

ITEM #: MPO 1  
DATE: 01-24-23  
DEPT: MPO

**TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT:** ANNUAL SELF-CERTIFICATION FOR FY 2024

**BACKGROUND:**

Pursuant to federal regulations, each Metropolitan Planning Organization (MPO) must self-certify that its transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements.

In the last Ames Area MPO process review by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), **a joint report was issued finding that the transportation planning activities of AAMPO are being carried out in accordance with federal regulations, policies, and procedures.**

**ALTERNATIVES:**

1. Certify that the Ames Area MPO's transportation planning process is being conducted in accordance with all applicable requirements.
2. Reject the certification.

**MPO ADMINISTRATOR'S RECOMMENDED ACTION:**

In the previous joint review, the Federal Transit Administration and Federal Highway Administration found that the Ames Area MPO was carrying out its transportation planning activities in accordance with federal regulations, policies, and procedures. MPO staff also continuously review MPO processes for compliance with federal regulations.

Therefore, it is the recommendation of the MPO Administrator that the Transportation Policy Committee adopt Alternative No. 1.

ITEM #: MPO 2  
DATE: 01-24-23  
DEPT: MPO

**TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT:**                    **CIRTPA REPRESENTATIVES**

**BACKGROUND:**

Each year the Transportation Policy Committee appoints representatives and alternate representatives to the Central Iowa Regional Transportation Planning Alliances' (CIRTPA) two committees – the Transportation Policy Committee (TPC) and the Transportation Technical Committee (TTC). Since the Ames Area Metropolitan Planning Organization is an advisory member of CIRTPA, these are non-voting positions.

It is recommended that the Ames Area MPO's designated representatives for 2023 be as follows:

TPC Representative: Kyle Thompson, Transportation Planner  
TPC Alternate Representative: Damion Pregitzer, Traffic Engineer  
TTC Representative: Kyle Thompson, Transportation Planner  
TTC Alternate Representative: Damion Pregitzer, Traffic Engineer

**ALTERNATIVES:**

1. Appoint the individuals named above to their respective roles representing the Ames Area MPO on CIRTPA's committees.
2. Designate other individuals to represent the Ames Area MPO on CIRTPA's committees.

**MPO ADMINISTRATOR'S RECOMMENDED ACTION:**

The individuals named above have successfully served as the Ames Area MPO's representatives on CIRTPA's committees for the past three years. Therefore, it is the recommendation of the MPO Administrator that the Transportation Policy Committee adopt Alternative No. 1.

ITEM #: MPO 3  
DATE: 01-24-23  
DEPT: MPO

**TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT:**                    **ROADWAY SAFETY TARGETS**

**BACKGROUND:**

The Iowa Department of Transportation submitted its State Highway Safety Improvement Program (HSIP) annual report to the Federal Highway Administration on August 31, 2022. Included in this report are the State's 2019-2023 roadway safety targets for the performance measures established in [23 CFR § 490](#). The table below shows these targets:

Performance Measure	Five-Year Rolling Averages	
	2017-2021 Baseline	2019-2023 Target
<b>Number of Fatalities</b>	337.2	351.4
<b>Fatality Rate*</b>	1.029	1.037
<b>Number of Serious Injuries</b>	1,376.4	1,398.2
<b>Serious Injury Rate*</b>	4.193	4.264
<b>Non-Motorized Fatalities and Serious Injuries</b>	130.0	134.4

*\*Rates are per 100 million vehicle miles traveled (VMT)*

Each MPO is required to establish 2019-2023 roadway safety targets within 180 days of the State. Since the HSIP report and included targets were submitted to FHWA on August 31, 2022, the **MPO's deadline to establish roadway safety targets is February 27, 2023. MPO's can either choose to support the State's target or set their own quantifiable targets in a process approved by the Iowa DOT.**

These performance measures apply to all public roadways within the Ames Area MPO, regardless of classification or ownership. Upon approving roadway safety measures, the Ames Area MPO will be required to reflect the performance measures and targets in all future Metropolitan Transportation Plans and Transportation Improvement Programs. Each update to the Metropolitan Transportation Plan will report system performance measure progress towards achieving these targets. The Transportation Improvement Programs will be required to describe how implementation of the TIP anticipates making progress towards achieving the targets.

**ALTERNATIVES:**

1. Support the roadway safety performance targets established by the Iowa Department of Transportation in coordination with Iowa MPOs.

2. Direct the Ames Area MPO to set its own quantifiable targets for the roadway safety performance measures in coordination with the Iowa Department of Transportation.

**MPO ADMINISTRATOR'S RECOMMENDED ACTION:**

The Iowa DOT developed these roadway safety targets in coordination with all the Iowa MPOs. On January 12, 2023, the Transportation Technical Committee unanimously recommended supporting the State's targets. Therefore, it is the recommendation of the MPO Administrator that the Transportation Policy Committee adopt Alternative No. 1.

ITEM #: MPO 4  
 DATE: 01-24-23  
 DEPT: MPO

**TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: PM2 (PAVEMENT & BRIDGE) & PM3 (SYSTEM PERFORMANCE & FREIGHT) TARGETS**

**BACKGROUND:**

On October 3, 2022, the Iowa DOT informed the Iowa MPOs that it has established new targets for several required FHWA performance measures, as established in [23 CFR § 490](#). This included targets for pavement and bridge performance measures (PM2) and system performance and freight measures (PM3). These targets are summarized in the following table:

**Iowa DOT Targets for 2022-2025 Performance Period**

	Topic	Performance measure(s)	Baseline (CY 2021 data)	Proposed 2-year target (CY 2023 data)	Proposed 4-year target (CY 2025 data)
<b>PM2</b>	<b>Pavement</b>	Percentage of pavements of the Interstate System in Good condition	58.8%	55.0%	55.0%
		Percentage of pavements of the Interstate System in in Poor condition	0.4%	3.0%	3.0%
		Percentage of pavements of the non-Interstate NHS in Good condition	37.9%	35.0%	35.0%
		Percentage of pavements of the non-Interstate NHS in Poor condition	3.7%	6.0%	6.0%
	<b>Bridge</b>	Percentage of NHS bridges classified as in Good condition	48.6%	52.5%	56.0%
		Percentage of NHS bridges classified as in Poor condition	2.4%	5.0%	6.6%
<b>PM3</b>	<b>System Performance</b>	Percent of person-miles traveled on the Interstate that are reliable	99.9%	98.0%	98.0%
		Percent of person-miles traveled on the non-Interstate NHS that are reliable	96.5%	94.0%	94.0%
	<b>Freight</b>	Truck Travel Time Reliability Index (Interstate only)	1.13	1.25	1.25

Each MPO is required to establish 4-year targets for the PM2 and PM3 performance measures within 180 days of when the State targets are set. Since the Iowa DOT set its targets on October 3, 2022, the **MPO’s deadline to establish targets for PM2 and PM3 performance measures is April 1, 2023. MPO’s can either choose to support the State’s target or set their own quantifiable targets in a process approved by the Iowa DOT.**

These performance measures apply to all public roadways within the Ames Area MPO, regardless of classification or ownership. Upon approving targets for the PM2 and PM3 performance measures, the Ames Area MPO will be required to reflect the performance measures and targets in all future Metropolitan Transportation Plans and Transportation

Improvement Programs. Each update to the Metropolitan Transportation Plan will report system performance measure progress towards achieving these targets. The Transportation Improvement Programs will be required to describe how implementation of the TIP anticipates making progress towards achieving the targets.

**ALTERNATIVES:**

1. Support the PM2 and PM3 targets established by the Iowa Department of Transportation in coordination with Iowa MPOs.
2. Direct the Ames Area MPO to set its own quantifiable targets for the PM2 and PM3 performance measures in coordination with the Iowa Department of Transportation.

**MPO ADMINISTRATOR'S RECOMMENDED ACTION:**

The Iowa DOT developed these PM2 and PM3 targets in coordination with all the Iowa MPOs. On January 12, 2023, the Transportation Technical Committee unanimously recommended supporting the state's targets. Therefore, it is the recommendation of the MPO Administrator that the Transportation Policy Committee adopt Alternative No. 1.

ITEM #: MPO 5  
 DATE: 01-24-23  
 DEPT: MPO

**TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: TRANSIT ASSET MANAGEMENT (TAM) PERFORMANCE TARGETS**

**BACKGROUND:**

Each year, CyRide develops a Transit Asset Management (TAM) Plan, as required by the Federal Transit Administration (FTA). This TAM Plan includes new performance targets for the next five-year period starting the following year. These targets are shown in the following table:

Class	2022 Target	2022 Year-End Results	2023 Performance Target	2024	2025	2026	2027
<b>Rolling Stock</b> 40'-60' Buses	30%	<b>35%</b>	<b>27%</b> of fleet exceeds CyRide's ULB of 15 yrs.	16%	23%	22%	37%
<b>Rolling Stock</b> Cutaways	22%	<b>22%</b>	<b>0%</b> of fleet exceeds FTA ULB of 8 yrs.	0%	0%	0%	0%
<b>Rolling Stock</b> Minivans	0%	<b>100%</b>	<b>Eliminate Asset Category</b>	0%	0%	0%	0%
<b>Equipment</b> Shop Trucks	50%	<b>0%</b>	<b>0%</b> of fleet exceeds CyRide's ULB of 10 yrs.	0%	0%	0%	0%
<b>Facilities</b> Admin./Maint.Facility	0%	<b>0%</b>	<b>0%</b> of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%
<b>Facilities</b> Ames Intermodal Facility	0%	<b>0%</b>	<b>0%</b> of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%

CyRide had the following notes related to their TAM performance targets:

- CyRide did not meet the 40'-60' HD Bus performance target for 2022 due to the limited supply chain. Buses were on order, but just not delivered prior to the end of the fiscal year. The articulated bus is expected to be delivered in November 2022 and the two electric buses by February 2022. CyRide met the cutaway (minibus) targets in replacing 6 buses as anticipated. CyRide plans to replace three more cutaway buses with low-floor buses in 2023. CyRide anticipates that 0% of this fleet will exceed CyRide's ULB of 8 years by the end of 2023. Additionally, CyRide originally anticipated replacing the minivan in 2022 but after discussions with our contractor, HIRTA, CyRide has decided to sell this minivan that is past its useful life and purchase a larger low-floor cutaway bus that will provide better service to our Dial-A-Ride passengers than a high floor cutaway. The MV1 minivan is no longer available and parts are now

discontinued. Dial-A-Ride passengers will be able to board the bus easier with a low-floor cutaway bus. Therefore, we will eliminate this minivan asset category in 2023.

- No shop truck equipment is expected to exceed the useful life benchmark (ULB) of 10 years for 2023 through 2027.
- The facilities are both rated a 4 on the TERM scale in 2022 for both the admin/maintenance facility and Ames Intermodal Facility. CyRide has been renovating the HVAC system over the last three years and is planning a major shop rehabilitation in the summer of 2023 to expand the parts storage for mechanics and update the shop area for the first time since the facility was built in 1983. Ongoing maintenance will continue for the Ames Intermodal Facility that opened in 2012. Therefore, we believe that 0% of these facilities will be rated under 3.0 on the TERM scale through 2027.

**It is federally mandated that CyRide provides their updated TAM Plan and associated targets to the MPO. However, the MPO is not required to update or modify their performance targets to match CyRide's. Even though the MPO is not required to update or modify targets, it is typical that the MPO adopts CyRide's updated TAM targets within 180 days of receiving CyRide's TAM Plan so that MPO planning efforts reflect the most up-to-date TAM targets. Since CyRide submitted its TAM Plan to the MPO on October 7, 2022, it would be appropriate that the MPO updates its TAM targets to match CyRide's by April 5, 2023.**

Upon approving new TAM targets, the Ames Area MPO will be required to reflect the new targets in all future planning document updates such as Metropolitan Transportation Plans and Transportation Improvement Programs. Each update to the Metropolitan Transportation Plan reports baseline conditions and system performance progress towards achieving these targets. Transportation Improvement Programs are required to describe how implementation of the TIP anticipates making progress towards achieving the targets.

#### **ALTERNATIVES:**

1. Support the Transit Asset Management (TAM) targets established by CyRide.
2. Support the Transit Asset Management (TAM) targets established by CyRide, with Transportation Policy Committee modifications.
3. Direct the MPO to not update its Transit Asset Management (TAM) targets.

#### **MPO ADMINISTRATOR'S RECOMMENDED ACTION:**

The proposed Transit Asset Management (TAM) targets were developed by CyRide as a part of their Transit Asset Management Plan. Adopting these targets would allow MPO



planning efforts to reflect the most up-to-date TAM targets. On January 12, 2023, the Transportation Technical Committee unanimously recommended supporting the CyRide's targets. Therefore, it is the recommendation of the MPO Administrator that the Transportation Policy Committee adopt Alternative No. 1.

ITEM #: MPO 6  
 DATE: 01-24-23  
 DEPT: MPO

**TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

**BACKGROUND:**

To receive federal funds for regional transportation projects, it is necessary for them to be included in the Ames Area MPO’s Transportation Improvement Program (TIP). The Ames Area MPO’s current TIP contains projects programmed for federal fiscal years 2023 through 2026 and was approved on July 12, 2022. The TIP may be amended in accordance with the procedures outlined in the Ames Area MPO’s TIP and Public Participation Plan. This process is outlined below:

**Steps for TIP Amendment (as outlined in the Public Participation Plan)**

1. Request for amendment(s) by member agency or MPO staff
2. Recommendation by the Transportation Technical Committee
3. Initial review by Transportation Policy Committee; Setting of public hearing date
4. Minimum 15-day public comment period
5. Public hearing and final approval by Transportation Policy Committee

**CyRide has requested to the MPO that three projects be rolled over from previous TIPs into FFY 2023 with increased federal funding amounts as shown:**

TPMS ID	Description	Previous FFY	Previous Federal-Aid	Updated Federal-Aid	Federal-Aid Increase
10246	Light Duty Low-Floor Bus (176" wb)	2021	\$124,958	\$172,529	38.1%
10247	Light Duty Low-Floor Bus (176" wb)	2021	\$124,958	\$172,529	38.1%
10248	Light Duty Low-Floor Bus (176" wb)	2022	\$81,600	\$168,507	106.5%

**Because the amount of federal aid increase to these projects exceeds 30%, a TIP amendment is required to roll-over and modify these projects.**

**CyRide provided the following supporting information regarding the requested project amendments:**

Supply chain shortages have occurred within the bus manufacturing industry particularly for bus chassis as well as technological make-ready items (electronic signage, cameras, etc). CyRide’s new price for the LD low-floor 176” wheelbase bus with CyRide’s options will be between \$198,243 (\$168,507 federal; non-urbanized minibus for Dial-A-Ride) and \$202,975 (\$172,529 federal; urbanized buses for EASE service).

In the summer 2022, all bus manufacturers listed on the Iowa DOT State Public Transit Bureau contracts, [PTS2021LDB contract](#), notified the Iowa DOT that they couldn't fulfill the base pricing previously bid. CyRide purchases many buses off of other state contracts as allowed by the Federal Transit Administration to lower administrative costs and time. Specifically, the previous LD Low-Floor 176" wheelbase base bid pricing offered by Høglund Bus Company of \$141,897 was renegotiated up to \$153,597. In addition, a 2023 bus chassis upgrade (2022 chassis no longer available) added another \$7,470 as well as \$8,000 to \$13,000 in additional make ready costs to make the bus look like a CyRide bus. Overall, the increase is approximately 38% for projects 10246 & 10247. Project 10248 indicates a 106.5% increase but was initially identified as a high floor LD Bus (176" wheelbase bus) but CyRide wishes to purchase a low-floor LD 176" wheelbase bus for its Dial-A-Ride service to better serve its ADA passengers.

In January 2023, the Iowa DOT notified CyRide it had identified additional federal 5339 funding to add to existing transit contracts across the Iowa. Otherwise, many transit agencies wouldn't be able to afford their bus purchases with only partial funding available in contracts. This federal funding first needs to be identified in an approved Statewide TIP before it can be requested within a grant to the Federal Transit Administration (FTA) on behalf of the Iowa DOT for CyRide.

The "low-floor" light duty buses are new to CyRide's fleet as historically CyRide has purchased high-floor minibuses with steps and a powered wheelchair lift. A low-floor minibus allows stepless boarding for all passengers and provides a quicker and more dependable wheelchair loading experience for ADA passengers by using a manual deployable ramp.

**The Transportation Technical Committee reviewed this proposed amendment on January 17, 2023, and unanimously recommended approval.** Once the Transportation Policy Committee has reviewed the proposed amendment and set the date of public hearing, the MPO will then begin a public input period from January 25, 2023, until February 28, 2023. After the public input period, the proposed amendment will then go before the policy committee again for the public hearing and final approval on March 28, 2023.

#### **ALTERNATIVES:**

1. Set the date of public hearing as March 28, 2023 for approval of the amendment to the FFY 2023-2026 Transportation Improvement Program.
2. Review and modify the amendment to the FFY 2023-2026 Transportation Improvement Program and set March 28, 2023, as the date for the public hearing.

**MPO ADMINISTRATOR'S RECOMMENDED ACTION:**

Approval of this amendment to the TIP will allow CyRide to access the Iowa DOT's additional funding made available for existing contracts. Without approval, it would be very difficult for CyRide to afford these bus purchases due to a substantial increase in costs due to supply chain shortages. **The Transportation Technical Committee unanimously recommended approval of this amendment to the FFY 2023-2026 TIP.** Therefore, it is the recommendation of the MPO Administrator that the Transportation Policy Committee adopt Alternative No. 1.