

RECOMMENDED PROJECTS 2011-2014

Projects recommended as candidates for FTA or STA funding:

Provider Name	Project Description	Type*	Total Estimated Cost	Estimated Year	Recommended Funding Source(s)**	Priority
1 CyRide	General Operations	O	\$ 7,422,030	2011-2014	5307, CyRide	H
1 CyRide	General Operations	O	\$ 533,730	2011-2014	STA - F	H
2 CyRide	Subcontracted ADA Dial-A-Ride Service	O	\$ 169,726	2011-2014	5310	H
3 CyRide	Brown Route Frequency/Hours Expansion	O	\$ 66,000	2011-2014	5316	H
4 CyRide	Yellow Route Mid-day Expansion	O	\$ 16,000	2011-2014	5316	H
5 CyRide	E. 13th/Dayton Service	O	\$ 329,700	2011-2014	5316, 5317	H
6 HIRTA	Ames to Iowa City Service	O	\$ 42,210	2011-2014	5317	H
7 CyRide	Alternative Analysis Study - Orange Rt.	P	\$ 200,000	2011	5339	L
8 CyRide	I-35 Ames-Des Moines Corridor Planning	P	\$ 100,000	2011	STA - S	M
9 AAMPO	Planning	P	\$ 35,000	2011-2014	5303	H
10 CyRide	Transit Amenities	C	\$ 50,000	2011-2014	5310	M
11 CyRide	Expand 60' Articulated Diesel Buses (4 vehicles, cameras)	C	\$ 2,080,000	2012	5307, TIGGER	
12 CyRide	Expand 40' HD Large Diesel and/or Hybrid Buses (17 vehicles, cameras)	C	\$ 6,272,000	2011-2014	5307, 5309, 5316, 5317, TIGGER	H
13 CyRide	Replace 40' HD Large Diesel Buses (31 vehicles, cameras)	C	\$ 13,241,659	2011-2014	5309	H
14 CyRide	Replace 158" LD Small Buses (2 vehicles, diesel, urban, cameras)	C	\$ 176,000	2011-2012	5309	H
15 CyRide	Facility Cameras/Proximity Card Access	C	\$ 56,660	2011	2011	M
16 CyRide	Fuel Pump Improvements	C	\$ 29,000	2011	5309, STA	H
17 CyRide	Shutoffs for fuel/oil/hydraulic lines	C	\$ 36,000	2011	5309	H
18 CyRide	Electric Distribution Rehabilitation	C	\$ 30,000	2011	5309	L
19 CyRide	Vehicle Security System Cameras Rep.	C	\$ 292,000	2011	5309	H
20 CyRide	Fire Sprinkler System Upgrade	C	\$ 250,000	2012	5309	L
21 CyRide	Storage area air handling replacment & ceiling extension	C	\$ 750,000	2012	5309	L
22 CyRide	Satellite Maintenance Facility & Hybrid Large Buses	C	\$ 20,500,000	2011-2014	5309, PTIG, ARRA	H
23 CyRide	Garage Expansion Phase III	C	\$ 1,168,400	2011-2014	5309	M
24 CyRide	AVL technology, web planner, passenger counters	C	\$ 1,632,540	2011-2014	5309, TIGGER	L
25 CyRide	Resurface ISC Commuter parking	C	\$ 1,000,000	2013	5309	L
26 CyRide	Ames Intermodal Facility	C	\$ 43,666,500	2011-2012	5309, ARRA, TIGGER	H
27 CyRide	Ames Fare Free	O	\$ 5,010,955	2011-2014	5307, STA-F	M
28 CyRide	Vanpool Program	C, O	\$ 430,000	2011-2014	ICAAP, 5309	M
Projects recommended as candidates for human services or other funding:						
6 HIRTA	Ames to Iowa City Service	O	\$ 42,210	2011-2014	ASSET	H
29 RSVP	Central Iowa RSVP Volunteer Driver Program	C, O	\$ 5,000	CY2010	UWSC, SCCL, ASSET	H

(see code descriptions on following page)

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: Depart. Of Homeland Security

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

PTP Justifications

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. This fund comes from car sales which has declined due to the suffering economy.

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 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 (5316): 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 2008 and would be continued for 2010.
4. Yellow Route Mid-day Expansion (5316): 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 originally began in 2008 and would be continued for 2010.
5. Service to Dayton Industrial Area, Dialysis, Agency Locations @ 13th/Dayton (5316/5317): This project is identified as a gap for the Ames community within the gap analysis as well as identified as a top priority through the PTP 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 when the economy rebounds 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 agency) 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 to begin in fall 2010.
6. Ames to Iowa City Service (5317): This project was a high priority project developed from the 2009 PTP 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 low-income clientele to/from Iowa City for their essential medical trips. The first two years of the project had six funding sources. This year, the service is recommended to be locally funded through the ASSET committee which consists of Story County, City of Ames, United Way of Story County, Government of the Student Body and Department of Human Services.

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. I-35 Ames-Des Moines Corridor Planning (STA-S): 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. 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 have been prioritized within a bus stop plan for the community and funded from 5310 funds in the next few years as long as funding is available to improve accessibility. Other funding could be realized through New Freedom or through their local budget.
11. Expand 4 – 60' Articulated Diesel Buses: Certain routes throughout Ames have been saturated with buses to meet ridership demand. As such, campus becomes inundated with continual bus traffic that impedes safety throughout campus. Articulated buses carry vastly more than the standard large diesel bus and can operate more efficiently in possibly reducing the buses/drivers required to meet demand. Some routes have buses leaving every 3 minutes from a stop with up to 5 buses leaving a time point at one time. Red and Orange routes both carry over one million passengers and would benefit from the implementation of articulated buses along the route. CyRide staff borrowed an articulated bus to determine turning radius and capacity to enter/exit the garage storage. Both could be accommodated and the turning seemed to perform better and more easily than a 40' diesel bus.
12. Expand 40' HD Large Diesel and/or Hybrid buses (camera): Since 2006, CyRide has been increasing its peak pull out for buses by 3 vehicles each year or 12 buses. Buses that have been replaced were retained to accomplish this feat and now only 3 spare buses are available in the peak hour as all other CyRide vehicles are in service. The Federal Transit Administration recommends having a 20% spare ratio and CyRide staff also recommends having additional buses so that buses are available to change out for accidents, additional demand or periodic maintenance. These buses could be diesel or hybrid depending on the availability of funding. Hybrid buses are a priority for the community as "going green" is a goal for the city and university.
13. Replace 40' HD Large Diesel Buses (cameras): CyRide currently has the 15th oldest fleet in the nation according to the National Transit Database. Continual replacement of old buses is needed to keep operational costs of maintaining buses to a minimum. Buses take approximately 2 years to obtain from the date ordered until delivery. 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. This would allow CyRide to compete within the state PTMS process and possibly be applicable for state earmark funding.
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. Fuel Pump Improvements (5309): CyRide was originally built back in 1982. The fuel pumps are now in need to be improved to meet recommendations by OSHA and are thought to discontinue operations without warning at some point. As such, not improving this system would hinder operations if fuel wasn't able to be obtained on-site.

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 & ceiling extension(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 as raise the internal components on the ceiling to necessitate circulation of buses throughout the facility regardless of height. If the ceiling were not raised, hybrid vehicles could only travel through certain portions the bus storage garage.
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 passenger kiosks and automatic passenger counters to speed up the boarding process. The initial project to complete to gear up for this technology would include scheduling software.
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. Ames Intermodal Facility (5309): An Intermodal Facility is envisioned off-campus to provide another park/ride lot keeping automobile traffic from accessing ISU campus and thereby improving pedestrian safety. This facility would incorporate transit into the design and would house the intercity carriers currently located near I-35 but not on a current CyRide bus route. Previous discussion of this need was discussed under recent developments.

27. Ames Transit System-Wide Fare Free (COA): This line item was brought up several times through the public input process that CyRide underwent in fall 2008 from recommendations from the community as well as by the Ames City Council through the budgetary process in February 2009. The council in particular questioned CyRide's staff as to what would it take to further the Mayor's Climate Protection Agreement by going fare free city-wide. Iowa State University students already ride CyRide for free. This 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 PTP committee at the Human Services' Council meeting in March 2008 and was overwhelmingly received. Providing emergency gas vouchers and bus tickets was the committees 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 PTP 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 source
29. Central Iowa RSVP's Volunteer Driver Program (UWSC/SCCF): On January 1, 2010, Central Iowa RSVP began not only coordinating volunteer drivers (as it was previously doing for low cost rides for Heartland Senior Services) but also training the drivers and providing the coordination for the actual ride. Prior to this date, Heartland Senior Services coordinated the training and actual ride but it became burdensome as volunteers denied trips and HSS had to incorporate the request into its regular service. It is hoped that with RSVP providing all the needs for volunteers and the trips, the actual ride can be coordinated better by leveling out the volunteers with the demand for rides. In addition, Heartland Senior Services then won't be obligated to provide a higher cost ride within its services to ensure that trip is met according to the federal regulations. This project will be a pilot until December 2009 where the program will be evaluated by its stakeholders. Current funders of the project are United Way of Story County and Story County Community Foundation.