone, Dallas, Jasper, Madison, Marion, Story and Warren. HIRT provides the service directly for Story County. This service is open to the general public. The days and hours of service per county differ however. For more information visit <http://www.ridehirt.com/>. The following table describes the transit services provided in Ames and Story County.

H. RSVP Volunteer Transportation Program

Central Iowa Retired Senior Volunteer Program (RSVP) provides transportation to the general public via volunteers for those needing essential transportation primarily for medical transportation within Story County through volunteers. RSVP recruits, trains and schedules all volunteer drivers as well as processed and prioritized requests for the service, making medical trips, affordable rates, and safety a priority. Priority is given to those residents needing rides to in-county medical appointments (doctor appointments, therapy and treatment sessions, picking up medication, etc.), but other trips are provided as needed. All clients fill out an application for transportation services in which they need to meet the following criteria: 1) Be a resident of Story County, 2) Be ambulatory 3) Be willing to fill out a waiver of liability for RSVP to keep on file, 4) Be willing to comply with ridership policies.



Volunteer drivers, located throughout Story County, utilize their own vehicles with mileage reimbursement available to the volunteers. RSVP welcomes referrals from any Story County agency whose clients may need to access this service but accepts anyone living in Story County, regardless of income, on this service as long as they're ambulatory. Approved clients can access transportation Monday through Friday 8:00am to 4:30pm. Most recently, RSVP started providing transportation for individuals wanting to get their GED at DMACC campus in Boone or Ankeny for those that do not have available transportation. Additional changes made this year include that RSVP can no longer charge clients to ride this service due to requirements from its funding source. Therefore, RSVP now suggests

a donation to ride the service between \$3 - \$12 per trip but this is not a requirement. These donations are solely utilized to reimburse the driver for their mileage costs. However, many drivers donate their mileage reimbursement as well as time for this essential program. Currently, the program is funded by UWSC, Story County and the City of Ames.

On the following page are some highlights of how the program has grown in the four years since its onset of being operated through RSVP. To summarize, round trip ridership has increased by 167.6 % since the program began in January 2010.

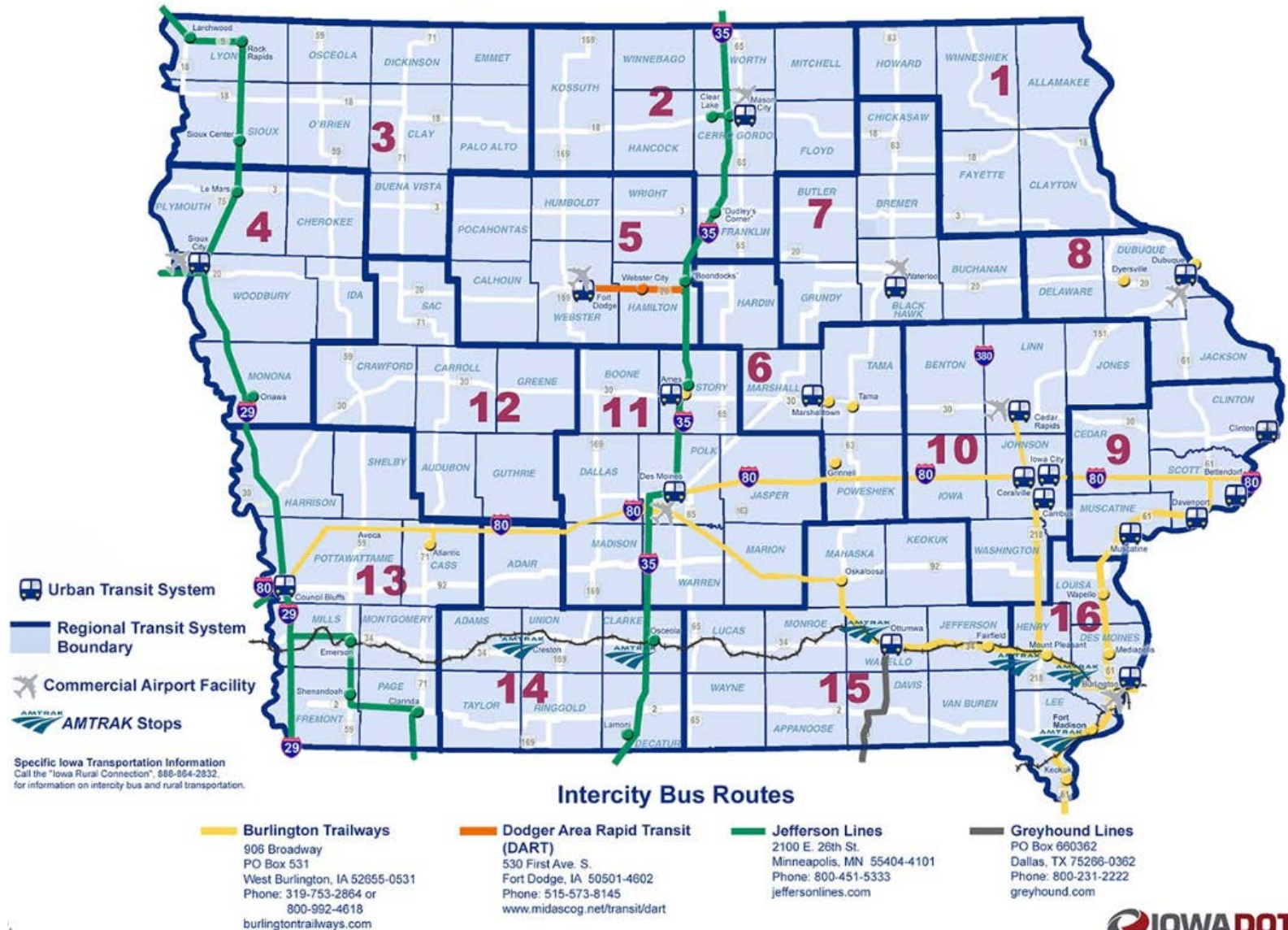
	CY2010	CY2011	CY2012	CY2013
Round Trip Rides	213	386	559	570
Volunteer Drivers	29	40	41	43
# Clients Taking Trips	38	70	89	82
# Transportation Clients Registered	40	104	140	113

I. Intercity Bus

Two intercity bus carriers, Jefferson Lines and Burlington Trailways, operate scheduled bus service from Ames out of the Ames Intermodal Facility (AIF) at 129 Hayward Ave., Suite 103 located in the center of Ames near campustown. This is a new centralized location that opened in June 2012, after numerous years of the intercity depot being located on the eastern outskirts of Ames where residents could not easily obtain this alternative transportation service. Previously, ridership averaged less than 10 passengers per day getting on and off the bus in Ames when both intercity carriers were in east Ames. The following explains the operations of both carriers:


- Jefferson Lines currently travels north-south throughout eleven states in the central United States. For service in Ames, Jefferson operates three trips heading north and two heading south. These northbound trips have decreased since 2011 due to the reduced availability for drivers, not demand. According to their website, Jefferson Lines is open for ticket sales at the AIF Monday – Friday from 9am – 1pm and 4pm-6pm but closed Saturday, Sunday and holidays. Public transit is located one block from the facility on CyRide's [#6 Brown route](http://www.cyride.com/modules/showdocument.aspx?documentid=4366) (<http://www.cyride.com/modules/showdocument.aspx?documentid=4366>). Jefferson can accommodate customers with disabilities if provided 48 hours notice prior to departure as described on their website at <https://www.jeffersonlines.com/customers-with-disabilities.asp>. If notice is not within 48 hours notice, they will make every “reasonable effort to accommodate” as long as such accommodation will not delay the departure of the schedule an individual wishes to travel. During a week in October 2013, the carrier averaged 58 passengers leaving Ames.
- 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. According to Bob Hoxie with Burlington Trailways, all over the road buses were required to be 100% ADA equipped by October 2012. Currently Burlington Trailways have 36 buses of which 33 are lift equipped with two-wheelchair positions on each bus. As a result, three of their buses are not placed on scheduled intercity trips. Weekly ridership averaged 46 passengers in October 2013. The map on the following page illustrates the current Iowa intercity bus travel according to the Iowa DOT.

Iowa Passenger Transportation Services



J. Client Transportation Providers

The following organizations below either indicated they provide service for their clients with agency owned vehicles and discussed their usage at meetings, attained information from their website or over the telephone in conversations with AAMPO staff. 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. Fifteen providers for direct client transportation previously provided information and the AAMPO contacted these organizations via phone to improve the information previously provided for the 2010 PTP. The fifteen transportation providers have the ability to transport their clientele around the Ames community, Story County and neighboring counties in some instances.

Vehicles					
	Direct Client Transportation Providers	Bus	Van	Cars	 Hours
1	Green Hills Retirement Community	1	2		1 van As Requested
2	Northcrest Community/ Heartwood House	1	?	?	? As Requested
3	The Waterford		1		yes As Requested
4	Windsor Oaks		1		no 9am- 3pm
5	American Red Cross		1		
6	Ames Community Pre-School Center		2		no Field trips only (take CyRide often)
7	Boys & Girls Club		2		no As Requested
8	Youth & Shelter Services		6		As Requested
9	ChildServe		2		M-F: 2-8pm Sat: 9am-5pm
10	Lutheran Services in Iowa		2		no M-F: 8am-5pm Sat: 9am-5pm
11	Mainstream Living Inc.		4	4	4
12	Richmond Center - merge w/CFR			5	no As Requested
13	Story County Community Life			22	no As Requested

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.

- 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. One full time driver and two part-time are available on an as needed basis.
- Northcrest Retirement community – Fleet of at least 1 small bus to transport their clients throughout Ames for grocery shopping, social, and medical needs.
- The Waterford – Fleet of one accessible van according to their website. Transportation is provided for their clients upon request.
- 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.

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

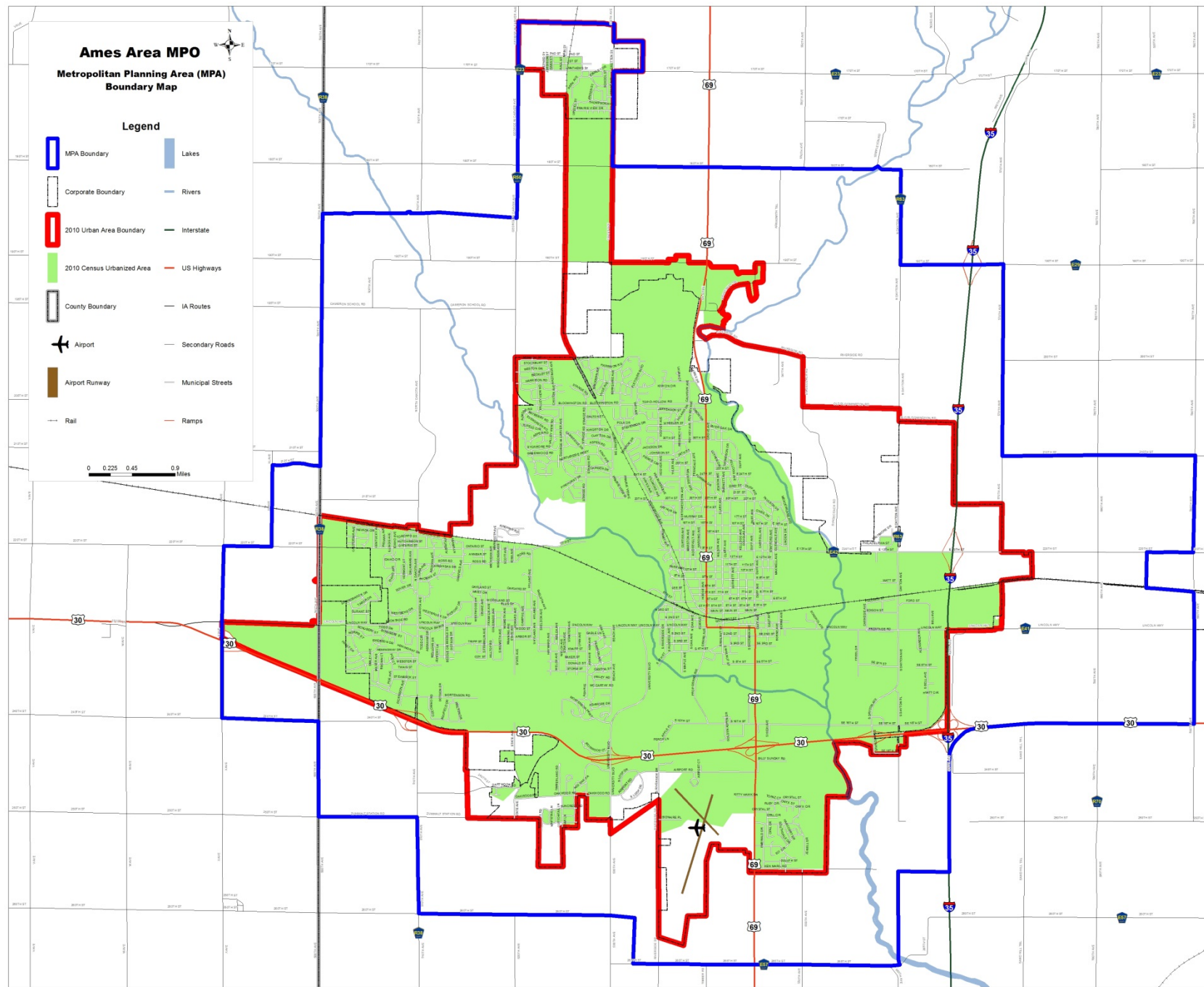
- American Red Cross: 1 van, 1 trailer according to City of Ames (COA) staff.
- Ames Community Pre-School: 2 vans (15 passenger), vehicles are only utilized for field trips for children under 5 years of age and only when CyRide is not an option.
- Boys & Girls Club: 2 sunshine (Variety Club) vans; utilized only to transport to/from schools to B&G Club and field trips. Durham drops off passengers via their transport in yellow school buses to the B&G Club after school
- Youth & Shelter Services: Through a PTP 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.
- 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.
- 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.
- 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.
- Richmond Center: 2 vans, 3 cars. These vehicles are utilized for meetings throughout Story County very regularly – according to past discussion at PTP meetings.
- 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.

AREA PROFILE

A. Location

The City of Ames is located within Story County at the intersection of I-35 and Highway 30 as shown on the following page. The area highlighted in green is the 2010 Census Ames Urbanized Area. The City of Ames corporate boundary is the dotted black line. The red line is the 2010 Urban Area boundary and the blue line the Metropolitan Planning Area boundary.

The Ames Area Metropolitan Planning Organization is one of nine metropolitan planning areas in the State of Iowa; newly formed after the 2000 Census when the community rose over 50,000 in population. The Ames community is also home to Iowa State University students that equate to over half of the Ames population. Specifically, the 2010 Ames urbanized area population from the US Census is 60,438 with nearly 33,000 (54.6%) of that university students. (Source: <http://www.census.gov/geo/reference/ua/urban-rural-2010.html>) However, those students drop to approximately 11,000 for the summer enrollment (Source: <http://www.iastate.edu/~registrar/stats/>). Essentially 36% of the total population leaves Ames during the summer which dramatically impacts the passenger transportation needs and level of service provided to the community. As a result, the Ames community enjoys a much higher level of public transit service due to the university students' demand for alternative transportation. The public transit operator, CyRide, estimates that approximately 91% of the public transit ridership in Ames is university student related and they in turn pay 60% of the public transit providers' budget. As a result, the transportation services are greatly influenced by where the university students live within the Ames community with most routes operating through central campus. These high frequency services however also benefit the overall community as they travel through Ames.



B. Demographics

The following demographic information is reported from the US Census Bureau's American Fact Finder 2008-2012 website in regards to information on the City of Ames' low-income, elderly and disabled populations. However, the total population from these tables mirrors the 2010 Census Ames Urbanized area which now includes the City of Gilbert. (Source: <http://www.census.gov/geo/reference/ua/urban-rural-2010.html>).

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 2010 US Census since the count is based on where you live for the majority of the year. Again, university students equate to half of the total City of Ames population and are anticipated to continue increasing to 35,000 students in the next few years. This increase impacts CyRide greatly as each student attending ISU rides on average 170 times per year. CyRide places "extra" buses, up to 7 more in certain cases, out on routes to handle this higher demand.

Elderly Population

The elderly population in Ames is nearly 15% of the residents. As shown, ISU students hardly contribute to this 15% as approximately 0.7% is over the age of 50 years. In fact, the Ames community is relatively a young community with the median age being 23.6.

Ames, Iowa: Population By Age 2008-2012 ACS 5-Year Estimates	Number	Percent	ISU Students: Population By Age - 2013	Number	Percent
Total Population*	60,438		Total Population	32,955	54.53%
Under 19 years of Age	15,043	24.89%	Under 19 Years of Age	5,138	15.59%
19-24 yrs.	18,385	30.42%	19-24 yrs.	22,499	68.27%
25-55 yrs.	18,143	30.02%	25-49 yrs.	5,089	15.44%
55-65 yrs.	4,176	6.91%	50-65 yrs.	220	0.67%
Over 65 yrs.	4,684	7.75%	Over 65 yrs.	9	0.03%
Median Age	23.6				

Sources: ISU Students: Population By Age 2013; Office of the Registrar (<http://www.ir.iastate.edu/FB14/students14.html>)

Ames, Iowa: Population By Age; 2008-2012 American Community Survey 5-year estimates – (http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_12_5YR_DP05)

*Total Population (<http://www.census.gov/geo/reference/ua/urban-rural-2010.html>)

Disabled Population

Approximately 5.6% of the Ames community is estimated to be disabled. The largest population segment of disabled individuals is between the ages of 35-64 years old.

Ames, Iowa: Disabled Population	Number	Years			Percent
		Male	Female	Total	
Total Population*	60,438.0				
		1,732	1,654	3,386	5.60%
Under 5 Years		-	17	17	0.50%
5-17 Years		56	95	151	4.46%
18-34 Years		385	299	684	20.20%
35-64 Years		749	524	1,273	37.60%
65-74 Years		219	249	468	13.82%
75 Years and Over		323	470	793	23.42%

Source: *Total Population (<http://www.census.gov/geo/reference/ua/urban-rural-2010.html>) Disabled Population breakdown by age -

http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_12_5YR_B18101&prodType=table

Poverty Status

Approximately 14,500 individuals are below the poverty level in Ames. The majority of those are between the ages of 18-64 years old as shown in the following 2008-2012 American Community Survey 2008-2012 Estimates table. The Office of Student Financial Aid at Iowa State University determined that \$396,092,553 in financial aid dollars is awarded to ISU students for 2013 through scholarships, grants loans or employment. Approximately 33,241 students attended Iowa State University in the fall 2013.

Ames, Iowa: Poverty Status in the Past 12 Months (American Community Survey 2008-2012 Estimates)	All income levels	Below Poverty Level	Percent below poverty level
All individuals for whom poverty status is determined	51,405	14,500	28.2%
Under 18 years	7,846	1,105	14.1%
18-64 Years	39,082	13,171	33.7%
65 years +	4,477	224	5.0%

Source: http://factfinder.census.gov/servlet/QTTTable?_bm=y&-qr_name=DEC_2000_SF3_U_QTP34&-geo_id=16000US1901855&-ds_name=DEC_2000_SF3_U&-redoLog=false

C. Limited English Proficient (LEP) Population

An analysis of the City of Ames' limited English proficient (LEP) population is provided below which was based on CyRide's 2013-2016 Title VI Program which was approved by the Federal Transit Administration on November 29, 2013. This program expires on November 30, 2016.

LEP persons, as defined by [FTA C 4702.1B](#), are individuals that speak English "less than very well." The City of Ames, according to the American Community Survey table shown on page 19, has approximately 1,905 LEP individuals speaking English less than "very well" that prefer to speak other various languages within their home.

While the City of Ames has 1,905 LEP persons living within the community, there is not a defined LEP population above the Department of Justice's Safe Harbor threshold within Ames. The Department of Justice defines the Safe Harbor threshold as 1,000 persons OR 5% of the total population for a particular language, whichever is less, requiring vital document translation. If the LEP population is under this threshold for particular languages, then translation of vital documents is not required within that language. As shown in the table on the next page, none of the languages spoken in Ames are over 1,000 persons or meet 5% of the total population for speaking English less than very well. The highest LEP population is Chinese with 895 people or 1.6% of the Ames' population speaking English less than very well, which is under this Safe Harbor threshold as defined by the Department of Justice that was also adopted by the Department of Transportation. The next highest languages speaking English less than very well in Ames are Korean (240 or 0.4%) and Spanish (172 or 0.3%).

Furthermore, more analysis was conducted to locate LEP groups within the Ames community. Nearly all of the groups identified were also affiliated with the university and only one non-university LEP group could be identified. This group is Engaging International Spouses (EIS) which is a group of spouses of university students that focuses on providing community resources and weekly Conversations in English at the public library to this group. Other LEP university groups include: [Intensive English and Orientation Program \(IEOP\)](#), International Students & Scholars (ISS), Chinese Evangelical Free Church of Ames, Korean United Methodist Church, Korean Christian Reformed Church of Ames, Ames Asia Market, Asia Foods Store, etc.

With virtually no LEP groups associated with no ties to the university, it was concluded that the majority of LEP individuals are residing in Ames to attend school or are family members of those attending the university. According to CyRide's LEP plan (www.cyrider.com/lep), ISU students are required to pass the Test of English as a Foreign Language (TOEFL) exam before attending Iowa State University. All classes are taught in

English and therefore students must have English aptitude to do well within their courses. If they do not pass the TOEFL, they may enroll in English courses for a semester through the [Intensive English and Orientation Program \(IEOP\)](#). They have a total of three semesters to pass the TOEFL. After the third time failing, their VISA is revoked and they must return to their home country. Therefore, they are required to have English skills in order to study at the university before enrollment is approved. CyRide staff estimate the majority of LEP individuals reside within high-residential areas which coincidentally lie along CyRide's major core fixed-routes including: University Village/Schilletter (Edenburn Dr./Blankenburg), South Meadows Apartments (S. 5th Street), Bloomington Rd. and University West Apartments (Mortensen Rd).

Within a previous survey of CyRide's employees, over 90% of drivers indicated that LEP persons rode CyRide everyday or a few times a week. However, it is more likely that many Asian minorities speak their comfortable native language on the bus to their friends rather than English. Staff felt the survey was misleading in that drivers related all Asian minorities as being limited English speaking just because they speak their native tongue on the bus, which is not necessarily valid. The quantitative number CyRide was trying to determine how many times drivers are having "issues" or "concerns" communicating with individuals on a daily basis to the point that they need to put a call into dispatch for help. This figure is actually pretty low as administrative staff logs the frequency of times that it is called into the field to help a driver with a conversation between them and a passenger. This survey indicated that drivers have direct communications with LEP persons 22% everyday, 38% a few times a week, and 29% a few times a month.

Current methods CyRide provides to ensure meaningful access to public transit services in Ames include:

- Supervisor Assistance– Bus operators are trained to slow down their rate of speech or use written communication when working with non-English speaking passengers. Often passengers are able to identify their destination on the route map. If drivers are unable to communicate with passengers, they should call the dispatcher for assistance. If a supervisor assists, they have access to language interpreter services if needed.
- Google Translate – provides online translation of website into preferred language. Although not fully accurate the Mandarin language as shared by Chinese Global Outreach Director (YSS), the translation provides some ability for LEP individuals in a multitude of languages to translate posted news (detours, alerts and news) information. A highly educated community, Ames residents rely more upon their smart phones or tablets to determine when a bus will arrive either on CyRide's website or IASTATE application or via real-time through NEXT BUS.
- Customer Service
 - Picture Graphics - a picture book is available at CyRide's office filled with pictures or graphics of typical lost items are found on the bus. These photos are identified via photos and words in alternative languages (Chinese, Korean, Spanish, etc) to help determine what passengers may be trying to locate when coming to CyRide's offices for Lost & Found items.
 - I Speak Cards - [I Speak Cards](#) are utilized to help decipher which language the individual speaks to assist them further.
- Language Interpreter Services - Over the phone language interpreter services to assist in understanding our non-English speaking customers' needs. This language interpreter service supports over 240 languages and can be accessed during all days and times of the week, 365 days a year, whenever there language barriers and confusion by transit staff in understanding our customers' needs. Similarly, CyRide's customers can also request the Language Line Interpreter service whenever calling or visiting CyRide and language is a barrier/limitation to receiving CyRide's services. CyRide's supervisors also have access to this over the phone service when assisting non-English speaking customers in the field. This service would be utilized as well during public hearings. This meaningful access is communicated on CyRide's website at <http://www.cyride.com/language-assistance>

Table 1: City of Ames Limited English Proficiency (LEP) Individuals

Language	Speak language at home	Speak English "very well"	Speak English less than "very well"	Percentage speaking English less than very well
Total Ames' Population 5 years and over	55,534			
Speak English only	49,505			
Spanish	1,083	911	172	0.3%
French	314	241	73	0.1%
French Creole	0	0	0	0.0%
Italian	17	17	0	0.0%
Portuguese/Portuguese Creole	40	29	11	0.0%
German	234	187	47	0.1%
Yiddish	0	0	0	0.0%
Other West Germanic languages	14	14	0	0.0%
Scandinavian languages	90	78	12	0.0%
Greek	5	5	0	0.0%
Russian	226	170	56	0.1%
Polish	44	15	29	0.1%
Serbo-Croatian	23	23	0	0.0%
Other Slavic languages:	11	11	0	0.0%
Armenian	0	0	0	0.0%
Persian	11	0	11	0.0%
Gujarati	19	0	19	0.0%
Hindi	149	133	16	0.0%
Urdu	21	21	0	0.0%
Other Indic languages:	226	165	61	0.1%
Other Indo-European Languages	52	31	21	0.0%
Chinese	1,972	1,077	895	1.6%
Japanese	65	60	5	0.0%
Korean	426	186	240	0.4%
Mon-Khmer, Cambodian	0	0	0	0.0%
Hmong	0	0	0	0.0%
Thai	20	7	13	0.0%
Laotian	23	23	0	0.0%
Vietnamese	57	14	43	0.1%
Other Asian languages	453	373	80	0.1%
Tagalog	64	27	37	0.1%
Other Pacific Island languages	150	106	44	0.1%
Navajo	0	0	0	0.0%
Other Native North American languages	6	0	6	0.0%
Hungarian	0	0	0	0.0%
Arabic	86	80	6	0.0%
Hebrew	0	0	0	0.0%
African languages	128	120	8	0.0%
Other and unspecified languages	0	0	0	0.0%
TOTAL			1905	

Source: 2007-2011 American Community Survey 5-year Estimates for the City of Ames:

http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_5YR_B16001&prodType=table

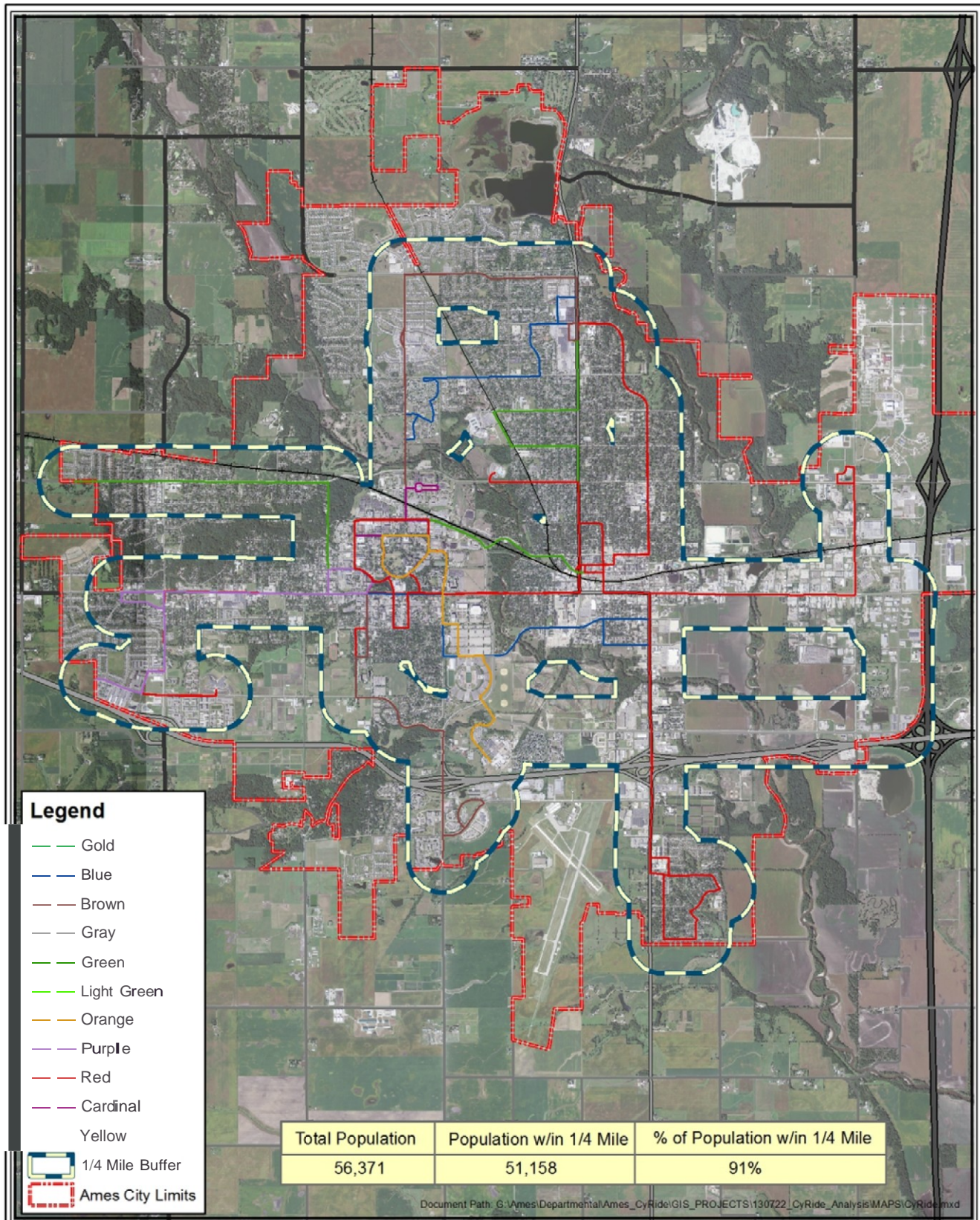
With no identified LEP population within Ames over the Safe Harbor Threshold, public transit agencies are not required to translate vital documents into another language. This information can be verbally provided if requested. However with the current Chinese LEP at 895, it is assumed that at some point in the near future this threshold of 1,000 persons will be exceeded. As a result, CyRide's transportation planner will be working with any Chinese LEP groups to determine specifically what documents would most meaningful to this population in their own language to ensuring access to CyRide's services and programs. According to the current CyRide LEP plan, the following critical services are vital documents:

Critical Service	Explanation	Importance
Schedule/Timetable	Map, Routes, Timetables (Available via print or website)	Extremely Important
Detour Information	Changes to routing or bus stop closures (Available via website, closed stops & temporary bus stops)	Extremely Important
What's New Information	Changes to CyRide's policy, new service route, events, public meetings, etc	Very Important
Fares Information	How much to ride CyRide	Very Important Students ride free with ISU ID;
Pass Sales Outlet Information	Where to obtain passes/tickets.	Very Important
ADA Brochure (online & printed)	Complimentary ADA Service	Very Important
ADA Application Form (online & printed)	How to apply for complimentary ADA Service	Very Important
Title VI Complaint Process & Online Form	Ability to file Civil Rights complaints with CyRide, FTA or City.	Very Important
Public Meetings	Verbal Interpretation	Very Important

Layout of Study Area

Within the 2010 PTP, the AAMPO spent hours creating maps detailing where major employers, banks, schools nursing homes/assisted living facilities, medical services, pharmacies, childcare, and grocery stores were located in relation to public transit. The AAMPO chose not to detail out these maps this year as many of the areas are served but may be served less at night, during the mid-day or on weekends. Those issues can be relayed verbally within the coordination section.

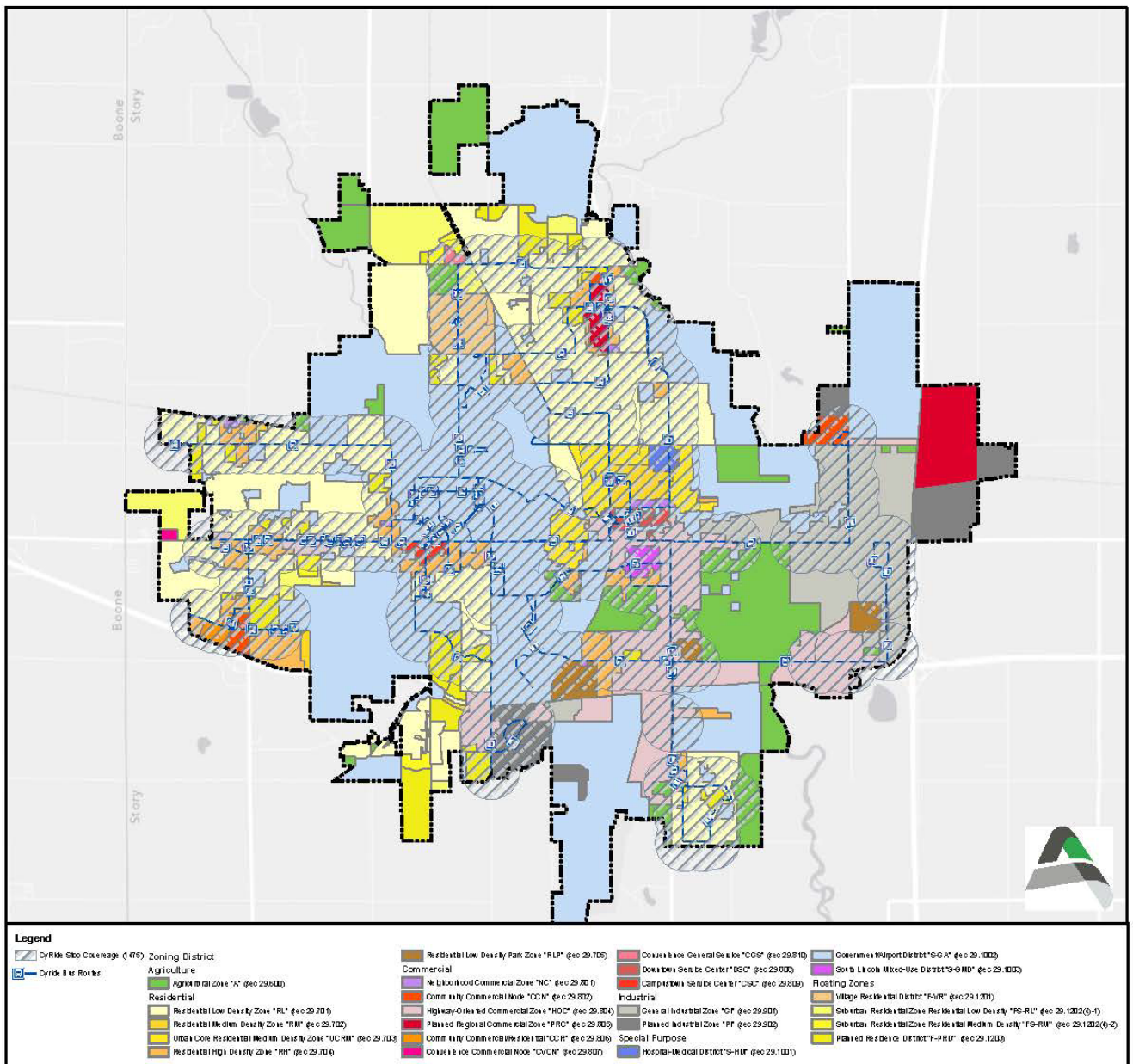
It was recently estimated that CyRide services approximately 91% of the Ames residential areas within ¼ mile from their home. In addition, CyRide serves a great majority of the Ames employment district (See maps on the following two pages for these estimates or visit www.cyrider.com/coverage). The areas that CyRide does not cover includes more affluent residential areas of the community and government/airport zones. The major employers in town are Iowa State University, Iowa Department of Transportation, Mary Greeley, USDA, and Danfoss, Inc., etc. The significant impact is that over 55% of the population is going to school for a higher education. One of the main issues is that while CyRide does serve many areas within the Ames, the service may not be frequent enough to adequately serve an area to encourage them to take public transit. For instance, the S. 16th corridor only has hourly transit service which is quickly becoming a high-residential area with construction of several apartment complexes marketed for student housing and one low-income residential housing complex. In addition, the corridor has several human/health agencies taking up residence along the corridor including: Mid Iowa Community Action, WIC, Richmond Center, BioPlasma Center, Community & Family Resources, Eyerly Ball and the new Ames Primary Health Center which will serve low-income.



CyRide Population Estimate

Date: 3/17/2014





CyRide Coverage By City Zoning

III – COORDINATION ISSUES

GENERAL ASSESSMENT

CyRide coordinates with Durham, Inc. and Heart of Iowa Regional Transit Agency (HIRTa) in providing transportation throughout the Ames community. CyRide has an excellent working relationship with each of these organizations. CyRide currently has contracts with Durham and HIRTa to provide public transportation services for the Ames community. These efforts are described below:

- Heart of Iowa Regional Transit Agency (HIRTa) provides public transportation directly for Story County as well as coordinates with CyRide to provide their ADA complimentary service for the City of Ames. In this manner, one transportation provider offers all demand response service within one county with multiple contracts thereby maximizing coordination. HIRTa is responsible for all transportation for counties surrounding Polk County and provides direct service to two other counties other than Story which are Jasper and Marion Counties.
- Durham, currently provides “extra tripper service” for CyRide’s high capacity corridor services under contract with CyRide. These “extra tripper” buses vary from semester to semester but the number of buses provided has been up to 7 buses throughout the contract. Durham also provides the Ames Community School District transportation for students in the Ames area. The trips are economical as Durham provides rides into Iowa State University campus after they have dropped off their K-12 students at area schools. Therefore, the tripper service provided is on their deadhead miles back to their garage.
- 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 organizations in an effort to provide quality transit to the community. In the past year, CyRide implemented NextBus, added additional storage bay to their facility to park 11 buses inside, flood proofed their facility, raised the internal height of their old storage area allowing hybrids to travel throughout the facility without hitting the roof,. While all of these facility modifications were needed, CyRide has added additional buses to its fleet to accommodate ridership demand and will be parking buses outside the facility as soon as six more new buses and 5 used buses (yet to be found) are delivered.

In addition, CyRide also now coordinates with Executive Express, Jefferson Lines and Burlington Trailways in their annual lease agreements to use the Ames Intermodal Facility. While CyRide does not operate through the facility itself, CyRide/City of Ames does own the facility and the impact to have these three services centralized within the community is essential. The one location for regional transportation provides a one stop shop within the community for transportation outside of Ames.

Transportation Collaboration: In August 2007, the United Way of Story County began a Transportation Collaboration to discuss transportation needs/issues of human service agencies in Ames and this committee is still intact. This committee meets at least quarterly but has met monthly over the past year in 2013. Discussions for improving transportation over the last year within the community and education have impacted the following areas:

- | | | |
|---|--|---|
| • Education – Anyone Can Ride Brochure; promotion of “Do you have Transportation?” question to medical/health providers; promote HIRTa that anyone can ride; promote CyRide’s Nextbus | • HIRTa service promotion (Boone campus to DMACC campus transportation) | • RSVP driver volunteer program |
| | • Medical service transportation to Iowa City/Des Moines | • At-risk youth transportation |
| | • Bus passes/gas voucher emergency program | • AMOS proposal: K-12 fare free on CyRide |

CyRide's General Assessment –

Service Demand: In general, the demand for public transit within the Ames community is at an all-time high. Residents are demanding additional service routes, additional frequency on existing routes, and later evening service along corridors. The impact of CyRide's services are described in the table below in the amount of unlinked (one-way rides) ridership on CyRide. CyRide has increased ridership by 41.2% since FY2006 and served the most passengers ever in FY2013 with 5.89 million rides. Due to additional students at Iowa State in 2013-2014, CyRide anticipates ridership to be another record breaker at 6.6-6.8 million rides for FY2014. Iowa State is also expecting enrollment to increase again next year up to 35,000 students. With each additional student attending the university, CyRide can anticipate 170 rides per student for the year.

	CyRide Fixed Route (ALL Services; including Dial-A-Ride)			
Annual Numbers	FY2010	FY2011	FY2012	FY2013
# Riders (unlinked)	5,337,115	5,447,289	5,759,883	5,892,786
# Elderly Rides	65,148	65,412	69,825	71,628
# Disabled Rides	48,511	38,923	41,549	42,459
# Revenue Hours	110,167	113,182	113,025	113,909
# Revenue Miles	1,152,680	1,185,088	1,184,183	1,189,906
# Days Provided	362	362	359	359
Operating Costs	\$7,144,448	\$7,563,828	\$7,877,589	\$8,288,226
FTA (5307 & STA)	\$1,574,500	\$1,688,593	\$1,732,711	\$1,703,047
State	\$448,180	\$497,650	\$613,684	\$606,634

The highest demand is primarily along high residential housing or apartments within the Ames community into campus. The past few years have centered around where developers are going to build housing and how best to serve that area of the community with transit. Within the next year or two, housing has or will be built near S. 16th, Frederickson Court, Mortensen Road, and State St.

Staff: CyRide has maintained same management since 2006. CyRide did hire a Transit Planner in 2006 to help with the additional planning requirements due to the City of Ames becoming a metropolitan planning organization after exceeding 50,000 in population. However, positions within CyRide's maintenance division have not changed since 2006 when CyRide operated 49 buses. CyRide now has an overall fleet of 91 vehicles (buses, administrative vehicles, trucks). With the additional work, a larger and more varied fleet (hybrid and articulated buses) as well as the technology that is now required to maintain these vehicles, the job of maintaining CyRide's fleet has become more challenging. The transit industry uses a "rules of thumb" methodology to determine appropriate maintenance staffing levels within a transit agency. These are illustrated below along with CyRide's metric for each.

Rule of Thumb	Industry Standard	CyRide Actual
Miles of Service	1 mechanic/120,000 miles	1 mechanic/253,504 miles
Buses Per Mechanic	1 mechanic/7.62 buses	1 mechanic/15.9 buses
Buses Per Lane Worker	1 lane worker/17.92 buses	1 lane worker/41.5 buses

In January 2014, CyRide's board approved two additional lane workers, two additional mechanics and a summer trainer to help support this level of buses to be maintained and drivers to be trained in order to sustain this ridership level.

Fleet: CyRide's fleet is overall pretty young due to the influx of bus purchases since in the past six years. CyRide has been extremely successful in attaining national discretionary grants to support the purchase of bus replacement/expansion. CyRide is expecting another delivery of new buses in 2015 which will be the last of new buses for the foreseeable future.

However, CyRide is currently operating a 3 bus spare ratio to serve its passengers and is anticipating another ridership record for FY2015 after FY2014 reaches 6.6 – 6.8 million. CyRide plans to keep any bus that is purchased to replace old buses within the fleet until the enrollment at Iowa State levels off. To help anticipate additional ridership for next fall, the transit board approved for CyRide to solicit 5 used buses from hopefully warm weather transit agencies that are disposing vehicles throughout the nation. CyRide leases one vehicle to its ADA subcontractor to operate its Dial-A-Ride service. This vehicle will be 7 years old in FY2015 and past its useful life of 4 years. Systematic replacement of this vehicle within this fleet is needed every 4-8 years. In addition, another vehicle (bus/van) may be warranted if capacity issues arise on the Dial-A-Ride service. CyRide monitors Dial-A-Ride ridership to ensure enough vehicles are available to transport DAR passengers.

Facility: CyRide just completed an expansion to its facility allowing inside storage for an additional 11 buses. The original facility was built in 1983 on its current site. Since that time, there have been numerous expansions via piecemeal as federal funding is available. Remaining work on the current expansion includes finalizing the flood wall/berm, electric work within the storage facility and landscaping which will occur during the spring. Once construction is finalized, CyRide will still have four to six buses parked outside and are trying to procure an additional 5 used buses due to ridership demand that will increase that even more. Therefore, over the next year, CyRide will be undergoing discussions with the board to determine if additional resources should be invested on the current property or if a second location should be selected for future expansion.

HIRTA General Assessment –

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

STATUS OF PREVIOUSLY RECOMMENDED PRIORITIES AND STRATEGIES

The Human Service Council (HSC) members had opportunity to review the status of previously recommended projects, listed above, at their October 27, 2013 meeting of which was also dispersed via e-mail. An overview of the PTP requirement was shared for those new to HSC. A summary spreadsheet of previously recommended projects from the 2014 PTP was shared with the group and the status of whether they were on-going, pending or not started which can be viewed on the following pages. At that time, yellow highlighted projects were approved, on-going or would be implemented. Bold projects were partially funded for a portion of the full project. Pending projects were highlighted in grey. Projects in white were not approved for grant funding and therefore not implemented, not requested or delayed. Justification to the community for each project follows the table thereafter. Comments were requested from the group and received. The update was also shared via e-mail out to human/health service agencies representatives not able to attend the meeting.

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

- CyRide NEXT BUS real-time prediction software began January 31, 2013
- Two CyRide articulated buses were delivered on February 28, 2013 (Clean Fuels Grant)
- Six CyRide large buses were ordered in December 2014 (Last State of Good Repair under SAFETEA-LU. Future State of Good Repair grants under MAP-21 are designated for rail improvements.)
- CyRide Subcontracted ADA Dial-A-Ride Services Continuation
- CyRide Facility Expansion Significantly Completed January 2014: 1) Expansion bus storage for 11 more buses, 2) flood barrier enhancements (flood gate/wall/berm) two feet above the 500-year floodplain, 3) Increase ceiling height to allow hybrids to operate throughout entire facility and lastly 4) Rehabilitation of wash/fuel bay. Remainder to complete includes flood wall/berm, inside finish work and landscaping.

Status of Previously Recommended PTP Projects

Highlighted = Approved project; on-going or will be implemented

Highlighted = Application process pending or new direction indicated to resolve need

Normal text = Project denied or not recommended to request grant funding due to budgetary concerns

	Provider Name	Project Description	Need	Proposed Total Funding (List all anticipated federal/state sources)		Implementation
				Source	Amount (\$)	
Projects recommended as candidates for FTA or STA funding:						
1	CyRide	General Operations	Supports existing transit operations need for Ames community	5307	\$ 7,875,000	Increase fares in January 2012. Eliminated service on Memorial Day, July 4 th , Labor Day as well as last trip of #22 Gold Route. GSB approved up to \$X of additional extra trips (22 thus far) for ISU student ridership.
1	CyRide	General Operations		STA - F	\$ 590,000	
2	CyRide	Subcontracted ADA Dial-A-Ride Service	Service to ADA eligible clientele	5310	\$ 237,500	Continued.... Changed providers from HSS to HIRTA as of July 1, 2012. Working through issues.
3	CyRide	I35 Ames-Des Moines Corridor Planning	P	STA - C	\$ 0	Project currently ongoing with consultant hired by Des Moines MPO.
4	AAMPO	Planning	Planning Requirements	5303	\$ 45,000	On-going support of PTP efforts, federal planning documents and long-range planning.
5	CyRide	Transit Amenities	C	5310	\$ 50,000	On-going funding for bus stop improvements including accessible shelters and Nextbus technology
6	CyRide	Expand 60' Articulated Diesel Buses (4 vehicles, cameras)	C	5307, 5309, Clean Fuels	\$ 2,800,000	Need for articulated buses for overcrowding; Received 2 articulated buses in 2/2013. Still need two more.
7	CyRide	Expand 40' HD Large Diesel Hybrid Buses (5 vehicles, cameras)	C	5307, 5309,	\$ 1,763,840	Did not request
8	CyRide	Replace 40' HD Large Diesel Buses (24 vehicles, cameras)	C	5309, SGR	\$14,384,289	Grant Approved for 6 large 40' buses at \$2,031,840; pending delivery in 2015
9	CyRide	Replace 176" LD Small Buses (7 vehicles, diesel, urban, cameras)	C	5339, SGR	\$ 576,000	Request in FY2014 as buses rank in PTMS.
10	CyRide	Vehicle Security System Cameras Rep.	C	5339 CyRide	\$ 150,000	Board approved to systematically replace 5 each year
11	CyRide	Nextbus signage/technology	C	GSB	\$ 1,700,000	1. GSB funded Nextbus system 100% for capital and 3 years operating. 2. Nextbus Completely installed

12	CyRide	Maintenance Facility Exp./ Rehab: expand storage for buses; rehab fuel/wash lane; flood protection barriers & ceiling extension	C	5309, PTIG, SGR	\$2,000,000	Funded via PTIG (2 grants) and 5309. Design approved by transit board. Construction Bid for spring 2013; begin construction 4/2013. Project significantly complete 12/2014 with 100% completion anticipated in spring 2014.
13	CyRide	Ames Intermodal Facility – Phase II	C	TIGER	\$12,500,000	Phase I completed. Facility opened 8/13/2012. Phase II – additional parking, CyRide shuttle denied under request #4 for TIGER funding, no other requests at this time.
14	CyRide	Facility Cameras/Proximity Card Access	C	5339	\$ 56,660	Not requested; delayed
15	CyRide	Electric Distribution Rehabilitation	C	5339	\$ 30,000	Not requested; delayed
16	CyRide	Fire Sprinkler System Upgrade	C	5339	\$ 250,000	Will be completed with Maintenance Facility project in 2013/2014.
17	CyRide	Storage area air handling replacement	C	5339	\$ 250,000	Will be completed with Maintenance Facility project in 2013/2014.
18	CyRide	Maintenance Pit Drainage Restoration	C	5339 PTIG	\$250,000	Maintenance pits are beginning to crumble inside the facility and risking a bus falling through. CyRide needs to develop independent cost estimate.
19	CyRide	Re-roof Maintenance Facility	C	5309, PTIG	\$ 500,000	Not requested; delayed
20	CyRide	Ames Fare Free/Low-Income Fare Program	O	?	\$ 5,010,955	Implemented 2009 summer fare free for @ \$75,000 minues marketing funding. Various proposals for K-12 fare free discussed among community in 2012. UWSC approved \$2,500 in tickets for ALP students in 2013 and 2014.
21	CyRide	Vanpool Program	C, O	ICAAP, 5309	\$ 430,000	Not requested at this time; awaiting study
22	CyRide	Resurface ISC Commuter parking	C	5309, SGR	\$ 1,000,000	Not requested at this time; discussed with ISU parking
23	RSVP	Central Iowa RSVP Volunteer Driver Program	C, O	UWSC, SCCL, ASSET	\$ 5,000	Began 1/2010 as demonstration project; on-going program.

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

RECENT DEVELOPMENTS

Recent developments since the last Passenger Transportation Plan have occurred and are noteworthy to report as they may impact/change the transportation needs for the community and ability to fund future transportation projects.

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

The transportation funding distributed under MAP-21 was primarily to transit agencies with rail transportation, with the remainder primarily going to agencies serving large populations. All discretionary funding for small urban transit agencies that have a population between 50,000-200,000 will now be distributed by the Iowa DOT. Specifically, instead of CyRide receiving the \$2 million on average annually, they will now receive \$0, unless their buses rank well within the Iowa DOT's Public Transit Management System (PTMS) process. This PTMS process distributes funding to the oldest and highest mileage vehicles throughout the State of Iowa. Rural transit agencies will receive discretionary funding allocated directly to the Iowa DOT of approximately \$1.25 million. Previously, Iowa tried to attain \$7-\$13 million in discretionary funding for bus replacement for both urban and rural transit systems. The State was traditionally successful in attaining \$5 million through past years.

Two years ago, nationally competitive grants seemed to be the future in how transit agencies could acquire capital funding as opposed to a direct earmark from their senator or congressman. With MAP-21, national competitive discretionary grants are no longer available and much of the funding is now formulized. However, even if competitive grants became available in the future, CyRide would not qualify to apply as it is no longer designated a designated recipient. CyRide is classified now as direct recipient and can only apply through the Iowa DOT.

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

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

As stated earlier, discretionary programs were either eliminated or have been turned into formula programs under MAP-21. While Job Access Reverse Commute (JARC) and New Freedom (NF) funding was eliminated, the projects can be rolled into a transit agencies' general operations funded through their annual formula appropriation. JARC and New Freedom funding generally provided funding for routes serving the low-income, elderly or disabled individuals. Specifically, CyRide received

Job Access and Reverse Commute (JARC) funding to operate the #6 Brown (Summer & Weeknight), #4A Gray (Yellow mid-day) and #10 Pink routes. HIRTA received these funds for the Ames-Iowa City Service to Iowa City Hospitals service as well as a Mobility Coordinator position. These JARC funds helped subsidize 50% of the total route costs which is funded through March 2014. CyRide's board has approved to continue these routes along with other existing route services for FY2014 and FY2015. However, if remaining JARC or NF funding becomes available in the future these services will hopefully qualify for future funding under these programs as they are still a need within the system. The Small Transit Intensive Cities funding increased from 1% of federal transit funds to 1.5% of the funds, providing CyRide with another \$500,000 within their operating budget. Assuming continued funding levels, CyRide anticipates these routes would continue in the future. CyRide typically reviews their operating budget in the fall of each year, which includes the continuation, and expansion of any and all CyRide routes. The AAMPO will continue to discuss and document any changes of CyRide's routes through the PTP process.

CyRide has virtually no prospects of future funding availability for facility construction with the exception of state Public Transit Infrastructure Grant (PTIG) monies which are limited to approximately \$800,000 - \$880,000 federal per year. If any future opportunities arose in the future, CyRide most likely will not be able to apply due to its "direct" status as only designated recipients may apply for Section 5339 type funds unless Congress designates otherwise. Lastly, under MAP-21 there are two new planning program requirements for transit agencies to prepare Asset Management and Safety Plans.

- 2) Central Iowa RSVP's Volunteer Driver Transportation Program – January 2014 marks the start of the fourth year for RSVP to manage its Volunteer Driver Transportation program to Story County residents. Changes this year include that RSVP can no longer charge clients to ride this service. However, reimbursing the driver for their mileage costs is still a priority to keep this program solvent. Otherwise volunteer drivers may not wish to participate, especially with high gas prices.. Therefore, RSVP now "suggests donations" from clients between \$3 and \$12 per trip. For more information, view the Story County Transportation brochure at www.cyrider.com/sct
- 3) Story County's Resource Guide – Last year, an online resource guide was developed by a team of individuals to replace Mid-Iowa Community Action's (MICA's) paper version. This guide lists out locations for Story County residents to find information about the following categories: Food/Shelter, Disability, Health, Older Adults, Parent/Family, Youth, Education, Community, Substance Abuse, Domestic Violence, Veteran Assistance, Financial Assistance, and Give Back. Unfortunately, transportation was not a resource that was listed out separately on the home page.

As a result, the United Way's Transportation Collaboration (TC) tried to contact the online resource guide team to add Transportation as a main category for navigation as well as add the new Story County Transportation Brochure as a resource to the guide. The TC discovered that all of the original members of the online resource guide development were no longer with their organizations and had left Story County. Therefore, there was no way to update the guide with this information. The guide was built on the premise that agencies would develop and update their portions of the guide as needed. This updating has not materialized, for various reasons, and the guide is now outdated and not as resourceful as the previous paper version.

In December 2012, an original member of the online resource guide development team returned to Story County. The Story County Human Service Council is now the organization that oversees the guide providing some continuous oversight of the document. Additionally, the online guide proved to be more expensive to maintain than originally anticipated and was dropped this past year. Attempts have been made to move forward once again with an updated paper copy of the guide.

- 4) Story County Transportation Brochure – The United Way's Transportation Collaboration (TC) developed a brochure that markets all of the open to the public transportation available throughout the county. The brochure resulted after 658 surveys were taken from low-income clients in late 2011. The

survey determined that clients that relied on public transportation did not express difficulty in getting to their essential appointments. Of the 20% (132) that indicated major difficulties in transportation, they were not necessarily aware of other transportation options. A half-sheet summary of available alternative transportation was provided to clients for this anticipated reason when the surveys were distributed. Another huge issue for transportation difficulties was the cost of fuel or mechanical problems for their vehicles.

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

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

- 5) CyRide Shelters – In November 2012, CyRide installed the first of its newly designed shelter at Mortensen/Dickenson and received good reviews by our passengers. In addition to the new design image, the shelter incorporates solar lighting and will provide additional accessibility to patrons. The second shelter of this type was installed at Parks Library on Osborn this fall. CyRide has approximately \$200,000 in federal funding appropriated for this project and plans to continue the installation of these newer style shelters in 2014-2016.



- 6) Articulated Buses – CyRide acquired articulated buses at the end of February 2013 to serve passengers specifically on its #23 Orange route, which is the busiest route in the State of Iowa carrying 1.5 million passengers last year. Buses leave the Park & Ride at Iowa State Center every 2-3 minutes. As soon as one bus leaves the lot, another bus pulls up to board passengers. However, in many cases these buses are packed and CyRide will provide “extra” buses to follow a bus along the route to ensure passengers can board throughout the route. It is common to pull up to the library on campus and have a bus fill at that one stop. With the articulated buses, there is less need for an “extra” bus to follow and passengers are not left behind.

Buses 660 and 661 are new NOVA ‘bendy buses’ that are longer than normal buses, 62 feet compared to 40 feet. The capacity of the buses are double of a normal bus, 120 passengers can fit sitting and standing, compared to 60 passengers on a regular bus. The articulated buses went into service at the end of March 2013 however difficulties have occurred in attaining the required 10,000 miles required through the Public Transit Management System (PTMS) process. The articulated buses were specifically purchased to help the #23 Orange Route. However, the route is less than 3 miles round trip which even if these vehicles operate every day of service and every trip on this route, they will not achieve the required mileage the Iowa DOT requires. This is even truer if these buses are out for

preventive maintenance let alone a more significant repair. It is anticipated that unless CyRide removes these buses from helping out the busiest route in the State to a route with ample capacity but with long round trip mileage, these buses will not meet this 10,000 mile policy for buses that have not exceeded their useful life. The PTMS Committee believes that unless buses operate 10,000 in a given year, they are not needed within the fleet. CyRide rotates its 40-foot buses throughout the system on different routes to attain mileage on its other buses but the articulated buses were specifically purchased to help the #23 Orange Route. It is anticipated that although this is a rational reason, it will not be valid enough for the committee at the end of the year mileage explanation. It's second busiest route, the #1A Red route, is not much longer in mileage. If low mileage is not an approved rationale by the PTMS committee, the buses will not acquire their PTMS points for the year or any year they don't acquire the needed mileage. If the articulated buses receive no points year after year, they will never rank for replacement under the state's PTMS process. Therefore, CyRide anticipates moving the buses around the community on routes where they are not necessarily needed to fulfill a mileage requirement.

- 7) Osborn Corridor – Significant coordination is occurring regarding the Osborn Corridor on campus. This corridor is one where many CyRide buses as well as pedestrians, long boarders and permissible vehicle traffic travel through university campus. With the additional influx of students, the corridor is becoming difficult to travel for both student and CyRide operator. CyRide is currently performing a study of its #23 Orange Route, the busiest route in the state at 1.6 million passengers, trying to determine alternative ways to safely operate the route and managing the existing riders it carries each day. CyRide has a bus leaving the Park & Ride to travel into campus every 2-3 minutes for the entire day when the university is in full session. Meanwhile, the university is also performing its own study with a consultant discussing different alternatives and policies to ensure safety within the corridor while maintaining the Iowa State Experience.

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

IV – PRIORITIES AND STRATEGIES

The following are passenger transportation priorities and strategies for the next five years, as recommended by the Story County Human Service Council at their January 23, 2014 meeting, as amended at their January 22, 2015, April 23, 2015, September 22, 2016, April 27, 2017, October 2017 and February 2018 meetings. These are projects that could secure grant funding over the next five year period. Please note, that any Enhanced Mobility for Seniors and individuals with Disabilities projects (Section 5310 funding) and Job Access Reverse Commute Funding (Section 5316 funding) must be specifically included in the PTP. All other strategies/projects funded by other means are encouraged to include in the PTP but are not required. This process ensures a cooperative effort between human service agencies and transportation providers to focus on transportation services to achieve the best possible transportation service for the community focusing on the elderly and disabled populations.

The PTP committee, made up of transportation providers and human/health service agencies, provided consensus to forward the following priorities and strategies forward and recommends this plan to the Ames Area Metropolitan Planning Organization for formal approval. The AAMPO must review and approve the projects and overall PTP plan as amended for submittal to the Iowa Department of Transportation.

- 1. Dial-A-Ride Service (Section 5310):** This need was identified as a base need for the community for those individuals that cannot ride the fixed-route system but can rather ride CyRide's Dial-A-Ride door-to-door service operated under subcontract currently to Heart of Iowa Regional Transit Agency (HIRTA). CyRide is mandated by the federal government as part of the American's With Disabilities Act (ADA), to provide this complementary fixed-route service for person's with a disability. This demand response service operates the same hours and days as the CyRide's fixed-route transit system. More demand will be warranted from the community in future years. Enhanced Mobility for Seniors and individuals with Disabilities funding (Section 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. Therefore, it is more economical to subcontract and coordinate with another provider. **Approximate annual funding = (\$237,500 total; \$190,000 federal)**

	Dial-A-Ride (HIRTA)			
	Provides door-to-door ADA service within the Ames city limits.			
Annual Numbers	FY2010	FY2011	FY2012	FY2013
# Revenue Hours	2,551	2,503	2,665	3,204
# Revenue Miles	30,498	31,122	34,108	35,445
# Days Provided/Yr.	362	362	359	359
# Riders (unlinked)	9,745	9,101	10,853	9,468
# Elderly Rides				
# Disabled Rides	9,745	9,101	10,853	9,468
Operating Costs	\$136,856	\$142,717	\$162,094	\$144,023

Customer Service Portal (Section 5310): In October 2017, HIRTA announced their plan through the Transportation Collaboration meetings to implement a customer service portal where customers will be able to book their own trips online, change their account status (address, phone number, etc.), check on their trip status, pay for trips online, etc. HIRTA is implementing this for their passengers throughout their service area including Story County and the Ames area. The Section 5310 funding supports projects that improve mobility for seniors and individuals with riding in Ames and the portal will be an outstanding technological improvement, benefiting ADA Paratransit (Dial-A-Ride) customers. This sort of technology has been specifically requested by an ISU's Alliance for Disabilities Awareness group which has met with CyRide over the past year to improve their rider experience on CyRide's Dial-A-Ride service. The one-time total capital cost of the customer service portal is \$179,560. HIRTA and CyRide have agreed that the Ames' 5310 funding should support approximately \$15,711 (\$12,569 federal) of the portal relative to the percentage of Dial-A-Ride passengers to HIRTA's overall customers throughout the region. HIRTA will accommodate the

remainder of this purchase with other identified funding through their own budget. This capital cost portion for Dial-A-Ride will be amended as a miscellaneous expense into CyRide's contract with HIRTA to operate its Dial-A-Ride service. Existing 5310 funding is currently available within the existing annual Dial-A-Ride Service budget above, due to unspent funding within previous years, to support this one-time project that will be drawn over a six-month period under the service agreement contract therefore no additional funding is 5310 is needed other than to identify it specifically within this plan. (Approximate one-time funding = \$179,560 total; \$12,569 federal)

2. **Transit Amenities/Bus Stop Improvements (Section 5310):** Improving the accessibility of CyRide's bus stops as well as CyRide's image is of importance to CyRide and their Board of Trustees. Shelters have been prioritized within a bus stop plan for the community to be funded from this identified funding in the next few years as long as funding is available to improve accessibility. These improvements also include lighting within the bus stop improvement as only a few bus stops currently have lighting within the shelter. Many passengers result to lighting up the schedule display within the shelter in the evening hours with their cell phone or a street light. Future shelters would incorporate lighting.

In addition, real-time schedule information has been a request within the Ames community for many years. This technology was implemented in February 2013 with LED digital signage at certain major transfer points on Iowa State University campus. Additional LED signage for real-time bus information can be incorporated into CyRide's system making it easier for seniors and the disabled know when their Next bus will be arriving. CyRide intends to place these signs at major transfer locations. **Approximate annual funding = (\$200,000 total; \$160,000 federal)**

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

Additionally, this funding may be utilized to purchase expansion vehicles as needed for its ADA service as ridership for Dial-A-Ride increases. Specifically, CyRide cannot deny Dial-A-Ride passengers a ride due to vehicle capacity issues. CyRide must ensure a ride to its passengers within a two hour window (one hour before/after requested pickup/drop off) of the passengers' request. As of FY2013, Dial-A-Ride ridership has remained fairly stable. However, this may change as more and more disabled individuals turn to Dial-A-Ride for that "guaranteed ride" within the two-hour window. Section 5310 funds can be utilized by transit agencies to purchase replacement and/or expansion buses to operate its ADA service. Expansion vehicles may be necessary within this next five-year period as demand increases and CyRide would need to respond and provide additional vehicles if required.

CyRide estimates up to two light-duty buses being purchased for either replacement/expansion within the PTP between FY2015 – FY2019 with the cost identified below. **Approximate funding per bus = (\$90,000 total; \$76,500 federal) OR Approximate maximum funding = (\$180,000 total; \$153,000)**

4. **Van Replacement/Expansion (Section 5310):** In January 2015, a [Demand Response Service Action Plan](http://www.cityofames.org/modules/showdocument.aspx?documentid=20699) (<http://www.cityofames.org/modules/showdocument.aspx?documentid=20699>) and Communication Plan were finalized under the guidance of a task force to develop process improvements for the door-to-door public transit service to the general public within Story County/Ames. While, the plan identifies 23 specific actions to improve demand response county-wide public transit service, many of these improvements can also benefit CyRide's Dial-A-Ride service provided to ADA-eligible disabled individuals as both transit services are operated by the same transit provider.

Specifically under Action Item #23 in Appendix H, the [Demand Response Service Action Plan](#) identified dedicating one “unscheduled” vehicle each day to address unforeseen operational issues to ensure smooth operation of service. The need was to keep demand response public transit service on time alleviating concerns from passengers. Again, this service improvement need was seen as something to improve not only HIRTA’s service but CyRide’s Dial-A-Ride service as well. Therefore a possible funding source for the purchase of the vehicle is 5310 (elderly and disabled funding) impacting the demand response services within the Ames community. The vehicle would be operated to keep the service within the City of Ames on-schedule as much as possible and/or assist where needed. Although the action plan identifies a bus to operate this service improvement, recent discussions have identified the unscheduled vehicle as an accessible van. The useful life of this vehicle is four years as recommended by the Federal Transit Administration and therefore, would need replaced within the life of this PTP.

CyRide estimates up to two accessible vans being purchased between FY2015 – FY2019 for either replacement/expansion within this PTP with the estimated costs identified below. CyRide and/or HIRTA would be required to fund the 25% local portion of the vehicle. **Approximate funding per van = (\$57,500 total; \$42,925 federal) OR Approximate maximum funding = (\$115,000 total; \$85,850)**

5. **Automated Vehicle Annunciators - AVA (Section 5310):** To comply with the Americans with Disabilities Act (ADA), CyRide’s drivers manually announce major transfer locations along transit routes as well as any bus stops the public request to be announced. In 2017, CyRide began working with Iowa State University’s Alliance for Disability Awareness group which has communicated their desire for drivers to announce all bus stops throughout the Ames’ community without customers needing to verbally make a request to the driver. Such a system would be over and beyond what is required for ADA. Automated vehicle annunciators (AVA) synced with LED signage will help keep all passengers, disability or not, better informed of where the bus is located along the route. This AVA will also make riding the bus more convenient for and provide independence to hearing or visually disabled passengers. Automated announcements will make the announcements more uniformly stated across the transit system by having the stops announced in a similar method and at a consistent volume to be heard over loud noise inside and outside the buses. An AVA system will also allow CyRide’s drivers to focus on operating the vehicle safety instead of talking into the intercom system every few blocks. CyRide has existing 5310 funding available which can be programmed over the next several years for this project to benefit the elderly and disabled Ames’ community. As a result, CyRide’s transit board made a commitment within their capital plan to purchase an AVA system over a four to five year period beginning in FY2019. CyRide would fund the local portion of this project. **Approximate funding for entire AVA project= (\$1,000,000 total; \$800,000 federal) Approximate annual funding maximum = (\$300,000 total; \$240,000 federal)**
6. **Brown Route (Summer & School-year Weeknight) Frequency Expansion (JARC):** Additional service was added to the Brown route for the summer during the day as well as fall/winter at night. The Stange area was an area that has dramatically increased as evidenced by high loads on CyRide’s buses and requests for additional bus trips. This service provides customers’ access to the North Grand Mall and also to ISU campus for employment and job training. This service originally began in FY2008 and was continued when Job Access & Reverse Commute (JARC) funding was eliminated under MAP-21 funded under CyRide’s operating budget. However, the Iowa DOT has recently announced in summer 2016 that remaining JARC funding under previous transportation bills (prior to FAST and MAP-21) is currently available for urban transit systems. Therefore, CyRide proposes that these services between ISU campus and North Grand Mall continue into FY2017 funded under JARC. The available funding will provide services for approximately 90% of a year if fully funded under the request for calendar year 2017. CyRide intends to fund the service thereafter via its operating budget.

Again, CyRide estimates that this request will fund 90% of an entire calendar year worth of service to the Ames community for 2017. CyRide will fund the 50% local portion of the services while federal funding is available. **Approximate annual funding = (\$54,800 total; \$27,400 federal)**

7. **Pink Route (E. 13th/Dayton) Expansion (JARC):** This project was identified as a gap for the Ames community within the initial gap analysis as well as identified as a top priority through the PTP process over the past several years. This service officially began in August 2010 but is expected to continue for the life of this plan. The area has several industrial plants as well as medical businesses along this corridor. This project is identified to be funded either through JARC funding to get individuals to work. Mainstream Living (human service agency) representatives have discussed that by providing fixed-route services to this area, a cheaper service can be provided since Heart of Iowa Regional Transit Agency (HIRTA) currently provides many trips for individuals to this area of town. Therefore, the trip can be provided at a much lesser cost via fixed route and also make customers obtain the service the day they need it instead of requesting the service a day in advance making individuals more independent. This service originally began in FY2010 and was continued when JARC funding was eliminated under MAP-21 funded under CyRide's operating budget. The Iowa DOT recently announced in summer 2016 that remaining JARC funding under previous transportation bills is currently available for urban transit systems. Therefore, it is proposed that these services continue into 2017 funded via JARC. The available funding will provide services for approximately 90% of a year if fully funded under the request for calendar year 2017. CyRide intends to fund the service thereafter via its operating budget.

Again, CyRide estimates that this request will fund 90% of an entire calendar year worth of service to the Ames community for 2017. CyRide intends to fund the service thereafter via its operating budget. CyRide will fund the 50% local portion of the services while federal funding is available. **Approximate annual funding = (\$50,600 total; \$25,300 federal)**

8. **Mid-day Yellow (South Duff) Expansion (JARC):** Additional service was requested for mid-day service to the Yellow Route to accommodate passengers that need rides between their home on the south side of Ames and ISU campus for employment and/or training purposes. This service has been implemented as the #4A Gray since the majority of the route is aligned with the Gray route but it serves passengers residing on the Yellow route. This service originally began in FY2008 and was continued when JARC funding was eliminated under MAP-21 funded under CyRide's operating budget. However, the Iowa DOT has recently announced in summer 2016 that remaining JARC funding under previous transportation bills is currently available for urban transit systems. Therefore, CyRide proposes that these services continue into 2017 funded via JARC. The available funding will provide services for approximately 90% of a year if fully funded under the request for calendar year 2017. CyRide intends to fund the service thereafter via its operating budget.

Again, CyRide estimates that this request will fund 90% of an entire calendar year worth of service to the Ames community for 2017. CyRide will fund the 50% local portion of the services while federal funding is available. **Approximate annual funding = (\$30,600 total; \$15,300 federal)**

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

Previous needs were shared with the Human Service Council at their October 24, 2013 meeting and were requested to provide additional needs and possible strategies within the next few months. This information was also shared at the UWSC's Transportation Collaboration Committee. **The additional or refined needs and strategies/projects are identified in red on the following pages and were shared with the group in subsequent meetings and/or via e-mail. Those strategies that have been implemented or partially implemented are identified in blue.** Please note that no additional core needs were defined but only possible strategies/projects were added to meet those core needs. The needs were accumulated from the public through public meetings and/or through communications with transportation providers and human service agency representatives. Note that these possible strategies have not all been recommended but if federal/state/local funding became available for the specific project – it could be recommended into the program rather easily as it's already defined as a need.

Needs	Possible Strategies/Project
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	1. Large Group Training of how to ride public transit 2. Train the Trainer Sessions for one-on-one training. 3. How to Ride CyRide digital formatted DVD video 4. Communication tools for non-English speaking individuals riding CyRide ie. picture board? 5. Promote RSVP volunteer transportation program – volunteers & for additional volunteers 6. Maintenance/insurance class for vehicle owners 7. Car Seat installation education program and/or resources 8. Market “Beyond Welfare” car donation program need for pass through sponsorship by other non-profit agencies due to state regulations limiting more than 6 non-profit car donations per non-profit per year. 9. Improve CyRide’s How to Ride written materials describing what a transfer is; when a transfer is applicable as opposed to utilizing two fares; and actual logistics of transferring. 10. Implement Google Transit and/or Trip Planner so anyone could Google how to get from point A to point B via bus in Ames. 11. Develop a “Need Transportation” brochure so individuals can quickly determine which service provider could provide a ride to their destination and for how much.
Affordability Needs: 1. Need for affordable passenger transportation services or programs to make services more affordable. 2. Need for transportation assistance programs. 3. Increased demand for elderly “free” transportation at health/residential facility homes –as seniors vacate their automobiles & become less independent.	1. Continue Transportation Assistance for bus pass/tickets or gas vouchers a. City of Ames Planning & Housing: CDBG program b. UWSC “emergency” program through Good Neighbor Emergency Assistance c. Story County (assistance to those leaving the state of Iowa) 2. Implement common data-base of all Ames transportation assistance bus pass/ticket & gas voucher programs to avoid duplication. Send to one agency to avoid duplication. 3. Continue Car Seat Donation Program 4. United Way’s TC investigate/discuss possible improvements? a. Affordability of Heart of Iowa Regional Transit Agency transportation. b. No resources available for non-Medicaid individuals issue. 5. Identify opportunities for human service organizations to share vehicles and/or drivers (operating 15-18 hours/week on average).

Needs	Possible Strategies/Project
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.	1. Coordination of replacement/maintenance of human service provider vehicles. 2. Coordinate group of mechanics to repair Beyond Welfare donated vehicles. 3. Investigate “sharing” of vehicles for providers & implications to insurance coverage.

<p>Bus Storage/Maintenance Facility & Connection :</p> <ol style="list-style-type: none"> 1. CyRide Bus Storage Facility: CyRide is currently housing 70 vehicles and storage is at capacity. Anticipating growth to 95 vehicles, expansion buses, articulated buses, 100% bike racks on current fleet, hybrid buses would be beyond capacity of current garage to store as well as provide adequate maintenance. 2. CyRide Facility Renovation: Emission requirements of newer buses require CyRide to raise ceiling heights of garage doors as well as internal components throughout the garage due to increased bus height 3. CyRide Maintenance Shop: Need to expand maintenance work area to maintain new buses as well as house extra bays (1 bay per 10 buses) 	<ol style="list-style-type: none"> 1. Additional Bus Facility Storage – identify and build additional capacity for bus storage, maintenance and operational needs over next 20 years either on-site at current location or through off-site location. Design off-site CyRide facility with appropriate functions. 2. Modernize current CyRide storage facility including rehab old wash-bay, upgrade ventilation system, replace shop/barn air conditioning system, replace shop/barn exhaust removal system, maintenance pit drainage restoration, make facility energy efficient in all mechanisms possible, relocate parts office, replace shop hoists, secure building/buses, replace/repair exterior walls, shutoff system for fuel/oil/hydraulic lines, electric distribution rehabilitation, fire sprinkler upgrade, security systems added to facility, install back-up power supply, fuel pump improvements, concrete rehabilitation/improvements, re-roof facility, replace boilers, rehabilitate wash bay/fuel area, flood barrier enhancements and increase ceiling height of garage doors and interior building by raising internal components to allow hybrid buses to pass through entire facility. 3. Actively pursue federal funding opportunities and/or nationally competitive grants. 4. Resurface Iowa State Center Parking lot where commuters park to obtain #23 Orange to travel to ISU campus. 5. ISU Intermodal Facility – Continue to study, discuss and construct an Intermodal facility housing Intercity carriers near proximity of campus to connect all transportation modes within one location. The facility opened in August 2012 however, continued efforts should continue towards future funding to meet original vision of facility incorporating 350 additional parking spaces and a CyRide shuttle to/from the facility.
<p>Fleet Needs</p> <ol style="list-style-type: none"> 1. Reduce transit providers average fleet age to national average 2. Attain 100% accessible fleet for transit providers 3. Increase/maintain spare ratio to 18-20% for transit providers. 4. Increase fleet size for increases in service needs (frequency and geographic coverage) 5. Improve vehicle security systems 6. Improve technology upon vehicles to provide improved communications and ridership documentation 	<ol style="list-style-type: none"> 1. Identify and apply for federal/state grants as necessary to meet transportation providers' fleet needs for replacement. 2. CyRide Bus Replacement – 25 large and 6 small CyRide buses are still past their useful life and need to be replaced throughout the next 5-year period 3. Heart of Iowa Regional Transit Agency (Replace/expand as needed). CyRide purchased a second minibus to operate Dial-A-Ride service in 2008 which is currently leased to HIRTA. 4. New and/or Used Bus Purchases - Accessible vehicles to expand new services or add additional trips to safely operate/meet growing demand for transit service. 5. Surveillance Systems – Add/replace cameras to all CyRide buses to reduce liability and improve ability to assist City of Ames Police. 6. Automated Passenger counters are needed on CyRide buses to perform required NTD counts of passengers. 7. Automated Vehicle Annunciators to communicate what the next bus stop is on the route for ADA passengers as well as passengers that are not familiar with the Ames community.

Needs	Possible Strategies/Project
Transportation Amenities <ol style="list-style-type: none"> 1. Need to improve accessibility and lighting of bus stops/shelters. 2. Need for bike racks on buses to promote sustainability of community. 	<ol style="list-style-type: none"> 1. Identify/study passenger travel paths (sidewalk access) to/from bus stops from health facilities. (CyRide buses must travel main arterials via city policy.) 2. Bus Stop/Shelter improvements (solar shelters, benches, i-stops, ADA concrete pads, lighting) for major boarding locations. 3. Bike Racks on 100% of CyRide vehicles.
Urban <ol style="list-style-type: none"> 1. Maintain existing transit services and geographic coverage. 2. Need to geographic service coverage of transit in Ames to serve gap areas. 3. Need for increased frequencies of service on high-capacity corridors. 4. Need for additional hours of transportation to specific areas of Ames. 5. Specific need for third shift transportation (12am - 6am?) 6. Need for affordable <u>emergency</u> transportation for low-income K-12 (at-risk) students and seniors. 	Urban Strategies/Projects <ol style="list-style-type: none"> 1. RSVP Volunteer Transportation program managed by RSVP. Research possibility of providing background checks on drivers. 2. Continuation of mandated Paratransit ADA Service via contracting opportunity with HIRTA. 3. Continue previously funded JARC/New Freedom transit services. <ul style="list-style-type: none"> ▪ Continuation of Brown Route Frequency/Hours Expansion ▪ Continuation of Yellow Route Mid-day Expansion ▪ Continuation of Pink Route Service to E. 13th/Dayton 2. Study third shift transportation needs for Ames. (Transportation needed after 6pm and before 6am) 3. Alternative Analysis Study of Orange Route 4. New Transit Route Services: <ul style="list-style-type: none"> • Blue Route Alignment Expansion to Target/Wal-Mart • Additional frequency on #3 Blue Sunday - Monday through Saturday, the Blue Route operates at 20-minute intervals and on Sunday at 40-minute intervals. Due to increased traffic on this route and at the S. 3rd and Duff bus stop (near Wal-Mart) particularly on the weekend, improving the route's service frequency to 20-minutes on Sunday as is operated the remainder of the week will reduce overcrowding and on-time performance issues currently being experienced on the route. One bus could be added on Sunday's and service scheduled every 20 minutes from 11 am to 5 pm from the Friley bus stop to the S. pm on Fri. Sat., and Sun. in summer. • Additional frequency on #2 Green & #6 Brown – Ridership on the Brown Route has increased by more than 45% in the past three years due to increased availability of apartments north of Somerset and full utilization of the Wallace/Wilson Residence Halls. As a result, this route is currently experiencing on-time performance issues where trips are consistently late and buses are exceeding capacity. Two additional buses would be placed on the Brown Route each weekday from 11:30 am to 6:00 pm. The Green Route is also experiencing overcrowding issues from 11:30 am to 6:00 pm each weekday. An additional bus would be added to relieve this overcrowding and to keep buses on time. One additional bus would be placed on the Green Route each weekday from 11:30 am to 6:00 pm. An added benefit of these changes is that the Brown and Green Routes will now be able to meet the other buses (Red, Blue Routes) to make transfers allowing customers to switch between buses to travel to other areas of campus or the city. Currently these buses arrive several minutes after the other route buses have left, causing customers to wait almost 20 more minutes until their next bus arrives.

Needs	Possible Strategies/Project
<p><u>Urban continued....</u></p> <ol style="list-style-type: none"> 7. Maintain existing transit services and geographic coverage. 8. Need to geographic service coverage of transit in Ames to serve gap areas. 9. Need for increased frequencies of service on high-capacity corridors. 10. Need for additional hours of transportation to specific areas of Ames. 11. Specific need for third shift transportation (12am - 6am?) 12. Need for affordable <u>emergency</u> transportation for low-income K-12 (at-risk) students and seniors. 	<ul style="list-style-type: none"> • Additional frequency on #4 Gray along S. 16th corridor - Prior to the fall 2014 semester, a new development targeted at students is scheduled to open along S. 16th St. called Copper Beach. This complex is to house 720 additional students, doubling the number of student living in this area (The Grove + Copper Beach). This route is currently served by the Gray route, which has 60-minute service from 7:00 am to 5:30 pm with no service in the evening or on weekends. The new Primary Health care location, serving low-income clients, will be located along this corridor in the next few months. Eyerly Ball, mental health provider, plans to relocate into the same facility as Primary Health. In addition, a low-income facility, Laverne Apartments, lies along the corridor as well. The Bioplasma Center specifically contacted CyRide for additional frequency along the corridor for their donors.. In addition, Iowa State students living along the corridor have issues planning their trip into campus based on this lower level of service, particularly for students with night classes when no service operates. The recommendation is to add one bus between 7:00 am and 9:00 pm between campus and a portion of the Gray Route to S. Duff Ave. This would provide 40-minute service during the weekday and 60-minute service during the weekday evening on this portion of the Gray Route. • New State Street route to Mortensen Ave. (#1 Red area) - Service along the Red Route has increased by 54% in the last six years. Demand on some trips on this route from west Ames to campus have increased to the level that as many as seven buses are needed to provide capacity for all students needing to get to campus for class. In light of this heavy demand and anticipated new development in the State Street area, staff recommends dividing the current Red Route into two routes allowing the west Ames area, with heavy multi-family developments, to access service more efficiently. • Billy Sunday Road/Airport – Request from apartment complex. 7:30 am – 5:30pm (F = 40 min.) • Brown Route – Evening Service to Wessex Apt. (several requests from the community) • Gray Route – Saturday service to DMACC • Cardinal Route – Friday evening service desired • Pink Route – Please extend this route to Barilla on E. Lincoln Way • Pink Route – Please provide mid-day service along this route • Purple Route – Please provide mid-day service along this route • All Routes – Extend Past 10 pm on Fri. Sat., and Sun. during the summer-time. • All Routes – Please operate regular routes later in the evening to replace Moonlight Express, the safe ride home service. • Service to Northridge/GW Carver area <ol style="list-style-type: none"> 5. Fare-free city-wide: 5 options (Large Scale, Weekends only, Weekends/nights only, Summer only, K-12, middle/high-school students only, “at-risk” K-12 students only) 6. Additional Frequencies/Trips on existing services.

	<p>7. Demand/On-Call Service for:</p> <ul style="list-style-type: none"> • Senior transportation after 2pm to/from health facilities • Low-income students missing school buses from middle/high schools. • Boys & Girls Club transportation from schools alternative - high costs for special service, gasoline & vehicle insurance. • AVL technologies - Improve route efficiencies by adding AVL technology, kiosks to the public, trip planner and automated scheduling software. Scheduling software was installed in FY2012. NEXTbus technology and signage to provide real-time information.
Needs	Possible Strategies/Project
<p>Regional</p> <ol style="list-style-type: none"> 1. Need for additional/improved transportation outside the Ames community for medical transportation and other essential services. 2. Need for commuter transportation to/from outlying areas in Story County into Ames as well as I-35 corridor between Ames & Des Moines. 	<p>Regional Strategies/Projects</p> <ol style="list-style-type: none"> 1. Transit service between Ames & Iowa City for medical purposes. Possibly coordinate with other interested partners for service continuation to also serve other central Iowa residents to Iowa City and expand ability of Ames residents to receive medical care into Des Moines. 2. Study I-35 corridor between Ames and Des Moines to account for daily commute patterns and possible transit need/solutions from bus rapid transit, regular bus service, to vanpool/carpool options. 3. Study transportation commuter needs into Ames from Story County communities. Possibly coordinate program with ISU transportation that offers employee incentives to carpool/vanpool city-wide. 4. Adult Day Service transportation for Story County residents 5. Additional hours for senior agency special events 6. Easier demand response re-scheduling of pickups/drop offs 7. Transportation service to/from Nevada 3 x's a day 8. Rural meal-site transportation (meals/activities) 9. Out of service hours transportation for agency special events

V – FUNDING

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

Mobility Is....

Ability to pay for the service!

Federal Transit Assistance Programs

- Metropolitan Transportation Planning Program (Section 5303)
- Statewide and Nonmetropolitan Transportation Planning Program (Section 5304)
- Urbanized Area Formula Grant Program (Section 5307)
- Bus and Bus Facilities Formula Grants Program (Section 5339)
- State of Good Repair Grants (Section 5337)
- Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)
- Formula Grants for Rural Areas Program (Section 5311)
- Rural Transit Assistance Program (RTAP) (Section 5311(b)(3))
- Intercity Bus Assistance Program (Section 5311(f))

State Programs

- STA Formula Program
- STA Fellowship Program
- STA 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 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 federal program to support planning activities in metropolitan areas on an 80 percent federal, 20 percent 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 \$30-35,000, 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.

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

Urbanized Area Formula Grants (Section 5307)

This is a federal program for support of urban transit systems serving communities with more than 50,000 in 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. With the passage of the new transportation bill MAP-21, FTA has allowed ADA revenue vehicles to be purchased at 85% federal, 15% non-federal. Transit systems may also 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 in 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 any 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. However, the full 2014 Apportionments have not yet been released. In fact, within the past decade the apportionments are delayed later and later each year. A decade ago, you could anticipate apportionments to be approved between October – December of the given federal fiscal year. Now apportionments are approved near the end of the year.

As of 2007, CyRide began utilizing all 5307 funding to support operations and allocates none of this funding to support capital purchases. This makes the grant process easier and they utilize local funding to support their capital needs. CyRide received approximately \$1,901,771 (\$999,468 in 5307/\$902,303 in STIC) for FFY2013 funding which is approximately \$500,000 more in assistance they normally receive for their operating budget.

Bus and Bus Facilities (Section 5339)

This is a new formula program created under MAP-21. Section 5339 funding can finance capital projects to replace, rehabilitate and purchase buses or related equipment and to construct bus-related facilities. This federal program provides discretionary funding of transit capital improvements on an 80% federal, 20% non-federal matching basis (85% federal, 15% non-federal for vehicles equipped to meet ADA and Clean Air standards).

For transit agencies serving less than 200,000 in population, this new program is a drastic change from the previous program. Previously, transit agencies received bus or bus facilities funding under discretionary allocations which were awarded either through a Congressional earmark or most recently by receiving a grant from a national Notice of Funding Availability (NOFA) to specific transit systems or State DOT's. Furthermore, all transit agencies over 50,000 in population as well as States had an opportunity to apply for these grant funding opportunities called NOFA's. Small transit agencies could apply and receive this funding directly if so awarded. Now, only "designated recipients" are allowed to receive this formulized funding which is dispersed based on population. In Iowa, designated recipients are large transit systems serving populations over 200,000 or the Iowa Department of Transportation.

Therefore, the Iowa DOT receives all of the Section 5339 funding for transit agencies serving between 50,000 and 200,000 in population which includes CyRide. Since this overall funding amount is so low, the Iowa DOT pools the funding for large urban systems and allocates it out for only bus replacement based on how buses rank statewide through the Public Transit Management System (PTMS) process.

Within the last transit appropriations bill called SAFETEA-LU, CyRide was extremely successful in attaining replacement buses and expansion buses for its fleet as it was still able to apply directly for these grant opportunities. The impact is that CyRide, who had received an average of \$2,000,000 in capital funding on an annual basis through the NOFA process, will now receive \$0 in capital funding. As such, its fleet is comparatively young within the State of Iowa and estimates that it will be 5-6 years before it will attain any funding for bus replacements through this process.

Additionally, if a new discretionary funding source became available, it is unlikely that transit agencies under 200,000 in population could apply directly for the funding with a "direct recipient" designation. With no immediate prospects of attaining federal funding for new buses in the future, CyRide will be focusing its efforts to purchase used buses from around the nation to support its growing demand for its services. CyRide and HIRTA both compete in the statewide ranking process for replacement of their vehicles.

State of Good Repair Grants (Section 5337)

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

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

This is a federal program for support of transit services to enhance mobility for seniors and person with disabilities. The programs may also serve beyond transitional public transit services and ADA complementary paratransit service. These funds are allocated to Iowa on the basis of the number of 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 direct 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 85% 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 Plan (PTP) prepared by the respective metropolitan or regional planning agency through their joint public transit/human service transportation planning process. All services supported with 5310 funding must be operated open to the general public. (Complementary ADA Paratransit meets this requirement, so long as it operates the same days/hours as an urban transit system.)

For CyRide, 5310 funding has traditionally been utilized to contract out their Paratransit services (Dial-A-Ride or DAR) operated by Heart of Iowa Regional Transit Agency (HIRT). This DAR service is the ADA complementary service for the City of Ames for those individuals that cannot otherwise ride the fixed route system due to their disability. Individuals must apply directly to CyRide to be eligible for this service. Any funding remaining from 5310 in the past after subsidizing Dial-A-Ride operations is utilized to purchase buses for Dial-A-Ride services, passenger shelters along the fixed routes or purchase NEXT BUS signage.

CyRide is estimated to receive \$239,034 in 5310 funding for FY2014.

Formula Grants for Rural Areas (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 85% federal, 15% non-federal for vehicles meeting ADA and Clean Air standards), or planning activities (on an 80% federal, 20% non-federal match).

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. Office of Public Transit (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 Plan (PTP) 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 PTP plan.

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

This federal program provides a source of funding to assist in the design and implementation of training and [technical](#) assistance programs and other support services tailored to meet the specific needs of transit operators in non-urbanized areas (less than 50,000 in population). By law, the state is the direct [recipient](#) of the funding. 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 80 percent of the cost for Iowa's small urban and regional transit systems and their planners to attend Iowa DOT sponsored seminars, as well as transit-related courses or conferences sponsored by other groups. Transit systems may also be reimbursed for training held in-house. 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. Heart of Iowa Regional Transit Agency (HIRTA) may be eligible for this training funding.

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.

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 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.

STA Special Projects

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. In past years, HIRTA was awarded funding for the Ames – Iowa City transit service and also funding to print the Story County Transportation brochure (www.ridehirta.com/sct.pdf). 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 two-story facility that was completed in mid April 2008. An additional \$160,000 in funding was approved by the IDOT in FY2008 to rehabilitate the cracked walls/floors/ceiling of the old wash bay that is now our steam cleaning area. Finally, CyRide has received an additional \$1.4 million (\$800,000 in FY2011 and \$600,000 in FY2012) to construct/rehabilitate the garage for the following efforts: 1) Relocation of the ductwork/mechanicals to heighten the ceiling to accommodate hybrid buses throughout the entire facility; 2) Storage Area Air Handling/Roof Replacement 3) Upgrade Sprinkler System and to 4) Expand Bus Storage to accommodate eleven more buses. The funding was matched with federal discretionary funding. The construction/rehabilitation projects are nearing completion and will be finalized in the early summer 2014.

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.

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. In addition CyRide received ICAAP funding for two hybrid buses of \$915,200 federal that they applied for in October 2008. These buses were received in August 2010 along with 10 others funded through the 2009 Recovery Act. This funding could be utilized in the future for service expansion for either buses or service within Ames.

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

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

Contract Revenue

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

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 65.791 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. This is not an option available to Story County.

General Fund Levy

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

Trust and Agency Levy

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

Other Local

Student Fees

Mandatory student fees established by a college or university are similar to a tax levy in that all members of the particular community contribute. 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

Within the first PTP meeting in October 2007, agencies noted that funding is not generally provided for transportation projects. Rather the funding is tied to the individual clients for each agency. However, there are several community partners such as the City of Ames, Story County, United Way of Story County, Story County Empowerment that can provide matching dollars for projects if it pertains to each particular agency's goals and funding is available. These partners often participate within the Transportation Collaboration or through Analysis of Social Services Evaluation Team (ASSET).

Story County Quality of Life Alliance (<http://www.storycountyqol.org/>), an alliance of [partner coalitions and organizations](http://www.storycountyqol.org/partner-coalitions-and-organizations.html) (<http://www.storycountyqol.org/partner-coalitions-and-organizations.html>) in Story County, meet quarterly throughout the year. Other such collaborations are the hunger collaboration and early childhood collaboration. This alliance was established to help promote health and quality of life across Story County. The Transportation Collaboration is part of this alliance and we help residents to the places they need to promote good health and improve their quality of life. The groups' plans are to share needs throughout the county as well as grant funding strategies or other resources. The alliance also allows networking across community groups that you may not otherwise meet.

VI – CONCLUSION

The PTP coordination effort is an ongoing process throughout the year to define funding and further refine recommended projects. Efforts will continue to coordinate transportation services, identify needs and expand funding availability identified within the recommended projects. This effort includes identifying and encouraging additional federal/state/local funding resources yet to be approved or identified through future transit reauthorization bills. Involvement through Human Services Council, United Way's Transportation Collaboration Committee and Story County's Quality of Life Alliance groups has provided additional opportunities for increased communication between transportation providers and human/health service agencies to ensure better mobility options to the community and region. Coordination offers a great way to obtain positive results from limited resources while sharing available transportation options by many transportation providers to agencies that communicate those resources to the transit dependent, low-income, elderly and disabled populations