

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

SUBJECT: DRAFT FFY 2023 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

BACKGROUND:

To receive funds for transportation improvement projects, it is necessary for projects to be part of the approved statewide plan. The initial step in this process is for the Ames Area MPO to develop a Transportation Improvement Plan (TIP). The TIP includes four-years of programming, and a new TIP is created annually. Project included in the TIP involve street improvements, transit projects, and trail projects. In spring 2022, the Ames Area MPO distributed regional applications for new funding for Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) projects. These were due on March 31.

STBG (Surface Transportation Block Grant) Applications:

Two (2) applications were received for regional STBG funding.

| TPMS ID | Project Sponsor | Project Name | Federal Fund Request | Total Project Cost | Year |
|---------|-----------------|---|----------------------|--------------------|-------|
| 52481 | City of Ames | Bloomington Rd Pavement Improvements (GW Carver – Eisenhower) | \$1,400,000 | \$1,960,000 | FFY26 |
| 52480 | CyRide | Vehicle Replacement | \$225,000 | \$908,960 | FFY26 |

Total New STBG Requests: \$1,625,000

TAP (Transportation Alternatives Program) Applications:

One (1) application was received for regional TAP funding.

| TPMS ID | Project Sponsor | Project Name | Federal Fund Request | Total Project Cost | Year |
|---------|-----------------|---|----------------------|--------------------|-------|
| 52482 | City of Ames | S Dayton Ave Path (Isaac Newton Dr – E Lincoln Way) | \$520,000 | \$650,000 | FFY26 |

Total New TAP Requests: \$520,000

MPO Staff have reviewed the received applications to ensure conformity to the 2045 Metropolitan Transportation Plan (MTP) and regional transportation planning goals. **The recommendation is to fully award the requested amounts for all received project applications.**

Fiscal Constraint:

The following tables demonstrate fiscal constraint for STBG and TAP funding programs in fiscal years 2023 through 2026 by summarizing anticipated new funding targets and estimated project amounts. A map and full list of the programmed projects can be seen starting on page 21 (highway/trail projects) and page 25 (transit projects) of the TIP document.

STBG Fiscal Constraint

| | 2023 | 2024 | 2025 | 2026 |
|---------------------------------|------------------|--------------------|------------------|------------------|
| UNOBLIGATED BALANCE (CARRYOVER) | \$2,344,621 | \$404,579 | \$1,556,579 | \$330,579 |
| STBG TARGET | \$1,860,958 | \$1,897,000 | \$1,933,000 | \$1,971,000 |
| SUBTOTAL | \$4,205,579 | \$2,301,579 | \$3,489,579 | \$2,301,579 |
| PROGRAM FUNDS | \$3,801,000 | \$745,000 | \$3,159,000 | \$1,625,000 |
| BALANCE | \$404,579 | \$1,566,579 | \$330,579 | \$676,579 |

TAP Fiscal Constraint

| | 2023 | 2024 | 2025 | 2026 |
|---------------------------------|------------------|------------------|------------------|------------------|
| UNOBLIGATED BALANCE (CARRYOVER) | \$20,796 | \$197,336 | \$337,336 | \$561,336 |
| TAP TARGET | \$176,540 | \$180,000 | \$184,000 | \$188,000 |
| SUBTOTAL | \$197,336 | \$377,336 | \$561,336 | \$749,336 |
| PROGRAM FUNDS | \$0 | \$0 | \$0 | \$520,000 |
| BALANCE | \$197,336 | \$337,336 | \$561,336 | \$229,336 |

DEVELOPMENT SCHEDULE:

The development schedule for the FFY23-26 TIP is as follows:

- May 12, 2022 – Technical Committee reviews draft and makes recommendation
- May 24, 2022 – Policy Committee reviews draft and sets public hearing
- May 25, 2022 – Public Input Session
- May 25 – June 30, 2022 – Public Comment Period
- June 1, 2022 – Draft due to Iowa DOT for review
- July 12, 2022 – Policy Committee holds public hearing on final approval
- July 15, 2022 – Final approved TIP due to Iowa DOT
- October 1, 2022 – TIP becomes effective (start of FFY 2023)

ALTERNATIVES:

1. Approve the Draft FFY 2023-2026 Transportation Improvement Program and set July 12, 2022, as the date of public hearing.
2. Direct modifications to the Draft FFY 2023-2026 Transportation Improvement Program and set July 12, 2022, as the date of public hearing.

ADMINISTRATOR'S RECOMMENDATION:

The Draft FFY 2023-2026 Transportation Improvement Program was prepared in accordance with applicable state and federal guidelines as well as the Ames Area MPO's 2045 Metropolitan Transportation Plan, Forward 2045. **The Transportation Technical Committee met on May 12, 2022, and unanimously recommended approval of this draft program.** The TIP will now be open for public comment until June 30, 2022.

Therefore, it is recommended by the Administrator that the Transportation Technical Committee adopt Alternative No. 1, as shown.

DRAFT

FFY 2023-2026

Transportation

Improvement

Program



AMES AREA METROPOLITAN PLANNING ORGANIZATION

AMES | GILBERT | STORY | BOONE

The Ames Area Metropolitan Planning Organization 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 MPO 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 12, 2022. Please call (515) 239-5160 to obtain permission to use.

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1 - Introduction

1.1 Document Overview

The Federal Fiscal Year 2023 - 2026 Transportation Improvement Program (TIP) 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, covering at least four years, which reflects the investment priorities established in the metropolitan transportation plan. The Ames Area Metropolitan Planning Organization (AAMPO) develops a new TIP annually in coordination with the Iowa Department of Transportation (DOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the City of Ames, the City of Gilbert, Story County, Boone County, Ames Transit Agency (CyRide), other local agencies and stakeholders, as well as the public. The Ames Area TIP is included in the State Transportation Improvement Program (STIP), which is developed by the Iowa Department of Transportation.

1.2 AAMPO Overview and Planning Area

AAMPO 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 (shown in **Figure 1**). The City of Gilbert and Iowa State University were added to the Transportation Policy Committee on March 26, 2013.

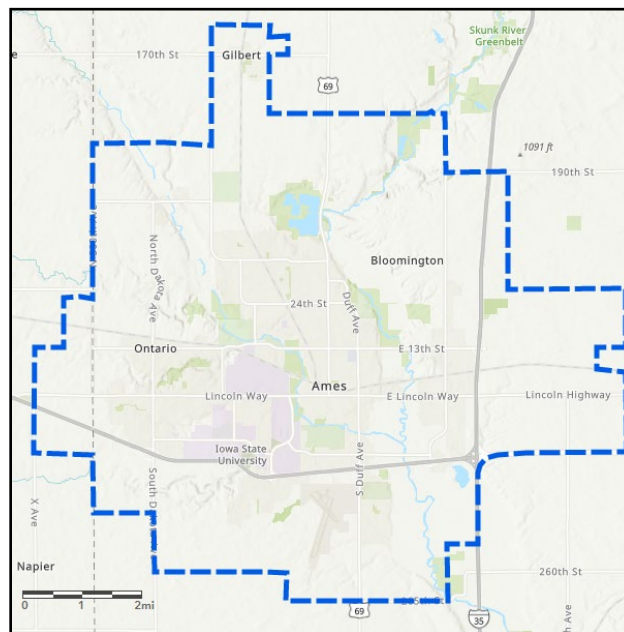


Figure 1: AAMPO Boundary (Adopted Nov 13, 2012)

The Ames Area MPO provides and coordinates various transportation planning and improvement efforts throughout the Ames urban area.

Ames is in central Iowa and is served by Interstate 35, US Highway 30, and US Highway 69. Surface transportation needs are met through over 251 centerline miles of streets. The community has a very progressive transit system, CyRide, which prior to the COVID-19 pandemic carried more than six million bus passengers each year. CyRide’s ridership dropped to 4.57 million passengers in FY 2020 and then 1.86 million in FY 2021 because of reduced travel within the Ames community. CyRide believes ridership levels will increase back to approximately 3.5 million passengers by the end of FY 2022. Since over 90% of CyRide’s ridership is university students, future transit ridership increases will heavily depend upon how many classes are held in-person on campus instead of virtually. While most 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, 145 aircraft operations occur per day at the Ames Municipal Airport. Railroads provide 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.

1.3 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, Federal Highway Administration, Federal Transit Administration, and Iowa State University serve as advisory, non-voting, representatives.

| Transportation Policy Committee Membership | | |
|---|-----------------------|--|
| <i>Representative Agency</i> | <i>Member</i> | <i>Representative Agency Role</i> |
| City of Ames (Chair) | John Haila | Mayor |
| City of Ames | Bronwyn Beatty-Hansen | Council Member |
| City of Ames | Gloria Betcher | Council Member |
| City of Ames | Amber Corrieri | Council Member |
| City of Ames | Tim Gartin | Council Member |
| City of Ames | Anita Rollins | Council Member |
| City of Ames | Rachel Junck | Council Member |
| Boone County | Bill Zinnel | Board of Supervisors |
| Story County | Linda Murken | Board of Supervisors |
| Ames Transit Agency (CyRide) | Jacob Ludwig | CyRide Board Member |
| City of Gilbert | Jonathan Popp | Mayor |
| Iowa Dept. of Transportation ‡ | Andy Loonan | District 1 Transportation Planner |
| Iowa Dept. of Transportation ‡ | Zac Bitting | Metropolitan and Regional Planning Coordinator |
| Iowa Dept. of Transportation ‡ | Cindy Shearer | Statewide Planning Support |
| Federal Highway Administration ‡ | Darla Hugaboom | Iowa Division Community Planner |
| Federal Highway Administration ‡ | Sean Litteral | Planning and Development Team Leader |

| | | |
|---|------------------|--------------------------------|
| Federal Transit Administration ‡ | Daniel Nguyen | Region 7 Community Planner |
| Iowa State University ‡ | Brandi Latterell | Director for Planning Services |

‡ Non-voting

1.4 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.

| Transportation Technical Committee Membership | | |
|--|----------------------|--|
| <i>Representative Agency</i> | <i>Member</i> | <i>Representative Agency Role</i> |
| City of Ames (Chair) | Damion Pregitzer | Traffic Engineer |
| City of Ames (Vice-Chair) | Justin Moore | Planner |
| City of Ames | Justin Clausen | Operations Manager |
| City of Ames | Kelly Diekmann | Director of Planning & Housing |
| City of Ames | Tracy Peterson | Municipal Engineer |
| Ames Transit Agency (CyRide) | Barb Neal | Transit Director |
| Iowa State University | Sarah Lawrence | Campus Planner |
| Boone County | Scott Kruse | County Engineer |
| Story County | Darren Moon | County Engineer |
| Ames Community School Dist. | Gerry Peters | Facilities Director |
| Ames Economic Development Commission | Dan Culhane | President & Chief Executive Officer |
| Iowa Dept. of Transportation ‡ | Andy Loonan | District 1 Transportation Planner |
| Iowa Dept. of Transportation ‡ | Zac Bitting | Metropolitan and Regional Planning Coordinator |
| Iowa Dept. of Transportation ‡ | Cindy Shearer | Statewide Planning Support |
| Federal Highway Administration ‡ | Darla Hugaboom | Iowa Division Community Planner |
| Federal Highway Administration ‡ | Sean Litteral | Planning and Development Team Leader |
| Federal Transit Administration ‡ | Daniel Nguyen | Region 7 Community Planner |

‡ Non-voting

2 - Public Participation

This document was developed in coordination with AAMPO member agencies, regional stakeholders, and members of the public using the process described in the [AAMPO Public Participation Plan](#). This process includes strategies to disseminate information about the project selection process and provides opportunities for interested parties to provide information to the policy committee.

2.1 Website

The Ames Area MPO utilizes its website at www.aampo.org to make 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. There is a subpage of the website dedicated to the [Transportation Improvement Program](#). Here, both current and past versions of Transportation Improvement Programs can be found, and public meetings and comment opportunities are posted.

2.2 Outreach

Anyone may sign-up to receive notifications of news and events published from the MPO with an e-notification system. During the development of this program, users received e-notifications pertaining to FFY 2023-2026 TIP public meetings, public comment periods, and draft documents.

Additionally, AAMPO utilizes local publications, such as the Ames Tribune, to publicize public input opportunities and public hearing dates.

2.3 Public Involvement Opportunities

There were three primary opportunities for public involvement and feedback including:

- **Public Input Session:** A public input session provided 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 25, 2022, was held virtually via Microsoft Teams. No formal presentation was given allowing for visitors to come and go at any time during the event.
- **Public Comment Period:** A public comment period was made available from May 25, 2022, to June 30, 2022. The draft TIP document was made available online and members of the public could submit their comments on the draft document or listed projects via email or via mail. Public comments received by staff are shown in **Appendix E**.
- **Public Hearing:** During the July 12, 2022, Transportation Policy Committee meeting, a public hearing was held prior to final adoption of this TIP. This hearing provided time for anyone to address the committee prior to consideration and adoption of the TIP. Public participants could join the meeting via Zoom. Transportation Policy Committee meetings are currently livestreamed on Ames Channel 12 and on YouTube.

3 - Performance-Based Planning

3.1 Overview

With the passing of the Moving Ahead for Progress in the 21st-Century (MAP-21) transportation bill, and continuing in the FAST-Act, states and MPOs are required to use performance-based transportation planning practices. MPO Transportation Improvement Programs are required to document compliance with each of the performance-based planning categories including safety (PM1), pavement and bridge (PM2), system and freight reliability (PM3), transit asset management, and transit safety.

3.2 Safety (PM1)

Compliance with safety performance-based planning requirement began May 27, 2018, for MPOs. MPOs can choose to support the DOT safety targets or the MPOs can set their own unique targets. Rather than setting its own safety targets, AAMPO has chosen to support the Iowa DOT's safety targets as published in the most recent [Iowa Highway Safety Improvement Program Annual Report](#) and shown in **Table 1**. The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the DOT's TIP.

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 AAMPO, 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.

Table 1: Safety (PM1) Targets (adopted by AAMPO on 10/26/21)

| Performance Measure | Five Year Rolling Averages | |
|---|----------------------------|------------------|
| | 2016-2020 Baseline | 2018-2022 Target |
| Number of Fatalities | 345.2 | 337.8 |
| Fatality Rate – per 100 million VMT | 1.053 | 1.037 |
| Number of Serious Injuries | 1,391.6 | 1,327.2 |
| Serious Injury Rate – per 100 million VMT | 4.241 | 4.073 |
| Non-Motorized Fatalities and Serious Injuries | 128.6 | 129.8 |

3.3 Pavement and Bridge (PM2)

Compliance with PM2 performance-based planning requirements began on May 20, 2019, for MPOs. MPOs can choose to support the DOT PM2 targets, or they can set their own unique targets. Rather than setting its own pavement and bridge targets, the AAMPO has chosen to support the Iowa DOT’s pavement and bridge targets as submitted in the most recent [baseline period performance report](#) and shown in **Table 2**. 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 AAMPO 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 Iowa Transportation Commission approves the funding for these categories, the 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.

Table 2: Pavement and Bridge (PM2) Targets (adopted by AAMPO on 09/25/18)

| Performance Measure | 2017 Baseline | 4 Year Targets |
|--|----------------------|-----------------------|
| 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% |

3.4 System and Freight Reliability (PM3)

Compliance with PM3 performance-based planning requirements began on May 20, 2019, for MPOs. MPOs can choose to support the DOT PM3 targets or MPOs can set their own unique targets. Rather than setting its own system and freight reliability targets, the AAMPO has chosen to support the Iowa DOT's system and freight reliability targets as submitted in the most recent [baseline period performance report](#) and shown in **Table 3**. 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 AAMPO, 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.

Table 3: System and Freight Reliability (PM3) Targets (adopted by AAMPO on 03/23/21)

| Performance Measure | 2017 Baseline | 4 Year Targets |
|--|------------------|-------------------|
| Percent of the person-miles traveled on the Interstate that are reliable | 100% | 98.5% |
| 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 | 1.21 |

3.5 Transit Asset Management

Compliance with transit asset management performance-based planning requirements began on October 1, 2018. MPOs can choose to support the targets set by their local urban transit provider or set their own unique targets. The AAMPO has chosen to support the targets set by the region’s transit provider, CyRide as shown in **Table 4**. CyRide publishes these targets in their own TAM plan which they review and amend, if needed, each fall by October 1st. 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.

Table 4: Transit Asset Management Targets (adopted by AAMPO on 10/26/21)

| TAM Performance Measure Class | 2021 Target | 2021 Year-End Results | 2022 Performance Target | 2023 | 2024 | 2025 | 2026 |
|--|-------------|-----------------------|---|------|------|------|------|
| Revenue Vehicles 40'-60' Buses | 42% | 40% | 30% of fleet exceeds CyRide's ULB of 15 yrs. | 26% | 20% | 34% | 22% |
| Revenue Vehicles Cutaways | 22% | 89% | 22% of fleet exceeds FTA ULB of 8 yrs. | 0% | 0% | 0% | 0% |
| Revenue Vehicles Minivans | 0% | 0% | 0% of fleet exceeds FTA ULB of 8 yrs. | 0% | 0% | 0% | 0% |
| Equipment Shop Trucks | 50% | 0% | 0% of fleet exceeds CyRide's ULB of 10 yrs. | 0% | 0% | 0% | 0% |
| Facilities Admin./Maint.Facility | 0% | 0% | 0% of facilities rated under 3.0 on TERM scale | 0% | 0% | 0% | 0% |
| Facilities Ames Intermodal Facility | 0% | 0% | 0% of facilities rated under 3.0 on TERM scale | 0% | 0% | 0% | 0% |

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 (i.e. CyRide) 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.

3.6 Transit Safety

Compliance with transit safety performance-based planning requirements begins on July 20, 2021. MPOs can choose to support the targets set by their local urban transit provider or set their own unique targets. AAMPO has chosen to support the targets set by the region’s transit provider, CyRide as shown in **Table 5**. CyRide publishes these targets in their Public Transportation Agency Safety Plan (PTASP), which will be certified each year.

Table 5: Transit Safety Targets (adopted by AAMPO on 10/26/21)

| Mode of Transit Service | Fatalities (Total) | Fatalities (per 100 thousand VRM) | Injuries (Total) | Injuries (per 100 thousand VRM) | Safety Events (Total) | Safety Events (per 100 thousand VRM) | System Reliability (VRM/Failures) |
|-------------------------|--------------------|-----------------------------------|------------------|---------------------------------|-----------------------|--------------------------------------|-----------------------------------|
| Fixed Route Bus | 0 | 0 | 0 | 0.00 | 0 | 0.00 | 42,273.16 |
| Paratransit | 0 | 0 | 0 | 0.00 | 0 | 0.00 | 38,450 |

Public transit projects included in the STIP align with the transit safety planning and target setting processes undertaken by the transit agencies and MPOs. While the Iowa DOT aided with the development of the initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state’s public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, 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.

3.7 Regional Transportation Goals

In AAMPO’s latest Metropolitan Transportation Plan, [Forward 45](#), a performance-based transportation planning approach was utilized by tying in the regional vision of the transportation system with the aforementioned federally-required metrics and federally-required planning processes. The six primary region-specific goals, identified from public input, were accessibility, safety, substantiality, efficiency & reliability, placemaking, and preservation. The [Forward 45 Report](#) provides a detailed explanation of the regional goals and objectives as well as the performance-based planning approach utilized in the identification, selection, and prioritization of projects.

The vision statement stated in Forward 45 is:

*“The Ames area future transportation plan delivers **safe, efficient and reliable** solutions that are **accessible** to all users. The plan focuses on **preserving** the existing network and shaping the public realm through **placemaking**, while providing long-term **sustainability**.”*

3.8 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.

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 clean air in Iowa’s transportation system.

4 - Project Selection

4.1 Overview

This Transportation Improvement Program (TIP) serves as a list of federal-aid eligible transportation improvements within the Ames region from the federal fiscal years 2023 to 2026. Projects in the Ames Area MPO's TIP must be consistent with the latest regional Metropolitan Transportation Plan, [Forward 45](#). The final AAMPO TIP, approved by the AAMPO Transportation Policy Committee, will be consolidated into the State Transportation Improvement Program (STIP) along with the programs from the other planning agencies in the State of Iowa.

Projected identified in this TIP utilize, or are based upon, several different sources of federal funding. While AAMPO is responsible for the regional selection of projects eligible for STBG and TAP funding, which the undermentioned selection procedure discussions will focus on, there are several other Federal and State funding programs which are listed and described in **Appendix C**.

4.2 Regional Applications

AAMPO solicits regional applications for two primary transportation funding programs: Surface Transportation Block Grant (STBG) and Iowa's Transportation Alternatives Program (TAP). For projects to be eligible for these applications, they must conform with the latest regional Metropolitan Transportation Plan, [Forward 45](#). Both these applications are made available on the AAMPO website at www.aampo.org. A notification email is also sent out to contacts from all the AAMPO regional member agencies that are eligible to apply. These applications are due annually on March 31st. The application templates for both STBG and TAP can be found in **Appendix D**.

4.3 STBG Selection Criteria

STBG funds are typically awarded to projects which improve capacity through construction, reconstruction, and rehabilitation of the highway network. However, Transit capital projects are also eligible for STBG funds. Projects must be listed in, or conform with, the latest Metropolitan Transportation Plan. All projects are evaluated and prioritized within the Metropolitan Transportation Plan using a performance-based planning process. This evaluation is heavily weighed when determining whether to award STBG funding to a project. Staff will make an initial review of all received STBG applications. Next, the Transportation Technical Committee (TTC) collectively reviews and recommends to the Transportation Policy Committee which projects should be selected.

4.4 TAP Selection Criteria

Regional TAP funds are generally awarded to smaller-scale projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects. Like the STBG funding selection process, TAP projects must conform to the latest Metropolitan Transportation Plan (MTP) and the performance-based evaluation results in the MTP are weighed heavily in the TAP selection process. TAP projects should provide connectivity with existing facilities, provide a reasonable cost in relation to public benefit, and enhance the current transportation system. Like the STBG funding selection process, staff

makes an initial review of the received applications. Next, the Transportation Technical Committee (TTC) reviews and recommends to the Transportation Policy Committee which projects should be selected.

4.5 Transit Projects

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 for this use. 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 transit projects identified in the FFY 2023-2026 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. Please refer to pages 25-32 for the transit project justifications for FFY 2023 as well as the list of transit projects programmed for FFY 2023-2026.

5 - FFY 2022 Project Status Report

It is required to provide a status report for all federal-aid and Swap funded highway projects included in the first fiscal year or the previous TIP. This status report indicates whether the project was authorized/let, is being rolled over to the current TIP, or if the project is being removed from programming. This status report is useful for monitoring the progress being made in implementing the MPO's transportation program. See **Table 6** for the project status report for FFY 2022.

Table 6: FFY 2022 Project Status Summary

| Funding Source | TPMS ID | Project Description | Federal-Aid | Total Cost | Local Sponsor | Status |
|----------------|---------|---|-------------|-------------|---------------|-------------------------------|
| STBG | 38304 | CyRide: Vehicle Replacement | \$225,000 | \$850,000 | CyRide | Authorized |
| SWAP-STBG | 36919 | Cherry Ave (E Lincoln Way – SE 5 th St) | \$1,890,000 | \$2,400,000 | City of Ames | Roll-Over to FFY 2023 as STBG |
| SWAP-STBG | 38303 | Stange Rd (Blankenburg Dr to 24 th St) & 24 th St (Pinehurst Rd to Hayes Ave) | \$1,600,000 | \$4,200,000 | City of Ames | Letting on 08/16/22 |
| SWAP-STBG | 35616 | N Dakota Ave (S Ontario St – 0.2 N of RR Tracks) | \$900,000 | \$1,500,000 | City of Ames | Letting on 03/15/22 |
| TAP | 38306 | Vet Med Trail (S Grand Ave – S 16 th St) | \$159,000 | \$500,000 | City of Ames | Letting on 06/21/22 |
| TAP | 19249 | loway Creek Trail (0.5mi E of S Duff Ave – S 5 th St) | \$560,000 | \$1,082,000 | City of Ames | Letting on 09/20/22 |
| SWAP-CMAQ | 45239 | 1 st Phase of Ames Traffic Signal Master Plan | \$1,176,518 | \$1,470,648 | City of Ames | Letting on 06/21/22 |
| SWAP-CMAQ | 48394 | 2 nd Phase of Ames Traffic Signal Master Plan | \$1,400,000 | \$1,750,000 | City of Ames | Letting on 06/21/22 |
| CMAQ | 52477 | CyRide: Transit Operations for Various Routes | \$89,697 | \$112,122 | CyRide | Authorized |
| PL | 34214 | Trans Planning | \$101,260 | \$126,575 | AAMPO | Authorized |

6 - Financial Analysis

6.1 Overview

Projects programmed in the current TIP must demonstrate fiscal constraint. This section focuses on demonstrating that the program is fiscally constrained as well as documents nonfederal-aid revenues and expected operations and maintenance costs on the federal-aid system. All project costs are adjusted into year of expenditure dollars using an assumed annual inflation rate of 4 percent. This same inflation rate is used to project revenues and operations and maintenance costs. PL funds are shown to remain constant through the 4-year period and are based on the first fiscal year's target.

The Iowa DOT provides AAMPO with STBG, TAP, and STBG/TAP Flex funding targets for each of the four years in this program. The Iowa DOT also provides information from their five-year program including estimated statewide revenues/allocations and funds available for right-of-way and construction. Lastly, Iowa DOT provides forecasted non-federal-aid revenues as well as operations and maintenance data for the federal-aid system. See the following section for more detail on the Iowa DOT's programming process regarding expenditures and funding.

The Ames City Council has programmed city sponsored projects in the City of Ames 2022-2027 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 either through formula or discretionary funding.

6.2 Iowa DOT O&M Estimated Expenditures and Funding

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 estimate 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 is 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 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, bridge programs, and other various grant programs.

The following webpage provides additional insight into the DOT’s programming process and can be found at https://iowadot.gov/program_management/Five-Year-Program.

6.3 Fiscal Tables

The following describes each of the seven fiscal tables presented in this document:

Table 7 & Table 8: These tables summarize the total project costs and associated federal aid amounts by funding program. **Table 7** focuses on federal-aid programs while **Table 8** focuses on SWAP programs.

Table 9 & Table 10: These tables demonstrate fiscal constraint for their respective funding programs. **Table 9** summarizes the STBG program while **Table 10** summarizes the TAP program. This incorporates the programmed project costs from Tables 7 and 8 as well as the funding targets provided by the Iowa DOT.

Table 11 & Table 12: These tables summarize projections based on 2021 operations and maintenance data provided by the Iowa DOT. This includes forecasted operations and maintenance data on the federal-aid system (**Table 11**) and forecasted non-federal-aid revenues (**Table 12**). The base year for the data was 2021. The shown projections utilize an assumed annual inflation rate of 4 percent.

Table 13: **Table 13** shows the Iowa DOT’s Five-Year Program funding amounts including statewide revenues, allocations, and funds available for right-of-way and construction.

Table 7: Summary of Costs and Federal-Aid

| PROGRAM | 2023 | | 2024 | | 2025 | | 2026 | |
|----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Total Cost | Federal Aid | Total Cost | Federal Aid | Total Cost | Federal Aid | Total Cost | Federal Aid |
| PL | \$212,063 | \$169,650 | \$212,063 | \$169,650 | \$212,063 | \$169,650 | \$212,063 | \$169,650 |
| STBG | \$5,650,000 | \$3,801,000 | \$1,600,000 | \$745,000 | \$4,880,000 | \$3,159,000 | \$2,868,960 | \$1,625,000 |
| TAP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$650,000 | \$520,000 |
| NHPP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CMAQ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| STBG-HBP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

Table 8: Summary of Costs and SWAP-Aid

| PROGRAM | 2023 | | 2024 | | 2025 | | 2026 | |
|-----------|-------------|-------------|------------|------|------------|------|------------|------|
| | Total Cost | SWAP | Total Cost | SWAP | Total Cost | SWAP | Total Cost | SWAP |
| CMAQ-SWAP | \$1,869,100 | \$1,495,280 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

Table 9: STBG Fiscal Constraint

| | 2023 | 2024 | 2025 | 2026 |
|---------------------------------|------------------|--------------------|------------------|------------------|
| UNOBLIGATED BALANCE (CARRYOVER) | \$2,344,621 | \$404,579 | \$1,556,579 | \$330,579 |
| STBG TARGET | \$1,860,958 | \$1,897,000 | \$1,933,000 | \$1,971,000 |
| SUBTOTAL | \$4,205,579 | \$2,301,579 | \$3,489,579 | \$2,301,579 |
| PROGRAM FUNDS | \$3,801,000 | \$745,000 | \$3,159,000 | \$1,625,000 |
| BALANCE | \$404,579 | \$1,566,579 | \$330,579 | \$676,579 |

Table 10: TAP Fiscal Constraint

| | 2023 | 2024 | 2025 | 2026 |
|---------------------------------|------------------|------------------|------------------|------------------|
| UNOBLIGATED BALANCE (CARRYOVER) | \$20,796 | \$197,336 | \$337,336 | \$561,336 |
| TAP TARGET | \$176,540 | \$180,000 | \$184,000 | \$188,000 |
| SUBTOTAL | \$197,336 | \$377,336 | \$561,336 | \$749,336 |
| PROGRAM FUNDS | \$0 | \$0 | \$0 | \$520,000 |
| BALANCE | \$197,336 | \$337,336 | \$561,336 | \$229,336 |

Table 11: Forecasted Operations and Maintenance (O&M) Costs on the Federal-Aid System

| | 2023 | 2024 | 2025 | 2026 |
|---|--------------------|--------------------|--------------------|--------------------|
| CITY OF AMES TOTAL OPERATIONS | \$1,304,014 | \$1,356,174 | \$1,410,421 | \$1,466,838 |
| CITY OF AMES TOTAL MAINTENANCE | \$1,530,226 | \$1,591,435 | \$1,655,092 | \$1,721,296 |
| CITY OF GILBERT TOTAL OPERATIONS | \$23,585 | \$24,529 | \$25,510 | \$26,530 |
| CITY OF GILBERT TOTAL MAINTENANCE | \$6,550 | \$6,812 | \$7,085 | \$7,368 |
| IOWA DOT TOTAL OPERATIONS AND MAINTENANCE | \$854,500 | \$855,600 | \$855,600 | \$857,900 |
| TOTAL O&M | \$3,718,875 | \$3,834,550 | \$3,953,708 | \$4,079,933 |

Table 12: Forecasted Non-Federal-Aid Revenue

| | 2023 | 2024 | 2025 | 2026 |
|---|---------------------|---------------------|---------------------|---------------------|
| CITY OF AMES – GENREAL FUND (001) | \$956,436 | \$994,694 | \$1,034,481 | \$1,075,861 |
| CITY OF AMES – ROAD USE (110) | \$9,544,940 | \$9,926,738 | \$10,323,808 | \$10,736,760 |
| CITY OF AMES – OTHER (LOST, BENEFITS, TIF, ETC.) | \$502,787 | \$522,899 | \$543,815 | \$565,567 |
| CITY OF AMES – SERVICE DEBT (200) | \$8,793,400 | \$9,145,147 | \$9,510,952 | \$9,891,391 |
| CITY OF AMES – CAPITAL PROJECTS (300) | \$18,261,957 | \$18,992,435 | \$19,752,133 | \$20,542,218 |
| CITY OF AMES – UTILITIES (600 & UP) | \$1,851,799 | \$1,925,871 | \$2,002,905 | \$2,083,022 |
| CITY OF GILBERT – GENREAL FUND (001) | \$0 | \$0 | \$0 | \$0 |
| CITY OF GILBERT – ROAD USE (110) | \$175,149 | \$182,155 | \$189,441 | \$197,019 |
| CITY OF GILBERT – OTHER (LOST, BENEFITS, TIF, ETC.) | \$16,018 | \$16,659 | \$17,326 | \$18,019 |
| CITY OF GILBERT – SERVICE DEBT (200) | \$4,837 | \$5,030 | \$5,232 | \$5,441 |
| CITY OF GILBERT – CAPITAL PROJECTS (300) | \$739,290 | \$768,861 | \$799,616 | \$831,601 |
| CITY OF GILBERT – UTILITIES (600 & UP) | \$0 | \$0 | \$0 | \$0 |
| TOTAL NON-FEDERAL-AID ROAD FUND RECEIPTS | \$40,846,624 | \$42,480,489 | \$44,179,709 | \$45,946,897 |

Table 13: Iowa DOT Five-Year Program Funding

| | (\$ MILLIONS) | | | |
|---|-------------------|-------------------|-------------------|-------------------|
| REVENUES | 2023 | 2024 | 2025 | 2026 |
| PRIMARY ROAD FUND | \$747.30 | \$753.10 | \$758.00 | \$764.90 |
| TIME-21 | \$135.00 | \$135.00 | \$135.00 | \$135.00 |
| MISCELLANEOUS | \$25.00 | \$25.00 | \$25.00 | \$25.00 |
| FEDERAL AID | \$487.80 | \$496.10 | \$504.70 | \$513.40 |
| TOTAL | \$1,395.10 | \$1,409.20 | \$1,422.70 | \$1,438.30 |
| STATEWIDE ALLOCATIONS | 2023 | 2024 | 2025 | 2026 |
| OPERATIONS & MAINTENANCE | \$367.90 | \$379.60 | \$391.90 | \$404.20 |
| CONSULTANT SERVICES | \$76.00 | \$76.00 | \$76.00 | \$76.00 |
| CONTRACT MAINTENANCE | \$36.40 | \$36.90 | \$37.40 | \$37.90 |
| RAILROAD CROSSING PROTECTION | \$5.00 | \$5.00 | \$5.00 | \$5.00 |
| MISCELLANEOUS PROGRAMS | \$46.30 | \$47.10 | \$47.80 | \$48.30 |
| TOTAL | \$540.60 | \$553.60 | \$567.10 | \$580.40 |
| FUNDS AVAILABLE FOR ROW/CONSTRUCTION | 2023 | 2024 | 2025 | 2026 |
| TOTAL | \$854.50 | \$855.60 | \$855.60 | \$857.90 |

7 - FHWA Program (FFY 2023 – 2026)

7.1 Overview

The following pages contains a complete list of projects utilizing FHWA-based funds programmed for FFY 2023 through FFY 2026. These projects are shown on a map in **Figure 2**.

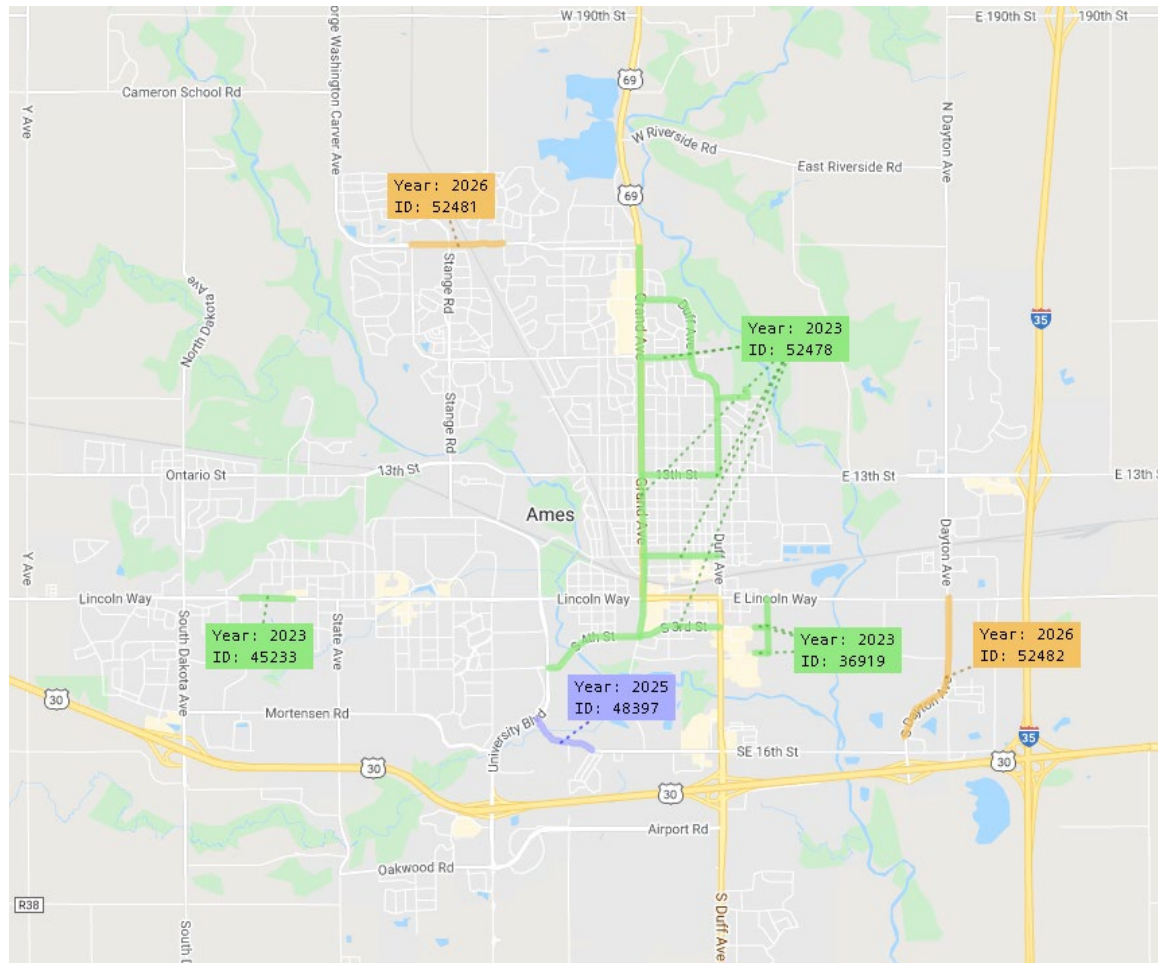


Figure 2: Project Locations (by Project ID)

7.2 Programmed Highway Projects

HBP

| Project ID | Project Number | Approval Level | | 2023 | 2024 | 2025 | 2026 | Totals |
|-----------------------------------|--|----------------|---------------|------|------|--------------|------|--------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 48634 | BRF-300--38-85 | Submitted | Total | | | \$13,025,000 | | \$13,025,000 |
| Iowa Department of Transportation | US30: South Skunk River 1.2 mi W of I-35 (EB & WB) Bridge New, Right of Way | | Federal Aid | | | \$10,420,000 | | \$10,420,000 |
| | | | Regional Swap | | | | | |

NHPP

| Project ID | Project Number | Approval Level | | 2023 | 2024 | 2025 | 2026 | Totals |
|-----------------------------------|---|----------------|---------------|--------------|--------------|-----------|------|--------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 38248 | NHSX-300--3H-85 | Submitted | Total | \$16,271,000 | \$11,299,000 | \$358,000 | | \$27,928,000 |
| Iowa Department of Transportation | US30: 0.5 mi E of I-35 to E of 590th Ave Pave, Grading, Right of Way | | Federal Aid | \$13,016,800 | \$9,039,200 | \$286,400 | | \$22,342,400 |
| | | | Regional Swap | | | | | |

PL

| Project ID | Project Number | Approval Level | | 2023 | 2024 | 2025 | 2026 | Totals |
|----------------|-----------------------|----------------|---------------|-----------|-----------|-----------|-----------|-----------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 34214 | RGPL-PA22(RTP)--PL-85 | Submitted | Total | \$212,063 | \$212,063 | \$212,063 | \$212,063 | \$848,252 |
| MPO 22 / AAMPO | Trans Planning | | Federal Aid | \$169,650 | \$169,650 | \$169,650 | \$169,650 | \$678,600 |
| | Trans Planning | | Regional Swap | | | | | |

PRF

| Project ID | Project Number | Approval Level | | 2023 | 2024 | 2025 | 2026 | Totals |
|-----------------------------------|--|----------------|---------------|-------------|------|------|------|-------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 45391 | IMN-350--0E-85 | Submitted | Total | \$2,279,000 | | | | \$2,279,000 |
| Iowa Department of Transportation | I35: US 30 TO CO RD D59 (SB) Pavement Rehab | | Federal Aid | | | | | |
| | | | Regional Swap | | | | | |

STBG

| Project ID | Project Number | Approval Level | | 2023 | 2024 | 2025 | 2026 | Totals |
|----------------|---|----------------|-------------|-------------|-----------|-------------|-----------|-------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 37442 | RGTR-0155)--ST-85 | Submitted | Total | \$850,000 | | | | \$850,000 |
| MPO 22 / AAMPO | CyRide Vehicle Replacement | | Federal Aid | \$225,000 | | | | \$225,000 |
| | Transit Investments | | Regional | \$225,000 | | | | \$225,000 |
| | | | Swap | | | | | |
| 45233 | STP-U-0155)--27-85 | Submitted | Total | \$2,400,000 | | | | \$2,400,000 |
| Ames | In the city of Ames, on Lincoln Way, from Dotson Dr to S Franklin Ave | | Federal Aid | \$1,686,000 | | | | \$1,686,000 |
| | Grade and Pave | | Regional | \$1,686,000 | | | | \$1,686,000 |
| | | | Swap | | | | | |
| 36919 | STP-U-0155(705)--70-85 | Submitted | Total | \$2,400,000 | | | | \$2,400,000 |
| Ames | In the city of Ames, On Cherry Avenue, from E Lincoln Way South .4 Miles to Southeast 5th Street, | 10/18/2022 | Federal Aid | \$1,890,000 | | | | \$1,890,000 |
| | Grade and Pave | | Regional | \$1,890,000 | | | | \$1,890,000 |
| | | | Swap | | | | | |
| 48395 | RGPL-PA22)--ST-85 | Submitted | Total | | \$750,000 | | | \$750,000 |
| MPO 22 / AAMPO | MPO Planning Activities: 2050 MTP, Transit System Study | | Federal Aid | | \$520,000 | | | \$520,000 |
| | Trans Planning | | Regional | | \$520,000 | | | \$520,000 |
| | | | Swap | | | | | |
| 45238 | RGTR-0155)--ST-85 | Submitted | Total | | \$850,000 | | | \$850,000 |
| MPO 22 / AAMPO | CyRide: Vehicle Replacement | | Federal Aid | | \$225,000 | | | \$225,000 |
| | Transit Investments | | Regional | | \$225,000 | | | \$225,000 |
| | | | Swap | | | | | |
| 52479 | RGPL-PA22)--ST-85 | Submitted | Total | | | \$150,000 | | \$150,000 |
| MPO 22 / AAMPO | MPO Planning Activities: TSMO & ITS Arch | | Federal Aid | | | \$120,000 | | \$120,000 |
| | Trans Planning | | Regional | | | \$120,000 | | \$120,000 |
| | | | Swap | | | | | |
| 48396 | RGTR-0155)--ST-85 | Submitted | Total | | | \$850,000 | | \$850,000 |
| MPO 22 / AAMPO | CyRide: Vehicle Replacement | | Federal Aid | | | \$225,000 | | \$225,000 |
| | Transit Investments | | Regional | | | \$225,000 | | \$225,000 |
| | | | Swap | | | | | |
| 48397 | STP-U-0155)--27-85 | Submitted | Total | | | \$3,880,000 | | \$3,880,000 |
| Ames | In the city of Ames, On S 16TH ST, from University Blvd to Apple Pl | | Federal Aid | | | \$2,814,000 | | \$2,814,000 |
| | Pavement Widening | | Regional | | | \$2,814,000 | | \$2,814,000 |
| | | | Swap | | | | | |
| 52480 | RGTR-0155)--ST-85 | Submitted | Total | | | | \$908,960 | \$908,960 |
| MPO 22 / AAMPO | CyRide: Vehicle Replacement | | Federal Aid | | | | \$225,000 | \$225,000 |
| | Transit Investments | | Regional | | | | \$225,000 | \$225,000 |
| | | | Swap | | | | | |

STBG

| Project ID | Project Number | Approval Level | | 2023 | 2024 | 2025 | 2026 | Totals |
|------------|---|----------------|--------------------|------|------|------|-------------|-------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 52481 | STP-U-0155()--70-85 | Submitted | Total | | | | \$1,960,000 | \$1,960,000 |
| Ames | In the city of Ames, On Bloomington Rd, from George Washington Carver Ave to Eisenhower Ave | | Federal Aid | | | | \$1,400,000 | \$1,400,000 |
| | Grade and Pave | | Regional | | | | \$1,400,000 | \$1,400,000 |
| | | | Swap | | | | | |

STBG-TAP

| Project ID | Project Number | Approval Level | | 2023 | 2024 | 2025 | 2026 | Totals |
|------------|--|----------------|--------------------|------|------|------|-----------|-----------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 52482 | TAP-U-0155()--81-85 | Submitted | Total | | | | \$650,000 | \$650,000 |
| Ames | In the city of Ames, Along S Dayton Ave, from Isaac Newton Dr to E Lincoln Way | | Federal Aid | | | | \$520,000 | \$520,000 |
| | Ped/Bike Grade & Pave | | Regional | | | | \$520,000 | \$520,000 |
| | | | Swap | | | | | |

SWAP-CMAQ

| Project ID | Project Number | Approval Level | | 2023 | 2024 | 2025 | 2026 | Totals |
|------------|---|----------------|--------------------|-------------|------|------|------|-------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 52478 | ICAAP-SWAP-0155()--SH-85 | Submitted | Total | \$1,869,100 | | | | \$1,869,100 |
| Ames | In the city of Ames, Third Phase Deployment Ames Traffic Signal Master Plan | | Federal Aid | | | | | |
| | Traffic Signals | | Regional | | | | | |
| | | | Swap | \$1,495,280 | | | | \$1,495,280 |

8 - FTA Program (FFY 2023-2026)

8.1 Overview

The following pages contains a complete list of projects utilizing FTA-based funds programmed for FFY 2023 through FFY 2026. The justification for all FFY 2023 transit projects is also provided.

8.2 Programmed Transit Projects

| Project ID Sponsor | Funds Approval Level | Project Type | Description Options Vehicle Unit Number | | 2023 | 2024 | 2025 | 2026 | Totals |
|--------------------------------------|----------------------|--------------|---|-------|-------------|------|------|------|-------------|
| 5575 Ames Transit Agency (CyRide) | STP Submitted | Capital | Heavy Duty Articulated Bus Diesel,UFRC,VSS,Low Floor,Biodiesel | Total | \$281,250 | | | | \$281,250 |
| | | | | FA | \$225,000 | | | | \$225,000 |
| | | | | DOT | | | | | |
| 6022 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) Unit # 00418 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 6469 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) Unit # 00419 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 6470 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) Unit # 00420 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 6471 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) Unit # 00421 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 6472 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) Unit # 00422 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 6473 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) Unit # 00423 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 6474 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) Unit # 00424 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 6475 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) Unit # 00425 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 6476 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Battery Electric Heavy Duty Bus (40-42 ft.) Unit # 00429 | Total | \$1,019,000 | | | | \$1,019,000 |
| | | | | FA | \$866,150 | | | | \$866,150 |
| | | | | DOT | | | | | |
| 6477 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Battery Electric Heavy Duty Bus (40-42 ft.) Unit # 00430 | Total | \$1,019,000 | | | | \$1,019,000 |
| | | | | FA | \$866,150 | | | | \$866,150 |
| | | | | DOT | | | | | |
| 6478 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Battery Electric Heavy Duty Bus (40-42 ft.) Unit # 00431 | Total | \$1,019,000 | | | | \$1,019,000 |
| | | | | FA | \$866,150 | | | | \$866,150 |
| | | | | DOT | | | | | |
| 6479 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Battery Electric Heavy Duty Bus (40-42 ft.) Unit # 00432 | Total | \$1,019,000 | | | | \$1,019,000 |
| | | | | FA | \$866,150 | | | | \$866,150 |
| | | | | DOT | | | | | |

| Project ID Sponsor | Funds Approval Level | Project Type | Description Options Vehicle Unit Number | | 2023 | 2024 | 2025 | 2026 | Totals |
|--------------------------------------|----------------------|--------------|--|-------|-----------|------|------|------|-----------|
| 6480 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel Unit # 00126 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 6581 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00127 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 8935 Ames Transit Agency (CyRide) | 5310 Submitted | Capital | Infotainment Signage for Annunciators | Total | \$90,319 | | | | \$90,319 |
| | | | | FA | \$72,255 | | | | \$72,255 |
| | | | | DOT | | | | | |
| 8936 Ames Transit Agency (CyRide) | PTIG Submitted | Capital | Shop Rehabilitation Improvements | Total | \$750,000 | | | | \$750,000 |
| | | | | FA | | | | | |
| | | | | DOT | \$600,000 | | | | \$600,000 |
| 8937 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) Unit # 00128 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 8942 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 09070 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 8943 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 09071 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 8945 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) Unit # 09072 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 8946 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) Unit # 09073 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 8947 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) Unit # 09074 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 8949 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) Unit # 09075 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 8950 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 09076 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 8951 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 09077 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |

| Project ID Sponsor | Funds Approval Level | Project Type | Description Options Vehicle Unit Number | | 2023 | 2024 | 2025 | 2026 | Totals |
|---------------------------------------|------------------------|--------------|--|-------|--------------|--------------|--------------|--------------|--------------|
| 8952 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00186 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 8953 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00187 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 8954 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00188 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 8955 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00189 | Total | \$543,480 | | | | \$543,480 |
| | | | | FA | \$461,958 | | | | \$461,958 |
| | | | | DOT | | | | | |
| 10020 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Miscellaneous Equipment | Total | \$322,000 | | | | \$322,000 |
| | | | | FA | \$289,800 | | | | \$289,800 |
| | | | | DOT | | | | | |
| 10021 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Facility Construction | Total | \$235,000 | | | | \$235,000 |
| | | | | FA | \$211,500 | | | | \$211,500 |
| | | | | DOT | | | | | |
| 10022 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Architectural & Engineering Design | Total | \$23,500 | | | | \$23,500 |
| | | | | FA | \$18,800 | | | | \$18,800 |
| | | | | DOT | | | | | |
| 10023 Ames Transit Agency (CyRide) | 5339 Submitted | Other | Battery Electric Bus Project Management | Total | \$125,000 | | | | \$125,000 |
| | | | | FA | \$100,000 | | | | \$100,000 |
| | | | | DOT | | | | | |
| 10024 Ames Transit Agency (CyRide) | 5339 Submitted | Other | Battery Electric Bus Project Workforce Training | Total | \$23,908 | | | | \$23,908 |
| | | | | FA | \$19,126 | | | | \$19,126 |
| | | | | DOT | | | | | |
| 914 Ames Transit Agency (CyRide) | 5307, STA Submitted | Operations | General Operations | Total | \$12,540,004 | \$13,441,604 | \$14,143,269 | \$14,875,799 | \$55,000,676 |
| | | | | FA | \$4,135,821 | \$4,400,000 | \$4,580,000 | \$4,770,000 | \$17,885,821 |
| | | | | DOT | \$900,000 | \$900,000 | \$900,000 | \$900,000 | \$3,600,000 |
| 919 Ames Transit Agency (CyRide) | 5310 Submitted | Other | Contracted Paratransit Service | Total | \$318,266 | \$270,504 | \$278,619 | \$286,977 | \$1,154,366 |
| | | | | FA | \$254,613 | \$216,403 | \$222,895 | \$229,582 | \$923,493 |
| | | | | DOT | | | | | |
| 6012 Ames Transit Agency (CyRide) | 5310 Submitted | Operations | Annunciator Annual Service Fees | Total | \$137,264 | \$137,264 | \$137,264 | \$137,264 | \$549,056 |
| | | | | FA | \$109,811 | \$109,811 | \$109,811 | \$109,811 | \$439,244 |
| | | | | DOT | | | | | |
| 3314 Ames Transit Agency (CyRide) | 5339 Submitted | Capital | Maintenance Facility Expansion | Total | | \$8,575,830 | | | \$8,575,830 |
| | | | | FA | | \$6,860,664 | | | \$6,860,664 |
| | | | | DOT | | | | | |

| Project ID Sponsor | Funds Approval Level | Project Type | Description Options Vehicle Unit Number | | 2023 | 2024 | 2025 | 2026 | Totals |
|--|----------------------------|--------------|---|-------|------|----------|----------|----------|-----------|
| 920 Ames Transit Agency (CyRide) | 5310 Submitted | Capital | Associated Transit Improvements | Total | | \$60,000 | \$60,000 | \$60,000 | \$180,000 |
| | | | | FA | | \$48,000 | \$48,000 | \$48,000 | \$144,000 |
| | | | | DOT | | | | | |

8.3 FFY 2023 Transit Project Justifications

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) Service (5310)

According to federal regulations, public transit agencies providing fixed-route transit service in their community must also provide door-to-door transportation service within a $\frac{3}{4}$ mile area of that fixed-route service. Therefore, CyRide purchases transportation service for its Dial-A-Ride operations in order to meet this ADA requirement. This requirement has been expanded to the entire city limits of Ames.

Infotainment 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. CyRide then added visual LED signage within each bus to deploy visual signage within each bus mirroring the LED audible stop announcements. The bigger infotainment LED signage allows more information to be displayed for this visual signage on CyRide's articulated buses while also allowing advertising on these vehicles. This project will be deployed in FY2023 and 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.

Heavy Duty Forty-Foot Bus Replacement (5339)

Twenty-three large forty-foot buses have exceeded FTA guidelines for useful life. Buses are identified as: 09070, 09071, 09072, 09073, 09074, 09075, 09076, 09077, 00418, 00419, 00420, 00421, 00422, 00423, 00424, 00425, 00126, 00127, 00128, 00186, 00187, 00188, and 00189. These units, if ranked high enough within the state's PTMS process or funded within a discretionary grant, will be replaced with 40' heavy-duty low-floor buses. These replacement vehicles will all be ADA accessible.

Heavy Duty Articulated Bus Expansion (STBG, 5339)

Currently, CyRide has seven articulated buses within its bus fleet, with two more currently being procured, with a goal to attain a total of ten to operate on its #23 Orange route. One additional articulated bus will complete the goal of having ten articulated buses within CyRide's fleet for this bus route. Specifically, the #23 Orange route transit route carries the highest number of passengers of any route in the State of Iowa at nearly 1.8 million passengers. CyRide will add Surface Transportation Block Grant (STBG) funding to an already approved contract for a 40-foot bus awarded through a direct national discretionary federal award for an articulated (60-foot) bus expansion within the fleet. The forty-foot bus specifically identified to be replaced and upgraded to an articulated bus through a federal award is 00502. The Ames Area Metropolitan Planning Organization has approved funding at \$225,000 for FY2023 for this upgrade.

Heavy Duty Forty-Foot Battery Electric Bus Replacement (5339, 5307)

Ten large diesel forty-foot diesel buses have exceeded FTA guidelines for useful life and will be replaced with battery electric buses. Three will be requested with formula funding and the other seven with federal discretionary funding. Bus numbers are: 00949, 00950, 00951, 00501, 00503, 00504, 00429, 00430, 00431, and 00432. If funded, this will further CyRide's efforts throughout the Ames community making it even more sustainable. All battery electric buses will be ADA accessible.

Miscellaneous Equipment (5339)

To support additional battery electric bus purchases, CyRide plans on installing additional charging equipment and dispensers to adequately charge these vehicles throughout the facility.

Facility Construction (5339)

To support additional battery electric bus purchases within the fleet, CyRide plans on rehabilitating the facility with additional electrical wiring between the transformer and the charging equipment as necessary to charge these new vehicles. Concrete platforms will be necessary as well to help keep the chargers out of flood waters if the facility floods in the future.

Architectural and Engineering (5339)

To support a battery electric bus project, architectural and engineering design services will be needed in order to assemble bid documents for the facility construction of this project.

Project Management (5339)

To support a battery electric bus project, project management will be necessary from a nationally renowned consultant to help navigate through the project implementation and results benefits as well as learn more about the latest technology in electric buses available to CyRide.

Workforce Training (5339)

To support a battery electric bus project, workforce training will be necessary to train mechanics and drivers on how to drive and maintain the new electric technology. This project is required as part of future discretionary grant applications.

Shop Rehabilitation Improvements (PTIG)

Separation of CyRide's shop and shop offices areas is greatly needed to provide distinct office space for critical work functions while also reducing employees' exposure to diesel particulates and loud noises that require hearing protection. CyRide is requesting funding to rehabilitate its shop area totaling \$750,000 from the Iowa DOT under its public transit infrastructure grant (PTIG) program specifically for:

- 1) Removing existing half walls within the maintenance fabrication area and repair the floor as necessary,
- 2) Install new precast concrete floor panels to connect the east and west maintenance mezzanines allowing stair access to the east mezzanine area and creating additional storage space,
- 3) Construct a new wall on ground level and add two doors to isolate the repair bays from office/parts areas which will help control sound pollution and vapors between the two spaces,
- 4) Move the eye wash, mop sink, wash fountain and supplies closer to the shop repair bays to improve mechanic work flow and improve safety,
- 5) Switch the welding and fabrication areas with the current parts room to isolate airborne particulates thereby improving safety,
- 6) Rework the maintenance offices/cubicles for a more practical layout and create space for Maintenance Coordinator Supervisor to have private conversations and
- 7) Rework the fire alarm and suppression system to bring the reworked spaces up to code.

9 - Changing an Approved TIP

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.

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.

9.1 Amendments

Amendments are major changes that may involve 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 continues until the next policy committee meeting. The Transportation Policy Committee meets on an as needed basis, providing a 3–4-week public comment period for amendments. Public comments are shared with the Transportation Policy Committee and action is taken on the amendment.

9.2 Administrative Modifications

Administrative modifications are minor changes that may involve 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: Any changes to the scope require an amendment and cannot be approved through an administrative modification.

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

Appendix A – Resolution of Adoption

<Insert Resolution Here>

Appendix B – Self-Certification of Planning Activities

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

3-22-22
Date

Appendix C – List of Federal and State Funding Programs

Federal Funding Sources

Projects identified in TIPs utilize, or are based upon, several different sources of federal funding. The primary sources of FHWA funding to Iowa, which are in part used to fund local efforts, include:

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ).** CMAQ provides flexible funding for transportation projects and programs tasked with helping to meet the requirements of the Clean Air Act. These projects can include those that reduce congestion and improve air quality.
- **Demonstration funding (DEMO).** Demonstration funding is a combination of different programs and sources. The FHWA administers discretionary programs through various offices representing special funding categories. An appropriation bill provides money to a discretionary program, through special congressionally directed appropriations or through legislative acts, such as the American Recovery and Reinvestment Act of 2009 (ARRA).
- **Highway Safety Improvement Program (HSIP).** This is a core federal-aid program that funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on public roads. A portion of this funding is targeted for use on local high-risk rural roads and railway-highway crossings.
- **Metropolitan Planning Program (PL).** FHWA provides funding for this program to the State of Iowa based on urbanized area population. The funds are dedicated to support transportation planning efforts in urbanized areas with a population of 50,000 or greater. For programming purposes MPOs should program only the new PL target provided by the Systems Planning Bureau. Any carryover funds identified by Systems Planning need not be added to, or subtracted from, the PL target.
- **National Highway Performance Program (NHPP).** NHPP funds are available to be used on projects that improve the condition and performance of the National Highway System (NHS), including some state and U.S. highways and interstates.
- **State Planning and Research (SPR).** SPR funds are available to fund statewide planning and research activities. A portion of SPR funds are provided to RPAs to support transportation planning efforts.

- **Surface Transportation Block Grant Program (STBG).** This program is designed to address specific issues identified by Congress and provides flexible funding for projects to preserve or improve the condition/performance of transportation facilities, including any federal-aid highway or public road bridge. STBG funding may be utilized on:
 - Roadway projects on federal-aid routes
 - Bridge projects on any public road
 - Transit capital improvements
 - TAP eligible activities
 - Planning activities

Iowa targets STBG funding to each of its 27 MPOs and RPAs on an annual basis for programming based on regional priorities.

Iowa also targets a portion of its STBG funding directly to counties for use on county bridge projects. Iowa's Swap program swaps federal STBG funding for state Primary Road Fund dollars. These funds can be used on either on-system or off-system bridges however off-system bridge investments must be continued to maintain the ability to transfer the federal STBG set-aside for off system bridges.

- **Transportation Alternatives Set-Aside Program (TAP).** This program is a setaside from the STBG program. The TAP program provides funding to expand travel choices and improve the transportation experience. Transportation Alternatives Program projects improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure. Projects can include creation of bicycle and pedestrian facilities, and the restoration of historic transportation facilities, among others. It is important to note that some types of projects eligible under the SAFETEA-LU program Transportation Enhancements are no longer eligible, or have modified eligibility, under the TAP. All projects programmed with TAP funds should be verified to ensure compatibility with TAP eligibility.
- **Federal Lands Access Program (FLAP) and Tribal Transportation Program (TTP).** The FLAP Program provides funding for projects that improve access within, and to, federal lands. The FLAP funding will be distributed through a grant process where a group of FHWA, Iowa DOT, and local government representatives will solicit, rank, and select projects to receive funding. The TTP provides safe and adequate transportation and public road access to and within Indian reservations and Indian lands. Funds are distributed based on a statutory formula based on tribal population, road mileage, and average tribal shares of the former Tribal Transportation Allocation Methodology.

- **National Highway Freight Program (NHFP).** NHFP funds are distributed to states via a formula process and are targeted towards transportation projects that benefit freight movements. Ten percent of NHFP funds will be targeted towards non-DOT sponsored projects.

Iowa DOT-Administered Grant Program Funding Sources

In addition to the federal funding sources listed above, the Iowa DOT administers several grant programs that are funded, in part, with the federal sources identified above. Projects awarded grant funding must be documented in the region's TIP. These grant awards are distributed through an application process. State administered grant programs include:

- **City Bridge Program.** A portion of STBG funding dedicated to local bridge projects is set aside for the funding of bridge projects within cities. STBG funding is swapped for state Primary Road Fund dollars. Eligible projects need to be classified as structurally deficient or functionally obsolete. Projects are rated and prioritized by the Local Systems Bureau with awards based upon criteria identified in the application process. Projects awarded grant funding are subject to a federal-aid obligation limitation of \$1 million.
- **Highway Safety Improvement Program – Secondary (HSIP-Secondary).** This program is funded using a portion of Iowa's Highway Safety Improvement Program apportionment and funds safety projects on rural roadways. Federal HSIP funding targeted towards these local projects is swapped for Primary Road Fund dollars.
- **Iowa Clean Air Attainment Program (ICAAP).** The ICAAP funds projects that are intended to maximize emission reductions through traffic flow improvements, reduced vehicle-miles of travel, and reduced single-occupancy vehicle trips. This program utilizes \$4 million of Iowa's CMAQ apportionment. Funding targeted towards these local projects is eligible to be swapped for Primary Road Fund dollars should be project be for road or bridge construction.
- **Recreational Trails Program.** This program provides federal funding for both motorized and nonmotorized trail projects and is funded through a takedown from Iowa's TAP funding. The decision to participate in this program is made annually by the Iowa Transportation Commission.
- **Iowa's Transportation Alternatives Program (TAP).** This program targets STBG funding to MPOs and RPAs to award to locally sponsored projects that expand travel choices and improve the motorized and non-motorized transportation experience.

Federal and State Transit Funding Programs

Like the FHWA programs listed above, the transit funding authorized by the FAST-Act is managed in several ways. The largest amount is distributed, by formula, to states and large metropolitan areas. Other program funds are discretionary, and some are earmarked for specific projects. Program funds include:

- **Metropolitan Transportation Planning program (Section 5303 and 5305).** FTA provides funding for this program to the state based on its urbanized area populations. The funds are dedicated to support transportation planning projects in urbanized areas with more than 50,000 persons.
- **Statewide Transportation Planning program (Section 5304 and 5305).** These funds come to the state based on population and are used to support transportation planning projects in nonurbanized areas. They are combined with the Section 5311 funds and allocated among Iowa's RPAs.
- **Urbanized Area Formula Grants program (Section 5307).** FTA provides transit operating, planning and capital assistance funds directly to local recipients in urbanized areas with populations between 50,000 and 200,000. The funding is suballocated from the State for transit agencies serving a population of this size. Assistance amounts are based on population and density figures and transit performance factors for larger areas. Local recipients must apply directly to the FTA.
- **Bus and Bus Facilities Program (Section 5339).** This formula program provides federal assistance for major capital needs, such as fleet replacement and construction of transit facilities. All transit systems in the state are eligible for this program.
- **Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310).** Funding is provided through this program to increase mobility for the elderly and persons with disabilities. Part of the funding is administered along with the nonurbanized funding with the remaining funds allocated among urbanized transit systems in areas with a population of less than 200,000. Urbanized areas with more than 200,000 in population receive a direct allocation.
- **Nonurbanized Area Formula Assistance Program (Section 5311).** This program provides capital and operating assistance for rural and small urban transit systems serving under 50,000 in population (*not available for Ames*). Fifteen percent of these funds are allocated to intercity bus projects. A portion of the funding is also allocated to support rural transit planning. The

remaining funds are combined with the rural portion (30 percent) of Section 5310 funds and allocated among regional and small urban transit systems based on their relative performance in the prior year.

- **Rural Transit Assistance Program (RTAP) (Section 5311(b)(3)).** This funding is used for statewide training events and to support transit funding fellowships for regional and small urban transit staff or planners. *(Not available for Ames)*
- **Flexible funds.** Certain Title 23 funds may be used for transit purposes. Transit capital assistance is an eligible use of STBG funds. Transit capital and startup operating assistance is an eligible use of ICAAP funds. When ICAAP and STBG funds are programmed for transit projects, funding is transferred from FHWA to the FTA for dispersing either directly to the transit system or to the Iowa DOT. The Ames MPO distributes its own STBG funding throughout the Ames metropolitan area. The ICAAP funds are applied for and administered by the Iowa DOT's Public Transit Bureau. STBG funds for small urban and regional transit systems are also administered the Public Transit Bureau.
- **State Transit Assistance (STA).** All public transit systems are eligible for State funding. These funds can be used by the public transit system for operating, capital, or planning expenses related to the provision of open-to-the-public passenger transportation. The majority of the funds received in a fiscal year are distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year.
 - **STA Special Projects.** Each year up to \$300,000 of the total STA funds are set aside to fund "special projects." These can include grants to individual systems to support transit services that are developed in conjunction with human services agencies. Grants can also be awarded to statewide projects that improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc. This funding is also used to mirror the RTAP to support individual transit training fellowships for large urban transit staff or planners.
 - **STA Coordination Special Projects.** Funds provide assistance with startup of new services that have been identified as needs by health, employment, or human services agencies participating in the passenger transportation planning process.

- **Public Transit Infrastructure Grant Fund.** This is a state program that can fund transit facility projects that involve new construction, reconstruction, or remodeling. To qualify, projects must include a vertical component.

Appendix D – STBG & TAP Application Forms



AMES AREA METROPOLITAN PLANNING ORGANIZATION SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) APPLICATION

General Information

MPO: Ames Area MPO e-mail: _____

Sponsor/Applicant Agency: _____

Contact Person (Name & Title): _____

Complete Mailing Address: _____
Street Address and/or Box No.

City _____ State _____ Zip _____ Daytime Phone _____

If more than one agency or organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency: _____ e-mail: _____

Contact Person (Name & Title): _____

Complete Mailing Address: _____
Street Address and/or Box No.

City _____ State _____ Zip _____ Daytime Phone _____

Project Information

Project Title: _____

Project Description (including length if applicable) required: _____

Project in Long Range Transportation Plan?: Yes No If Yes, LRTP ID: _____

If this project includes land acquisition, how many acres? _____

Project Category Check all boxes that apply to indicate the categories that best describe your project.

- | | |
|--|---|
| <input type="checkbox"/> Preserve or improve conditions and performance on: | <input type="checkbox"/> Facilities for nonmotorized transportation |
| <input type="checkbox"/> Any federal-aid highway | <input type="checkbox"/> Transit capital projects |
| <input type="checkbox"/> Bridges on any public road | <input type="checkbox"/> Public bus terminals and facilities |

Estimated Project Costs

| | | |
|----------------------------------|-----------|--------------|
| Land Cost | \$ | _____ |
| Preliminary Design / Engineering | \$ | _____ |
| Utility Relocation | \$ | _____ |
| Construction Engineering | \$ | _____ |
| Construction Cost | \$ | _____ |
| In-Kind Cost | \$ | _____ |
| Indirect Cost (if applicable) | \$ | _____ |
| Other (please specify) _____ | \$ | _____ |
| Total Cost | \$ | _____ |
| STBG Fund Request | \$ | _____ |
| Applicant Match (20% Minimum) | \$ | _____ |



| | Match Source | Amount | Assured or Anticipated (Date Anticipated) |
|----|--------------|--------|--|
| 1. | | | |
| 2. | | | |
| 3. | | | |

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions _____

Are any other federal funds involved in this project? Yes No

If yes, please explain the source and conditions _____

Will this project be open to the public? Yes No

Estimated Project Development Schedule

| | | | | |
|-------------------|------------|-------|-----------------|-------|
| Design | Start Date | _____ | Completion Date | _____ |
| Land Acquisition | Start Date | _____ | Completion Date | _____ |
| Construction | Start Date | _____ | Completion Date | _____ |
| Noninfrastructure | Start Date | _____ | Completion Date | _____ |

Has any part of this project been started? Yes No

If yes, explain: _____

Documentation and Narrative Information

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative write the corresponding letter shown below.

- A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Surface Transportation Program projects must have a direct relationship to the intermodal transportation system, either as it exists or as it is planned. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. Assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received.
- B. A DETAILED MAP identifying the location of the project.
- C. A SKETCH-PLAN of the project, including cross sections of roadways.
- G. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.



The award of STBG funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the _____

Signature Date

Typed Name and Title Date

Please send one copy of the application with the supportive documentation to:

Ames Area Metropolitan Planning Organization
515 Clark Avenue
Ames, Iowa 50010



ATTACHMENT A

Itemized breakdown of total project costs guidelines.

Construction Costs – these may be based on historical averages for entire projects of similar size and scope. Examples include:

- Typical cost / mile of trail (i.e. \$200,000 per mile for moderate terrain and limited number of structures)
- Typical cost / square foot of bridge deck
- Typical cost / traffic signal upgrade (i.e. \$163,000 per lump sum signal bid item)
- Typical cost / lineal foot of sidewalk

Design / Inspection Costs – these may be estimated based on the following typical percentages of construction costs:

- 8-10% for preliminary up through final design and letting activities
- 12-15% for construction inspection activities

Right-of-way Acquisition Costs – these may be estimated based on the following:

- Impact and description of impact
- Typical cost / square foot for permanent right-of-way
- Typical cost / square foot for temporary easements

Utility and Railroad Costs – these may be estimated based on the following:

- Impact and description of impact
- Typical cost / linear foot of relocated or reconstructed facility (track, pipe, electrical lines, etc.)
- Typical cost / installation (RR switches, utility poles, transformers, control boxes, etc.)

Indirect Costs – if indirect costs are involved, e.g., wages:

- Estimated hours
- Estimated hourly rate, salary
- Estimated fringe, direct
- Other direct cost estimate
- Other indirect cost estimate

The Ames Area MPO utilizes Iowa DOT Form 240004 for its regional TAP applications. This form can be found at the following link:

- [Iowa DOT Form 240004](#)

Appendix E – Public Comments

<Insert public comments here.>

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

SUBJECT: FINAL FY 2023 TRANSPORTATION PLANNING WORK PROGRAM

BACKGROUND:

The Ames Area MPO carries out a continuing, cooperative, and comprehensive multimodal transportation planning process. 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 agencies for transportation planning activities. Transportation planning activities are outlined in a unified transportation planning work program which the Ames Area MPO develops annually for each fiscal year. The State of Iowa uses a Consolidated Planning Grant where FHWA and FTA planning funds are combined into a single fund.

In addition to conducting and coordinating short-term and long-term regional transportation planning efforts, the MPO is responsible for the development of the following planning documents: Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Public Participation Plan (PPP), Transportation Planning Work Program (TPWP), and Passenger Transportation Plan (PTP). The FY23 TPWP has been separated into seven different work elements, as follows:

1. Administration
2. Transportation Improvement Program (TIP)
3. Transit Planning
4. Comprehensive Planning
5. Long-Range Transportation Planning
6. Transportation Data
 - a. Data Management
 - b. Data Procurement
7. Special Studies
 - a. US 69 (S Duff Ave) & US 30 Interchange Study
 - b. Ames North Growth Intersections (190th St Corridor) Study

On February 9, 2022, the Iowa Department of Transportation provided funding targets for the MPO to use in the development of the FY 2023 TPWP. Those targets are shown in the following table.

Ames MPO Planning Funding Targets

| Funding Source | Amount |
|---------------------|-----------|
| FTA 5305d Carryover | \$32,098 |
| FHWA PL Carryover | \$199,737 |
| New FTA 5305d | \$45,023 |
| New FHWA PL | \$124,627 |

The currently proposed FY 2023 MPO budget totals \$448,000 (\$358,400 in Federal funds and \$89,600 in local funds). This budget, shown in detail below, fully utilizes all anticipated carryover amounts and has \$43,085 in unobligated funds that can be programmed in future fiscal years as carryover.

| Work Element | Activity | MPO Staff Hours | Federal Funding Source | | | | Total Federal Funding | Local Match | Total Funding |
|----------------------------|---------------------------------------|-----------------|------------------------|-----------------|-------------------|------------------|-----------------------|-----------------|------------------|
| | | | FTA 5305d Carryover | FTA 5305d New | FHWA PL Carryover | FHWA PL New | | | |
| 1 - Administration | Admin | 785 | \$3,582 | - | \$22,292 | \$14,126 | \$40,000 | \$10,000 | \$50,000 |
| 2 - TIP | TIP | 196 | \$716 | - | \$4,458 | \$2,825 | \$8,000 | \$2,000 | \$10,000 |
| 3 - Transit Planning | Transit Planning | 765 | \$3,582 | \$14,126 | \$22,292 | - | \$40,000 | \$10,000 | \$50,000 |
| 4 - Comprehensive Planning | Comp Planning | 491 | \$1,791 | - | \$11,146 | \$7,063 | \$20,000 | \$5,000 | \$25,000 |
| 5 - Long Range Planning | Long-Range Planning | 196 | \$716 | - | \$4,458 | \$2,825 | \$8,000 | \$2,000 | \$10,000 |
| 6 - Transportation Data | Data Management | 196 | \$716 | - | \$4,458 | \$2,825 | \$8,000 | \$2,000 | \$10,000 |
| | Data Procurement | - | \$7,093 | - | \$44,138 | \$27,969 | \$79,200 | \$19,800 | \$99,000 |
| 7 - Special Studies | US 69 & US 30 Interchange Study | 39 | \$9,099 | - | \$56,622 | \$35,879 | \$101,600 | \$25,400 | \$127,000 |
| | Ames North Growth Intersections Study | 39 | \$4,803 | - | \$29,873 | \$18,924 | \$53,600 | \$13,400 | \$67,000 |
| FY23 Budget Totals | | 2,707 | \$32,098 | \$14,126 | \$199,737 | \$112,439 | \$358,400 | \$89,600 | \$448,000 |

| | FTA 5305d Carryover | FTA 5305d New | FHWA PL Carryover | FHWA PL New | TOTAL |
|----------------------------|---------------------|------------------|-------------------|------------------|------------------|
| Starting Available Balance | \$ 32,098 | \$ 45,023 | \$199,737 | \$124,627 | \$ 401,485 |
| Programmed | \$ 32,098 | \$ 14,126 | \$199,737 | \$112,439 | \$ 358,400 |
| Unobligated Funds | \$ - | \$ 30,897 | \$ - | \$ 12,188 | \$ 43,085 |

The FY 2023 Transportation Planning Work Program will be effective from July 1, 2022, through June 30, 2023. All MPO planning activities and processes conducted during this time must conform with the work program. Requirements for revising the Transportation Work Program are described in Section 5.

On March 22, 2022, the Transportation Policy Committee unanimously approved the Draft FY23 TPWP, thereby establishing a public input period from March 23, 2022, to April 30, 2022 (including holding a public input session on March 24, 2022). No public comments were received. Additionally, federal and state partners reviewed the draft document and staff has addressed their minor comments in the final version. The Final TPWP is due to state and federal partners by June 1, 2022.

ALTERNATIVES:

1. Approve the Final FY 2023 Transportation Planning Work Program for submission to the Iowa Department of Transportation.
2. Approve the Final FY 2023 Transportation Planning Work Program, with Transportation Policy Committee modifications, for submission to the Iowa Department of Transportation.

ADMINISTRATOR'S RECOMMENDATION:

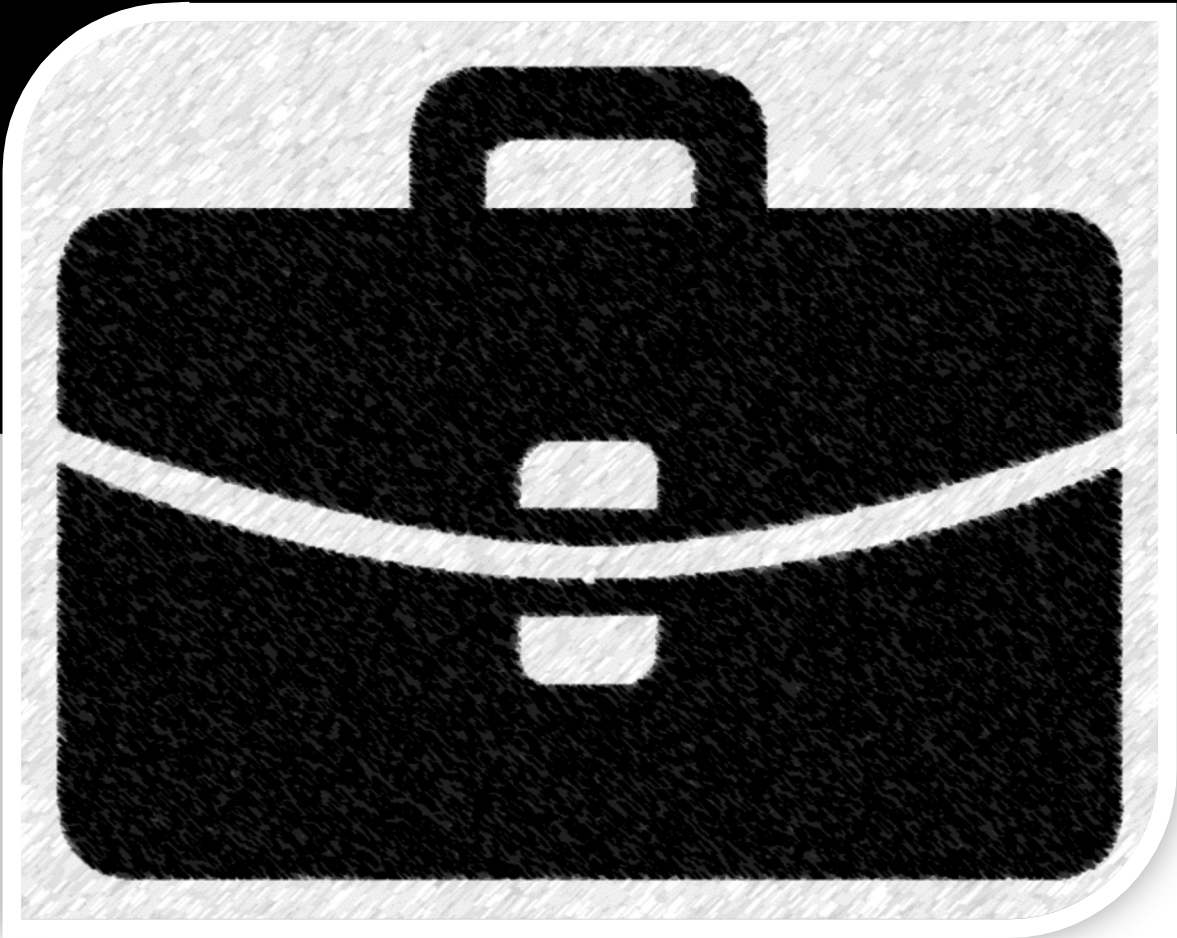
The Ames Area MPO Transportation Technical Committee and Transportation Policy Committee have reviewed the Draft FY 2023 Transportation Planning Work Program and all comments from stakeholders and partners were addressed. State and Federal partners have determined this program meets their requirements.

Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, as noted above.

FINAL

Transportation Planning Work Program

Fiscal Year 2023



AAAMPO

AMES AREA METROPOLITAN PLANNING ORGANIZATION

AMES | GILBERT | STORY | BOONE

The Ames Area Metropolitan Planning Organization 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 MPO 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 May 24, 2022. Please call (515) 239-5160 to obtain permission to use.

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1 - Introduction

1.1 Document Purpose

The Fiscal Year 2023 Transportation Planning Work Program (TPWP) is the regional work plan developed by the Ames Area Metropolitan Planning Organization (AAMPO) for the fiscal year beginning July 1, 2022 and ending June 30, 2023. 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.

1.2 AAMPO Overview and Planning Area

AAMPO 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 (shown in **Figure 1**). The City of Gilbert and Iowa State University were added to the Transportation Policy Committee on March 26, 2013.

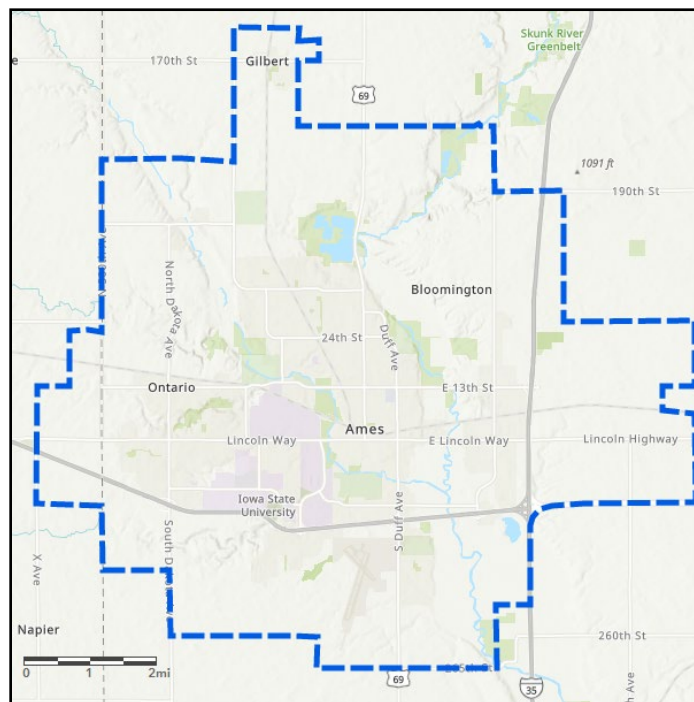


Figure 1: AAMPO Boundary (Adopted Nov 13, 2012)

The Ames Area MPO provides and coordinates various transportation planning and improvement efforts throughout the Ames urban area.

Ames is in central Iowa and is served by Interstate 35, US Highway 30, and US Highway 69. Surface transportation needs are met through over 251 centerline miles of streets. The community has a very progressive transit system, CyRide, which prior to the COVID-19 pandemic carried more than six million bus passengers each year. CyRide’s ridership dropped to 4.57 million passengers in FY 2020 and then 1.86 million in FY 2021 because of reduced travel within the Ames community. CyRide believes ridership levels will increase back to approximately 3.5 million passengers by the end of FY 2022. Since over 90% of CyRide’s ridership is university students, future transit ridership increases will heavily depend upon how many classes are held in-person on campus instead of virtually. While most 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, 145 aircraft operations occur per day at the Ames Municipal Airport. Railroads provide 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.

1.3 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 the City of Ames, City of Gilbert, CyRide, Boone County, and Story County. The Iowa Department of Transportation, Federal Highway Administration, Federal Transit Administration, and Iowa State University serve as advisory, non-voting, representatives.

| Transportation Policy Committee Membership | | |
|---|-----------------------|--|
| <i>Representative Agency</i> | <i>Member</i> | <i>Representative Agency Role</i> |
| City of Ames (Chair) | John Haila | Mayor |
| City of Ames | Bronwyn Beatty-Hansen | Council Member |
| City of Ames | Gloria Betcher | Council Member |
| City of Ames | Amber Corrieri | Council Member |
| City of Ames | Tim Gartin | Council Member |
| City of Ames | Anita Rollins | Council Member |
| City of Ames | Rachel Junck | Council Member |
| Boone County | Bill Zinnel | Board of Supervisors |
| Story County | Linda Murken | Board of Supervisors |
| Ames Transit Agency (CyRide) | Jacob Ludwig | CyRide Board Member |
| City of Gilbert | Jonathan Popp | Mayor |
| Iowa Dept. of Transportation ‡ | Andy Loonan | District 1 Transportation Planner |
| Iowa Dept. of Transportation ‡ | Zac Bitting | Metropolitan and Regional Planning Coordinator |
| Iowa Dept. of Transportation ‡ | Cindy Shearer | Statewide Planning Support |
| Federal Highway Administration ‡ | Darla Hugaboom | Iowa Division Community Planner |

| | | |
|---|------------------|--------------------------------------|
| Federal Highway Administration ‡ | Sean Litteral | Planning and Development Team Leader |
| Federal Transit Administration ‡ | Daniel Nguyen | Region 7 Community Planner |
| Iowa State University ‡ | Brandi Latterell | Director for Planning Services |

‡ Non-voting

1.4 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 Transportation Improvement Programs and Metropolitan Transportation Plans. The Iowa Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration serve as advisory, non-voting, representatives.

| Transportation Technical Committee Membership | | |
|--|----------------------|--|
| <i>Representative Agency</i> | <i>Member</i> | <i>Representative Agency Role</i> |
| City of Ames (Chair) | Damion Pregitzer | Traffic Engineer |
| City of Ames (Vice-Chair) | Justin Moore | Planner |
| City of Ames | Justin Clausen | Operations Manager |
| City of Ames | Kelly Diekmann | Director of Planning & Housing |
| City of Ames | Tracy Peterson | Municipal Engineer |
| Ames Transit Agency (CyRide) | Barb Neal | Transit Director |
| Iowa State University | Sarah Lawrence | Campus Planner |
| Boone County | Scott Kruse | County Engineer |
| Story County | Darren Moon | County Engineer |
| Ames Community School Dist. | Gerry Peters | Facilities Director |
| Ames Economic Development Commission | Dan Culhane | President & Chief Executive Officer |
| Iowa Dept. of Transportation ‡ | Andy Loonan | District 1 Transportation Planner |
| Iowa Dept. of Transportation ‡ | Zac Biting | Metropolitan and Regional Planning Coordinator |
| Iowa Dept. of Transportation ‡ | Cindy Shearer | Statewide Planning Support |
| Federal Highway Administration ‡ | Darla Hugaboom | Iowa Division Community Planner |
| Federal Highway Administration ‡ | Sean Litteral | Planning and Development Team Leader |
| Federal Transit Administration ‡ | Daniel Nguyen | Region 7 Community Planner |

‡ Non-voting

1.5 Planning Documents Maintained by AAMPO

The Ames Area MPO develops, updates, and maintains the following core planning documents:

- Transportation Planning Work Program (TPWP)
- Transportation Improvement Program (TIP)
- Public Participation Plan (PPP)
- Metropolitan Transportation Plan (MTP)
- Passenger Transportation Plan (PTP)

2 – TPWP Development

2.1 TPWP Development Process

The FY 2023 Transportation Planning Work Program was developed from input by AAMPO staff, the AAMPO Transportation Technical Committee, the public, and the AAMPO Transportation Policy Committee. The following milestones describe the process in which the Transportation Planning Work Program was developed.

February 1, 2022 – March 9, 2022 – Initial Draft Development

AAMPO staff developed the initial Draft FY23 TPWP.

March 10, 2022 – Transportation Technical Committee Meeting

A review and discussion on the Draft FY23 TPWP was undergone by the Transportation Technical Committee.

March 22, 2022 – Transportation Policy Committee Meeting

A review and discussion on the Draft FY23 TPWP was undergone by the Transportation Policy Committee and the date of public hearing was set for May 24, 2022.

March 23, 2022 – April 30, 2022 – Public Input Period

A public comment period for the Draft FY23 TPWP was established from March 23 through April 30, 2022. During the comment period, the draft document was posted on the MPO website, aampo.org, and notifications were distributed to the public. Comments could be submitted via online form, email, mail, and by phone. A public input session was also held virtually via Microsoft Teams on March 24, 2022.

April 1, 2022 – April 30, 2022 – Review by Federal and State Partners

Federal and State partners at the Federal Highway Administration, Federal Transit Administration, and Iowa Department of Transportation reviewed the Draft FY23 TPWP. By April 30, 2022, the MPO received comments to address in the Final FY23 TPWP.

May 1, 2022 – May 23, 2022 – Final TPWP Development

AAMPO staff created the Final FY23 TPWP based upon feedback from the public, state and federal partners, and members of the AAMPO Technical and Policy Committees.

May 24, 2022 – Transportation Policy Committee Hearing

A public hearing was held by the Transportation Policy Committee to consider adoption of the FY23 TPWP with opportunities from the public to respond and present to the committee. This document was then formally approved by the Transportation Policy Committee.

2.2 Planning Priorities

The FY 2023 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 and planning activities:

- The Ames regional area experiences a high variability in traffic due to weekly commuters, regional commercial weekend traffic, and special events (such as Iowa State football games). AAMPO will leverage emerging technologies as well as automated data collection to generate regional metrics for a performance-based planning approach and assist local agencies in improving traffic operations.
- The COVID-19 Pandemic may catalyze long-term fundamental changes in travel behaviors across all modes of transportation. AAMPO will utilize emerging data sources and data types to monitor these potential shifts in travel behaviors as well as stay current on the latest research and reporting of travel behavioral trends.
- Some intersections and corridors within Ames are nearing operational capacities and struggle to handle currently observed levels of traffic and users. Through emerging technologies such as adaptive traffic signal control, transit signal priority, widescale data collection, and new ITS communication technologies, AAMPO will ensure projects are planned and executed which attempt to leverage new technologies to maximize operational capabilities and improve intersection and roadway capacities across all modes of travel.

2.3 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 these goals in subsequent Federal legislation, with the purpose of improving decision-making through performance-based planning and programming. Those seven goals are:

- 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 implements these required metrics in coordination with the Iowa DOT (see **Appendix C** for the Performance Management Agreement), 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 metropolitan transportation planning documents. A discussion is shown here for each of the performance areas.

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 October 2021, 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) established its initial agency safety plan on October 28, 2020, where safety performance targets were 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, includes processes and procedures to implement Safety Management Systems (SMS) at CyRide to anticipate future risks and detect problems before safety issues occur. This plan includes 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.

In October 2021, the Ames Area MPO adopted to support the targets set in CyRide’s Safety Plan. The plan will be updated annually by October and if targets are revised, those will be submitted to the Ames Area MPO.

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 March 2021, the Ames Area MPO adopted to support the targets of the Iowa Department of Transportation.

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 CyRide in the fall. The last update for CyRide's TAM Plan was September 2021 and intends to update its TAM Plan again in September 2022. If targets are modified, CyRide shares those updated targets with the AAMPO. Per FTA regulations, AAMPO is not obligated to update their TAM targets whenever transit agencies update their targets.

In October 2021, the Ames Area MPO adopted CyRide's latest 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 March 2021, the Ames Area MPO adopted to support the targets of the Iowa Department of Transportation.

3 – Work Elements

This section will describe each of the seven planning work planning elements that AAMPO will undergo in Fiscal Year 2023: administration, transportation improvement program, transit planning, comprehensive planning, long-range transportation planning, transportation data, and special studies.

3.1 Regional & Federal Planning Goals

Table 1 describes how each of the work elements relate to accomplishing regional transportation planning goals/priorities (listed in the AAMPO’s MTP, “[Forward 45](#)”) and the federal planning factors that should guide the planning processes conducted by MPOs.

Table 1: Relation of Work Elements and Regional Goals/Planning Factors

| | | Elem. 1 Admin | Elem. 2 TIP | Elem. 3 Comp Planning | Elem. 4 Transit | Elem. 5 Long- Range Planning | Elem. 6 Data | Elem. 7 Special Studies |
|---------------------|--|--------------------------|------------------------|--------------------------------------|----------------------------|---|-------------------------|--|
| Regional Goals | Accessibility | X | X | X | X | X | | X |
| | Safety | | X | X | X | X | | X |
| | Sustainability | | X | X | X | X | | X |
| | Efficiency & Reliability | | X | X | X | X | X | X |
| | Placemaking | X | X | | X | X | X | X |
| | Preservation | | X | | X | X | | X |
| Planning Factors | Economic Vitality | | X | X | | X | | X |
| | Safety | | X | X | X | X | X | X |
| | Security | | X | | X | X | X | |
| | Accessibility & Mobility | | X | X | X | X | | X |
| | Protect & Enhance the Environment and Promote Conservation | X | X | X | X | X | | X |
| | Integration & Connectivity | X | X | X | X | X | | X |
| | Efficiency | | X | X | X | X | X | X |
| | Preservation | | X | | X | X | | X |
| | Improve Resiliency & Reliability | | X | X | X | X | X | X |
| | Enhance Travel & Tourism | X | X | X | X | X | | X |

3.2 Planning Emphasis Areas

On December 30, 2021, the FHWA and FTA released [updated 2021 planning emphasis areas](#) (PEAs) for use in the development of metropolitan and statewide planning and research programs. The following details how the Ames Area MPO addresses some of these PEAs through its various planning activities and planning document updates (including the TPWP).

Climate – The Ames Area MPO will provide support, as needed, to the City of Ames in the ongoing development of its Climate Action Plan, which will be a framework and plan that outlines the guiding principles and actions needed to reduce greenhouse gas emissions in Ames. This is identified in Work Element 3 (Comprehensive Planning). Work Element 4 (Transit Planning) also includes the development of CyRide’s Climate Action Plan. The Ames Area MPO will also continue to consider climate impacts (positive and negative) when identifying, prioritizing, and evaluating projects in the TIP and the MTP.

Equity & Justice – The Ames Area MPO develops and maintains a Public Participation Plan (PPP) and a Limited English Proficiency (LEP) Plan. These plans aim to ensure ample public involvement opportunities for underserved and disadvantaged populations. Additionally, the Ames Area MPO submits Title VI documentation to both the FHWA and FTA, which ensure that the MPO is adhering to applicable Title VI requirements. Title VI prohibits discrimination based on race, color, or national origin in any program or activity that receives federal funding. These documents are all developed as a part of Work Element 1 (Administration). Additionally, impacts to underserved and disadvantaged populations are considered when identifying, prioritizing, and evaluating projects in the TIP and the MTP.

Complete Streets – The Ames Area MPO previously supported the City of Ames in the development of its [Complete Streets Plan](#) in 2018. The latest MTP refers to the Ames Complete Streets Plan and leverages its policies and principles when evaluating the regionwide transportation network and developing and prioritizing projects.

Public Involvement – As previously mentioned, the Ames Area MPO develops and maintains a Public Participation Plan. This plan details how the MPO involves the public and stakeholders in its transportation planning efforts.

Planning & Environmental Linkages (PEL) – During MTP updates, the Ames Area MPO always considers environmental, community, and economic goals early in the transportation planning process. These regional goals (which were shown before in **Table 1**) form the foundation of the MTP and its strategy development and project prioritization processes.

Data in Transportation Planning – The Ames Area MPO is actively incorporating data in its planning processes and shares its data with its member agencies and stakeholders. Work Element 6 (Transportation Data) is dedicated to obtaining and leveraging transportation datasets and utilizing data analytics to strengthen performance-based planning efforts in the region.

Element 1 - Administration

Objective: 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.

Primary FY 2022 Accomplishments:

- Administered the FY 2022 TPWP
- Developed and approved the FY 2023 TPWP
- Developed and approved the 2021 update to the Public Participation Plan
- Developed and approved the 2021 update to the Limited English Proficiency Plan
- Developed and approved the 2021 update to the FTA Title VI Program
- Conducted Transportation Policy Committee and Transportation Technical Committee meetings
- Attended Iowa DOT quarterly MPO meetings
- Submitted quarterly planning funding reimbursement requests and semi-annual DBE reports
- Updated and maintained the AAMPO website: www.aampo.org
- Participated in meetings and coordinated with other agencies

Note, all activities from FY 2022 were completed for this task.

Description:

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 planning funds 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 sufficient software and purchase necessary upgrades when beneficial to AAMPO.

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. The Public Participation Plan will be evaluated for modifications to evolve with communication preferences, as warranted.

AAMPO 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 2023 Products:

- Administer the FY 2023 TPWP
- Develop and approve the FY 2024 TPWP
- Carry out required annual certifications
- Maintain records and files and update and maintain the AAMPO website
- Complete reports, surveys, and other materials requested by Federal, State, or other governmental agencies
- Administer meetings for the Transportation Policy Committee and Transportation Technical Committee
- Participate in regional and state-wide coordination meetings related to transportation planning
- Participate in conferences, trainings, and meetings pertinent to transportation planning hosted by Federal, State, professional organizations, or other appropriate organizations and agencies.
- Market and perform outreach for MPO planning activities
- Review Public Participation Plan (PPP) and Title VI documentation and update as needed
- Purchase/lease supplies and equipment as well as maintain sufficient software and upgrades that are beneficial to AAMPO planning efforts

FY 2023 Schedule:

- Activities for this work element will be ongoing throughout the fiscal year unless noted below.
- The FY 2024 TPWP will be developed and approved in late winter/spring 2023.

FY 2023 Hours/Budget:

- Total Budget: \$50,000 (Federal - \$40,000)
- MPO Staff Hours: 785

Element 2 – Transportation Improvement Program

Objective: Develop and maintain a regional program of near-term projects that are consistent with the current Ames Area MPO Metropolitan Transportation Plan, “Forward 45”.

Primary FY 2021 Accomplishments:

- Approved and administered the FFY 2022-25 TIP
- Amended the FFY 2022-25 TIP
- Developed the FFY 2023-26 TIP
- Solicited, gathered, and evaluated applications for regional STBG & STBG-TAP funding
- Performed and managed regional project programming through the TPMS system

Note, all activities from FY 2022 were completed for this task.

Description:

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, 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 2023 Products:

- Approve and administer the FFY 2023-26 TIP
- Amend and modify the FFY 2023-26 TIP as needed
- Develop the FFY 2024-27 TIP
- Solicit, gather, and evaluate applications for regional STBG & STBG-TAP funding
- Perform and manage regional project programming through the TPMS system

FY 2023 Schedule:

- Activities for this work element will be ongoing throughout the fiscal year unless noted below.
- The FFY 2023-26 TIP will be approved in July 2022 and the FFY 2024-27 TIP will be developed in late spring/early summer 2023.
- Regional STBG & STBG-TAP funding applications for FFY 2024-27 will be solicited, gathered, and evaluated in late winter/spring of 2023.

FY 2023 Hours/Budget:

- Total Budget: \$10,000 (Federal - \$8,000)
- MPO Staff Hours: 196

Element 3 – Transit Planning

Objective: Enhance a coordinated, accessible, and efficient transit system.

Primary FY 2022 Accomplishments:

- Human service/transportation provider coordination meetings and plan updates
- Coordinated planning and meetings with human service organizations
- Safety Plan Development & Certification
- Equal Employment Opportunity (EEO) Program Monitoring
- Disadvantage Business Enterprise (DBE) Goals Development and semi-annual reports
- Transit Service Planning (i.e. route planning, battery electric bus project planning)
- Transit Management Analysis Planning (i.e. transit policies during COVID-19)
- Capital Planning
- Metropolitan (Long Range) Transportation Plan Development (transit side)
- Transit Asset Management (TAM) Plan (performance measures, annual National Transit Database narrative & performance targets updates)
- Title VI Program Monitoring
- Bus Stop Planning & ADA Planning (i.e. bus shelters, automatic annunciators)
- Triennial Review Virtual Development & Submission

Note, all activities from FY 2022 were completed for this task.

Description:

Planning efforts will reflect prioritization of the following areas:

- Transit Agency Safety Plan annual updates
- Transit Asset Management Plan, performance measures, annual narrative & performance target updates on an annual basis.
- Transportation Planning Work Program Development
- Transportation Improvement Program Development
- ADA Planning updates (Automatic Annunciators, Infotainment and LED Signage, Dial-A-Ride Service Planning, Dial-A-Ride Surveys)
- Title VI Program and Limited English Proficiency (LEP) Plan updates; planning services/programs with out regard to race, color or national origin
- Equal Employment Opportunity Program update
- Disadvantaged Business Enterprise goals submission
- Federal compliance reviews regarding Federal Transit Administration regulations
- Transit Service Planning for updated route planning & ridership studies
- Transit Management Analysis for transit policy modifications
- Participation of transit in metropolitan and statewide planning

- Coordination with non-emergency human service transportation organizations to improve transportation service for the low-income, aging and disabled populations within Ames
- Make transit capital investment decisions through effective system planning
- Bus stop planning for future ADA improvements
- Technology planning (automatic vehicle annunciators (AVAs), automatic passenger counters (APCs), etc.) and data analysis
- Facility expansion analysis
- System Redesign recalibration efforts with possible federal funding and when to implement based on possible new normal of transit ridership levels.
- MOU update between CyRide and the Ames Area MPO
- Develop CyRide Climate Action Plan to reflect transit board desires

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 with 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. The safety officer will also update the safety plan annually through a coordinated process with front line staff.

FY 2023 Products:

- Various transit plans as required, 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.
- Update 2020-2023 Ames Area MPO Passenger Transportation Plan (PTP) as needed; monthly coordination of transit with various human & health service organization groups
- Capital/Financial planning to analyze fleet, facility, and technology needs for five-year period.
- Transit Asset Management Plan Update, annual performance targets & narrative report to FTA
- Transit Service Planning for current/new services or ridership studies
- Transit Management Analysis of current/new policies
- Long-term facility expansion studies
- Bus stop amenities & technology planning
- Safety Plan review/update and performance measures
- Equal Employment Opportunity Program monitoring
- Disadvantages Business Enterprise Goals FFY2023-FFY2025
- Automatic Passenger Count Research Project Final Report
- MPO-CyRide MOU Update

- CyRide Climate Action Plan or short-term/long-term goals

FY 2023 Schedule:

- Activities for this work element will be ongoing throughout the fiscal year unless noted below.
- DBE Goals to the Federal Transit Administration by 8/1/2022
- Title VI Program Update and Limited English Proficiency Plan due to the Federal Transit Administration by 10/1/2022
- TAM Plan and performance targets due to AAMPO by 10/1/2022; TAM Plan narrative to FTA through NTD by 10/1/2022
- Passenger Transportation Plan minutes due to Iowa DOT by 7/1/2022
- Automatic Passenger Count Research Project Final Report due to FTA by 6/30/2023
- Safety Plan review/update complete in August then targets provided to AAMPO by 10/1/2022.
- MPO-CyRide MOU Update due in December/January 2023 prior to CyRide's next triennial review.
- CyRide Climate Action Plan due by April 2023

FY 2023 Hours/Budget:

- Total Budget: \$50,000 (Federal - \$40,000)
- MPO Staff Hours: 765

Element 4 – Comprehensive Planning

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

Primary FY 2022 Accomplishments:

- Provided technical assistance and support to local agencies for various transportation studies and projects (including speed studies, traffic studies, etc.)
- Performed traffic modeling for various projects and studies
- Assessed and analyzed region-wide transportation data sets for general trends in volumes, vehicle speeds, origin-destination behavior, etc.
- Coordination with the City of Ames for implementing Phases 1 and 2 of their ITS Master Plan

Note, all activities from FY 2022 were completed for this work element. In FY 2023, activities related to the collection and analyzation of transportation data now fall under Work Element 6 (Transportation Data) under the “Data Management” work activity.

Description:

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

FY 2023 Products:

- Provide technical assistance to local agencies incorporating regional transportation goals and objectives into comprehensive, sub-area, capital improvement, and other local plans
- Perform traffic modeling (Microsimulation, Synchro, SIDRA, etc.) to support local studies and projects as needed
- Coordinate with the City of Ames on its ITS Phase 1-3 projects (and update Regional ITS Architecture document as needed).
- Coordination with the City of Ames in the development of their Climate Action Plan
- Coordination with the City of Ames in the development of their Bicycle-Pedestrian Master Plan
- Updates to Safe Routes to School maps as needed
- Analyze potential alternative funding sources

FY 2023 Schedule:

- Activities for this work element will be ongoing throughout the fiscal year.

FY 2023 Hours/Budget:

- Total Budget: \$25,000 (Federal - \$20,000)
- MPO Staff Hours: 491

Element 5 – Long-Range Transportation Planning

Objective: Provide framework for long-term orderly and efficient growth of an integrated, multi-modal transportation network.

Primary FY 2022 Accomplishments:

- Utilized the Regional Travel Demand Model for use in long-range planning and forecasting
- Ensured regional transportation efforts and projects conform with the 2045 Metropolitan Transportation Plan, “Forward 45”.

Note, all activities from FY 2022 were completed for this work element.

Description:

The 2045 Metropolitan Transportation Plan (known as “Forward 45”) became effective on October 27, 2020. To support the activities of this Metropolitan Transportation Plan, AAMPO will continue to monitor and update the plan, as necessary. AAMPO will continue to ensure that ongoing planning efforts and regional transportation projects confer with the 2045 Metropolitan Transportation Plan. AAMPO staff will also continue to maintain and utilize the Travel Demand Model for long-range planning and forecasting.

FY 2023 Products:

- Monitor and update the 2045 Metropolitan Transportation Plan (“Forward 45”) as needed and ensure that all regional transportation efforts and projects continue to conform with the regional planning goals and projects outlined in the Metropolitan Transportation Plan.
- Maintain and utilize the Travel Demand Model for use in long-range planning and forecasting.
- Prepare for the 2050 Metropolitan Transportation Plan update.

FY 2023 Schedule:

- Activities for this work element will be ongoing throughout the fiscal year.

FY 2023 Hours/Budget:

- Total Budget: \$10,000 (Federal - \$8,000)
- MPO Staff Hours: 196

Element 6 – Transportation Data

Objective: Obtain and leverage transportation datasets and utilize data analytics to strengthen performance-based planning efforts in the region.

Primary FY 2022 Accomplishments:

- Procured a subscription/contract with StreetLight Data, Inc. for a transportation data service platform which provides access to regionwide multi-modal (vehicle, truck, bicycle, pedestrian, transit, socioeconomic) transportation data sets as well as various analytical capabilities.
- Obtained access to the Strava Metro platform, which provides regionwide aggregated data using Strava user activity data (pedestrians, runners, and bicyclists).

Note, all activities from FY 2022 were completed for this work element (which previously was named “Data Services”). Note that any activities relating to the collection and analyzation of transportation data were previously reported under Work Element 4 (Comprehensive Planning).

Description:

Rapidly emerging technologies have allowed for new forms and quantities of transportation data and new powerful analytical capabilities. The Ames Area MPO will explore and leverage these new transportation datasets and analytical capabilities to farther performance-based planning efforts for all modes of transportation throughout the region. The MPO will also continue to leverage more traditional data sources such as field sensors, travel surveys, and census data. In addition to using transportation data for its own planning efforts and planning document updates, the MPO will also seek to make its data available to its member agencies, members of the public, as well as other regional stakeholders.

FY 2023 Products:

- Maintain and leverage existing subscriptions/contracts with transportation data and analytics service providers.
- Explore new potential transportation data and analytics sources and procure new services or devices as needed.
- Perform data collection as needed.
- Aid with the maintenance of member agency’s transportation datasets and assets as needed.
- Assess and analyze available region-wide datasets for any trends in vehicle speeds, travel times, origin-destination behavior, socioeconomic, multi-modal data, or vehicle volumes.
- Provide access to the MPO’s transportation data for member agencies, citizens, and other MPO stakeholders.

FY 2023 Schedule:

- Activities for this work element will be ongoing throughout the fiscal year.

FY 2023 Hours/Budget:

- Total Budget: \$109,000 (Federal - \$87,200)
- MPO Staff Hours: 196

Data Management

This activity within the work element's budget is dedicated to the MPO staff time used for completing the various tasks described in this work element.

- Budget: \$10,000 (Federal - \$8,000)
- MPO Staff Hours: 196

Data Procurement

This activity within the work element's budget is dedicated to the procurement of transportation datasets or sensors as well as data analytics platforms.

- Total Budget: \$99,000 (Federal - \$79,200)
- MPO Staff Hours: 0

Element 7 – Special Studies

Objective: To further the region’s transportation planning goals and objectives, as defined in the MPO’s Metropolitan Transportation Plan, through special studies undertaken by MPO staff or consultants.

Primary FY 2022 Accomplishments:

- N/A (This work element was not present in the FY22 TPWP. Additionally, this work element is not intended to be reoccurring.)

Description:

The Ames Area MPO’s current Metropolitan Transportation Plan “Forward 45” identified several policy options, strategies, and studies that should be prioritized to augment the goals, priorities, and projects defined in the plan. Two of the studies identified were a study of S Duff Ave (US Highway 69) from S 16th St to Airport Road and a study of the 190th Street corridor from George Washington Carver Ave to US Highway 69.

FY 2023 Products:

- Conduct and complete a study of S Duff Ave from S 16th St to Airport Rd, as identified and described in the current MTP.
- Conduct and complete a study of 190th St from George Washington Carver Ave to US Highway 69, as identified and described in the current MTP.

FY 2023 Hours/Budget:

- Total Budget: \$194,000 (Federal - \$155,200)
- MPO Staff Hours: 78

S Duff Ave Corridor & Interchange Study

This portion of the work element’s budget is dedicated to the solicitation, selection, and payment of a consultant for the S Duff Ave Corridor and Interchange Study.

- Project Description: Conduct a corridor study of S Duff Ave (US 69) starting at the intersection with Airport Road on the southern end, proceeding through the interchange with US 30, and concluding at the intersection with S 16th St to the north.
- Purpose: A reconstruction of the S Duff Ave and US 30 interchange is listed as a mid-term project in the 2045 MTP’s fiscally constrained plan. S Duff Ave is one of the primary regional connections into the Ames urban area. It serves nearly 30,000 vehicles a day on average within the study area, the highest of any portion of non-highway street in the Ames region. The intersections along this study corridor make up 4 of the top 15 highest volume intersections in

the Ames region, including the highest volume intersection, S Duff Ave & S 16th St. Additionally, according to the 2045 MTP and travel demand model, the traffic volumes along the study corridor are expected to continue to grow, particularly with anticipated future development occurring to the south.

- Objectives:
 - Utilize traffic modeling (including microsimulation) to assess the current and future state of traffic operations along the study corridor and to develop and evaluate potential alternatives for the corridor (including intersection capacity improvements, interchange alternatives, and lane configurations along S Duff Ave).
 - Assess the state of multi-modal facilities and multi-modal usage along the corridor for bicycles, pedestrians, and transit.
 - Develop a preferred alternative, in coordination with the Iowa DOT and City of Ames, for the study corridor based on the results of the traffic modeling efforts and multi-modal assessment.
 - Provide planning-level cost estimates and a suggested timeline of implementation of the preferred alternative that can be used to inform the project identification, prioritization, and selection process in the 2050 MTP update.
- Budget: \$127,000 (Federal - \$101,600)
- MPO Staff Hours: 39

190th St Corridor Study

This portion of the work element's budget is dedicated to the solicitation, selection, and payment of a consultant for the 190th St Corridor Study.

- Project Description: Conduct a corridor study of 190th St, starting at the intersection with GW Carver Ave to the west and ending at the intersection with US 69 to the east.
- Purpose: According to the 2045 MTP and travel demand model, the traffic volumes along the 190th St corridor are expected to see rapid growth over the next several years due to new development along the north side of Ames and near Gilbert. This corridor serves as a primary connector between the City of Ames, City of Gilbert, and the Gilbert School District.
- Objectives:
 - Utilize traffic modeling to assess the current and future state of traffic operations along the study corridor and to develop and evaluate potential alternatives for the corridor (including intersection capacity improvements, intersection traffic control modifications, and lane configurations along 190th St).
 - Assess the state of multi-modal facilities and multi-modal usage along the corridor for bicycles and pedestrians.
 - Develop a preferred alternative, in coordination with the City of Ames and Story County, for the study corridor based on the results of the traffic modeling efforts and multi-modal assessment.

- Provide planning-level cost estimates and a suggested timeline of implementation of the preferred alternative(s) that can be used to inform the project identification, prioritization, and selection process in the 2050 MTP update.
- Budget: \$67,000 (Federal - \$53,600)
- MPO Staff Hours: 39

4 – FY 2023 Budget Summary

4.1 Budget & Staff Hours Summary

Table 2 shows a breakdown of the seven work elements including their budget totals, funding sources, and MPO staff hours by activity. **Table 3** shows a breakdown of the budgeted unobligated federal funds by funding source. AAMPO has budgeted a total of \$448,000 for FY 2023 across all work elements, \$358,400 of which will come from federal funding sources. There is a total of \$43,085 in budgeted unobligated federal funds. There are 2,707 staff hours budgeted for MPO staff. This budget conforms to the MPO/RPA Carryover Policy (**Appendix D**). Note that FHWA program funding is transferred to FTA and merged with FTA funds into a consolidated planning grant.

Table 2: Budget and Funding Source Summary

| Work Element | Activity | MPO Staff Hours | Federal Funding Source | | | | Total Federal Funding | Local Match | Total Funding |
|----------------------------|-------------------------------------|-----------------|------------------------|-----------------|-------------------|------------------|-----------------------|-----------------|------------------|
| | | | FTA 5305d Carryover | FTA 5305d New | FHWA PL Carryover | FHWA PL New | | | |
| 1 - Administration | Admin | 785 | \$3,582 | - | \$22,292 | \$14,126 | \$40,000 | \$10,000 | \$50,000 |
| 2 - TIP | TIP | 196 | \$716 | - | \$4,458 | \$2,825 | \$8,000 | \$2,000 | \$10,000 |
| 3 - Transit Planning | Transit Planning | 765 | \$3,582 | \$14,126 | \$22,292 | - | \$40,000 | \$10,000 | \$50,000 |
| 4 - Comprehensive Planning | Comp Planning | 491 | \$1,791 | - | \$11,146 | \$7,063 | \$20,000 | \$5,000 | \$25,000 |
| 5 - Long Range Planning | Long-Range Planning | 196 | \$716 | - | \$4,458 | \$2,825 | \$8,000 | \$2,000 | \$10,000 |
| 6 - Transportation Data | Data Management | 196 | \$716 | - | \$4,458 | \$2,825 | \$8,000 | \$2,000 | \$10,000 |
| | Data Procurement | - | \$7,093 | - | \$44,138 | \$27,969 | \$79,200 | \$19,800 | \$99,000 |
| 7 - Special Studies | S Duff Corridor & Interchange Study | 39 | \$9,099 | - | \$56,622 | \$35,879 | \$101,600 | \$25,400 | \$127,000 |
| | 190 th St Corridor Study | 39 | \$4,803 | - | \$29,873 | \$18,924 | \$53,600 | \$13,400 | \$67,000 |
| FY23 Budget Totals | | 2,707 | \$32,098 | \$14,126 | \$199,737 | \$112,439 | \$358,400 | \$89,600 | \$448,000 |

Table 3: Unobligated Funds

| | FTA 5305d Carryover | FTA 5305d New | FHWA PL Carryover | FHWA PL New | TOTAL |
|----------------------------|---------------------|------------------|-------------------|------------------|------------------|
| Starting Available Balance | \$ 32,098 | \$ 45,023 | \$199,737 | \$124,627 | \$ 401,485 |
| Programmed | \$ 32,098 | \$ 14,126 | \$199,737 | \$112,439 | \$ 358,400 |
| Unobligated Funds | \$ - | \$ 30,897 | \$ - | \$ 12,188 | \$ 43,085 |

4.2 Cost Allocation Plan

The City of Ames is the primary fiscal agent for AAMPO. 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 2023 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.

4.3 Private Sector Involvement

A vendor will be selected in the procurement of a web-based transportation data and analytical platform as a part of the data procurement activity within Work Element 6 (Transportation Data). Additionally, consultants will be selected for each of the two studies identified in Work Element 7 (Special Studies).

AAMPO certifies that any procurement process and consultant selection will adhere to all applicable requirements (see **Appendix B**).

5 – Revisions to the Transportation Planning Work Program

The work program is developed annually, however, it 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.

5.1 Overview

2 CFR 200 describes the uniform administrative rules for Federal grants and cooperative agreements and subawards to State, local and Indian tribal governments. These requirements apply to metropolitan planning (PL) and State Planning and Research (SPR) grants. FTA has similar requirements documented in FTA Circular 5010.1D, which apply to FTA metropolitan planning grants. Iowa uses a Consolidated Planning Grant where FHWA and FTA planning funds are combined into a single fund managed through FTA's TrAMS system. The uses of these funds are documented in the work programs of the Iowa DOT, MPOs, and RPAs.

5.2 Waiver of Approvals

All work program changes require prior written Federal approval, unless waived by the awarding agency. [2 CFR § 200.308](#) outlines different types of revisions for budget and program plans, and this [FHWA memo on prior approvals](#) summarizes revisions that require prior Federal approval, as well as other miscellaneous actions and allowable costs that require prior Federal approval.

Types of TPWP revisions that require Federal approval include, but are not limited to, the following:

- Request for additional Federal funding.
- Transfers of funds between categories, projects, functions, or activities which exceed 10% of the total work program budget when the Federal share of the budget exceeds \$150,000.
- Revision of the scope or objectives of activities.
- Transferring substantive programmatic work to a third party (consultant).
- Capital expenditures, including the purchasing of equipment.
- Transfer of funds allotted for training allowances.

Types of revisions that require Iowa DOT approval include:

- Transfers 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.

Types of revisions that require MPO/RPA approval include:

- Revisions related to work that does not involve federal funding.

5.3 Revision and Approval Procedures

All revision requests from MPOs and RPAs should be submitted electronically to the Iowa DOT Systems Planning Bureau and the agency's Iowa DOT District Planner. If all necessary information is provided, the request will then be forwarded to the FHWA and FTA for review and any necessary approvals.

- Revision requests shall, at a minimum, include:
 - 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.

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.

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, purchasing of equipment, or request for reimbursement.

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

Notification by the approving agency will be in writing.

NOTE: All necessary TPWP approvals shall be in place prior to the commencement of activity, purchasing of equipment, or request for reimbursement. More specifically, regarding the 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 TPWP approvals.

Appendix A – Resolution of Approval

<Insert resolution of approval here after anticipated approval on May 24, 2022.>

Appendix B – Self-Certification of Procurement and Consultation Selection Procedures



Ames Area Metropolitan Planning Organization

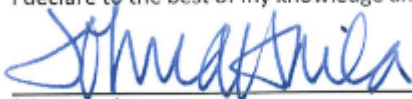
Self-Certification of Procurement and Consultant Selection Procedures

This is to certify that I have reviewed the Iowa DOT Purchasing Rules (Iowa Administrative Code 761, Chapter 20) and will ensure procurements or the selection of consultant firms for projects to be reimbursed with federal transportation planning funds will follow the policies and procedures outlined in the above-referenced purchasing rules.

Further, I certify that the following requirements will be adhered to for procurements and consultant services to be reimbursed with federal transportation planning funds.

- Capital expenditures, including the purchase of equipment, will be a separate line item in an approved Transportation Planning Work Program (TPWP) if the anticipated total cost exceeds \$5,000.
- An approved TPWP will specify that a project will involve consultant services prior to initiating the consultant selection process.
- Our agency will document the procedures utilized for the procurement or consultant selection, and will retain this documentation on file for a minimum of three years.
- When reimbursement is requested for capital expenditures or consultant services, we will provide our District Planner and the Systems Planning Bureau, through email or hard copy, invoices documenting the expenditure(s) and proof of payment at the time the associated reimbursement request is submitted.

I declare to the best of my knowledge and ability that we will adhere to the above requirements.



(Signature)

John Haila

(Print Name)

Chair, Transportation Policy Committee

(Title)

Ames Area Metropolitan Planning Organization

(Name of Organization)

3-22-22

(Date Signed)

Appendix C – Performance Management Agreement

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Transportation System (FAST) Act. As part of this final rule, [23 CFR § 450.314 \(h\)](#) was amended to state:

- (h)(1) The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plan for the NHS for each of the following circumstances:
- (i) When one MPO serves an urbanized area;
 - (ii) When more than one MPO serves an urbanized area; and
 - (iii) When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.
- (2) These provisions shall be documented either:
- (i) As part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section; or
 - (ii) Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

In 2017, the following three-pronged approach was cooperatively developed to address 23 CFR § 450.314 (h). This approach provides a regular opportunity to review and update coordination methods as performance management activities occur, which offers an adaptable framework as performance-based planning and programming evolves.

- Agreement between the Iowa DOT and MPOs on applicable provisions through documentation included in each MPO's TPWP.
- Agreement between the Iowa DOT and relevant public transit agencies on applicable provisions through documentation included in each public transit agency's consolidated funding application.
- Agreement between each MPO and relevant public transit agencies on applicable provisions through documentation included in the appropriate cooperative agreement(s) between the MPO and relevant public transit agencies.

Inclusion of the following language in an MPO's TPWP, and that TPWP's subsequent approval by Iowa DOT, constitutes agreement on these items.

The Iowa DOT and Ames Area MPO agree to the following provisions. The communication outlined in these provisions between the MPO and Iowa DOT will generally be through the metropolitan and regional 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.
- 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 \(g\)](#) 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.

Appendix D – MPO/RPA Carryover Policy

Background

Each year, federal planning funds from both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are combined into a new consolidated planning grant (CPG) under the FTA. This includes all federal transportation funds that are utilized by metropolitan planning organizations (MPOs) and regional planning affiliations (RPAs) in Iowa for planning, including FHWA metropolitan planning (PL), state planning and research (SPR), and surface transportation block grant (STBG) funds and FTA 5305d, 5305e, and 5311 funds. The FHWA funding sources are transferred to FTA for inclusion in the CPG, and once funds are part of an awarded CPG, they are unable to be deobligated for other purposes.

Carryover is defined as any unspent funding that has been targeted to the agency but is not included in the agency's current state fiscal year (SFY) budget. During the Transportation Planning Work Program (TPWP) development cycle, carryover 'targets' that show the current balances of carryover funding are provided to the agency along with targets for new federal funding. However, it should be noted that an agency does not have to wait for the next TPWP cycle to utilize carryover funding if there are anticipated needs in the current fiscal year. Unbudgeted funding is available to the planning agency to be amended into its budget at any time. Unspent funding from the prior SFY is available to the planning agency to be amended into its budget following close-out of the prior SFY.

When developing the TPWP, agencies are required to program carryover funding before programming new funding. When reimbursement requests are submitted to the Iowa Department of Transportation (DOT), payments are made by utilizing the oldest funding source in the agency's planning agreement. Funding is drawn down first by age, then sequentially by source. This helps streamline bookkeeping and ensure that funding within older CPGs is utilized prior to funding within newer CPGs.

Since MPOs and RPAs are allowed to carry over unused federal planning funds rather than being required to draw them down within a fiscal year, multiple CPGs are open at any given time. FTA has asked Iowa DOT to ensure funds are being drawn down in a timely manner and to work to limit the number of CPGs that are open. Furthermore, the new grant management system FTA launched in 2016 requires additional documentation and justification to keep a grant open past its original end date.

In order to satisfy FTA while still providing flexibility to MPOs and RPAs, Iowa DOT has implemented internal steps to reduce the number of CPGs that are open and has also developed the policy outlined below. Internal steps that Iowa DOT has taken include discussing the necessity of STBG transfers with individual agencies when substantial carryover balances exist, and evaluating planning agreements and amending them if necessary early in the SFY to ensure any older funding that was unspent in the previous SFY is utilized prior to newer funding. The MPO/RPA carryover policy, which is outlined below, took effect as part of the SFY 2018 TPWP cycle.

The internal changes and the MPO/RPA carryover policy will help Iowa DOT manage carryover balances that have become problematic for a small number of planning agencies. Over time, reduced carryover balances will allow Iowa DOT to maintain fewer open CPGs. In addition, the policy will prevent unnecessary funding transfers from FHWA to FTA, thus enabling SPR and STBG funding to be used more efficiently.

MPO/RPA Carryover Policy

At the beginning of the calendar year, each planning agency's average annual federal transportation planning expenditures, based on the past five state fiscal years, will be calculated. If an agency has available carryover balances totaling more than this average, the following will apply.

RPA: The agency will receive its FTA allocation of 5305e and/or 5311 funding. The agency will not receive an SPR allocation or be allowed to transfer STBG funds for planning unless it can substantiate anticipated budget needs tied to significant expenditures (e.g., LRTP update, equipment purchases, consultant services, etc.).

MPO: The agency will receive its FHWA PL allocation and FTA 5305d allocation. The agency will not be allowed to transfer STBG funds for planning unless it can substantiate anticipated budget needs tied to significant expenditures (e.g., LRTP update, equipment purchases, consultant services, etc.).

Every year prior to or during the distribution of annual targets, each agency will be provided with its average annual federal expenditures and carryover balances and informed whether or not its SPR and/or STBG funds will be constrained due to available carryover balances. The agency will be provided an opportunity to respond and substantiate any anticipated significant expenditures during the upcoming contract year that would necessitate the SPR and/or STBG funding transfer. Iowa DOT will consider these needs and provide a response to the agency prior to distributing final targets. Any STBG constrained through this process will remain part of the planning agency's STBG balance and will be available for programming towards other projects. Any SPR constrained through this process will remain with Iowa DOT and utilized as part of its SPR program.

**AMES AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE**

**SUBJECT: FFY 2022 - 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT**

BACKGROUND:

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 Transportation Improvement Plan (STIP). The initial step in this process is for the Ames Area MPO to develop a regional Transportation Improvement Program (TIP). The Ames Area MPO's current TIP programs projects for federal fiscal years 2022 through 2025 and was approved on July 13, 2021. The TIP may be amended in accordance with prescribed amendment and public participation procedures.

The City of Ames has requested (see attached request) that the Ames Area MPO make modifications to two projects listed in the FFY22-25 TIP, as follows:

- **loway Creek Trail Project (ID: 19249)**
 - **Total Cost:** Increase to \$1,082,000 (currently \$922,000)
 - **Federal Funding:** Increase to \$560,000 (currently \$400,000) in FFY22
 - **Location:**
 - **Old Location:** In the City of Ames, loway Creek: from Skunk River to S 5th Street.
 - **New Location:** In the City of Ames, loway Creek: from 0.5 miles east of S Duff Avenue to S 5th Street.
- **Skunk River Trail Project (ID: 14983)**
 - **Remove from the TIP** (Currently has \$160,000 in federal funding programmed in FFY22.)

Per the City of Ames request, the Skunk River Trail Project has seen a lack of property acquisition progress and it was noted that there could be other potential uses of the property. Therefore, it is likely that this project would need to continue to be rolled over into future fiscal years. Removing this project from the TIP and reprogramming those federal funds towards the loway Creek Trail project, which has an anticipated letting in September this year, would allow for a more immediate use of the MPO's accruing TAP funds, which already exceed the Iowa DOT's accrual limits (which risks the permanent loss of the excess TAP funds). Additionally, providing additional federal funds to the loway Creek Trail project would meet the City of Ames' request for additional federal project funding and modified project limits.

Additionally, Iowa Clean Air Attainment Program (ICAAP) funds were awarded by the Iowa DOT to CyRide in January for three projects. These three projects need to be added to the current TIP so that CyRide can promptly access the awarded funds:

- #11 Cherry Night Service (Year 3) - \$31,609 in CMAQ funding
- #12 Lilac Midday Service (Year 3) - \$29,830 in CMAQ funding
- #6 Brown Night Service (Year 3) - \$28,258 in CMAQ funding

The requirements to process amendments to the TIP call for an opportunity for public review and comment as well as approval by both the Technical and Policy Committees of the Ames Area MPO. **The Transportation Policy Committee reviewed and unanimously approved these draft amendments on March 22, 2022 and set the date of public hearing. The public input period was available from March 23, 2022, until April 30, 2022. No public comments were received by staff.** This item now goes before the Transportation Policy Committee again for public hearing and final approval.

ALTERNATIVES:

1. Approve the amendment to the FFY 2022-2025 Transportation Improvement Program.
2. Approve the amendment to the FFY 2022-2025 Transportation Improvement Program with Transportation Policy Committee modifications.

ADMINISTRATOR'S RECOMMENDATION:

The Transportation Technical Committee and Transportation Policy Committee have reviewed the proposed amendment to the FFY 2022-2025 TIP and unanimously recommended approval. Additionally, no public comments were received. The requested project modifications by the City of Ames will allow the Ames Area MPO to better utilize its accruing TAP funding for trail projects. Additionally, adding CyRide's ICAAP projects will allow them to access their awarded funds.

Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, as noted above.

To: Kyle Thompson, AAMPO
From: Mark Gansen, Civil Engineer II, Public Works - Traffic
Date: February 28, 2022

SUBJECT: **Proposed Amendments to loway Creek Shared Use Path, TPMS ID# 19249 & Skunk River Trail Shared Use Path, TPMS ID#14983**

UPDATE:

Through coordination with other City of Ames projects, it has been determined that the project limits of the loway Creek Shared Use Path project need to be modified due to delays in property acquisition. Here's information on the location change:

- Old Location: In the city of Ames, loway Creek: From Skunk River to S. 5th St
- New Location: In the City of Ames, loway Creek: From 0.5 Miles east of S. Duff Avenue to S. 5th Street

Through this same coordination it has also been determined that the Skunk River Trail Shared Use Path needs to be removed and reprogrammed at a later date due to the lack of property acquisition and other potential uses of the property.

Through preliminary design of the loway Creek project we've also created a preliminary OPC and would like to request additional TAP funding. Here's information on funding items:

- Local Funding: \$521,800
- Original MPO Funding: \$159,000
- 7-13-21 Amended TIP MPO Funding: \$400,000
- Proposed MPO Funding: \$560,000
- Most recent OPC: \$878,520.50

Also attached is a map for reference for the location change. Please let me know if you need any additional information. Thank you.

loway Creek Trail Project (Proposed New Project Limits)

