

## RECOMMENDED PROJECTS – YEARS 2010-2013

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

Projects recommended as candidates for FTA or STA funding:

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

Projects recommended as candidates for human services or other funding:

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

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

**Funding Source Codes:** FTA Programs: **5307** = Urbanized Formula, **5309** = Capital Investment Grants, **5310** = Special Needs, **5311** = Non-Urbanized Formula, **5316** = Job Access/Reverse Commute, **5317** = New Freedom, **5339** = Alternative Analysis Funding, **ICAAP** = Iowa's Clean Air Attainment Program

STA Programs: **STA - F** = State Transit Formula, **STA - S** = State Transit Special Projects, **PTIG** = Public Transit Infrastructure Grant

HHS Programs: **HS** = Head Start, **OAA** = Older Americans Act, etc., **WTF** = Welfare to Work

IaDHS Programs:

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

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

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

2. Subcontracted Ames ADA Complimentary Services – Dial-A-Ride Services (5310): This need was identified as a base need for the community as just being expected. More demand service is will be warranted from the community in future years. 5310 funds can be utilized by transit agencies to subcontract out their ADA service however; they cannot provide the service themselves and receive the funding.
3. Brown Route Service Frequency/Hours Expansion (JARC): Additional service would be added to the Brown route for the summer 2008 as well as fall/winter at night. The Stange area was an area that has dramatically increased as evidenced by high loads on CyRide's buses and requests for additional bus trips. This service provides customers access to the North Grand Mall and also to ISU campus for employment and job training. This service originally began in 2008 and would be continued for 2010.
4. Yellow Route Mid-day Expansion (JARC): Additional service was requested for mid-day service to the Yellow Route to accommodate passengers that need rides between their home and ISU campus for employment and/or training purposes. This service originally began in 2008 and would be continued for 2010.
5. Service to Dayton Industrial Area, Dialysis, Agency Locations @ 13<sup>th</sup>/Dayton (JARC/NF/CMAQ/ICAAP): This project is identified as a gap for the Ames community within the gap analysis as well as identified as a top priority in the 2009 PTDP committee ranking process. The area 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 previous CyRide public input meetings that by providing fixed-route services to this area, a cheaper service can be provided since Heartland Senior Service currently provides many trips for individuals to this area of town. Therefore instead of providing demand responsive service, the trip can be provided at a much lesser cost and also make customers obtain the service the day they need it instead of requesting the service a day in advance making individuals more independent. Buses have been acquired through ICAAP funding for this project.
6. 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.
7. Alternative Analysis Study – Orange Route (5339): This funding was directly earmarked to CyRide to participate in an Alternative Analysis Study of CyRide's Orange Route and possible conversion to a Bus Rapid Transit. CyRide staff had numerous public input meetings regarding this funding and whether to continue with the study process. Comments were requested from the entire community and compiled into a summary form for CyRide's Board of Trustees. The end result was that CyRide should continue in looking at solutions to resolve transportation issues on this corridor through the AA funding study to possibly incorporate a BRT in Ames.
8. I35 Ames-Des Moines Corridor Planning: This project has been identified as a need through public meetings in both the Ames, Ankeny and Des Moines communities. Commuter travel along the I35 corridor is increasing each year as a result. A study committee has been formed in recognition of this and recommended a corridor study to validate any viable transit options such as rail, bus rapid transit, vanpool, etc.

9. Planning – AAMPO (5303): This funding supports the ability for CyRide staff to work on transit planning issues involving required state and/or federal planning that is mandated through the transportation bill SAFTEA-LU.
10. One LD low-floor bus (NF): The Ames Aquatic Center is scheduled to open in summer 2009. The aquatic pool was designed for the disabled community incorporating a zero depth entrance. In addition, a ramp was incorporated into the 50 meter pool so that anyone could walk race through the water or do laps without having to climb a ladder. Finally a portable chair lift is also part of the pool design for those that cannot walk into the pool but could enjoy water therapies and or recreation. CyRide will be operating transit service to the aquatic center from Ames City Hall (downtown Ames) and Beyer Hall (ISU campus). CyRide is in need of an accessible bus that can accommodate wheelchairs and the elderly. A low-floor bus would accommodate this request from the public.
11. One 40' HD bus (camera): In fall 2009, CyRide plans to add two buses to its service schedule to help keep the buses on-time for the public but allow the drivers their anticipated breaks at the end of their routes. Currently loads are so large that time normally spent at endpoints are being utilized to catch up to the schedule. Adding two buses will allow CyRide drivers to have a break, de-stress and drive safer instead of trying to meet the written schedule. This vehicle will accommodate a wheelchair up to 1,800 pounds to be over and beyond ADA guidelines.
12. Transit Amenities (5310): Special funding can provide transit systems funding to build passenger shelters for the community. Improving CyRide's image is of importance to CyRide staff and to their Board of Trustees. 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 through their local budget.
13. Replacement of thirteen 30' HD Buses (5309): This would allow CyRide to compete within the state PTMS process and possibly be applicable for state earmark funding. These vehicles are past their useful life and need to be replaced. Available funding is dependent on the State of Iowa's success in obtaining earmark funding through the state each year. Bus replacement is important to the overall image of CyRide.
14. Replacement of Light-duty LD buses (5309): Again, this would allow CyRide to compete within the state PTMS process and possibly be applicable for state earmark funding. These vehicles are past their useful life and need to be replaced. Available funding is dependent on the State of Iowa's success in obtaining earmark funding through the state each year.
15. Facility Camera/Proximity Card Access (5309): 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.
16. West Wall EIFS Exterior Replacement (PTIG): CyRide was originally built back in 1982 with a state of the art material called EIFS applied to the exterior of the building. EIFS is synthetic stucco looking material which provides exterior insulation for buildings. EIFS is supposed to produce a weather-resistant barrier and provide crack resistance for the exterior of buildings. Issues have surfaced since then in EIFS cracking due to moisture accumulation due to improper sealing at joints and around window, doors and other penetrations. CyRide has received warnings from FM Global to replace the west-side EIFS wall with non-flammable material since the EIFS may ignite with close proximity to the cooling towers.
17. Shutoffs for fuel/oil/hydraulic lines (5309): FM Global has recommended that CyRide install shutoff valves to their fuel/oil/hydraulic lines to ensure that if a fire did break-out within the bus storage area, that additional fueling, oil or other flammable liquids would not further ignite the fire and cause significant more damage to the facility.
18. Electric Distribution Rehabilitation (5309): CyRide's current electric distribution needs to be rehabilitated for the building as certain circuits are overloaded creating a fire hazard. FM Global recommends CyRide review the circuits and redistribute accordingly to protect the building investment.
19. Vehicle Security System Cameras (5309): CyRide received 27 camera systems in 2004 which are in need of replacement. Those cameras operate from Safety Vision and are outdated. CyRide utilizes these security systems daily when events transpire, validation of complaints, or to aid the Ames police. CyRide requests funding for a total of 38 security systems to replace 27/expand 11 to equip its entire fleet.
20. Fire Sprinkler System Upgrade (5309): Recommendations to improve the sprinkler system have been made from FM Global to CyRide. Indications are that the system currently would not produce enough water force to put out a fire in the event one occurred. Fire protection is a critical element for CyRide due to the investment of buses and vertical infrastructure on the site.

21. Storage area air handling replacement (5309): CyRide is currently replacing the air handling within its shop area. Recommendations from a consultant also determined that the air within the facility needs attention as well.
22. Satellite Maintenance Facility & Expansion Hybrid Buses: CyRide requested earmark funding for a satellite maintenance facility and expansion hybrid buses from the transportation bill reauthorization for 2010. Currently no expansion vehicles can be parked within the facility and CyRide is still growing with the public riding more and more each day. A study revealed that the current site location cannot be modified to house CyRide's needs into 2030. As a result, several site locations have been determined where CyRide may expand in the future. For buses, the City of Ames has a "go-green" initiative and would like to test out this technology to see if hybrid's should be the type of technology to purchase in future years. Possible sources of funding include direct 5309 earmarks or other sustainable energy grants that may arise in the future.
23. Garage Rehab & Expansion Phase III (5309): This funding is a direct earmark allocated to CyRide for its facility needs in SAFETEA-LU's transportation bill. The funding comes to CyRide every year 2006-2009 for improving the maintenance storage facility however, may not be requested in grants until FFY2010.
24. AVL technology, web planner, passenger counters (5309): CyRide participated in an urban needs study for AVL technology in 2006 headed by the IDOT. Rural systems acquired AVL technology through this method a few years prior. Within this plan, CyRide had needs to incorporate AVL into their system, a web planner and automatic passenger counters to speed up the boarding process.
25. Resurface ISC Commuter parking (5309): CyRide operates its #23 Orange Route out of the Iowa State Center parking lot which generates more than 10,000 rides each day. This parking lot needs to be resurfaced and it's anticipated that transit commuters contribute a lot of the daily wear and tear of the lot.
26. ISU Intermodal Facility (5309): An Intermodal Facility is envisioned off-campus to provide another park/ride lot keeping automobile traffic from accessing ISU campus and thereby improving pedestrian safety. This facility would incorporate transit into the design and would house the intercity carriers currently located near I35 but not on a current CyRide bus route. Discussions of this facility are on-going.
27. Ames Transit System-Wide Fare Free & 5 Hybrid 40' HD Buses: This line item was brought up several times through the public input process that CyRide underwent in fall 2008 from recommendations from the community as well as by the Ames City Council through the budgetary process in February 2009. The council in particular questioned CyRide's staff as to what would it take to further the Mayor's Climate Protection Agreement by going fare free city-wide. 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.
28. Vanpool Program – (CMAQ/ICAAP): Currently there isn't a coordinated vanpool program for the City of Ames. However, this was identified as a need for the community within CyRide public meetings as well as through the PTDP committee process. This program is eligible for funding through the ICAAP state program to reduce emissions from those commuting into the Ames area. This project would fund the operation, staff and purchase of 10 vans for commuting purposes. This project would not likely occur if federal funding was not found from ICAAP sources.