

Human Service Council
Passenger Transportation Development Plan (PTDP)
AAMPO/CyRide Discussion Outline
12/4/08

PTDP process FY2010 – 2013: The PTDP is an annual coordinated planning effort between the transportation providers and human service agencies providing transportation service for the Ames community. The efforts focus on transportation for the low-income, elderly and disabled populations. The goal is to coordinate and provide efficiencies in the way transportation is conducted throughout Ames as public funds become limited.

PTDP Requirements

PTDP Section	Description	Status
1. Introduction	<ul style="list-style-type: none"> ▪ PTDP purpose discussion ▪ Process taken ▪ Meeting documentation ▪ Key participants 	On-going
2. Inventory	<ul style="list-style-type: none"> ▪ Inventory ALL transportation providers ▪ Discuss type of service, eligibility, hours of operation, coordination, etc. 	On-line survey out to transportation providers (full identification needed)
3. Needs	<ul style="list-style-type: none"> ▪ Demographic Characteristics ▪ Review of prior/new public input concerning needs ▪ Status of Previously Recommended Projects (SPRP) ▪ Service Needs ▪ Equipment Needs ▪ Management Needs ▪ Fleet Needs ▪ Facility Needs ▪ Evaluate/Prioritize needs 	<p>On-line survey out to gather additional needs from human service agencies.</p> <p>SPRP – see table below</p> <p>Fleet, facility, equipment needs from transportation providers – send out forms once providers identified</p> <p>Once needs identified; online survey sent out to prioritize needs Low, Medium, High</p>
4. Strategies	<ul style="list-style-type: none"> ▪ Identify Solutions/Projects <ul style="list-style-type: none"> ○ Services ○ Coordination Efforts ○ Service Adjustments 	On-going
5. Funding	<ul style="list-style-type: none"> ▪ Identify available/allowable transit funding <ul style="list-style-type: none"> ○ State ○ Federal ○ Local ▪ Identify any funding for transportation from human service agency providers 	DOT sending funding targets (JARC, NF, 5310) in December/January
6. Recommended Program	<ul style="list-style-type: none"> ▪ Detailed one-year program ▪ Sketch three-year program ▪ transportation investment program, matching projects against available funding 	Identifies project/funding identification

Status of Previously Recommended PTDP Projects

Bold = 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

	Project	Provider Name	Need	Federal Funding Cost	Source	Implementation
1 2	General Operations	CyRide	Supports existing transit operations need for Ames community	\$1,610,455 \$489,604	5307 STA	No cuts in service for FY2009 planned. Maintained existing levels of service through fuel increases. Silver Route implemented between S lots and ISU residential areas
3	Planning	AAMPO	Planning Requirements	\$26,628	5303	On-going
4	Transit Service to E. 13 th /Dayton	CyRide	Access to Jobs & access to medical facilities & main destination for disabled community	\$157,000	JARC	Service not recommended 10/08 for year 2010 by CyRide Board due to local funding constraints.
5	Brown Route Service Frequency/ Hours Expansion	CyRide	Access to Jobs & Education	\$22,050	JARC	Continued..... Brown North expansion of hours on weeknights and frequency on summer weekdays for Somerset area.
6	Yellow Route – Mid-day	CyRide	Access to Jobs & Education	\$2,310	JARC	Continued..... Gray #4A Mid-day service (services DMACC and Kate Mitchell area)
7	2 – 40' HD Hybrid Expansion Buses for Dayton Service	CyRide	Access to Jobs & access to medical facilities & main destination for disabled community. Reduce emissions of automobile travel	\$1,015,200	NF CMAQ	Bus application for NF funds – denied Bus application for ICAAP funds approved!
8	Ames to Iowa Transportation Service & 1 – 176" LD bus	HIRTA	Medical Transportation for specialized care outside of Ames	\$21,736 \$13,042 \$62,250	NF STA NF	To Begin Jan. 20, 2009
9	ADA Complimentary Service/Dial-A-Ride	CyRide/ HSS	Service to ADA eligible clientele	\$122,719	5310	Continued..... Subcontracting Dial-A-Ride service with HSS
10	Transit Amenities	CyRide	Improve shelter/bus stop locations throughout Ames	\$40,000	5310	Recommended stops to improve approved by CyRide Board; working with GSB committee to further analyze stops Implement in spring 2009
11	Replace 13 – 40' Heavy-duty Buses w/cameras (state request)	CyRide	Accessible, more efficient Bus Fleet	\$3,819,660	5309	State PTMS process to occur Feb 2009; However, no buses are expected to be funded. CyRide to purchase up to 8 newer used buses replacing buses over 20 years of age.
12	Twelve 40'	CyRide	Accessible, more efficient	\$5,697,120	5309	Earmark process yet to occur for

	Heavy-duty Hybrid Buses (direct earmark)		Bus Fleet & Reduce Carbon Emissions			2009. No buses are expected to be funded.
12	2 – 40' HD Hybrid Electric Buses	CyRide	Accessible, more efficient Bus Fleet & Reduce Carbon Emissions	\$1,008,000	Iowa Power Fund	Denied – Office of Energy Independence wants technology that has <u>not</u> been proven.
13	Replace 3 Light-duty buses	CyRide	Accessible, more efficient Bus Fleet	\$199,200	5309	State PTMS process to occur Feb 2009; #949 may be approved for replacement.
14	Scissor Lift	CyRide	Equipment to maintain facility	\$28,000	5309	Denied in FY2008; Application pending; CyRide will purchase used lift with local funds if denied to maintain building needs.
15	Steam Clean Area – Hoist, Floor, Walls, Roof	CyRide	Facility Need (walls/floor cracking on main thoroughfare area)	\$512,000	IG - Rural Iowa Infrastructure Funding	Approved but governor didn't release bonds yet; may move funds for Iowa flood relief. Reapply in FY2010.
16	Facility Cameras/ Proximity Card Access	CyRide	Safety & Security for building and buses – addresses September 11th	\$45,328	5309	Denied in FY2008; Application pending; on-hold if denied.
17	Garage Rehab & Expansion Phase III	CyRide	Facility Need (garage bus storage at capacity w/70 vehicles. Need storage for 95 over next 20 years)	\$451,200	5309	Earmark approved. On-going facility study for off-site location. (see #19) Will place earmark in formal grant once direction is approved by CyRide board.
18	Public Education Program	CyRide	Marketing/Education	\$50,080	CMAQ	State approved. Awaiting formal grant approval * Google Transit
19	Facility Plan Update	CyRide	Storage Expansion for bus parking	\$10,000	STP	On-going – finalized in January 2009?
20	Alternative Analysis Study	CyRide	Study BRT for Orange Route	\$160,000	AA	On-hold. Proceed after completion of facility study efforts
21	Vanpool Vans	CyRide	Reduce emissions of regional commute to Ames	\$216,000	CMAQ	Initiate study effort in 2009 w/ISU Transportation. Des Moines/Ames I35 corridor study effort initiated – desire for STA funding for 2010.
22	Vanpool Operating	CyRide	Reduce emissions of regional commute to Ames	\$129,964	CMAQ	Initiate study effort in 2009 w/ISU Transportation. Des Moines/Ames I35 corridor study effort initiated – desire for STA funding for FY2010.
23	CyRide – Fare Free & 5 Hybrid Buses	CyRide	Method to gradually integrate fare-free costs to city residents for long-term sustainability. High transit costs removed as barrier to utilize transit	\$5,010,955	Iowa Power Fund	Denied by Office of Energy Independence – stated free fares will not change mode choice. Three modified fare-free options to CyRide Board for FY2010 budget.

PTDP Justifications (extrapolated from 2009 PTDP – pages 81-83)

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

1. General Operations – CyRide (5307): This funding supports the operations of CyRide's fixed-route operations which provides service throughout the Ames community. The Federal Transit Administration has requested that this formula funding allocation be allocated 100% to operations to make the grant process easier for the grantee as well as FTA. As a result, grants can be drawn and closed instead of remaining open for small capital projects identified in the transit organizations' capital improvement programs. This supports approximately 15% of CyRide's overall budget.
2. General Operations – CyRide (STA): This state funding further supports the operations of CyRide's fixed-route operations which provides service throughout the Ames community.
3. Planning – AAMPO (5303): This funding supports the ability for CyRide staff to work on transit planning issues involving required state and/or federal planning that is mandated through the transportation bill SAFTEA-LU.
4. Service to Dayton Industrial Area, Dialysis, Agency Locations @ 13th/Dayton (JARC/NF/CMAQ): This project is identified as a gap for the Ames community within the gap analysis as well as identified as a top priority in the 2009 PTDP committee ranking process. The area has several industrial plants as well as medical businesses along this corridor. In addition, this area is planned that a new mall will commence construction in 2008 to be completed in 2009 bringing additional jobs to the developed area. This project is identified to be funded either through JARC funding in getting individuals to work or through New Freedom funding in providing better service to medical facilities than the demand response trips that need to be coordinated a day in advance. Mainstream Living (human service organization) representatives have discussed in CyRide public input meetings that by providing fixed-route services to this area, a cheaper service can be provided since Heartland Senior Service currently provides many trips for individuals to this area of town. Therefore instead of providing demand responsive service, the trip can be provided at a much lesser cost and also make customers obtain the service the day they need it instead of requesting the service a day in advance making individuals more independent. Two hybrid buses will be requested from CMAQ funding with additional funding from New Freedom.
5. Brown Route Service Frequency/Hours Expansion (JARC): Additional service would be added to the Brown route for the summer 2008 as well as fall/winter at night. The Stange area was an area that has dramatically increased as evidenced by high loads on CyRide's buses and requests for additional bus trips. This service provides customers access to the North Grand Mall and also to ISU campus for employment and job training. This service was funded in 2008 and would be continued for 2009.
6. Yellow Route (JARC): Additional service was requested for mid-day service to the Yellow Route to accommodate passengers that need rides between their home and ISU campus for employment and/or training purposes. This service was funding in 2008 and would be continued for 2009.
7. Two 40' HD Hybrid Buses (NF/CMAQ): These buses would be required in development of the new Dayton Industrial service.. If this funding cannot be ascertained from CMAQ funding, regular buses may be acquired for this new service from 5307/STIC funding to expand this service.
8. Ames to Iowa City Service (NF/STA Coordination): This project was the high priority project developed from the 2009 PTDP committee. Funds identified with this project include New Freedom and STA Coordination funding. The project would transport disabled clientele from Ames to Iowa City and have a human service partnership in providing the local match. There is a need to transport HIV clientele to/from Iowa City for their essential medical trips. This service and partnerships are still being developed and cannot be identified at this time however are critical in submittal of a grant application.
9. Subcontracted Ames ADA Complimentary Services – Dial-A-Ride Services (5310): This need was identified as a base need for the community as just being expected. More demand service is will be warranted from the community in future years. 5310 funds can be utilized by transit agencies to subcontract out their ADA service however; they cannot provide the service themselves and receive the funding.
10. Transit Amenities (5310): Special funding can provide transit systems funding to build passenger shelters for the community. Improving CyRide's image is of importance to CyRide staff and to their Board of Trustees. Shelters will be prioritized within a bus stop plan for the community and funded from 5310 funds in the next few years as long as funding is available. Other funding could be realized through New Freedom or though their local budget.
11. Replacement of thirteen 30' HD Buses (5309): This would allow CyRide to compete within the state PTMS process and possibly be applicable for state earmark funding. These vehicles are past their useful life and need to be replaced. Available funding is dependent on the State of Iowa's success in obtaining earmark funding through the state each year. To improve the overall image of CyRide, the Board has approved in replacing 3 HD-40' fixed-route buses each year throughout the life of this plan.

12. Hybrid Buses (5309/Iowa Power Fund): CyRide requested earmark funding to expand twelve buses with hybrid vehicles. Currently, CyRide has twelve vehicles within their inactive or contingency fleets that are periodically utilized in cases when additional peak demand is required. The City of Ames has a “go-green” initiative and would like to test out this technology within their current fleet to see if hybrid’s should be the type of technology to purchase in future years. Possible sources of funding include direct 5309 earmarks and also the new Iowa Power Fund funded through the State. In February 2008, CyRide requested Iowa Power Funds for two hybrid vehicles within a grant application between four other transit providers in Iowa.
13. Replacement of three LD buses (5309): Again, this would allow CyRide to compete within the state PTMS process and possibly be applicable for state earmark funding. These vehicles are past their useful life and need to be replaced. Available funding is dependent on the State of Iowa’s success in obtaining earmark funding through the state each year.
14. Scissor Lift (5309): CyRide currently has a bucket lift to perform maintenance tasks within the storage building which is unsafe for employees to utilize. The lift must be situated manually until it is in the correct position for employees to perform their job. A scissor lift would allow the employee to push a button and move their equipment where they need it instead of crawling in/out a bucket to manually position the equipment. This equipment is utilized for light maintenance throughout the facility and is also very time-consuming to utilize. This equipment is considered a hazard for the employees as employees will stretch to utilize the equipment instead of moving the equipment several times to get the right placement.
15. Steam Clean Area; Hoist/Floor/Walls/Roof Repair(IG/5309): The steam clean area of CyRide’s garage is in need of repair. The floors and walls have structural damage showing deep cracks in the foundation and vertical structure of the maintenance garage. This “steam clean” area is utilized to hoist vehicles into the air and then steam the underside of the bus to remove salt, sand and oil residue prior to maintenance work commencing. Grant funding would be requested from Iowa’s new Infrastructure funding for the structural repair of the walls and floor with CyRide’s direct earmark funding replacing the existing in-ground hoist if needed based on a facility study to be completed in August 2008.
16. Facility Camera/Proximity Card Access (5309): Currently CyRide is obtaining a camera system for the new portion of the facility. This additional funding would secure the remaining portion of the building from unauthorized access. Since this is a security issue, 5309 funding could be utilized to purchase this equipment. However, CyRide would need to realize this project within its local budget if not approved through the state’s discretionary process.
17. Garage Rehab & Expansion Phase III (5309): This funding is a direct earmark allocated to CyRide for its facility needs in SAFETEA-LU’s transportation bill. The funding comes to CyRide every year since 2006 for improving the maintenance storage facility.
18. Public Education Program (CMAQ/ICAAP): This project was applied for in 2007 and may be approved by the state to provide marketing dollars for CyRide. CyRide currently does not have a marketing budget and would be able to utilize the funding to obtain a more stable non-student ridership with support from the business community. Another source of funding could be CyRide’s local budget.
19. CyRide Facility Plan Update (STP): The Ames MPO approved of supporting a Facility Plan Update for CyRide to study whether there was available space on their current site to expand or manipulate the bus garage to park larger buses (articulated or hybrid) as well as additional expansion vehicle for the future. The study will be conducted in spring 2008. Another source of funding could be CyRide’s local budget.
20. Alternative Analysis Study – Orange Route (5339): This funding was directly earmarked to CyRide to participate in an Alternative Analysis Study of CyRide’s Orange Route and possible conversion to a Bus Rapid Transit. CyRide staff had numerous public input meetings regarding this funding and whether to continue with the study process. Comments were requested from the entire community and compiled into a summary form for CyRide’s Board of Trustees. The end result was that CyRide should continue in looking at solutions to resolve transportation issues on this corridor through the AA funding study to possibly incorporate a BRT in Ames.
21. Vanpool Program – Vans (CMAQ/ICAAP): Currently there isn’t a coordinated vanpool program for the City of Ames. However, this was identified as a need for the community within CyRide public meetings as well as through the PTDP committee process. This program is eligible for funding through the ICAAP state program to reduce emissions from those commuting into the Ames area. This line item would fund the purchase of 10 vans for commuting purposes. This project would not likely occur if federal funding was not found from ICAAP sources.
22. Vanpool Program – Operating (CMAQ/ICAAP): This line item would fund the operation and staff required to start up a Vanpool program as previously discussed. This project would not likely occur if federal funding was not found from ICAAP sources.
23. Ames Transit System-Wide Fare Free & 5 Hybrid 40’ HD Buses: This line item was brought up several times through the public input process that CyRide underwent this fall from recommendations from the community as well as by the Ames City Council through the budgetary process in February. The council in particular questioned

CyRide's staff as to what would it take to further the Mayor's Climate Protection Agreement by going fare free city-wide. As a result, CyRide developed a grant application for Iowa Power grant funding that would help provide system-wide fare free service to the Ames community for up to three years. Iowa State University students already ride CyRide for free. This application would just provide free rides to the remaining portion of the community estimated at 1 million additional riders each year. The grant would also provide CyRide the opportunity to purchase 5 Hybrid vehicles to increase its fleet. This fare free concept was discussed with the PTDP committee at the Human Services' Council meeting in March 2008 and was overwhelmingly received. Providing emergency gas vouchers and bus tickets was the committee's first goal of which would not be needed for bus tickets if CyRide went fare free. Emergency rides to low-income residents were another need for the community. CyRide's ADA Dial-A-Ride service operated by Heartland Senior Service would be free as well to qualified individuals as required by federal law if fare free were instituted.

CyRide Updates

1) Meeting with Legislature

- a. Legislation passed to begin public transportation study needs
- b. Public Transit representatives had the opportunity to meet with this committee on November 14, 2008. Pictures illustrated maintenance issues of rural/urban buses around the state. Transit representatives brought letters from human service agencies/stakeholders that discussed transit importance in keeping Iowa's residents independent and living in their homes. **Thank you to those that took time to write and submit letters supporting transit for Ames!**
- c. Positive Recommendations from Study Committee:
 - i. Capital Match program Recommended: A capital match program was recommended from the committee to help replace/purchase buses for public transit. The state currently does not support capital purchases. The goal for transit providers would be to replace their vehicles when the useful life of the vehicle is ended to keep maintenance costs to a minimum. In addition, newer buses today operate cleaner than a bus developed 20 years ago. If we were to meet useful life standards for buses, Heartland operates buses that need replaced every 4 years and CyRide's larger buses need replaced every 12 years. If approved, this fund will help maintain that standard.
 - ii. Recommend identifying alternative sources to support Operating transit services: The state does support operating funding for transit through motor vehicle sales tax. Transit receives the 1/20th of the first four cents of the sales tax collected on sales of motor vehicles. However, vehicles sales are down 10-20% in first part of FY2009 and operating support will decrease as a result with transit agencies having to come up with the difference. The result is as people depend more and more on public transit (can't afford to buy a car or fuel/maintain it), many transit systems in Iowa are cutting service. The committee committed to look at alternatives to fund transit operations with this study.

2) CyRide's back on Osborn Drive from Pammel Drive detours since beginning of fall!

Review of prior/new public input concerning needs

Major PTDP Objectives:

- o Reduce fleet ages and improve accessibility of transportation providers
- o Extend route hours of transportation services
- o Improve frequency of transportation services
- o Increase geographic area of service coverage
- o Increase involvement/coordination between providers and human service agencies towards transportation services.

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

Possible Strategies/Project	
<p>Needs</p> <p>Maintenance/Insurance Needs:</p> <ol style="list-style-type: none"> 1. Need for more cost efficient methods to maintain and replace human service provider vehicles. 2. Need for low-cost maintenance for Wheels to Work program. 	<ol style="list-style-type: none"> 1. Coordination of replacement/maintenance of human service provider vehicles. 2. Coordinate group of mechanics to repair Beyond Welfare donated vehicles. 3. Investigate “sharing” of vehicles for providers & implications to insurance coverage.
<p>Bus Storage/Maintenance Facility:</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: Renovate current CyRide Bus storage facility: Any new buses ordered thereby having newer emission requirements would require CyRide to raise the ceiling height of garage doors as well as internal components throughout the garage so that buses could fit safely through the facility. 3. CyRide Maintenance Shop: Additional need to expand maintenance work area is needed to maintain new buses as well as house extra bays 4. Heartland Senior Services (HIRTA) needs storage for vehicles. Currently, parking is outside in the elements. <p>Transportation Amenities</p> <ol style="list-style-type: none"> 1. Need to improve accessibility and lighting of bus stops/shelters. 2. Need for bike racks on buses to promote sustainability of community. 	<ol style="list-style-type: none"> 1. CyRide Facility Study – study of current site location and additional off-site locations to add additional capacity for bus storage, maintenance and operational needs over next 20 years. Design off-site CyRide facility with appropriate functions needed including Heartland Senior Services administration and storage 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, 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 and increase ceiling height of garage doors and interior building by raising internal components. 3. Actively pursue federal earmark funding opportunities in light of new transportation reauthorization bill. 4. ADDED: Resurface Iowa State Center Parking lot where commuters park to obtain #23 Orange to travel to ISU campus. 5. ADDED: ISU Intermodal Facility – Continue to study and discuss possibility of constructing a Intermodal facility housing Intercity carriers near proximity of campus with tie to transit operations.
<p>Transportation Amenities</p> <ol style="list-style-type: none"> 1. Need to improve accessibility and lighting of bus stops/shelters. 2. Need for bike racks on buses to promote sustainability of community. 	<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 as many CyRide vehicles that can be currently stored.

Possible Strategies/Project

Needs

Fleet Needs

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

1. Identify and apply for federal/state grants as necessary to meet transportation providers' fleet needs. (CyRide has 64% of its fleet past its useful life; 40% cannot load wheelchairs); Heartland Senior Services (HSS had nearly all of their vehicles past their useful life however 5? vehicles are currently being replaced through the PTMS process) CyRide purchased a minibus for ADA Dial-A-Ride operated by HSS. Also received additional vehicle to utilize in transportation 3 days of the week from Ames to Iowa City service project.

2. **Need for accessible vehicle due to added accessibility features/demands at the Aquatic Center.**
3. **Need additional accessible bus to safety operate system & meet schedule.**
4. **Add cameras to all CyRide buses to reduce liability and improve ability to assist City of Ames Police.**

Service Needs

Urban needs

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

1. **ADDED: Continue existing transit services OR more efficient alternative service.**
 - Continuation of Brown Route Frequency/Hours Expansion
 - Continuation of Yellow Route Mid-day Expansion
 - Continuation of Contracted Paratransit Service
2. Study third shift transportation needs for Ames. (Transportation needed after 6pm and before 6am)
3. Transit service to East Ames to E. 13th/Dayton to serve medical hub, industrial/commercial areas and human service agencies serving mentally disabled community.
4. **Transit service to new Aquatic Center on E. 13th to open summer 2009.**
5. **Transit service in evening to DMACC Hunziker Center**
6. **Fare-free city-wide: 4 options (Large Scale, Weekends only, Weekends/nights only, Summer only)**
7. **Additional Services In Light of Ridership Increases – two buses to keep schedule on-time & safe.**
8. **Transit service earlier on Sunday morning (red/blue routes; green implemented fall 2009)**
9. On-demand service needed for senior transportation after 2pm and for low-income students missing school buses from middle/high schools.
10. Boys & Girls Club transportation from schools high costs for service, gasoline & vehicle insurance.
11. Blue South frequency improvements
 - Friday 7:15 – 9:45pm (Frequency = 20 min)
 - Saturday 5:15 – 9:45pm (F = 20 min)
 - Sunday noon – 12pm (F = 30 min.)

Service Needs.... Cont.

12. Yellow Route – Sunday service 10:45 – 6pm (F = 40 min.)
13. Brown South – School Days Weeknight service 6-9pm (F = 40 min.)
14. Billy Sunday Road/Airport – Request from apartment complex. 7:30 am – 5:30pm (F = 40 min.)
15. Airport Shuttle Enhancement – Requests before ISU starts (fall) and ends (May). Three trips/day for three days before & after school starts.
16. Alternative Analysis Study of Orange Route
17. **ADDED: Improve route efficiencies by adding AVL technology.**

Needs

Service Needs continued....

Regional

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 I35 corridor between Ames & Des Moines.

Possible Strategies/Project

Regional Needs

1. **Transit service between Ames & Iowa City for medical purposes. Coordinate with interested Des Moines partners for year three of service continuation to also serve Des Moines metro residents to Iowa City and expand ability of Ames residents to receive medical care into Des Moines.**
2. **Study I35 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 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

Representatives Attending 12-4-08 PTDP Meeting

ACCESS Shelly McQueeney
ACPC..... Sue Wuhs
American Red Cross..... Kirk Brocker
Ames Community Schools..... Cheyrl Inyang, Sonja Hayes
Ames Police Department Harry Samms
Ames Police Department Dan Walter
Ames Area MPO/CyRide Shari Atwood
Beyond Welfare..... Lois Smidt, David Sahr
Boys & Girls Club of Story County Geff Gescheidler
Camp Fire USA..... Julie Cackler (Julie@campfireusaia.com)
Center for Creative Justice..... Mark Kubik
Heartland Senior Services..... John Middents
Iowa Comprehensive Human Services Teresa Bowlin
Lutheran Services in Iowa..... Jennifer Wilson
MICA..... Barbara Schroeder
MICA..... Janelle Durlin
NAMI-CI Deb Niehof
Richmond Center..... Cari McPartland
Retired & Senior Volunteer Program (RSVP) Arti Sanghi
Story County Community Services Karla Webb
Story County Empowerment..... Ann Lundvall
The Arc of Story County..... Jay Lettow
United Way of Story County..... Lynn Scarlett
Volunteer Center of Story County..... Shellie Orngard, Amanda Martin
Youth & Shelter Services..... Roberta Milinsky