

**AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)  
TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: DRAFT FFY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**BACKGROUND:**

In order to receive Federal funds for transportation improvement projects, it is necessary for the projects to be part of the approved statewide plan. The initial step in this process is for the Ames Area MPO to develop a draft Transportation Improvement Program (TIP). The attached draft plan includes projects for street improvements, CyRide improvements, and trail projects. In February 2020, the Ames Area MPO distributed applications for new funding for Surface Transportation Block Grant (STBG) and Transportation Alternative (STBG-TAP) projects. Two STBG applications were received and no STBG-TAP applications were received.

<b>TPMS #</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Federal Fund Request</b>	<b>Total Project Cost</b>	<b>Federal Fiscal Year</b>
(NEW) -	City of Ames	Lincoln Way Pavement Improvements (Dotson Dr – Franklin Ave)	\$1,686,000	\$2,400,000	FFY23
(NEW) -	CyRide	Vehicle Replacement	\$225,000	\$850,000	FFY24

Projects selected for regional transportation funding, along with projects awarded in previous programs and state-sponsored projects within the Ames area have been incorporated into the Draft FFY 2021 – 2024 Transportation Improvement Program.

Following notification of Iowa Clean Air Attainment Program funding, the following project was added into the Draft FFY 2021 – 2024 Transportation Improvement Program. This project doesn't use STBG funding, so it doesn't change any of the MPO's funding projections. However, it is required to be shown in the TIP per the funding agreement.

<b>TPMS #</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>ICAAP-SWAP Funding</b>	<b>Total Project Cost</b>	<b>Federal Fiscal Year</b>
45239	City of Ames	First Phase Deployment Ames Traffic Signal Master Plan	\$1,176,548	\$1,470,685	FFY21

**The Transportation Technical Committee reviewed the draft on May 20, 2020 and unanimously recommended approval of the program.** The draft document and map of the projects are available for public review and comment on the Ames Area MPO webpage. The final FFY 2021 – 2024 Transportation Improvement Program is due to the Iowa Department of Transportation by July 15, 2020.

**ALTERNATIVES:**

1. Approve the Draft FFY 2021 – 2024 Transportation Improvement Program and set July 14, 2020, as the date for the public hearing.
2. Direct modifications to the Draft FFY 2021 – 2024 Transportation Improvement Program and set July 14, 2020, as the date for the public hearing.

**ADMINISTRATOR'S RECOMMENDED ACTION:**

This draft program was reviewed by the Transportation Technical Committee reviewed the draft on May 20, 2020 and unanimously recommended approval of the program. **Therefore, it is the recommendation of the Administrator that the Transportation Policy Committee adopt Alternative No. 1, as noted above.**

# DRAFT

## Federal Fiscal Years 2021 – 2024 Transportation Improvement Program

**Ames Area Metropolitan Planning Organization**

The Ames Area MPO prepared this report with funding from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the Ames Area Metropolitan Planning Organization member governments. These contents are the responsibility of the Ames Area MPO. The U.S. government and its agencies assume no liability for the contents of this report or for the use of its contents. The Ames Area MPO approved this document on July 14, 2020. Please call (515) 239.5160 to obtain permission to use.

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## INTRODUCTION

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**T**he Federal Fiscal Year 2021 - 2024 Transportation Improvement Program is the short-range implementation program for Federally funded and regionally significant transportation projects. The TIP is a requirement of 23 CFR 450.326 for metropolitan planning organizations to develop a program reflecting the investment priorities established in the long-range transportation plan covering at least four (4) years. The Ames Area MPO develops a new TIP annually in cooperation with the Iowa Department of Transportation and CyRide. The Ames Area TIP is included in the State Transportation Improvement Program (STIP), which is developed by the Iowa Department of Transportation.

The TIP can be found online at:

<https://www.cityofames.org/government/aampo/tip>

The STIP can be found online at:

[https://iowadot.gov/program\\_management/statewide-transportation-improvement-program-stip](https://iowadot.gov/program_management/statewide-transportation-improvement-program-stip)

### **Role of the TIP**

The Transportation Improvement Program (TIP) is a public document developed of planned transportation improvements within the Ames Area MPO planning boundary that are expected to utilize Federal-aid funds or are considered regionally significant. Each project must include specific information detailing the project including the scope, year-of-expenditure cost, funding sources, and location. Local projects not using Federal funds to construct them may not be listed in the program.

The TIP is a short-range plan and is considered a tool for implementing the long-range transportation plan. Projects must be identified in the long-range plan prior to being listed in the TIP, and a project cannot receive Federal funds unless it is contained in the TIP.

### **Ames Area MPO Organization**

The Ames Area MPO was officially designated the MPO of the Ames urbanized area by the Governor of Iowa in March 2003. This designation was the result of the Ames urbanized area having a population of greater than 50,000 in the 2000 census. As a result of the 2010 Census, the urbanized areas of Ames and Gilbert were combined into one urbanized area, therefore requiring the Metropolitan Planning Area to be expanded to encompass this area in its entirety. The Ames Area MPO approved the current Metropolitan Planning Area boundary on November 13, 2012. The City of Gilbert and Iowa State University were added to the Transportation Policy Committee on March 26, 2013.

Ames is located in central Iowa and is served by Interstate 35, U.S. Highway 30, and U.S. Highway 69. Surface transportation needs are met through over 249 centerline miles of streets. The community has a very progressive transit system, CyRide, which carries over six million bus passengers per year. While the majority of transit users have Iowa State University ties, CyRide serves the entire Ames community.

The Ames Area MPO area includes the Ames Municipal Airport, which serves general aviation needs for business, industry, and recreation users. On average 93 aircraft operations occur per day at the Ames

Municipal Airport. Railroad provides freight service to the area by dual east-west mainline tracks and a northern agricultural spur.

The Ames Area MPO provides continuity of various transportation planning and improvement efforts throughout the Ames urban area. The City of Ames serves as the fiscal agent for the Ames Area MPO.

The Ames Area MPO consists primarily of two standing committees: The Transportation Policy Committee and the Transportation Technical Committee.

## TRANSPORTATION POLICY COMMITTEE

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The Transportation Policy Committee (TPC) is the policy setting board of the MPO and the membership consists of local officials. Voting membership on the committee includes city and county governments located, wholly or partially, in the Ames Area MPO planning boundary as well as the local transit agency. Currently the TPC membership includes: City of Ames, City of Gilbert, CyRide, Boone County, and Story County. The Iowa Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and Iowa State University serve as advisory, non-voting, representatives.

## TRANSPORTATION TECHNICAL COMMITTEE

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The Transportation Technical Committee (TTC) consists of technical personnel from various agencies involved in transportation issues within the planning area. The Transportation Technical Committee formulates the procedural details of the Transportation Planning Work Program. The committee reviews and monitors the output of various MPO activities identified in the work program and makes recommendations to the policy committee. The committee is also responsible for assisting in developing the short and long-range transportation plans. The Iowa Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration serve as advisory, non-voting, representatives.

## **Public Participation in the Planning Process**

This document was developed in coordination with MPO member agencies, regional stakeholders, and members of the public. The MPO planning process includes strategies to disseminate information about the project selection process and provides opportunities for interested parties to provide information to the policy committee.

### **EDUCATION AND INFORMATION**

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#### **WEBSITE**

The Ames Area MPO utilizes the MPO website at <https://www.aampo.org> to make draft documents, maps, and other materials accessible anytime of any day in a format that is adaptable to mobile devices and website text which can be translated into any language available through translation services.

#### **E-NOTIFICATION**

Anyone with an e-mail address may sign-up for receiving notifications of news and events published from the MPO with our e-notification system. During the development of this program, approximately 160 users receive e-notifications, including announcements of FFY 2021-2024 TIP public meetings, public comment periods, and draft documents.

### **PUBLIC INVOLVEMENT OPPORTUNITIES**

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#### **PUBLIC OPEN HOUSE**

An open house provides members of the public the opportunity to drop-in to view projects, meet with staff, and leave comments on the proposed program. The event hosted on May 21, 2020, was held virtually via a Microsoft Teams meeting due to COVID-19 restrictions. No formal presentation was given allowing for visitors to come and go at any time during the event.

#### **PUBLIC COMMENT PERIOD**

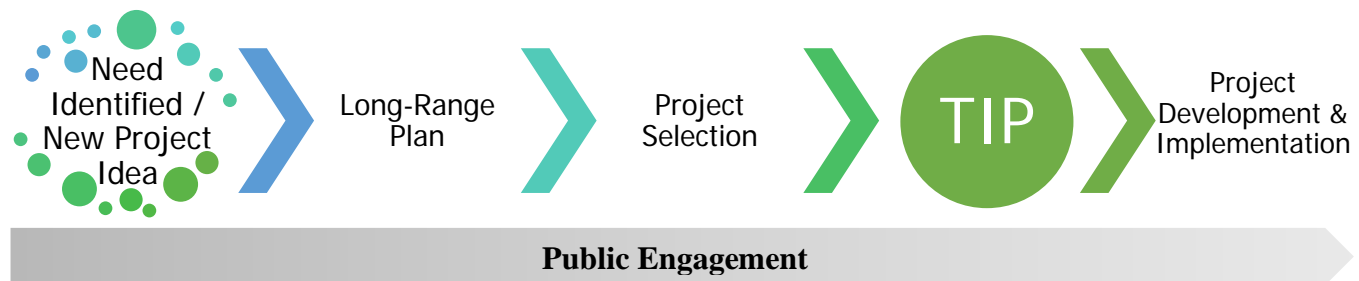
During the comment period, the draft document and maps of the proposed projects are available online or in hardcopy at the Ames Area MPO office.

#### **TRANSPORTATION POLICY COMMITTEE HEARINGS**

The Transportation Policy Committee hearings provide time for anyone of the public to address the committee prior to consideration of the program. The meetings are livestreamed on Ames Channel 12 and on Facebook. Meetings are also made available on-demand on the City of Ames website, on the City of Ames Facebook page, and on the City of Ames YouTube channel.

## PROGRAM DEVELOPMENT

The Transportation Improvement Program (TIP) serves as a list of DOT and locally sponsored federal-aid eligible and Swap surface transportation improvements within the Ames-Gilbert region. Projects in the Ames Area TIP must be consistent with the long-range transportation plan, known as Ames Mobility 2040. The final document, approved by the Transportation Policy Committee, will be consolidated into the State Transportation Improvement Program (STIP) along with the other 26 planning agencies in the State of Iowa.



## Performance Based Planning and Performance Management

Performance based planning and performance management became a focus for State and regional transportation planning with the signing of the 2012 surface transportation bill Moving Ahead for Progress in the 21st Century (MAP-21). The Federal government established a seven national goals through MAP-21, and maintained in subsequent Federal legislation, with the purpose of improving decision-making through performance-based planning and programming.

The Ames Area MPO must establish and use a performance-based approach to transportation decision making to support the national goals.

**KEY TERMS:**

- Goal:** a broad statement the describes a desired end state
- Objective:** a specific, measurable statement that supports achievement of a goal
- Performance Measures:** metric used to assess progress towards meeting an objective
- Target:** specific level of performance that is desired to be achieved within a certain timeframe

**National Goals**

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Project Delivery

**Regional Goals**

- Connected, Efficient, and Reliable
- Safety
- Environment
- Accessibility
- Economy and Goods Movement
- Asset Management



## ROAD SAFETY

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**Goal:** Significant reduction in traffic fatalities and serious injuries on all public roads.

### Performance Measures

Goal Area	Road Safety
<b>Performance Measures</b>	<ul style="list-style-type: none"> <li>• Number of Fatalities</li> <li>• Rate of Fatalities per 100 million VMT</li> <li>• Number of Serious Injuries</li> <li>• Rate of Serious Injuries per 100 million VMT</li> <li>• Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries</li> </ul>

### Performance Targets

Rather than setting its own safety targets, the Ames Area MPO has chosen to support the Iowa DOT's safety targets as published in the most recent Iowa Highway Safety Improvement Program Annual Report. The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP)<sup>1</sup> projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

Any Iowa DOT Sponsored HSIP projects within the MPO area were selected based on the strategies included in the Strategic Highway Safety Plan and safety performance measures and were approved by the Iowa Transportation Commission. The Iowa DOT conferred with numerous stakeholder groups, including the Ames Area MPO, as part of its target setting process. Working in partnership with local agencies, Iowa DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. The Iowa DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasure that can address the types of crashes present. The Iowa DOT continues to utilize a systemic safety improvement process rather than relying on "hot spot" safety improvements.

Performance Measure	Five Year Rolling Averages	
	2014-2018 Baseline	2016-2020 Target <sup>2</sup>
Number of Fatalities	337.4	345.8
Fatality Rate – per 100 million VMT	1.046	1.011
Number of Serious Injuries	1,499.1	1,396.2
Serious Injury Rate – per 100 million VMT	4.497	4.083
Non-Motorized Fatalities and Serious Injuries	134.2	138.1

\*Ames Area MPO Targets adopted September 24, 2019

<sup>1</sup> <https://safety.fhwa.dot.gov/hsip/reports/pdf/2019/ia.pdf>

<sup>2</sup> Methodology for Iowa DOT FHWA Safety Targets [https://iowadot.gov/systems\\_planning/fpmam/Iowa-2016-2020-safety-targets.pdf](https://iowadot.gov/systems_planning/fpmam/Iowa-2016-2020-safety-targets.pdf)

## TRANSIT SAFETY

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**Goal:** Improve safety of all public transportation systems, specifically in the areas of fatalities, injuries, safety events (ex.: collisions, derailments), and system reliability.

### Performance Measures

Goal Area	Transit Safety
<b>Performance Measures</b>	<ul style="list-style-type: none"> <li>• Number of Fatalities</li> <li>• Number of Serious Injuries</li> <li>• Safety Events</li> <li>• System Reliability</li> </ul>

### Performance Targets

CyRide's Safety Plan, due by December 31, 2020 (deadline extended from July 20, 2020 due to COVID-19), will include processes and procedures to implement Safety Management Systems (SMS) at CyRide to anticipate future risks and detect problems before safety issues occur. This plan, which will be re-certified each year thereafter, will include strategies for minimizing the exposure of the public, personnel, and property to unsafe conditions and again include safety performance targets. SMS will support a data-based framework to identify and analyze safety hazards and risks to prioritize resources towards the mitigation of these issues. As CyRide's Safety Plan and safety performance targets are established for FY2021, this information will be shared annually with the Ames Area MPO as projects are prioritized within the Ames Area MPO's LRTP, TPWP and TIP.

## PAVEMENT AND BRIDGE

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**Goal:** Maintain the condition of pavement and bridges in a state of good repair.

### Performance Measures

Goal Area	Pavement and Bridge
<b>Performance Measures</b>	<ul style="list-style-type: none"> <li>• Percent of Interstate pavements in Good condition</li> <li>• Percent of Interstate pavements in Poor condition</li> <li>• Percent of non-Interstate NHS pavements in Good Condition</li> <li>• Percent of non-Interstate NHS pavements in Poor condition</li> <li>• Percent of NHS bridges classified as in Good condition</li> <li>• Percent of NHS bridges classified as in Poor condition</li> </ul>

### Performance Targets

Rather than setting its own pavement and bridge targets, the Ames Area MPO has chosen to support the Iowa DOT's pavement and bridge targets as submitted in the most recent baseline

period performance report<sup>3</sup>. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

Any Iowa DOT sponsored pavement and bridge projects within the MPO area were determined in alignment with the Iowa Transportation Asset Management Plan (TAMP) and the pavement and bridge performance measures. The TAMP connects Iowa in Motion 2045 and system/modal plans to Iowa DOT's Five-Year Program and the STIP. Iowa in Motion 2045 defines a vision for the transportation system over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and helps ensure that investments in the Five-Year Program and STIP are consistent with Iowa DOT's longer-term vision. Starting in 2019, the TAMP began to integrate the pavement and bridge performance targets.

The Iowa DOT conferred with numerous stakeholder groups, including the Ames Area MPO and local owners of NHS assets, as part of its target setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future condition. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict bridge and pavement needs and help determine the amount of funding needed for stewardship of the system. The TAMP discusses the major investment categories that the Commission allocates funding through. Once the Commission approves the funding for these categories, Iowa DOT recommends the allocation of the funds to specific projects using the processes described in the TAMP. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in the TAMP.

Performance Measure	2017 Baseline	4 Year Targets <sup>4</sup>
Percentage of pavements of the Interstate System in Good condition	N/A	49.4%
Percentage of pavements of the Interstate System in Poor condition	N/A	2.7%
Percentage of pavements of the non-Interstate NHS in Good condition	50.9%	46.9%
Percentage of pavements of the non-Interstate NHS in Poor condition	10.6%	14.5%
Percentage of NHS bridges classified as in Good condition	48.9%	44.6%
Percentage of NHS bridges classified as in Poor condition	2.3%	3.2%

\*Ames Area MPO Targets adopted September 25, 2018

<sup>3</sup> 2018 Baseline Performance Period Report [https://iowadot.gov/systems\\_planning/fpmam/2018-Baseline-Performance-Period-Report.pdf](https://iowadot.gov/systems_planning/fpmam/2018-Baseline-Performance-Period-Report.pdf)

<sup>4</sup> Methodology Iowa DOT Pavement and Bridge Performance Measures [https://iowadot.gov/systems\\_planning/fpmam/2018-2021-Pavement-Bridge-Targets.pdf](https://iowadot.gov/systems_planning/fpmam/2018-2021-Pavement-Bridge-Targets.pdf)

## TRANSIT ASSET MANAGEMENT

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**Goal:** Maintain the condition of public transit assets in a state of good repair.

### Performance Measures

Goal Area	Transit Asset Management
<b>Performance Measures</b>	<ul style="list-style-type: none"> <li>• Equipment: Percent of non-revenue vehicles met or exceeded Useful Life Benchmark</li> <li>• Rolling Stock: Percentage of revenue vehicles met or exceeded Useful Life Benchmark</li> <li>• Facilities: Percentage of assets with condition rating below 3.0 on FTA TERM scale</li> <li>• Infrastructure: (Not applicable)</li> </ul>

### Performance Targets

Public transit capital projects included in the STIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state’s public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rolling stock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in Iowa Code chapter 924. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit Manager’s Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

CyRide, the transit agency within the Ames Area MPO, has established their own TAM plan and targets which they review and amend, if needed, each fall by October 1<sup>st</sup>. In March 2020, the Ames Area MPO adopted these transit asset management targets that also match CyRide TAM targets. The infrastructure performance measure element which FTA requires is limited to rail fixed guideway assets of which there is not any rail passenger service with Ames.

Class	2019 Target	2019 Year-End Results	2020 Performance Target	2021	2022	2023	2024
<b>Rolling Stock</b> 40'-60' Buses	35%	<b>36%</b>	<b>33%</b> of fleet exceeds CyRide's ULB of 15 yrs.	33%	33%	31%	33%
<b>Rolling Stock</b> Cutaways	67%	<b>67%</b>	<b>67%</b> of fleet exceeds FTA ULB of <b>8 yrs.</b>	89%	89%	0%	0%
<b>Equipment</b> Shop Trucks	0%	<b>50%</b>	<b>0%</b> of fleet exceeds CyRide's ULB of 10 yrs.	0%	0%	0%	0%
<b>Facilities</b> Admin./Maint.Facility	0%	<b>0%</b>	<b>0%</b> of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%
<b>Facilities Ames</b> Intermodal Facility	0%	<b>0%</b>	<b>0%</b> of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%

\*Ames Area MPO Targets adopted March 24, 2020

## SYSTEM AND FREIGHT RELIABILITY

**Goal:** Achieve a significant reduction in congestion on the National Highway System.

### Performance Measures

Goal Area	System and Freight Reliability
<b>Performance Measures</b>	<ul style="list-style-type: none"> <li>• Percent of person-miles traveled on the Interstate that are reliable</li> <li>• Percent of person-miles traveled on the non-Interstate NHS that are reliable</li> <li>• Truck Travel Time Reliability Index</li> </ul>

### Performance Targets

Rather than setting its own system and freight reliability targets, the Ames Area MPO has chosen to support the Iowa DOT's system and freight reliability targets as submitted in the most recent baseline period performance report<sup>5</sup>. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

The Iowa DOT conferred with numerous stakeholder groups, including the Ames Area MPO, as part of its target setting process. Variability within the existing travel time dataset was used to forecast future condition. Projects focused on improving pavement and bridge condition also often help improve system reliability and freight movement. Additional projects focused specifically on improving these areas of system performance are developed in alignment with the target-setting process for related performance measures, and the freight improvement strategies and freight investment plan included in the State Freight Plan. This plan includes a detailed analysis and prioritization of freight bottlenecks, which are locations that should be considered for further study and possibly for future improvements. The process also involved extensive input from State, MPO, RPA, and industry representatives. State projects identified in the freight investment plan and programmed in the STIP were highly-ranked freight bottlenecks.

Performance Measure	2017 Baseline	4 Year Targets <sup>6</sup>
Percent of the person-miles traveled on the Interstate that are reliable	100%	99.5%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable	N/A	95.0%
Truck Travel Time Reliability (TTTR) Index	1.12	1.14

\*Ames Area MPO Targets adopted September 25, 2018

<sup>5</sup> 2018 Baseline Performance Period Report [https://iowadot.gov/systems\\_planning/fpmam/2018-Baseline-Performance-Period-Report.pdf](https://iowadot.gov/systems_planning/fpmam/2018-Baseline-Performance-Period-Report.pdf)

<sup>6</sup> Methodology Iowa DOT System Performance and Freight Measures [https://iowadot.gov/systems\\_planning/fpmam/2018-2021-System-Performance-Freight-Targets.pdf](https://iowadot.gov/systems_planning/fpmam/2018-2021-System-Performance-Freight-Targets.pdf)

## Air Quality

The Clean Air Act requires the United States Environmental Protection Agency (EPA) to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards (NAAQS) are the pollutant limits set by the Environmental Protection Agency; they define the allowable concentration of pollution in the air for six different pollutants: Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter, Ozone, and Sulfur Dioxide.

The Clean Air Act specifies how areas within the country are designated as either “attainment” or “non-attainment” of an air quality standard and provides the EPA the authority to define the boundaries of nonattainment areas. For areas designated as non-attainment for one or more National Ambient Air Quality Standards, the Clean Air Act defines a specific timetable to attain the standard and requires that non-attainment areas demonstrate reasonable and steady progress in reducing air pollution emissions until such time that an area can demonstrate attainment.



Figure 1. Iowa Non-Attainment Areas (2015)<sup>7</sup>

**The Ames Area MPO does not exceed the National Ambient Air Quality Standards and is considered an attainment area.**

No part of the Ames Area is within Nonattainment; therefore, it is not subject to air quality conformity requirements. However, the Ames Area MPO will perform activities to monitor and promote air quality issues in the region. The State of Iowa provides grant opportunities through the Iowa Clean Air Attainment Program (ICAAP) to promote air quality in Iowa’s transportation system.

Counties Designated "Nonattainment" or "Maintenance" for Clean Air Act's National Ambient Air Quality Standards (NAAQS) \*

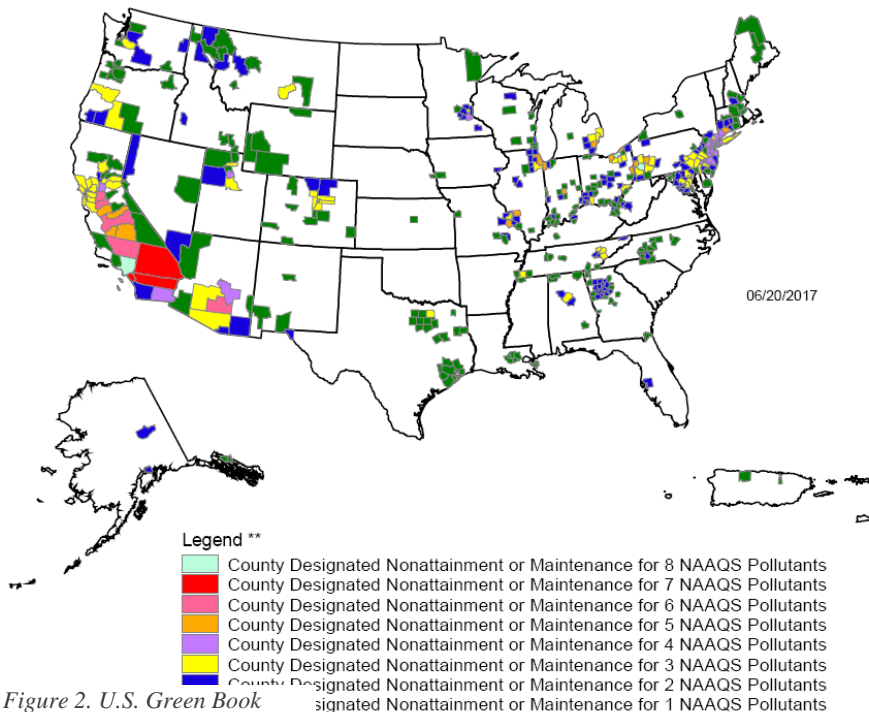


Figure 2. U.S. Green Book

<sup>7</sup> Iowa Department of Natural Resources, Ambient Air Quality Improvements in Iowa, <https://www.iowadnr.gov/airmonitoring>

## Regional Transportation Goals

During the planning process of the Ames Mobility 2040 Long Range Transportation Plan, the community identified six goals to guide the plan. Each goal had a number of objectives identified along with a measure to rank the effectiveness of the project towards reaching the regional goals.



A baseline was identified for each performance measure for both 2015, the year of the plan, and 2040, the planning horizon year of the plan. The baseline served as the measure to evaluate potential projects to determine if the project would contribute to reaching the regional target.

### CONNECTED, EFFICIENT, AND RELIABLE

**Goal:** Provide a connected transportation system that offers efficient and reliable mobility options for all modes of travel

#### Performance Measures

Goal Area	Connected, Efficient, and Reliable
<b>Performance Measures</b>	<ul style="list-style-type: none"> <li>System Reliability / Reliability Index 80 (RI<sub>80</sub>)</li> <li>Miles of On-Street Bicycle Facilities</li> </ul>

#### Performance Targets

Performance Measure	2015 Baseline	2040 E+C Baseline	2040 Targets
System Reliability / Reliability Index 80 (RI <sub>80</sub> )	Arterial System: RI <sub>80</sub> = 1.20 Freeway System: RI <sub>80</sub> = 1.03	N/A	Address reliability issues at the two (2) NHS segments with poorest reliability
Miles of On-Street Bicycle Facilities	3.9 Miles On-Street Lanes / Paved Shoulders 57 Miles Shared-Use Paths / Sidepaths	11.1 Miles On-Street Lanes / Paved Shoulders 66 Miles Shared-Use Paths / Sidepaths	Increase the segment-mileage of on-street bicycle facilities by 100% compared to current levels

### SAFETY

**Goal:** Provide a safe transportation system

#### Performance Measures

Goal Area	Safety
<b>Performance Measures</b>	<ul style="list-style-type: none"> <li>Serious Injury / Fatal Crashes</li> </ul>



**Performance Targets**

Performance Measure	2015 Baseline	2040 E+C Baseline	2040 Targets
Serious Injury / Fatal Crashes	< 2.6 fatal crashes/year < 20 major injury crashes/year	N/A	Address safety issues at five (5) locations with highest crash rates or most serious injury / fatal crashes.

**ENVIRONMENT**

**Goal:** Consider and mitigate the impacts of the transportation system on the natural and built environment

**Performance Measures**

Goal Area	Environment
<b>Performance Measures</b>	<ul style="list-style-type: none"> <li>• VMT per Household</li> <li>• VHT per Household</li> <li>• Transit Mode Share</li> </ul>

**Performance Targets**

Performance Measure	2015 Baseline	2040 E+C Baseline	2040 Targets
VMT per Household	41.6 daily VMT per household	49.7 daily VMT per household	2040 VMT per household grows by 10% or less compared to 2010 levels.
VHT per Household	1.00 daily VHT per household	1.28 daily VHT per household	2040 VHT per household grows 20% or less compared to 2010 levels.
Transit Mode Share	12.5% of all modeled (auto and transit) trips	12.0% of all modeled (auto and transit) trips	2040 transit mode share is higher than 2010 transit mode share.

## ACCESSIBILITY

**Goal:** Provide an accessible transportation system that fits within the context of its surroundings and preserves community character

### Performance Measures

Goal Area	Accessibility
<b>Performance Measures</b>	<ul style="list-style-type: none"> <li>Household and Employment Proximity to Transit</li> <li>EJ Proximity to Transit</li> <li>Household and Employment Proximity to Bicycle Facilities</li> <li>EJ Proximity to Bicycle and Pedestrian Facilities</li> </ul>

### Performance Targets

Performance Measure	2015 Baseline	2040 E+C Baseline	2040 Targets
Household and Employment Proximity to Transit	Households: 74% Access; Employment: 77% Access	Households: 63% Access; Employment: 65% Access	Maintain housing and jobs proximity (¼ mile walk distance) within 5% of 2010 levels.
EJ Proximity to Transit	82% of EJ households	82% of EJ households	Maintain levels of transit proximity (within ¼ of a route) to EJ households within 5% of non-EJ households.
Household and Employment Proximity to Bicycle Facilities	Households: 75% Access; Employment: 67% Access	Households: 73% Access; Employment: 67% Access	Increase the percentage of employment and households within ¼ mile of bicycle facilities by 25%.
EJ Proximity to Bicycle and Pedestrian Facilities	88% of EJ households	88% of EJ households	Provide higher levels of bicycle facility proximity (within ¼ mile of a facility) to EJ households than non-EJ households.

## ECONOMY AND GOODS MOVEMENT

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**Goal:** Provide a transportation system that supports the regional economy and efficiently moves goods

### Performance Measures

Goal Area	Economy and Goods Movement
<b>Performance Measures</b>	<ul style="list-style-type: none"> <li>LOS / Congested Miles of Primary Freight Corridors</li> </ul>

### Performance Targets

Performance Measure	2015 Baseline	2040 E+C Baseline	2040 Targets
LOS / Congested Miles of Primary Freight Corridors	0.5 Miles	2.0 Miles	2040 congested miles of NHS lower than 2010

## ASSET MANAGEMENT

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**Goal:** Maintain transportation infrastructure in a state-of-good-repair

### Performance Measures

Goal Area	Asset Management
<b>Performance Measures</b>	<ul style="list-style-type: none"> <li>Pavement Condition Index (PCI)</li> <li>Bridge Condition (NBI Ratings)</li> <li>Transit State of Good Repair</li> </ul>

### Performance Targets

Performance Measure	2015 Baseline	2040 E+C Baseline	2040 Targets
Pavement Condition Index (PCI)	105 lane miles of state and Arterial/Collector Roads rated “poor”	N/A	Reconstruct federal-aid roadways rated poor.
Bridge Condition (NBI Ratings)	3 Structurally Deficient Bridges	N/A	Reconstruct structurally deficient bridges.
Transit State of Good Repair	10.9 years avg. vehicle age	35.9 years avg. vehicle age	Maintain avg. fleet age at 15 years old or newer.

## Project Selection

Projects are selected from the Ames Mobility 2040 plan for awarding regional transportation funding. Projects identified for in the short-term (years 2016-2025) are prioritized for regional funds. The MPO solicits two applications for the two primary transportation programs: Surface Transportation Block Grant and Iowa's Transportation Alternatives Program.

### SURFACE TRANSPORTATION BLOCK GRANT

The Surface Transportation Block Grant (STBG) is generally awarded to regional projects which improve capacity through construction, reconstruction and rehabilitation of the highway network. Projects are evaluated in the long-range plan based on the six goals of the plan.

### IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM

Iowa's Transportation Alternatives Program (TAP) projects mainly consist of greenbelt trails. TAP projects are evaluated with the following criteria:

- Connectivity with existing facilities
- Cost in relation to public benefit
- Enhancement to existing transportation system
- Identified in the long-range transportation plan.

Applications for both STBG and TAP are made available on the Ames Area MPO website and distributed to MPO member agencies and to a publicly available e-mail distribution list.

Other programs include bridge projects consisting of necessary repairs recommended by the biennial Iowa Department of Transportation (Iowa DOT) bridge inspections. The Iowa DOT requires these inspections for bridges within the local jurisdiction of the Ames Area MPO. A candidate list is created by the Iowa DOT Office of Local Systems based on priority points ranking. Local agencies and the Ames Area MPO work with the Iowa DOT on programming necessary bridge projects based on priority and available funding.

### APPLICATIONS FOR SUBMITTING PROJECTS

Instructions for submitting projects for STBG or TAP regional funds are posted by the first of the year on the MPO website. A news notification is distributed to members of the Transportation Technical Committee along with anyone who has signed up for e-notifications on the MPO website. In January 2020, 153 e-notifications were distributed for the STBG application announcement and the TAP application announcement.

## **Federal Transit Administration Planning Process**

In addition to FHWA program projects, the TIP includes all projects which Federal Transit Administration (FTA) funding may be utilized. A portion of Federal fuel tax revenue is placed in the mass transit account of the Federal Highway Trust Fund. These funds, along with General Fund appropriations, are reserved for transit purposes and are administered by the Federal Transit Administration. The transit portion of the TIP was developed in cooperation with CyRide, the urban transit operator in the Ames Area MPO planning area. The following transit projects identified in the FFY 2021-2024 TIP were included within the Passenger Transportation Plan (PTP), meeting the requirement to have the Enhanced Mobility for Seniors and Individuals with Disabilities formulated Federal funding within an approved PTP prior to TIP approval. The following narrative describes the projects within the initial year of the plan.

### **FFY 2021 PROJECT JUSTIFICATION**

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#### **GENERAL OPERATIONS (5307/STA)**

This funding supports the day-to-day transit operations of the Ames Transit Authority from Ames' urbanized area formula apportionment, Small Transit Intensive Cities (STIC), and State Transit Assistance (STA) funding.

#### **CONTRACTED PARATRANSIT (DIAL-A-RIDE) SERVICES (5310)**

According to Federal regulations, public transit agencies providing fixed-route transit service in their community must also provide door-to-door transportation services within a ¾ mile area of that fixed-route service. Therefore, CyRide purchases transportation service for its Dial-A-Ride service operation in order to meet this American Disability Act (ADA) requirement. This service has been expanded to provide services beyond ADA to the entire city limits of Ames.

#### **AUTOMATED VEHICLE ANNUNCIATOR LED SIGNAGE (5310)**

In the fall 2019, CyRide integrated automated vehicle annunciator (AVA) system synced with voice annunciators (audible announcements only) to help keep all passengers, disability or not, better informed of where the bus is located along the bus route(s). This system was in response to a request from Iowa State University's Alliance for Disability Awareness group which communicated their desire to have more bus stops announced throughout the Ames' community. Bus drivers must comply with the Americans with Disability Act (ADA) laws and manually announce major transit locations along transit routes along with any stops the public request. While the annunciators were installed for audible announcements, there wasn't enough funding at time of implementation to deploy the visual LED signage within each bus. CyRide plans to install the visual signage for announcements in FY2021. This project is over and beyond ADA requirements.

#### **ANNUNCIATOR ANNUAL SERVICE FEES (5310)**

CyRide plans to utilize portions of its elderly & disabled funding towards its annual service fees for the automatic annunciator system to ensure compliance with its ADA announcement requirements. This is a non-traditional project but will allow compliance with the ADA law and improve awareness of where the bus is within the community for passenger's knowledge.

**LIGHT DUTY BUS REPLACEMENTS (5310)**

Two light duty 176” wheelbase buses have exceeded FTA guidelines for useful life. Bus numbers are: 00390 and 00391. These units will be replaced with light duty 176” wheelbase low-floor buses, equipped with cameras. These replacement vehicles will be ADA accessible.

**HEAVY DUTY BUS REPLACEMENTS (5339)**

Nine large forty-foot buses have exceeded FTA guidelines for useful life. Bus numbers are: 00957, 07125, 01140, 07132, 07123, 01141, 00958, 00956, 00955. These units will be replaced with 40’ heavy-duty buses, equipped with cameras. These replacement vehicles will be ADA accessible.

**HEAVY DUTY ARTICULATED BUS EXPANSION (5307-STBG)**

Currently, CyRide has six articulated buses within its bus fleet with a goal to attain a total of ten to operate on its #23 Orange Route. Specifically, this transit route carries the highest number of passengers of any route in the State of Iowa at nearly 1.8 million passengers. Over the next few years, CyRide will add Surface Transportation Block Grant (STBG) funding to an already approved contract for a 40-foot bus (federally funded with either CMAQ or 5339) awarded through the Iowa DOT and upgrade the purchase to an articulated (60-foot) bus expansion. The Ames Area Metropolitan Planning Organization has approved funding at \$225,000 for FY2021.

**HEATING, VENTILATION AND AIR CONDITIONING FACILITY PROJECTS (PTIG)**

CyRide is requesting phase two of its heating, ventilation and air conditioning projects from the Iowa DOT under its public transit infrastructure grant (PTIG) program specifically for:

- Maintenance Bay Ventilation Improvements
- Southwest Bus Storage HVAC Replacement.

These updates will provide substantial benefits to employees by providing better heating/cooling as well as ventilation and fresh air throughout the maintenance facility as recommended through a “Diesel Particulate Exposures at CyRide Bus Garage” study conducted in 2006. At that time, the study noted that the ventilation rates needed to be increase throughout the facility to decrease diesel particulate exposures and concentrations by a factor of four. CyRide plans to continue additional HVAC work into FY2022 for a final improvement project under phase three.

The request includes the following areas:

- #1 Multi-stack Unit Replacement (14 years old)
- #2 Bus Wash HVAC Equipment Replacement (17 years old)
- #3 Southwest Bus Storage HVAC Replacement (30 years old)
- #4 Shop Area Office HVAC Improvements (expansion)
- #5 Restroom/Storage 1983 RTU-12 Replacement (36 years old)

**MAINTENANCE FACILITY EXPANSION**

CyRide will be requesting BUILD funding to proceed with planning requirements towards readying itself toward construction of a second bus maintenance/storage facility to accommodate a total bus fleet of 125 buses – 65 at the new facility with the remainder at the present location. Currently, buses are parking outside the facility which is contrary to CyRide’s lease with Iowa State University.

Additionally, CyRide is landlocked and needing more space to store (park) and maintain buses and allow for future expansion of transit service within the Ames community. One of the critical issues is that maintenance (shop) stops servicing buses at 5 p.m. even though service is continued until midnight . The shop area is located directly in the middle of the facility and once buses are fueled and serviced for the evening, they are stored, i.e. parked, in the facility until service begins the next morning. Parked buses, after being fueled and serviced for the evening; restrict access to the shop and any mechanical issues are deferred until the next day due to not being able to access the shop to be fixed. Therefore, even though CyRide's services continue until midnight or beyond on most days throughout the year, buses cannot be repaired until the majority of buses are carefully unpacked from the facility the following day. Therefore, if there is a mechanical breakdown on a bus during night service, the bus is towed back to the facility and not serviced until the following day when the mechanics can drive the bus into the shop for repair. The BUILD planning request will be for real estate market analysis, environmental (NEPA) and historical analysis, land purchase on a preferred site and preliminary building design.

## FINANCIAL ANALYSIS

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### Forecasts of Available Revenue

Projects in the Transportation Improvement Program are fully funded projects using Federal transportation funds or are regionally significant transportation projects. The TIP must demonstrate that all projects are within available funding amounts. The Ames Area MPO allocates regional transportation funds through the STBG, Iowa's TAP, and STBG-TAP-Flex programs. However, projects may also receive Federal or State funds through competitive grants.

### REGIONAL TRANSPORTATION FUNDING

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The Iowa Department of Transportation Office of Program Management provides the Ames Area MPO estimated STBG/STBG-Swap, Iowa's TAP, and STBG-TAP-Flex funding targets for each of the four years in the program. The MPO is also provided DOT statewide revenue estimates.

The FFY 2021 programming targets are \$1,725,427 for STBG, \$86,770 for Iowa's TAP, and \$66,179 for STBG-TAP-Flex. The project costs shown in the TIP are in year-of-expenditure (YOE) dollars. This is accomplished by developing an estimate of costs in the current bidding environment and then applying an inflation factor of 4 percent per year.

The Ames City Council has programmed city sponsored projects in the City of Ames 2020-2025 Capital Improvements Plan (CIP) for the local funding allocation. These funds are generated from the City of Ames annual Road Use Tax Fund (RUTF) distribution, Local Option Sales Tax, and General Obligation (GO) bonds.

The transit program does not have targets; therefore, the requests involve significant costs in the anticipation of maximizing the amounts received.

### OTHER FEDERAL AND STATE FUNDING PROGRAMS

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Transportation projects within the Ames region may also receive funding through Federal or State grant programs.

#### FEDERAL GRANT PROGRAMS

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Demonstration funding (DEMO)
- Highway Safety Improvement Program (HSIP)
- Metropolitan Planning Program (PL)
- National Highway Performance Program (NHPP)
- State Planning and Research (SPR)
- Federal Lands Access Program (FLAP)
- Tribal Transportation Program (TTP)

- National Highway Freight Program (NHFP)

#### STATE ADMINISTERED GRANT PROGRAMS

- City Bridge Program
- Highway Safety Improvement Program – Secondary (HSIP-Secondary)
- Iowa Clean Air Attainment Program (ICAAP)
- Recreational Trail Program
- Iowa's Transportation Alternatives Program



## **FEDERAL AND STATE TRANSIT FUNDING PROGRAMS**

- Metropolitan Transportation Planning Program (Section 5303 and 5305)
- Statewide Transportation Planning Program (Section 5304 and 5305)
- Urbanized Area Formula Grants Program (Section 5307)
- Bus and Bus Facilities Program (Section 5339)
- Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)
- Nonurbanized Area Formula Assistance Program (Section 5311)
- Rural Transit Assistance Program (RTAP) (Section 5311(b)(3))
- TAP Flexible Funds
- State Transit Assistance (STA)
  - STA Special Projects
    - STA Coordination Special Projects
- Public Transit Infrastructure Grant Fund

## **IOWA DEPARTMENT OF TRANSPORTATION REVENUE ESTIMATES**

Each year prior to development of the Iowa DOT's Five-Year Program and the Statewide Transportation Improvement Program both state and Federal revenue forecasts are completed to determine the amount of funding available for programming. These forecasts are a critical component in the development of the Five-Year Program and as such are reviewed with the Iowa Transportation Commission. The primary sources of state funding to the DOT are the Primary Road Fund and TIME-21 Fund. These state funds are used for the operation, maintenance and construction of the Primary Road System. The amount of funding available for operations and maintenance are determined by legislative appropriations. Additional funding is set aside for statewide activities including engineering costs. The remaining funding is available for right of way and construction activities associated with the highway program.

Along with the state funds, the highway program utilizes a portion of the Federal funds that are allocated to the state. A Federal funding forecast is prepared each year based on the latest apportionment information available. This forecast includes the various Federal programs and identifies which funds are allocated to the Iowa DOT for programming and which funds are directed to locals through the MPO/RPA planning process, Highway Bridge Program and various grant programs. Implementation of a Federal aid swap will increase the amount of Federal funds that are utilized by the Iowa DOT.

More information about the Program Management Bureau's Five-Year Program can be found online at:

[https://iowadot.gov/program\\_management/five-year-program](https://iowadot.gov/program_management/five-year-program)

## Fiscal Constraint Tables

Table 1 Summary of Costs and Federal Aid

PROGRAM	2021		2022		2023		2024	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
PL	\$125,000	\$100,000	\$125,000	\$100,000	\$125,000	\$100,000	\$125,000	\$100,000
STBG	\$850,000	\$225,000	\$850,000	\$225,000	\$850,000	\$225,000	\$850,000	\$225,000
TAP	\$1,856,000	\$559,000	\$681,000	\$159,000	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$10,404,000	\$8,324,000	\$9,141,000	\$7,313,000	\$0	\$0
CMAQ	\$1,470,685	\$1,176,548	\$0	\$0	\$0	\$0	\$0	\$0
STBG-HBP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SWAP-HBP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG-SWAP	\$4,900,000	\$3,490,000	\$5,700,000	\$2,500,000	\$2,400,000	\$1,686,000	\$0	\$0

Table 2 STBG/STBG-Swap Fiscal Constraint

	2021	2022	2023	2024
UNOBLIGATED BALANCE (CARRYOVER)	\$3,564,337	\$1,640,943	\$601,943	\$442,943
STBG/SWAP TARGET	\$1,725,427	\$1,686,000	\$1,686,000	\$1,686,000
STBG-TAP-FLEX TARGET	\$66,179	\$0	\$66,000	\$0
SUBTOTAL	\$5,355,943	\$3,326,943	\$2,353,943	\$2,128,943
PROGRAM FUNDS	\$3,715,000	\$2,725,000	\$1,911,000	\$225,000
<b>BALANCE</b>	<b>\$1,640,943</b>	<b>\$601,943</b>	<b>\$442,943</b>	<b>\$1,903,943</b>

Table 3 STBG-TAP Fiscal Constraint

	2021	2022	2023	2024
UNOBLIGATED BALANCE (CARRYOVER)	\$483,988	\$11,758	\$5,758	\$92,758
SYSTEMTAP TARGET	\$86,770	\$87,000	\$87,000	\$87,000
STBG-TAP-FLEX TARGET	\$0	\$66,000	\$0	\$66,000
SUBTOTAL	\$570,758	\$164,758	\$92,758	\$245,758
PROGRAM FUNDS	\$559,000	\$159,000	\$0	\$0
<b>BALANCE</b>	<b>\$11,758</b>	<b>\$5,758</b>	<b>\$92,758</b>	<b>\$245,758</b>

Table 4 Forecasted Operations and Maintenance (O&M) Costs on the Federal-Aid System

SOURCE: 2019 CITY STREET FINANCE REPORT	2021	2022	2023	2024
CITY OF AMES TOTAL OPERATIONS	\$3,559,129	\$3,690,949	\$3,822,768	\$3,954,588
CITY OF AMES TOTAL MAINTENANCE	\$6,573,301	\$6,816,757	\$7,060,212	\$7,303,668
CITY OF GILBERT TOTAL OPERATIONS	\$33,386	\$34,623	\$35,859	\$37,096
CITY OF GILBERT TOTAL MAINTENANCE	\$43,192	\$44,792	\$46,392	\$47,992
IOWA DOT TOTAL OPERATIONS AND MAINTENANCE	\$718,852	\$742,106	\$765,973	\$789,431
<b>TOTOAL O&amp;M</b>	<b>\$10,927,861</b>	<b>\$11,329,226</b>	<b>\$11,731,205</b>	<b>\$12,132,774</b>

Table 5 Forecasted Non-Federal Aid Revenue

<b>SOURCE: 2019 CITY STREET FINANCE REPORT</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
CITY OF AMES TOTAL RUTF RECEIPTS	\$8,226,831	\$8,531,528	\$8,836,226	\$9,140,923
CITY OF AMES TOTAL OTHER ROAD MONIES RECEIPTS	\$6,031,137	\$6,254,512	\$6,477,888	\$6,701,263
CITY OF AMES TOTAL RECEIPTS SERVICE DEBT	\$16,590,742	\$17,205,214	\$17,819,686	\$18,434,158
CITY OF GILBERT TOTAL RUTF RECEIPTS	\$150,961	\$156,552	\$162,144	\$167,735
CITY OF GILBERT TOTAL OTHER ROAD MONIES RECEIPTS	\$24,675	\$25,589	\$26,503	\$27,416
CITY OF GILBERT TOTAL RECEIPTS SERVICE DEBT	\$ 0	\$ 0	\$ 0	\$ 0
<b>TOTAL NON-FEDERAL AID ROAD FUND RECEIPTS</b>	<b>\$31,024,346</b>	<b>\$32,173,396</b>	<b>\$33,322,445</b>	<b>\$34,471,495</b>

Table 6 Iowa DOT Five-Year Program Funding

	(\$ MILLIONS)			
<b>REVENUES</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
PRIMARY ROAD FUND	\$708.60	\$719.00	\$721.20	\$725.80
TIME-21	\$135.00	\$135.00	\$135.00	\$135.00
MISCELLANEOUS	\$25.00	\$25.00	\$25.00	\$25.00
FEDERAL AID	\$393.80	\$365.70	\$365.70	\$365.70
<b>TOTAL</b>	<b>\$1,262.40</b>	<b>\$1,244.70</b>	<b>\$1,246.90</b>	<b>\$1,251.50</b>
<b>STATEWIDE ALLOCATIONS</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
OPERATIONS & MAINTENANCE	\$352.40	\$363.80	\$375.50	\$387.00
CONSULTANT SERVICES	\$85.00	\$85.00	\$85.00	\$85.00
CONTRACT MAINTENANCE	\$35.40	\$35.40	\$35.40	\$35.40
RAILROAD CROSSING PROTECTION	\$5.00	\$5.00	\$5.00	\$5.00
MISCELLANEOUS PROGRAMS	\$45.30	\$45.30	\$45.30	\$45.30
<b>TOTAL</b>	<b>\$523.10</b>	<b>\$534.50</b>	<b>\$546.20</b>	<b>\$557.70</b>
<b>FUNDS AVAILABLE FOR ROW/CONSTRUCTION</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
<b>TOTAL</b>	<b>\$739.30</b>	<b>\$710.20</b>	<b>\$700.70</b>	<b>\$693.80</b>

## FFY 2020 PROJECT STATUS REPORT

	TPMS	Location	In \$1,000s		Status	Sponsor
			Awarded	Total		
STBG	16032	In Ames, S Grand Ave from Squaw Creek Dr South 0.1 mile to S 5 <sup>th</sup> St., and S 5 <sup>th</sup> St. from S Grand to S Duff	2,396	3,040	Authorized (Let Date: 7/16/19)	City of Ames
STBG	36986	In Ames, S Grand Ave. from 0.1 miles north of S 16 <sup>th</sup> St North 0.54 miles to S 5 <sup>th</sup> Street	5,300	12,500	Authorized (Let Date: 2/18/20)	City of Ames
STBG	35617	CyRide: Vehicle Replacement	225	800	Authorized	CyRide
TAP	37446	In Ames, SW greenbelt trail from Beedle Dr. east 0.94 miles to Intermodal Facility	159	400	Authorized (Est. Sep. Letting)	City of Ames
TAP	14983	In Ames, Skunk River Trail from SE 16 <sup>th</sup> St to East Lincoln Way	160	521	Rolled over to FFY 2021	City of Ames
TAP	21260	In Ames, Skunk River Trail from SE 16 <sup>th</sup> St to East Lincoln Way	240	835	Rolled over to FFY 2021	City of Ames
PL	34214	Transportation Planning Funds	100	125	Ongoing	City of Ames

## CHANGING AN APPROVED TIP

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Often after development and subsequent adoption of the TIP, changes may need to be made to the list of programmed projects. Examples of changes might be adding or deleting projects, moving a project between years in the TIP, adjusting project cost, or changing the vehicle numbers of transit vehicles.

A major requirement of a project receiving Federal transportation funds is for the project to be included in the TIP and Statewide Transportation Improvement Program (STIP). Once a project has received Federal Authorization for construction it does not need to be included in the TIP. This is one of two major reasons for adding or deleting a project from the TIP. The other major reason for adding a project is the awarding of a grant for a project, which can happen throughout the year. Projects programmed through the STBG-SWAP program will be included in the TIP as informational items and modifications to these projects will be pursued using the following revision processes as outlined.

Changes to the TIP are classified as either **amendments** or **administrative modifications** and are subject to different AAMPO Transportation Policy Committee and public review procedures.

### Amendments

Amendments are major changes involving the following:

**Project Cost:** Projects in which the recalculated project costs increase Federal aid by more than 30 percent or increase the Federal aid by more than \$2 million from the original amount.

**Schedule Changes:** Projects added or deleted from the TIP.

**Funding Source:** Projects receiving additional Federal funding sources.

**Scope Changes:** Changing the project termini, project alignment, the amount of through traffic lanes, type of work from an overlay to reconstruction, or a change to include widening of the roadway.

Amendments are presented to the Transportation Policy Committee and a public comment period is opened, which lasts until the next policy committee meeting (the Transportation Policy Committee meets on an as needed basis, giving a 3-4 week public comment period). Public comments are shared with the Transportation Policy Committee and action is taken on the amendment.

## Administrative Modifications

Administrative Modifications are minor changes involving the following:

**Project Cost:** Projects in which the recalculated project costs do not increase Federal aid by more than 30 percent or does not increase the Federal aid by more than \$2 million from the original amount.

**Schedule Changes:** Changes in schedule for projects included in the first four years of the TIP.

**Funding Source:** Changing funding from one source to another.

**Scope Changes:** All changes to the scope require an amendment.

Administrative modifications are processed internally and are shared with the Transportation Policy Committee and the public as information items.

# HIGHWAY PROGRAM (FFY 2021-2024)

## STBG-TAP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
14983	TAP-U-0155(SE16th)--8I-85	In Prep	<b>Total</b>	<b>\$521,000</b>				<b>\$521,000</b>
Ames	In the City of Ames, Skunk River Trail: From SE 16th Street to East Lincoln Way		<b>Federal Aid</b>	\$160,000				<b>\$160,000</b>
	9509 - Ped/Bike Grade & Pave		<b>Regional</b>	\$160,000				<b>\$160,000</b>
			<b>Swap</b>					
DOT Note: Project eligible for FHWA TAP funding								
21260	TAP-U-0155(SE16TH)--8I-85	In Prep	<b>Total</b>	<b>\$835,000</b>				<b>\$835,000</b>
Ames	Skunk River Trail: From SE 16th Street to East Lincoln Way		<b>Federal Aid</b>	\$240,000				<b>\$240,000</b>
	9510 - Ped/Bike Structures, 9511 - Ped/Bike Miscellaneous		<b>Regional</b>	\$240,000				<b>\$240,000</b>
			<b>Swap</b>					
38306	TAP-U-0155()-8I-85	In Prep	<b>Total</b>	<b>\$500,000</b>				<b>\$500,000</b>
Ames	In the city of Ames, On Vet Med Trail, from S Grand Ave South .53 Miles to S 16th St,		<b>Federal Aid</b>	\$159,000				<b>\$159,000</b>
	9509 - Ped/Bike Grade & Pave		<b>Regional</b>	\$159,000				<b>\$159,000</b>
			<b>Swap</b>					
19249	TAP-U-0155()-8I-85	In Prep	<b>Total</b>		<b>\$681,000</b>			<b>\$681,000</b>
Ames	Squaw Creek: From Skunk River to S. Duff Avenue		<b>Federal Aid</b>		\$159,000			<b>\$159,000</b>
	9509 - Ped/Bike Grade & Pave		<b>Regional</b>		\$159,000			<b>\$159,000</b>
			<b>Swap</b>					

## PL

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
34214	RGPL-PA22(RTP)--PL-85	In Prep	<b>Total</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$500,000</b>
MPO 22 / AAMPO	Trans Planning		<b>Federal Aid</b>	\$100,000	\$100,000	\$100,000	\$100,000	<b>\$400,000</b>
	9514 - Trans Planning		<b>Regional</b>					
			<b>Swap</b>					

STBG

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
36918	RGTR-0155()--ST-85	In Prep	<b>Total</b>	<b>\$850,000</b>				<b>\$850,000</b>
MPO 22 / AAMPO	CyRide: Vehicle Replacement		<b>Federal Aid</b>	\$225,000				<b>\$225,000</b>
	9513 - Transit Investments		<b>Regional</b>	\$225,000				<b>\$225,000</b>
			<b>Swap</b>					
38304	RGTR-0155()--ST-85	In Prep	<b>Total</b>		<b>\$850,000</b>			<b>\$850,000</b>
MPO 22 / AAMPO	CyRide: Vehicle Replacement		<b>Federal Aid</b>		\$225,000			<b>\$225,000</b>
	9513 - Transit Investments		<b>Regional</b>		\$225,000			<b>\$225,000</b>
			<b>Swap</b>					
37442	RGTR-0155()--ST-85	In Prep	<b>Total</b>			<b>\$850,000</b>		<b>\$850,000</b>
MPO 22 / AAMPO	CyRide Vehicle Replacement		<b>Federal Aid</b>			\$225,000		<b>\$225,000</b>
	9513 - Transit Investments		<b>Regional</b>			\$225,000		<b>\$225,000</b>
			<b>Swap</b>					
45238	RGTR-0155()--ST-85	In Prep	<b>Total</b>				<b>\$850,000</b>	<b>\$850,000</b>
MPO 22 / AAMPO	CyRide: Vehicle Replacement		<b>Federal Aid</b>				\$225,000	<b>\$225,000</b>
	9513 - Transit Investments		<b>Regional</b>				\$225,000	<b>\$225,000</b>
			<b>Swap</b>					



SWAP-STBG

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
36919	STBG-SWAP-0155()--SG-85	In Prep	<b>Total</b>	<b>\$2,400,000</b>				<b>\$2,400,000</b>
Ames	In the city of Ames, On Cherry Avenue, from E Lincoln Way South .4 Miles to Southeast 5th Street, 1001 - Grade and Pave		<b>Federal Aid</b>					
			<b>Regional</b>	\$1,890,000				<b>\$1,890,000</b>
			<b>Swap</b>	\$1,890,000				<b>\$1,890,000</b>
36927	STBG-SWAP-0155()--SG-85	In Prep	<b>Total</b>	<b>\$2,500,000</b>				<b>\$2,500,000</b>
Ames	In the city of Ames, On East 13th Street, from Duff Avenue East .4 Miles to Meadowlane Avenue, 1509 - Pavement Rehab		<b>Federal Aid</b>					
			<b>Regional</b>	\$1,600,000				<b>\$1,600,000</b>
			<b>Swap</b>	\$1,600,000				<b>\$1,600,000</b>
35616	STBG-SWAP-0155()--SG-85	In Prep	<b>Total</b>		<b>\$1,500,000</b>			<b>\$1,500,000</b>
Ames	In the city of Ames, On North Dakota Avenue, from Ontario Street North 0.17 Miles to Union Pacific Railroad Tracks 1005 - Pave		<b>Federal Aid</b>					
			<b>Regional</b>		\$900,000			<b>\$900,000</b>
			<b>Swap</b>		\$900,000			<b>\$900,000</b>
38303	STBG-SWAP-0155()--SG-85	In Prep	<b>Total</b>		<b>\$4,200,000</b>			<b>\$4,200,000</b>
Ames	In the city of Ames, On Stange Rd and 24TH ST, from Blankenburg Dr North .4 Miles to 24th ST and East .8 Miles to RR, 1001 - Grade and Pave		<b>Federal Aid</b>					
			<b>Regional</b>		\$1,600,000			<b>\$1,600,000</b>
			<b>Swap</b>		\$1,600,000			<b>\$1,600,000</b>
45233	STBG-SWAP-0155()--SG-85	In Prep	<b>Total</b>			<b>\$2,400,000</b>		<b>\$2,400,000</b>
Ames	In the city of Ames, on Lincoln Way, from Dotson Dr to S Franklin Ave 1001 - Grade and Pave		<b>Federal Aid</b>					
			<b>Regional</b>			\$1,686,000		<b>\$1,686,000</b>
			<b>Swap</b>			\$1,686,000		<b>\$1,686,000</b>

PRF

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38175	STPN-35()-2J-85	In Prep	<b>Total</b>	\$950,000				\$950,000
Iowa Department of Transportation	I-35: US 30 INTERCHANGE IN AMES		<b>Federal Aid</b>					
	4521 - Erosion Control, 5062 - Traffic Signs		<b>Regional</b>					
			<b>Swap</b>					
39359	IMN-35()-0E-85	In Prep	<b>Total</b>	\$76,000				\$76,000
Iowa Department of Transportation	I-35: SE RAMP OF THE US 30 INTERCHANGE		<b>Federal Aid</b>					
	3511 - Grading, 6031 - Right of Way		<b>Regional</b>					
			<b>Swap</b>					
38031	BRFN-69()-39-85	In Prep	<b>Total</b>		\$265,000			\$265,000
Iowa Department of Transportation	US 69: GRAND AVE IN AMES 0.1 MI N OF LINCOLN WAY		<b>Federal Aid</b>					
	2521 - Bridge Deck Overlay		<b>Regional</b>					
			<b>Swap</b>					

NHPP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38248	NHSX-30()-3H-85	In Prep	<b>Total</b>		\$10,404,000	\$9,141,000		\$19,545,000
Iowa Department of Transportation	US 30: 0.5 MI E OF I-35 TO E OF 590TH AVE		<b>Federal Aid</b>		\$8,324,000	\$7,313,000		\$15,637,000
	3511 - Grading, 6031 - Right of Way		<b>Regional</b>					
			<b>Swap</b>					

SWAP-CMAQ

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45239	ICAAP-SWAP-0155(702)--SH-85	In Prep	<b>Total</b>	<b>\$1,470,685</b>				<b>\$1,470,685</b>
Ames	First Phase Deployment Ames Traffic Signal Master Plan		<b>Federal Aid</b>					
	5041 - Traffic Signals		<b>Regional</b>	\$1,176,548				<b>\$1,176,548</b>
			<b>Swap</b>	\$1,176,548				<b>\$1,176,548</b>

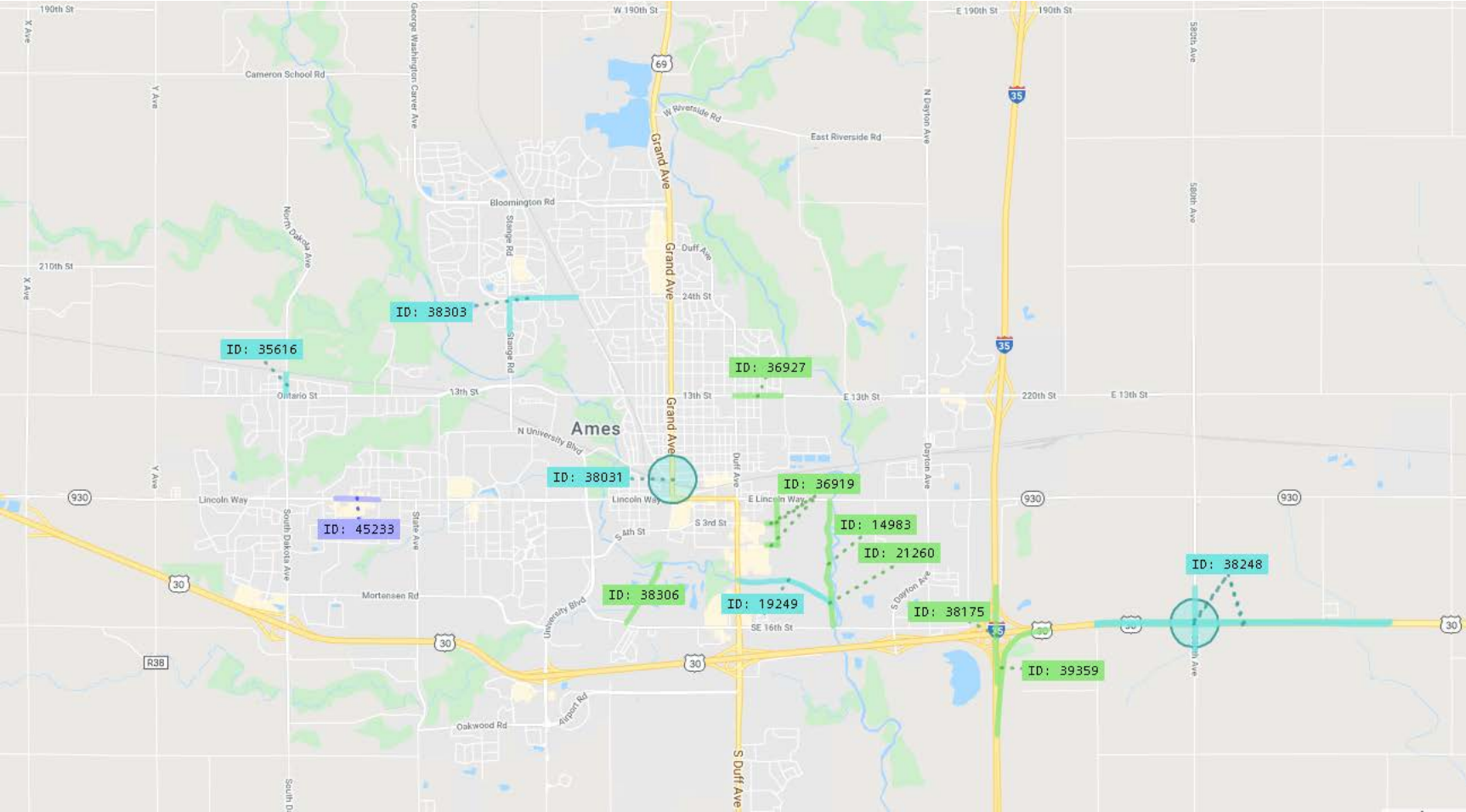
# TRANSIT PROGRAM (FFY 2021-2024)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY21	FY22	FY23	FY24
5307	Ames	5575 Capital Expansion	Heavy Duty Articulated Bus Diesel, UFRC, VSS, Low Floor, BioDiesel	<b>Total</b>	281,250	281,250	281,250	
				<b>FA</b>	225,000	225,000	225,000	
				<b>SA</b>				
5339	Ames	6010 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00957	<b>Total</b>	513,032			
				<b>FA</b>	436,077			
				<b>SA</b>				
5310	Ames	6012 Operations Misc	Annunciator Annual Service Fees	<b>Total</b>	82,146	94,000	94,000	94,000
				<b>FA</b>	65,714	75,200	75,200	75,200
				<b>SA</b>				
PTIG	Ames	6013 Capital Rehabilitation	Maintenance Bay Ventilation Improvements	<b>Total</b>	281,346			
				<b>FA</b>				
				<b>SA</b>	225,077			
PTIG	Ames	6014 Capital Rehabilitation	HVAC Rehabilitation	<b>Total</b>	187,574	307,329		
				<b>FA</b>				
				<b>SA</b>	150,059	245,863		
5310	Ames	5100 Capital Expansion	Annunciators LED Signage	<b>Total</b>	126,720			
				<b>FA</b>	101,376			
				<b>SA</b>				
5339	Ames	4044 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07125	<b>Total</b>	513,032			
				<b>FA</b>	436,077			
				<b>SA</b>				
5339	Ames	4045 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 01140	<b>Total</b>	513,032			
				<b>FA</b>	436,077			
				<b>SA</b>				
5339	Ames	4046 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07132	<b>Total</b>	513,032			
				<b>FA</b>	436,077			
				<b>SA</b>				
5339	Ames	4047 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07123	<b>Total</b>	513,032			
				<b>FA</b>	436,077			
				<b>SA</b>				
5339	Ames	4048 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 01141	<b>Total</b>	513,032			
				<b>FA</b>	436,077			
				<b>SA</b>				
5339	Ames	4049 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00958	<b>Total</b>	513,032			
				<b>FA</b>	436,077			
				<b>SA</b>				
5339	Ames	4660 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00956	<b>Total</b>	513,032			
				<b>FA</b>	436,077			
				<b>SA</b>				
5339	Ames	4662 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00955	<b>Total</b>	513,032			
				<b>FA</b>	436,077			
				<b>SA</b>				
STA, 5307	Ames	914 Operations Misc	General Operations	<b>Total</b>	12,086,406	12,569,863	13,072,657	13,595,563
				<b>FA</b>	2,593,894	2,697,650	2,805,556	2,917,778
				<b>SA</b>	809,363	841,738	875,407	910,423

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY21	FY22	FY23	FY24
5310	Ames	919 Capital Misc	Contracted Paratransit Service	<b>Total</b>	175,000	187,500	187,500	187,500
				<b>FA</b>	140,000	150,000	150,000	150,000
				<b>SA</b>				
5310	Ames	5570 Capital Replacement	Light Duty Bus (176" wb) UFRC, VSS, Low Floor Unit #: 00390	<b>Total</b>	156,198			
				<b>FA</b>	124,958			
				<b>SA</b>				
5310	Ames	5571 Capital Replacement	Light Duty Bus (176" wb) UFRC, VSS Unit #: 00391	<b>Total</b>	156,198			
				<b>FA</b>	124,958			
				<b>SA</b>				
PTIG	Ames	6034 Capital Rehabilitation	Bus Vehicle Exhaust Modifications	<b>Total</b>		168,708		
				<b>FA</b>		134,966		
				<b>SA</b>				
5310	Ames	920 Capital Replacement	Associated Transit Improvements	<b>Total</b>		50,000	50,000	50,000
				<b>FA</b>		40,000	40,000	40,000
				<b>SA</b>				
5339	Ames	4663 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00954	<b>Total</b>		517,615		
				<b>FA</b>		439,973		
				<b>SA</b>				
5339	Ames	4664 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00953	<b>Total</b>		517,615		
				<b>FA</b>		439,973		
				<b>SA</b>				
5339	Ames	4665 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00972	<b>Total</b>		517,615		
				<b>FA</b>		439,973		
				<b>SA</b>				
5339	Ames	4666 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00974	<b>Total</b>		517,615		
				<b>FA</b>		439,973		
				<b>SA</b>				
5339	Ames	5097 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00970	<b>Total</b>		517,615		
				<b>FA</b>		439,973		
				<b>SA</b>				
5339	Ames	5098 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00971	<b>Total</b>		517,615		
				<b>FA</b>		439,973		
				<b>SA</b>				
5339	Ames	5099 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00977	<b>Total</b>		517,615		
				<b>FA</b>		439,973		
				<b>SA</b>				
5339	Ames	4661 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00975	<b>Total</b>		517,615		
				<b>FA</b>		439,973		
				<b>SA</b>				
5339	Ames	5555 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00973	<b>Total</b>			538,320	
				<b>FA</b>			457,572	
				<b>SA</b>				
5339	Ames	5563 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00976	<b>Total</b>			538,320	
				<b>FA</b>			457,572	
				<b>SA</b>				

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY21	FY22	FY23	FY24
5339	Ames	5564 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00950	<b>Total</b>			538,320	
				<b>FA</b>			457,572	
				<b>SA</b>				
5339	Ames	5565 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00952	<b>Total</b>			538,320	
				<b>FA</b>			457,572	
				<b>SA</b>				
5339	Ames	5566 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00951	<b>Total</b>			538,320	
				<b>FA</b>			457,572	
				<b>SA</b>				
5339	Ames	5567 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00949	<b>Total</b>			538,320	
				<b>FA</b>			457,572	
				<b>SA</b>				
5339	Ames	5568 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00504	<b>Total</b>			538,320	
				<b>FA</b>			457,572	
				<b>SA</b>				
5339	Ames	5569 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00502	<b>Total</b>			538,320	
				<b>FA</b>			457,572	
				<b>SA</b>				
5339	Ames	3314 Capital Expansion	Maintenance Facility Expansion	<b>Total</b>			6,300,166	
				<b>FA</b>			5,000,000	
				<b>SA</b>				
5339	Ames	6015 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00501	<b>Total</b>				559,853
				<b>FA</b>				475,875
				<b>SA</b>				
5339	Ames	6016 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00503	<b>Total</b>				559,853
				<b>FA</b>				475,875
				<b>SA</b>				
5339	Ames	6017 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00188	<b>Total</b>				559,853
				<b>FA</b>				475,875
				<b>SA</b>				
5339	Ames	6018 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00186	<b>Total</b>				559,853
				<b>FA</b>				475,875
				<b>SA</b>				
5339	Ames	6019 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00189	<b>Total</b>				559,853
				<b>FA</b>				475,875
				<b>SA</b>				
5339	Ames	6020 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00187	<b>Total</b>				559,853
				<b>FA</b>				475,875
				<b>SA</b>				
5339	Ames	6021 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00785	<b>Total</b>				559,853
				<b>FA</b>				475,875
				<b>SA</b>				
5339	Ames	6022 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00762	<b>Total</b>				559,853
				<b>FA</b>				475,875
				<b>SA</b>				

# Project Location Map





# SELF-CERTIFICATION OF THE MPO PLANNING PROCESS

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## AMES AREA METROPOLITAN PLANNING ORGANIZATION ANNUAL SELF-CERTIFICATION

In accordance with 23 CFR 450.334, the STATE DEPARTMENT OF TRANSPORTATION and the Ames Area Metropolitan Planning Organization for the Ames, Iowa urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;
- (2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR 93);
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109-59) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27,37, and 38, and USDOT implementing regulation;
- (8) Older Americans Act, as amended (42 U.S.C. 6101);
- (9) 23 U.S.C. 324, regarding prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27, regarding discrimination against individuals with disabilities.

For AAMPO:



John Haila, Chair  
Transportation Policy Committee

3-24-2020  
Date



## RESOLUTION OF APPROVAL

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[ INSERT RESOLUTION OF APPROVAL ]

**AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)  
TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: AMENDMENT TO THE FFY 2020 - 2023 TRANSPORTATION IMPROVEMENT PROGRAM**

**BACKGROUND:**

In order to receive Federal funds for transportation improvement projects, it is necessary for the projects to be included in the approved Iowa Department of Transportation statewide plan. The initial step in this process is for the Ames Area MPO to develop a Transportation Improvement Program (TIP). Regulations require the TIP to include transportation projects for four years. The TIP may be amended in accordance with prescribed amendment and public participation procedures.

This amendment to the Fiscal Year (FY) 2020 - 2023 Transportation Improvement Program involves changing the following:

- Iowa Clean Air Attainment Program (ICAAP) awarded by Iowa DOT on January 14, 2020. Projects added to access ICAAP award:
  - \$339,965 in CMAQ – West Ames Changes: New expansion route #12 Lilac; added frequency #1 Red, #11 Cherry, #7 Purple (year 2)
  - \$32,562 in CMAQ - #11 Cherry Night Service (year 1)
  - \$30,728 in CMAQ - #12 Lilac Midday Service (year 1)
  - \$29,108 in CMAQ - #6 Brown Night Service (year 1)
- Revised Project Limits:
  - SW Greenbelt Trail – Location changed:
    - Previous Description: In the City of Ames, SW Greenbelt trail, from Beedle Drive East 0.94 Miles to Intermodal Facility
    - Revised Description: In the City of Ames: SW Greenbelt Trail from Beedle Drive east to Franklin Park

**A comment period was opened on March 6, 2020 and concluded on May 1, 2020; no comments were received. Therefore, no changes were requested to the proposed amendments. These were already reviewed by the Policy Committee on March 24, 2020.**

**ALTERNATIVES:**

1. Approve the amended FFY 2020 – 2023 Transportation Improvement Program.
2. Approve the amended FFY 2020 – 2023 Transportation Improvement Program, with Transportation Policy Committee modifications.

**ADMINISTRATOR'S RECOMMENDED ACTION:**

The Ames Area MPO Transportation Technical Committee has reviewed and now recommends approval of the proposed amendments to the FFY 2020 - 2023 Transportation Improvement Program.

Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, thereby approving the amendment to the FFY 2020 - 2023 Transportation Improvement Program for submission to the Iowa Department of Transportation.

**AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)  
TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: FINAL FY 2021 TRANSPORTATION PLANNING WORK PROGRAM**

**BACKGROUND:**

As a part of the federal regulations governing Metropolitan Planning Organizations, the Federal Highway Administration and the Federal Transit Administration provide planning funds to reimburse these agencies for transportation planning activities. The Iowa Department of Transportation administers this program. The Transportation Planning Work Program (TPWP) is the local programming document of these planning funds.

The FY 2021 Transportation Planning Work Program (TPWP - attached) includes several work elements to ensure an integrated transportation system. These elements include:

- Administrative tasks for transportation planning
- Programming and development for the Transportation Improvement Program
- Comprehensive transportation planning and in-depth technical analysis
- Enhanced transit planning for coordination, accessibility, and efficiency
- Public participation enhancement and incorporation into the transportation planning process
- Committee support
- Maintenance and development of the Long-Range Transportation Plan

Some expected products in the FY 2021 TPWP include the development of the Transportation Improvement Programs and ongoing activities related to the Long Range Transportation Plan update.

**The Transportation Policy Committee approved the draft TPWP on March 24, 2020.** Federal and State partners at the Iowa Department of Transportation, Federal Highway Administration, and the Federal Transit Administration were provided the opportunity to review the draft. **These partners found the TPWP conform to State and Federal regulations and determined to include appropriate planning activities to perform the regional transportation planning process.**

**ALTERNATIVES:**

1. Approve the final FY 2021 Transportation Planning Work Program for submission to the Iowa Department of Transportation.
2. Modify the final FY 2021 Transportation Planning Work Program with Transportation Policy Committee modifications for submission to the Iowa Department of Transportation.

**ADMINISTRATOR'S RECOMMENDED ACTION:**

The Ames Area MPO Transportation Technical Committee has developed and recommends approval of this FY 2021 Transportation Planning Work Program. The Policy Committee approved the draft on March 24, 2020 and our state and federal partners determined the program meets their requirements.

Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, thereby approving the final FY 2021 Transportation Planning Work Program for submission to the Iowa Department of Transportation.

**FINAL**

# Fiscal Year 2021 Transportation Planning Work Program

**Ames Area Metropolitan Planning Organization**

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## INTRODUCTION

The Fiscal Year 2021 Transportation Planning Work Program (TPWP) is the regional work plan for the fiscal year beginning July 1, 2020 and ending June 30, 2021. The TPWP is a requirement of 23 CFR 450.308(b) for metropolitan planning organizations to develop a document identifying work proposed for the next one-year period by major activity and task. The document includes details to indicate who will perform the planning activity, the schedule for completing the activity, what products should result from each activity, funding for each activity as well as a total program budget.

## PERFORMANCE BASED PLANNING

Performance based planning and performance management became a focus for State and regional transportation planning with the signing of the 2012 Federal surface transportation bill Moving Ahead for Progress in the 21st Century (MAP-21). The Federal government established seven national goals through MAP-21, and maintained in subsequent Federal legislation, with the purpose of improving decision-making through performance-based planning and programming.

### National Goals

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Project Delivery

The Ames Area MPO must establish and use a performance-based approach in transportation decision making to support the national goals. The Ames Area MPO will implement required metrics in coordination with the Iowa Department of Transportation, which includes setting regional targets for several performance measures established by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Future reports on the Ames Area MPO's progress in reaching regional targets will be included in future long range transportation planning documents.

### *KEY TERMS:*

**Goal:** a broad statement that describes a desired end state

**Objective:** a specific, measurable statement that supports achievement of a goal

**Performance Measures:** metric used to assess progress towards meeting an objective

**Target:** specific level of performance that is desired to be achieved within a certain timeframe



**Road Safety**

The safety measures are:

- Number of Fatalities
- Rate of Fatalities per 100 million VMT
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-Motorized Fatalities and Non-motorized Serious Injuries

In September 2019, the Ames Area MPO adopted to support the targets of the Iowa Department of Transportation.

**Transit Safety**

As a recipient of urbanized area formula grant funding, the Ames Transit Agency (CyRide) is to establish and self-certify its initial agency safety plan by July 20, 2020, where safety performance targets will be established within this plan based on the following safety performance measures FTA established in the National Public Transportation Safety Plan including:

- Fatalities
- Injuries
- Safety Events
- System Reliability

CyRide's Safety Plan, which will be certified each year, will include processes and procedures to implement Safety Management Systems (SMS) at CyRide to anticipate future risks and detect problems before safety issues occur. This plan, which must be in place by July 20, 2020 for FY 2021, will include strategies for minimizing the exposure of the public, personnel, and property to unsafe conditions and again include safety performance targets. SMS will support a data-based framework to identify and analyze safety hazards and risks to prioritize resources towards the mitigation of these issues.

**Pavement and Bridge**

The pavement and bridge measures are:

- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of non-Interstate NHS pavements in Good Condition
- Percent of non-Interstate NHS pavements in Poor condition
- Percent of NHS bridges classified as in Good condition
- Percent of NHS bridges classified as in Poor condition

In September 2018, the Ames Area MPO adopted to support the targets of the Iowa Department of Transportation.

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## Transit Asset Management

The Transit Asset Management (TAM) targets are:

- Equipment: Percent of non-revenue vehicles met or exceeded Useful Life Benchmark
- Rolling Stock: Percentage of revenue vehicles met or exceeded Useful Life Benchmark
- Facilities: Percentage of assets with condition rating below 3.0 on FTA TERM scale
- Infrastructure: Not applicable. (The infrastructure performance measure element, which FTA requires, is limited to rail fixed guideway assets. There is no fixed guideway passenger transport in the Ames region.)

CyRide established their first TAM plan and targets in January 2017. Every year, the TAM Plan and targets are updated by October 1<sup>st</sup>. The last update for CyRide's TAM Plan was October 2019 which was forwarded to the AAMPO staff in December 2019 as required by the Federal Transit Administration (FTA). Per FTA regulations, the AAMPO is not obligated to update their TAM targets whenever transit agencies update their targets.

In March 2019, the Ames Area MPO adopted CyRide's 2018 TAM targets.

## System and Freight Reliability

The system performance and freight measures are:

- Percent of person-miles traveled on the Interstate that are reliable
- Percent of person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability Index

In September 2018, the Ames Area MPO adopted to support the targets of the Iowa Department of Transportation.

## Performance Management Agreement

The Iowa Department of Transportation (Iowa DOT) and the Ames Area Metropolitan Planning Organization (MPO) agree to the following provisions. The communication outlined in these provisions between the MPO and Iowa DOT will generally be through the statewide planning coordinator in the Systems Planning Bureau.

1. Transportation performance data
  - a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.
  - b. If MPOs choose to develop their own target for any measure, they will provide the Iowa DOT with any supplemental data they utilize in the target-setting process.
2. Selection of performance targets
  - a. The Iowa DOT will develop draft statewide performance targets for FHWA measures in coordination with MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets and methodology before final statewide targets are adopted.

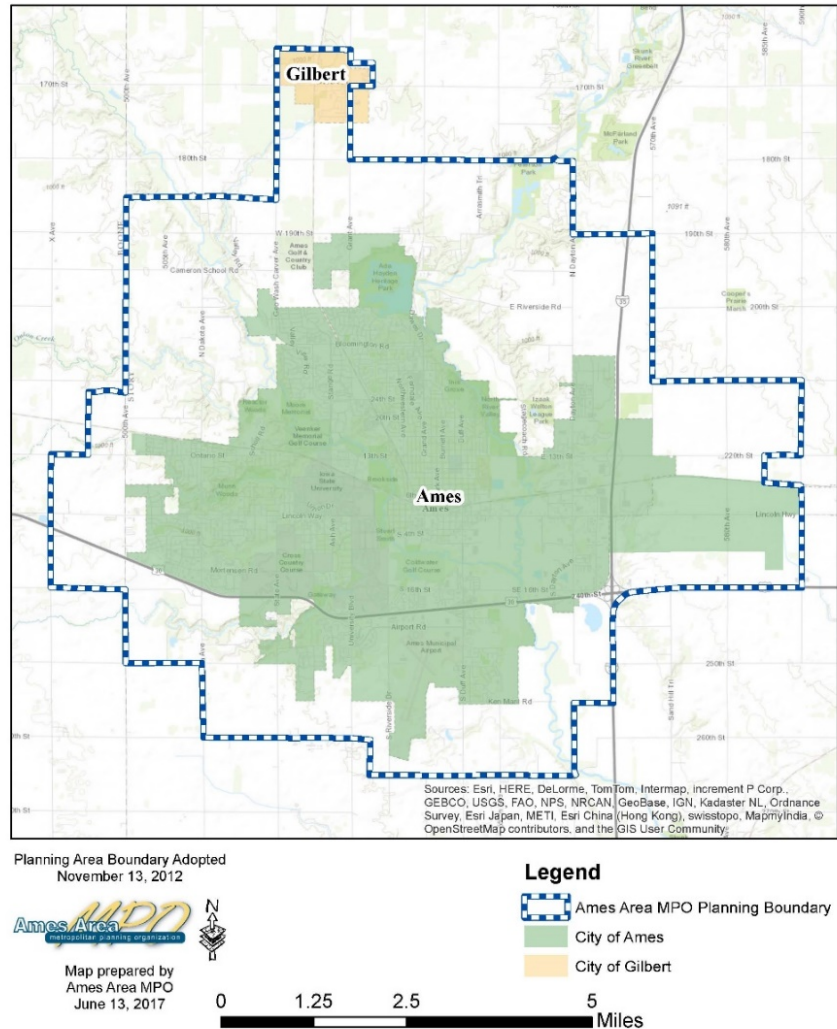
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- b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with the Iowa DOT. Coordination methods will be at the discretion of the MPO, but the Iowa DOT shall be provided an opportunity to provide comments on draft MPO performance targets and methodology prior to final approval.
  3. Reporting of performance targets
    - a. Iowa DOT performance targets will be reported to FHWA and FTA, as applicable. MPOs will be notified when Iowa DOT has reported final statewide targets.
    - b. MPO performance targets will be reported to the Iowa DOT.
      - i. For each target, the MPO will provide the following information no later than 180 days after the date the Iowa DOT or relevant provider of public transportation establishes performance targets, or the date specified by federal code.
        1. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the Iowa DOT or relevant provider of public transportation performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
        2. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
        3. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
    - c. The Iowa DOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
    - d. MPOs will include information outlined in 23 CFR 450.324 (f) (3-4) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.
    - e. Reporting of targets and performance by the Iowa DOT and MPOs shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.
  4. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO
    - a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.
  5. The collection of data for the State asset management plans for the NHS
    - a. The Iowa DOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

## AMES AREA MPO ORGANIZATION

The Ames Area MPO was officially designated the MPO of the Ames urbanized area by the Governor of Iowa in March 2003. This designation was the result of the Ames urbanized area having a population greater than 50,000 in the 2000 Census.

As a result of the 2010 Census, the urbanized areas of Ames and Gilbert were combined into one urbanized area, therefore requiring the Metropolitan Planning Area to be expanded to encompass this area in its entirety. The Ames Area MPO approved the current Metropolitan Planning Area boundary on November 13, 2012. The City of Gilbert and Iowa State University were added to the Transportation Policy Committee on March 26, 2013.

Figure 1. Ames Area MPO Planning Boundary



The Ames Area MPO provides continuity of various transportation planning and improvement efforts throughout the Ames urban area. The City of Ames serves as the fiscal agent for the Ames Area MPO.

Ames is located in central Iowa and is served by Interstate 35, U.S. Highway 30, and U.S. Highway 69. Surface transportation needs are met through over 249 centerline miles of streets. The community has a very progressive transit system, CyRide, which carries approximately six million bus passengers per year. While the majority of transit users have Iowa State University ties, CyRide serves the entire Ames community. The Ames Area MPO area includes the Ames Municipal Airport, which serves general aviation needs for business, industry, and recreation users. On average 93 aircraft operations occur per day at the Ames Municipal Airport. Railroad provides freight service to the area by dual east-west mainline tracks and a northern agricultural spur.

The Ames Area MPO consists primarily of two standing committees: The Transportation Policy Committee and the Transportation Technical Committee.

### Transportation Policy Committee

The Transportation Policy Committee (TPC) is the policy setting board of the MPO and the membership consists of local officials. Voting membership on the committee includes city and county governments located, wholly or partially, in the Ames Area MPO planning boundary, as well as the local transit agency. Currently the TPC membership includes: City of Ames, City of Gilbert, CyRide, Boone County, and Story County. The Iowa Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and Iowa State University serve as advisory, non-voting, representatives.

<b>Transportation Policy Committee Membership</b>		
<i>Representative Agency</i>	<i>Member</i>	
<b>City of Ames †</b>	John Haila	Mayor
<b>City of Ames</b>	Bronwyn Beatty-Hansen	Council Member
<b>City of Ames</b>	Gloria Betcher	Council Member
<b>City of Ames</b>	Amber Corrieri	Council Member
<b>City of Ames</b>	Tim Gartin	Council Member
<b>City of Ames</b>	David Martin	Council Member
<b>City of Ames</b>	Rachel Junck	Council Member
<b>Boone County</b>	Bill Zinnel	Board of Supervisors
<b>Story County</b>	Lauris Olson	Board of Supervisors
<b>Ames Transit Agency</b>	Juan Bibiloni	CyRide Board Member
<b>City of Gilbert</b>	Jonathan Popp	Mayor
<b>Iowa Dept. of Transportation ‡</b>	Andy Loonan	District 1 Transportation Planner
<b>Iowa Dept. of Transportation ‡</b>	Zac Bitting	Metropolitan and Regional Planning Coordinator
<b>Iowa Dept. of Transportation ‡</b>	Cindy Shearer	Statewide Planning Support
<b>Federal Highway Administration ‡</b>	Darla Hugaboom	Iowa Division Community Planner
<b>Federal Highway Administration ‡</b>	Sean Litteral	Planning and Development Team Leader
<b>Federal Transit Administration ‡</b>	Eva Steinman	Region 7 Community Planner
<b>Iowa State University ‡</b>	Cathy Brown	Director for Planning Services

† Chair      ‡ Non-voting

### Transportation Technical Committee

The Transportation Technical Committee (TTC) consists of technical personnel from various agencies involved in transportation issues within the planning area. The TTC formulates the procedural details of the Transportation Planning Work Program. The committee reviews and monitors the output of various MPO activities identified in the work program and makes recommendations to the policy committee. The committee is also responsible for assisting in developing the short and long-range transportation plans. The Iowa Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration serve as advisory, non-voting, representatives.

<b>Transportation Technical Committee Membership</b>		
<i>Representative Agency</i>	<i>Member</i>	
<b>City of Ames (Chair)</b>	Tracy Warner	Municipal Engineer
<b>City of Ames (Vice-Chair)</b>	Damion Pregitzer	Traffic Engineer
<b>City of Ames</b>	Justin Clausen	Operations Manager
<b>City of Ames</b>	Kelly Diekmann	Director of Planning & Housing
<b>City of Ames</b>	Justin Moore	Planner
<b>CyRide</b>	Barb Neal	Transit Director
<b>Iowa State University</b>	Sarah Lawrence	Campus Planner
<b>Boone County</b>	Scott Kruse	County Engineer
<b>Story County</b>	Darren Moon	County Engineer
<b>Ames Community School Dist.</b>	Gerry Peters	Facilities Director
<b>Ames Economic Development Commission</b>	Drew Kamp	Director of Public Policy & Business Development
<b>City of Ames ‡</b>	John Joiner	Public Works Director
<b>City of Ames ‡</b>	Vacant	Transportation Planner
<b>Iowa Dept. of Transportation ‡</b>	Andy Loonan	District 1 Transportation Planner
<b>Iowa Dept. of Transportation ‡</b>	Zac Bitting	Metropolitan and Regional Planning Coordinator
<b>Iowa Dept. of Transportation ‡</b>	Cindy Shearer	Statewide Planning Support
<b>Federal Highway Administration ‡</b>	Darla Hugaboom	Iowa Division Community Planner
<b>Federal Highway Administration ‡</b>	Sean Litteral	Planning and Development Team Leader
<b>Federal Transit Administration ‡</b>	Eva Steinman	Region 7 Community Planner

‡ Non-voting

## PLANNING PRIORITIES OF THE FY 2021 WORK PROGRAM

The FY 2021 TPWP addresses the planning goals of the Ames Area MPO, which are:

- Provide a connected transportation system that offers efficient and reliable mobility options for all modes of travel.
- Provide a safe transportation system.
- Consider and mitigate the impacts of the transportation system on the natural and built environment.
- Provide an accessible transportation system which fits within the context of its surroundings and preserves community character.
- Provide a transportation system that supports the regional economy and efficiently moves goods.
- Maintain transportation infrastructure in a state-of-good-repair.

The following is a list of ongoing and future challenges the Ames Area MPO expects to address through projects:

- The Ames Area experiences high variability in traffic due to weekly commuters and regional commercial weekend traffic. The Ames Area MPO will try to leverage technology as well as automated data collection to generate regional metrics.

- The Ames Area has a growing number of critical intersections for capacity and safety for all modes of travel. The Ames Area MPO will utilize advanced data collection to analyze and forecast potential improvements to these intersections.

The following documents are developed, updated, or maintained by the Ames Area MPO:

- Transportation Planning Work Program (TPWP)
- Transportation Improvement Program (TIP)
- Public Participation Plan (PPP)
- Long Range Transportation Plan (LRTP)
- Passenger Transportation Plan (PTP)

## PRIVATE SECTOR INVOLVEMENT

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Consultants will be used to perform tasks associated with the long-range transportation plan update (Task 5). The LRTP update will span three years and has been included in the FY 2019, FY 2020 and the FY 2021 work programs.

## DEVELOPMENT OF THE WORK PROGRAM

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The FY 2021 Transportation Planning Work Program was developed by input from the Ames Area MPO staff, members of the Transportation Technical Committee, the general public, and the Transportation Policy Committee. The following milestones describe the process in which the Transportation Planning Work Program was developed.

### *March 5, 2020 – Transportation Technical Committee*

A review of the draft FY 2021 Transportation Planning Work Program by the Transportation Technical Committee.

### *March 6 – May 1, 2020 – Public Input Period*

A public comment period for the draft FY 2021 Transportation Planning Work Program was established from March 6 through May 1. During the comment period, the recommended draft document was posted on the AAMPO.org website along with notifications distributed to the general public. Comments could be submitted via online form, e-mail, mail, and by phone.

### *March 24, 2020 – Transportation Policy Committee Meeting*

A review of the FY 2021 Transportation Planning Work Program by the Transportation Policy Committee.

### *April 2020 – Review from Federal and State Partners*

Federal and State partners at the Federal Highway Administration, Federal Transit Administration, and Iowa Department of Transportation review the Ames Area MPO Draft FY 2021 Transportation Planning Work Program. By April 30, 2020, the MPO receives comments to address in the final FY 2021 TPWP document.

*May 26, 2020 – Transportation Policy Committee Hearing*

Public hearing held by the Transportation Policy Committee to consider adoption of the FY 2021 Transportation Planning Work Program with opportunities from the public to respond and present to the committee.



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## WORK ELEMENTS

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### Task 1 – Administration and Support

#### OBJECTIVE

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To initiate and properly manage the “3-C” planning process, ensuring that it is continuous, cooperative, and comprehensive, and in compliance with applicable State and Federal laws and regulations.

#### PREVIOUS WORK

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- Administer the FY 2020 Transportation Planning Work Program
- Develop and approve the FY 2021 Transportation Planning Work Program
- Complete annual Self Certification
- Attend Iowa DOT quarterly MPO meetings
- Quarterly submittals for planning funding reimbursement
- Filing and reporting routine items required by the Iowa Department of Transportation, Federal Transit Administration, and Federal Highway Administration
- Conducted four Transportation Policy Committee meetings on: July 9, 2019; September 24, 2019; March 24, 2020; and May 26, 2020
- Conducted three Transportation Technical Committee meetings on: September 5, 2019; March 5, 2020; and May 14, 2020
- Conduct a public meeting on May 15, 2020
- Updated meeting agendas, minutes, and materials on the MPO website at [www.aampo.org](http://www.aampo.org)

#### DESCRIPTION

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This task includes all administrative tasks which support activities of the MPO including the following: prepare and submit required documents to maintain the continuity and credibility of the planning process. Sponsor and conduct meetings and provide support to policy and technical committees. Prepare budgets, maintain financial records, and ensure monies are spent appropriately. Coordinate activities with participating agencies and other public and private interests.

Purchase/lease supplies, computer equipment and other equipment necessary to carry out planning efforts. Maintain software and purchase necessary upgrades when beneficial to the MPO.

Task also includes conducting informational meetings, as well as public hearings, to obtain public input and feedback on ongoing activities. The Public Participation Plan, along with other pertinent documents maintained and developed by the Ames Area MPO are posted online at [www.aampo.org](http://www.aampo.org). The Public Participation Plan will be evaluated for modifications to evolve with communication preferences as warranted.

The MPO staff will participate in conferences, seminars, meetings, and other training opportunities to remain familiar with the latest regulations and techniques related to the transportation planning field as provided by the Federal Transit Administration, Federal Highway Administration, American Planning

Association, Environmental Protection Agency, Iowa Department of Transportation, peer transportation planning organizations, and other agencies and professional organizations.

#### FY 2021 PRODUCTS

<b>Product</b>	<b>Estimated Timeline</b>			
Maintain records and files in accordance with retention requirements	Q1	Q2	Q3	Q4
Complete reports, surveys, and other materials as requested by Federal, State, or other governmental agencies	Q1	Q2	Q3	Q4
Carry out Annual Certification and all matters required of the certification	Q1	Q2	Q3	Q4
Administration of Transportation Planning Work Program	Q1	Q2	Q3	Q4
Monitor, coordinate, and implement performance measures into MPO planning processes as required by Federal and State regulation	Q1	Q2	Q3	Q4
Administer meetings of the Transportation Policy Committee and Transportation Technical Committee	Q1	Q2	Q3	Q4
Participation in regional and state-wide coordination meetings related to transportation planning	Q1	Q2	Q3	Q4
Marketing and outreach of MPO planning activities	Q1	Q2	Q3	Q4
Participate and organize conferences, trainings, and coordination meetings pertinent to transportation planning hosted by Federal, State, professional organizations, or other agencies	Q1	Q2	Q3	Q4

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## Task 2 – Transportation Improvement Program

### OBJECTIVE

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Develop and maintain a regional program of near-term projects that are consistent with the Ames Area MPO long range transportation plan.

### PREVIOUS WORK

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- Ames Area MPO FY 2019 – 2022 Transportation Improvement Program
  - Processed required amendments and administrative modifications in accordance with outline procedures
- Ames Area MPO FY 2020 – 2023 Transportation Improvement Program
  - Development and adoption of the FY 2020 – 2023 Transportation Improvement Program
  - Prepare resolutions supporting regional Iowa Clean Air Attainment Program (ICAAP) grant applications
  - Update the program to reflect the MPO’s compliance with the FAST-Act, with approved performance targets.
- Ames Area MPO FY 2021 – 2024 Transportation Improvement Program
  - Solicit and select list of local Surface Transportation Block Grant program (STBG) and Transportation Alternatives (STBG-TAP) projects for funding
  - Develop draft program document for committee review and public participation process

### DESCRIPTION

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The Ames Area MPO is responsible for developing the funding program of transportation projects which use Federal funds, utilize STBG-Swap funds, or are regionally significant. The MPO carries out a process for soliciting regional projects for the Surface Transportation Block Grant (STBG) and Transportation Alternatives program (STBG-TAP). The MPO also reviews regional projects seeking Iowa Clean Air Attainment Program (ICAAP) funds.

Projects which are awarded Federal funding, use STBG-Swap, or are regionally significant are included in the Transportation Improvement Program (TIP). The TIP is developed in coordination with local governments, the State of Iowa, and transit operators. Consistent with the Public Participation Plan, opportunities for public review and comments will be provided for all Transportation Policy Committee actions on the TIP. Coordination with the Iowa DOT Statewide Transportation Improvement Program (STIP) will also be undertaken.

## FY 2021 PRODUCTS

<b>Product</b>	<b>Estimated Timeline</b>			
<b>FY 2020 – 2023 Transportation Improvement Program</b>				
Maintain program through processing formal amendments and administrative modifications as required	Q1	-	-	-
<b>FY 2021 – 2024 Transportation Improvement Program</b>				
Develop and adopt the program	Q1	-	-	-
Maintain program through processing formal amendments and administrative modifications as required	-	Q2	Q3	Q4
<b>FY 2022 – 2025 Transportation Improvement Program</b>				
Prepare resolutions supporting regional Iowa Clean Air Attainment Program (ICAAP) grant applications	Q1	Q2	-	-
Solicit and prioritize list of local "Transportation Alternatives" (TA) projects for funding	-	-	Q3	Q4
Solicit and select list of local "Surface Transportation Block Grant" program (STBG) projects for funding	-	-	Q3	Q4
Develop draft program document for committee review and public participation process	-	-	-	Q4

## Task 3 – Comprehensive Planning

### OBJECTIVE

Integrate transportation planning and land use planning for Ames Area MPO member jurisdictions.

### PREVIOUS WORK

- Updated Safe Routes to School maps in 2019
- Attend Midwest Transportation Model user Group quarterly meetings
- Performed model analysis for potential development scenarios
- Prepared regional data for use in the Ames travel demand model
  - Processed parcel data and land use assignment

### DESCRIPTION

Participate in regional activities which enhance the transportation network including data collection, collaboration with local transportation activities, technical assistance for member agencies, and other activities promoting a comprehensive approach.

### FY 2021 PRODUCTS

<b>Product</b>	<b>Estimated Timeline</b>			
Prepare updates to the Safe Routes to School map as necessary in coordination with the Ames Community School District	Q1	-	-	-
Provide technical assistance to local cities in incorporating regional transportation planning goals and objectives into comprehensive, sub-area, capital improvement, and other local plans	Q1	Q2	Q3	Q4
Perform data collection and GIS data maintenance of community assets used in transportation planning analysis, including traffic and trail count data	Q1	Q2	Q3	Q4
Maintain travel demand model including trip generation, trip distribution, trip assignment, calibration, and validation	Q1	Q2	Q3	Q4
Develop travel demand model following the ISMS (Iowa Standardized Model Structure) architecture	Q1	Q2	-	-
Traffic signal synchronization review	Q1	Q2	Q3	Q4
Analyze potential alternative funding sources	Q1	Q2	Q3	Q4
Maintain and update the Regional ITS Architecture as necessary	Q1	Q2	Q3	Q4

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## Task 4 – Transit Planning

### OBJECTIVE

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Enhance a coordinated, accessible, and efficient transit system.

### PREVIOUS WORK

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- Human service/transportation provider coordination meetings and plan updates
- Coordinated planning and meetings with human service organizations
- Safety Plan Development
- Equal Employment Opportunity (EEO) Program Monitoring
- Disadvantage Business Enterprise (DBE) Goals Development and semi-annual reports
- Transit Service Planning (i.e. route planning)
- Transit Management Analysis Planning (i.e. transit policies)
- Capital Planning
- Transit Asset Management (TAM) Plan (performance measures, annual narrative & performance targets updates)
- Title VI Program Update, Monitoring & Facility Equity Analysis
- MPO Planning Agreement update
- Bus Stop Planning & ADA Planning (i.e. bus shelters, automatic annunciators)
- Triennial Review Development

### DESCRIPTION

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Planning efforts will reflect prioritization of the following areas:

- Transit Agency Safety and Security Plan
- Transit Asset Management Plan, performance measures, annual narrative & performance target updates on an annual basis.
- Transportation Planning Work Program Development
- ADA Planning updates (Automatic Annunciators)
- Title VI Program and Limited English Proficiency (LEP) Plan Updates
- Disadvantaged Business Enterprise goals submission
- Triennial Federal review of compliance with Federal Transit Administration regulations
- Participation of transit operators in metropolitan and statewide planning
- Coordination of non-emergency human service transportation
- Planning for transit system management and transit services
- Make transit capital investment decisions through effective system planning
- Bus stop planning for future ADA improvements
- Technology planning (automatic annunciators, automatic passenger counters, etc.)
- Facility expansion analysis

This item involves transit planning issues related to land use and development issues, facility expansion analysis, ridership surveys and analyses, plans to manage transit agency in accordance to the Federal Transit Administration guidelines, and the study of fixed route transit services. Meetings will be held to



facilitate the locally developed coordinated public transit/human-services transportation plan to improve transportation services for the low-income, aging and disabled populations within the community. Efforts will concentrate on improving operating efficiencies of current services and eliminating gaps where and when transportation is not available. The transportation planner may conduct various planning and ridership studies throughout the year to ensure compliance with federal regulations.

#### FY 2021 PRODUCTS

<b>Product</b>	<b>Estimated Timeline</b>			
	Q1	Q2	Q3	Q4
Various transit plans, administration and audits of the following programs requiring annual certifications by the transit agency: Equal Employment Opportunity Program (EEO), Title VI Program, Limited English Proficiency (LEP), Disadvantaged Business Enterprise (DBE), Transit Asset Management Plan, CyRide Safety & Security Plan, Federal Audits/Reviews.	Q1	Q2	Q3	Q4
Update 2020-2023 Ames Area MPO Passenger Transportation Plan (PTP) as needed; monthly coordination of transit with various human & health service organization groups	Q1	Q2	Q3	Q4
Capital/Financial planning to analyze fleet and facility needs for five-year period.	Q1	Q2	Q3	Q4
Transit Service Planning for current/new services	Q1	Q2	Q3	Q4
Transit Management Planning of current/new policies	Q1	Q2	Q3	Q4
Long-term facility expansion studies	Q1	Q2	Q3	Q4
Bus stop amenities & technology planning	Q1	Q2	Q3	Q4
TAM performance targets and safety performance measures	Q1	Q2	Q3	Q4

## Task 5 – Long Range Transportation Planning

### OBJECTIVE

Provide framework for orderly, efficient growth of an integrated, multi-modal transportation network.

### PREVIOUS WORK

- Update the plan as necessary to ensure compliance with transportation planning requirements
- Perform model analysis related to long range transportation projects and potential impacts on the regional network
- Conducted Issues and Visioning Public Workshop for the LRTP Update (2045 Horizon Year)
- Conducted Community Transportation Survey for the LRTP Update (2045 Horizon Year)
- Conducted Alternatives Workshop for the LRTP Update (2045 Horizon Year)
- Weekly coordination meetings with consultant for the LRTP Update (2045 Horizon Year)

### DESCRIPTION

The 2040 Long Range Transportation Plan (titled: Ames Mobility 2040) became effective October 2015. To support activities of the Long Range Transportation Plan, the MPO will continue to monitor and update the plan as necessary. Both in support of the current plan and in anticipation of the update, plan elements will be monitored.

By October 2020, the Ames Area MPO will adopt an updated Long Range Transportation Plan. In this fiscal year, the MPO will conduct a substantial amount of the plan. The updated LRTP will extend the planning horizon year to 2045 and have significant updates to comply with FAST-Act performance-based planning requirements.

The LRTP update will include private consultant participation to complete the plan update.

### FY 2021 PRODUCTS

<b>Product</b>	<b>Estimated Timeline</b>			
Update current plan, as necessary, to ensure compliance with transportation planning requirements	Q1	Q2	Q3	Q4
Coordinate planning effort with area stakeholders and agencies	Q1	Q2	Q3	Q4
Develop draft LRTP chapters	Q1	-	-	-

## FY 2021 BUDGET SUMMARY AND FUNDING SOURCES

### Work Hours Summary

Activity	Agency Responsible	Staff Hours
1. Administration	AAMPO	640
2. Transportation Improvement Program	AAMPO	220
3. Comprehensive Planning	AAMPO	460
4. Transit Planning	AAMPO	820
5. Long Range Planning	AAMPO	1,000 – AAMPO staff 2,500 – Consultant

### Budget Summary

Activity	Total Cost	Total Local Match	Federal Funds						
			Total Federal Amount	FTA 5305d New	FTA 5305d C/O	FHWA STBG New	FHWA STBG C/O	FHWA PL New	FHWA PL C/O
1 - Admin	\$35,000	\$7,000	\$28,000	\$ -	\$ -	\$ -	\$ 6,655	\$7,548	\$13,797
2 - TIP	\$12,000	\$2,400	\$9,600	\$ -	\$ -	\$ -	\$ 2,282	\$2,588	\$4,730
3 - Comp	\$25,000	\$5,000	\$20,000	\$ -	\$ -	\$ -	\$ 4,753	\$5,392	\$9,855
4 - Transit	\$45,000	\$9,000	\$36,000	\$15,092	\$20,908	\$ -	\$ -	\$ -	\$ -
5 - LRTP	\$376,718	\$75,344	\$301,374	\$ -	\$ -	\$ -	\$71,631	\$81,244	\$148,499
<b>Total</b>	<b>\$493,718</b>	<b>\$98,744</b>	<b>\$394,974</b>	<b>\$15,092</b>	<b>\$20,908</b>	<b>\$ -</b>	<b>\$85,321</b>	<b>\$96,772</b>	<b>\$176,881</b>

Table of Unobligated Planning Funds

	FTA 5305d New	FTA 5305d C/O	FHWA STBG New	FHWA STBG C/O	FHWA PL New	FHWA PL C/O	TOTAL
Starting Available Balances Programmed	\$36,445	\$20,908	\$ -	\$85,321	\$101,897	\$176,881	\$421,452
	\$15,092	\$20,908	\$ -	\$85,321	\$96,772	\$176,881	\$394,974
Unobligated Federal Funds	\$21,353	\$ -	\$ -	\$ -	\$5,125	\$ -	<b>\$26,478</b>

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## REVISIONS TO THE WORK PROGRAM

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The work program is developed annually, however, can be amended at any time throughout the life of the document. The following section outlines the process to be used to amend the work program.

### **MPO Approval Process**

The Ames Area MPO Transportation Policy Committee is the designated body to approve the scope and budget of the Transportation Planning Work Program. The Transportation Policy Committee will consider adoption of the original program as well as all amendments in accordance with the Public Participation Plan.

### **Agency Approval Requirements**

All work program changes require prior written Federal approval, unless waived by the awarding agency. The following table denotes the approving agency for various changes to work programs.

<b>Revision type</b>	<b>Approving Agency</b>
Request for additional Federal funding	Federal
Transfer of funds between categories, projects, functions, or activities which exceeds 10 percent of the total work program budget when the Federal share of the budget exceeds \$150,000	Federal
Revision of the scope or objectives of activities	Federal
Transferring substantive programmatic work to a third party (consultant)	Federal
Capital expenditures, including the purchasing of equipment	Federal
Transfer of funds allotted for training allowances	Federal
Transfer of funds between categories, projects, functions, or activities which do not exceed 10% of the total work program budget, or when the Federal share of the budget is less than \$150,000	Iowa Department of Transportation
Revisions related to work that does not involve Federal funding	Ames Area MPO

All necessary TPWP approvals are required to be in place prior to the commencement of activity, purchasing of equipment, or request for reimbursement. As it relates to procurement of equipment and services, there should be no notification of award, signed contract, placement of an order, or agreement with a contractor prior to receiving the necessary approval.

All revision requests should be submitted electronically to the Iowa DOT Systems Planning Bureau and the agency's District Planner. Documentation for the revisions shall include the following:

- A resolution or meeting minutes showing the revision's approval
- Budget summary table with changes highlighted/noted
- Modified section(s) of the plan's work elements with changes highlighted/noted

If all necessary information is provided, the request will then be forwarded to the Federal Highway Administration and Federal Transit Administration for review and any necessary approvals. Notification by the approving agency will be in writing.

Revision requests shall, at a minimum, include:

- A resolution or meeting minutes showing the approval of the revision
- Budget summary table with changes highlighted/noted
- Modified section(s) of the plan's work elements with changes highlighted/noted

#### **FEDERAL REVISION APPROVAL**

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Revisions where FHWA/FTA is the designated approving agency shall require written approval by FHWA/FTA prior to commencement of activity, purchasing of equipment, or request for reimbursement.

#### **IOWA DOT SYSTEMS PLANNING BUREAU REVISION APPROVAL**

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Revisions where the Iowa DOT Systems Planning Bureau is the designated approving agency shall require written approval by the Iowa DOT Systems Planning Bureau

prior to commencement of activity or request for reimbursement.

#### **AMES AREA MPO REVISION APPROVAL**

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Revisions where the MPO is the approving agency shall be approved by the Policy Board.

## **COST ALLOCATION PLAN**

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The local match for salaries and other expenses is a part of the City of Ames Program Budget adopted by the City of Ames City Council for all personnel and associated expenses. Costs billed will be for those specified. The main source of local-match funds will come from the City of Ames Road Use Tax allocation. New FY 2021 funds have been combined with the carryover amounts for expense allocations. Carryover funds will be used first before new allocations. The Ames Area MPO does not charge indirect costs.

## **APPENDIX**

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- A. Self- Certification of Procurement and Consultant Selection Procedures
- B. Transportation Policy Committee Meeting Minutes

## SELF-CERTIFICATION OF THE MPO PLANNING PROCESS

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### AMES AREA METROPOLITAN PLANNING ORGANIZATION ANNUAL SELF-CERTIFICATION

In accordance with 23 CFR 450.334, the STATE DEPARTMENT OF TRANSPORTATION and the Ames Area Metropolitan Planning Organization for the Ames, Iowa urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;
- (2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR 93);
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109-59) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27,37, and 38, and USDOT implementing regulation;
- (8) Older Americans Act, as amended (42 U.S.C. 6101);
- (9) 23 U.S.C. 324, regarding prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27, regarding discrimination against individuals with disabilities.

For AAMPO:



John Haila, Chair  
Transportation Policy Committee

3-24-2020  
Date

