

ITEM#: MPO 1  
 DATE: 05-23-23  
 DEPT: MPO

**TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: DRAFT FFY 2024 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

**BACKGROUND:**

Every year, the Ames Area Metropolitan Planning Organization (MPO) is required to develop a new Transportation Improvement Program (TIP), which programs federally funded and regionally significant transportation projects within our MPO boundary for the next four federal fiscal years.

This year’s TIP encompasses federal fiscal years 2024 through 2027. Projects typically included in the TIP are roadway projects, trail and shared-use path projects, transit projects, large-scale transportation planning activities, and projects which improve emissions (e.g., intelligent transportation systems (ITS), adaptive signal control, and EV/alternative fuel vehicle infrastructure projects). Projects must be included in the TIP to receive federal funding. Projects included within our MPO’s TIP are also included in the Iowa Department of Transportation’s Statewide Transportation Improvement Program (STIP).

**MPO-MANAGED FEDERAL PROGRAMS:**

Our MPO manages and awards funding for three federal funding programs in our region as shown in the following table:

<b>Program</b>	<b>Acronym</b>	<b>Typical Project Types</b>
<b>Surface Transportation Block Grant</b>	STBG	Roadway Projects (Maintenance, New Construction, Capacity Expansion); Transit (Bus Purchases)
<b>Transportation Alternatives Program</b>	TAP	Trail Projects; Shared-Use Path Projects
<b>Carbon Reduction Program</b>	CRP	ITS Projects (Adaptive Signal Control, Traffic Monitoring/Management); TAP Projects (See Above); EV/Alt. Fuel Vehicle Infrastructure Projects

The AAMPO typically holds an application cycle for regional federal funding programs at the start of every calendar year (January to March). Any member agency of the MPO is eligible to apply. This year, the MPO only accepted applications for the STBG program. The TAP is currently “frozen” by the Iowa DOT while the DOT continues to review the

latest Bipartisan Infrastructure Bill (BIL) and its impacts on the TAP. The AAMPO anticipates soliciting applications for regional TAP funding as usual during next year’s application cycle.

The CRP is a new program introduced in the BIL. As such, the AAMPO is still reviewing the legislation and associated requirements pertaining to the new CRP and is developing a new application and selection process for the program. MPO staff anticipates soliciting applications for the CRP for the first time starting next year alongside the STBG and TAP application cycles.

The following table summarizes the project applications received by the AAMPO this year:

<b>Project Description</b>	<b>Local Sponsor</b>	<b>Program</b>	<b>FFY</b>	<b>Federal Funding Requested</b>	<b>Total Project Cost</b>
<b>Hyland Ave Pavement Improvements (Lincoln Way – Ontario St)</b>	City of Ames	STBG	2024	\$1,890,000	\$2,362,500
<b>E Lincoln Way Pavement Improvements (Duff Ave – S Skunk River)</b>	City of Ames	STBG	2027	\$2,400,000	\$3,000,000
<b>Vehicle Replacement</b>	CyRide	STBG	2027	\$225,000	\$1,061,228

MPO Staff and the Transportation Technical Committee have reviewed the received project applications to ensure conformity with the 2045 Metropolitan Transportation Plan (Forward 2045) and our regional transportation planning goals. **The recommendation is to fully award the requested amounts for all received project applications and include them in the FFY 2024-2027 TIP.**

**FFY 2023 PROJECT STATUSES:**

In the TIP, the MPO is required to provide a status update on all FFY 2023 projects from the previous year’s TIP, including whether the project was authorized/let, will be removed from the TIP, or will roll-over into the current TIP. The following table summarizes the status of all the FFY 2023 projects:

Funding Source	TPMS ID	Project Description	Federal-Aid	Total Cost	Local Sponsor	Status
STBG	37442	CyRide: Vehicle Replacement	\$225,000	\$850,000	CyRide	Authorized
STBG	36919	Cherry Ave (E Lincoln Way – SE 5 <sup>th</sup> St)	\$1,890,000	\$2,400,000	City of Ames	Remove from TIP <sup>1</sup>
STBG	45233	Lincoln Way (Dotson Dr – S Franklin Ave)	\$1,686,000	\$2,400,000	City of Ames	Roll-Over into FFY24 with updated limits <sup>1</sup>
SWAP-STBG	38303	Stange Rd (Blankenburg Dr to 24 <sup>th</sup> St) & 24 <sup>th</sup> St (Pinehurst Rd to Hayes Ave)	\$1,600,000	\$4,200,000	City of Ames	Let on 01/18/23
TAP	19249	loway Creek Trail (0.5mi E of S Duff Ave – S 5 <sup>th</sup> St)	\$728,000	\$1,082,000	City of Ames	Let on 02/21/23
CMAQ	52478	3rd Phase of Ames Traffic Signal Master Plan	\$1,495,280	\$1,869,100	City of Ames	Roll-Over into FFY24
PL	34214	Trans Planning	\$127,126	\$158,907	AAMPO	Authorized

1 – See **Appendix F** for associated project modification requests from the project’s local sponsor.

**Note that the MPO received a request from the City of Ames to remove the Cherry Avenue extension project from the TIP (see Appendix F of the TIP document for the request memo). The \$1,890,000 in STBG funding will now be able used for the Hyland Avenue project.** The City stated that it performed a traffic study which found that this project will provide little to no benefit in level of service or vehicle delay for present day and future traffic operations in the area. As such, the City wishes to have this project reevaluated in the upcoming MPO Metropolitan Transportation Plan Update. The City feels removing the project from the TIP will allow the most effective use of STBG funds.

**FISCAL CONSTRAINT:**

The MPO is required to demonstrate fiscal constraint for the three regional federal funding programs (STBG, TAP, and CRP). Fiscal constraint for these programs considers: 1) the amount that is targeted to the MPO each fiscal year, 2) the carryover amount from the previous fiscal year, 3) the programmed projects (including any new projects awarded funding during this year’s application cycle) each year, and 4) any changes from the previous TIP (such as the removal of the Cherry Avenue Extension Project).

The following tables demonstrate fiscal constraint for each of the funding programs:

STBG FISCAL CONSTRAINT	2024	2025	2026	2027
UNOBLIGATED BALANCE (CARRYOVER)	\$3,980,579	\$1,727,151	\$514,151	\$953,151
STBG TARGET	\$1,987,572	\$2,026,000	\$2,064,000	\$2,104,000
SUBTOTAL	\$5,968,151	\$3,753,151	\$2,578,151	\$3,057,151
PROGRAM FUNDS	\$4,241,000	\$3,239,000	\$1,625,000	\$2,625,000
<b>BALANCE</b>	<b>\$1,727,151</b>	<b>\$514,151</b>	<b>\$953,151</b>	<b>\$432,151</b>

<b>TAP FISCAL CONSTRAINT</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
UNOBLIGATED BALANCE (CARRYOVER)	\$27,697	\$221,018	\$421,018	\$107,018
TAP TARGET	\$193,321	\$200,000	\$206,000	\$213,000
SUBTOTAL	\$221,018	\$421,018	\$627,018	\$320,018
PROGRAM FUNDS	\$0	\$0	\$520,000	\$0
<b>BALANCE</b>	<b>\$221,018</b>	<b>\$421,018</b>	<b>\$107,018</b>	<b>\$320,018</b>

<b>CRP FISCAL CONSTRAINT</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
UNOBLIGATED BALANCE (CARRYOVER)	\$185,511	\$367,573	\$553,573	\$742,573
TAP TARGET	\$182,062	\$186,000	\$189,000	\$193,000
SUBTOTAL	\$367,573	\$553,573	\$742,573	\$935,573
PROGRAM FUNDS	\$0	\$0	\$0	\$0
<b>BALANCE</b>	<b>\$367,573</b>	<b>\$553,573</b>	<b>\$742,573</b>	<b>\$935,573</b>

**PROGRAMMED PROJECTS:**

The TIP document summarizes all programmed projects for federal fiscal years 2024-2027 as follows:

**Pages 20-23:** Federal Highway Administration (FHWA) Sourced Projects

**Pages 24-32:** Federal Transit Administration (FTA) Sourced Projects

The map on **Page 20** of the TIP shows all location-based projects within the TIP.

**DEVELOPMENT SCHEDULE:**

The development schedule for the FFY 2024-2027 TIP is as follows:

- May 11, 2023 – Technical Committee reviews draft and makes recommendation.
- May 23, 2023 – Policy Committee reviews draft and sets public hearing date.
- May 30, 2023 – Public Input Session
- May 24 – June 30, 2023 – Public Comment Period
- June 15, 2023 – Draft due to Iowa DOT for review
- July 11, 2023 – Policy Committee holds public hearing on final approval.
- July 15, 2023 – Final approved TIP due to Iowa DOT
- October 1, 2023 – TIP becomes effective (start of FFY 2024)

**ALTERNATIVES:**

1. Approve the Draft FFY 2024-2027 Transportation Improvement Program and set July 11, 2023, as the date of the public hearing.
2. Direct modifications to the Draft FFY 2024-2027 Transportation Improvement Program and set July 11, 2023, as the date of the public hearing.

**MPO ADMINISTRATOR'S RECOMMENDED ACTION:**

The Draft FFY 2024-2027 Transportation Improvement Program was prepared in accordance with applicable state and federal requirements as well as the MPO's 2045 Metropolitan Transportation Plan, Forward 2045. **The Transportation Technical Committee met on May 11, 2023, and unanimously recommended approval of this draft program.** The public comment period and public hearing for final approval of this document will meet all applicable federal and state requirements.

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

**DRAFT**

**FFY 2024-2027**

**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 11, 2023. Please call (515) 239-5160 to obtain permission to use.

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# 1 - Introduction

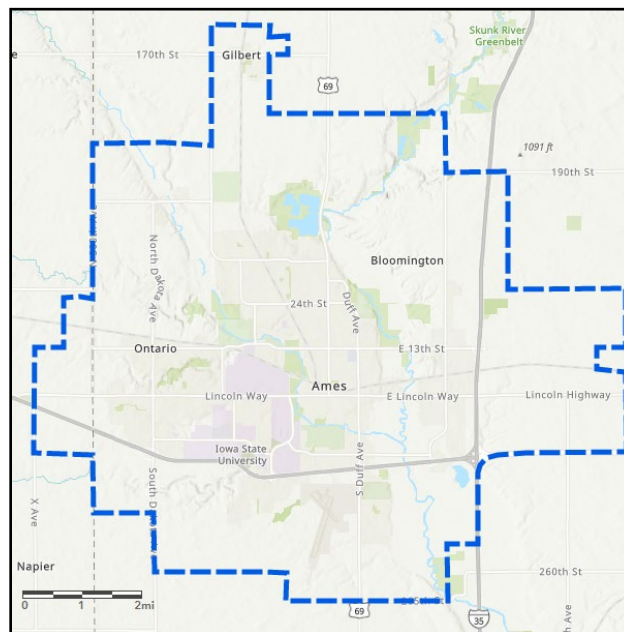
## 1.1 Document Overview

The Federal Fiscal Year 2024 - 2027 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, 1.86 million in FY 2021 because of reduced travel within the Ames community and rose to 3.66 in FY 2022. CyRide believes ridership will hit over 4 million in FY 2023. Since over 90% of CyRide’s ridership is university students, future transit ridership heavily depends upon student mobility and high enrollment at Iowa State University. While most transit users have Iowa State University ties, CyRide serves the entire Ames community. 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 within 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.

<b>Transportation Policy Committee Membership</b>		
<b><i>Representative Agency</i></b>	<b><i>Member</i></b>	<b><i>Representative Agency Role</i></b>
<b>City of Ames (Chair)</b>	John Haila	Mayor
<b>City of Ames</b>	Bronwyn Beatty-Hansen	Council Member
<b>City of Ames</b>	Gloria Betcher	Council Member
<b>City of Ames</b>	Amber Corrieri	Council Member
<b>City of Ames</b>	Tim Gartin	Council Member
<b>City of Ames</b>	Anita Rollins	Council Member
<b>City of Ames</b>	Rachel Junck	Council Member
<b>Boone County</b>	Bill Zinnel	Board of Supervisors
<b>Story County</b>	Linda Murken	Board of Supervisors
<b>Ames Transit Agency (CyRide)</b>	Jacob Ludwig	CyRide Board Member
<b>City of Gilbert</b>	Jonathan Popp	Mayor
<b>Iowa Dept. of Transportation ‡</b>	Andy Loonan	District 1 Transportation Planner
<b>Iowa Dept. of Transportation ‡</b>	Zac Bitting	Metropolitan and Regional Planning Coordinator
<b>Iowa Dept. of Transportation ‡</b>	Cindy Shearer	Statewide Planning Support
<b>Federal Highway Administration ‡</b>	Darla Hugaboom	Iowa Division Community Planner
<b>Federal Highway Administration ‡</b>	Sean Litteral	Planning and Development Team Leader
<b>Federal Transit Administration ‡</b>	Daniel Nguyen	Region 7 Community Planner
<b>Iowa State University ‡</b>	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.

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

‡ Non-voting

## 2 - Public Participation

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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](http://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 2024-2027 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 30, 2023, 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 24, 2023, to June 30, 2023. 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 11, 2023, 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. Transportation Policy Committee meetings are currently livestreamed on Ames Channel 12 and on YouTube.

## 3 - Performance-Based Planning

### 3.1 Overview

Since the passing of the 2012 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) transportation bill, states and MPOs have been 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)

Rather than setting its own safety targets, the Ames Area MPO has chosen to support the Iowa DOT's safety targets as published in the most recent Iowa Highway Safety Improvement Program Annual Report (see **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 Transportation Improvement Program.

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

**Table 1:** Safety (PM1) Targets (adopted by the AAMPO on 01/24/23)

Performance Measure	Five Year Rolling Averages	
	2017-2021 Baseline	2019-2023 Target
Number of Fatalities	337.2	351.4
Fatality Rate – per 100 million VMT	1.029	1.037
Number of Serious Injuries	1,376.4	1,398.2
Serious Injury Rate – per 100 million VMT	4.193	4.264
Non-Motorized Fatalities and Serious Injuries	130.0	134.4

### 3.3 Pavement and Bridge (PM2)

Rather than setting its own pavement and bridge targets, the Ames Area MPO has chosen to support the Iowa DOT's pavement and bridge targets as submitted in the most recent performance report (see **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 the State Long-Range Transportation Plan and system/modal plans to Iowa DOT’s Five-Year Program and the STIP. The long-range plan 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.

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

**Table 2:** Pavement and Bridge (PM2) Targets (adopted by AAMPO on 01/24/23)

<b>Performance Measure</b>	<b>2021 Baseline</b>	<b>2-Year Target</b>	<b>4 Year Target</b>
<b>Percentage of pavements of the Interstate System in Good condition</b>	58.8%	55.0%	55.0%
<b>Percentage of pavements of the Interstate System in Poor condition</b>	0.4%	3.0%	3.0%
<b>Percentage of pavements of the non-Interstate NHS in Good condition</b>	37.9%	35.0%	35.0%
<b>Percentage of pavements of the non-Interstate NHS in Poor condition</b>	3.7%	6.0%	6.0%
<b>Percentage of NHS bridges classified as in Good condition</b>	48.6%	52.5%	56.0%
<b>Percentage of NHS bridges classified as in Poor condition</b>	2.4%	5.0%	6.6%

### 3.4 System and Freight Reliability (PM3)

Rather than setting its own system and freight reliability targets, the Ames Area MPO has chosen to support the Iowa DOT’s system and freight reliability targets as submitted in the most recent performance report. 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 coordinated with the Ames Area MPO, as part of its target setting process. Historical performance was reviewed to set targets. In addition to projects utilizing Transportation Systems Management and Operations (TSMO) strategies, 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, as well as 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. 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 01/24/23)

Performance Measure	2017 Baseline	2 Year Target	4 Year Target
Percent of the person-miles traveled on the Interstate that are reliable	99.9%	98.0%	98.0%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable	96.5%	94.0%	94.0%
Truck Travel Time Reliability (TTTR) Index	1.13	1.25	1.25

### 3.5 Transit Asset Management

Public transit capital projects included in the STIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state’s public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rollingstock 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.

The Ames Area MPO chooses to support the Ames Transit Agency’s (CyRide’s) TAM targets (see **Table 4**). CyRide’s TAM Plan establishes their target setting methodology and establishes the TAM targets.

**Table 4:** Transit Asset Management Targets (adopted by AAMPO on 01/24/23)

TAM Performance Measure Class	2022 Target	2022 Year-End Results	2023 Performance Target	2024	2025	2026	2027
Revenue Vehicles 40'-60' Buses	30%	35%	27% of fleet exceeds CyRide's ULB of 15 yrs.	16%	23%	22%	37%
Revenue Vehicles Cutaways	22%	22%	22% of fleet exceeds FTA ULB of 8 yrs.	0%	0%	0%	0%
Revenue Vehicles Minivans	0%	100%	Eliminate Asset Category	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%

Note: CyRide plans to sell or scrap their final van by the end of Summer 2023. This will eliminate the minivan asset category.

### 3.6 Transit Safety

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 provided assistance with the development of 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.

The Ames Area MPO chooses to support the Ames Transit Agency’s (CyRide’s) transit safety targets (see **Table 5**). CyRide’s PTASP establishes their target setting methodology and establishes the transit safety targets.

**Table 5:** Transit Safety Targets (adopted by AAMPO on 09/27/23)

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	40,789.27
Paratransit	0	0	0	0.00	0	0.00	238,798

\*VRM= Vehicle Revenue Miles



### 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

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### 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 2024 to 2027. Projects in the Ames Area MPO's TIP must be consistent with the latest regional Metropolitan Transportation Plan, [Forward 2045](#). 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, TAP, and CRP 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 manages application and selection processes for three primary regional transportation funding programs: Surface Transportation Block Grant (STBG), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP). For projects to be eligible for these applications, they must conform with the latest regional Metropolitan Transportation Plan, [Forward 2045](#). These applications are made available on the AAMPO website at [www.aampo.org](http://www.aampo.org). A notification email is also sent out to contacts from all the AAMPO regional member agencies that are eligible to apply. For each program, applications are typically due annually on March 31<sup>st</sup>. Note that, for this year, the AAMPO did not accept applications for the TAP and CRP funding programs. This is due to both the AAMPO and Iowa DOT still working through the new bipartisan infrastructure bill ([BIL](#)) and its impacts on these funding programs. The application template for STBG funding 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

The Iowa DOT and AAMPO are currently reviewing application and selection procedures for regional TAP funding. As such, the AAMPO did not accept new TAP applications during calendar year 2023. The

AAMPO expects to resume its annual regional TAP application cycle in calendar year 2024 with updated selection criteria that conforms with the new bipartisan infrastructure bill, [BIL](#).

#### **4.5 CRP Selection Criteria**

The Carbon Reduction Program (CRP) is a new funding program established under the [BIL](#). The AAMPO is still developing its application process and selection criteria to ensure that it conforms with regional transportation goals and priorities as well as with the regulations established for the program under IIJA. The AAMPO expects to hold its first CRP application cycle alongside the STBG and TAP application cycles early next calendar year (2024) with a deadline of March 31, 2024.

#### **4.6 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 close coordination with CyRide, the urban transit operator in the Ames Area MPO planning area. The transit projects identified in the FFY 2024-2027 TIP were included within the [Passenger Transportation Plan](#) (PTP), meeting the requirement to have the Enhanced Mobility for Seniors and Individuals with Disabilities formulized Federal funding within an approved PTP prior to TIP approval. Please refer to pages 24-32 for the transit project justifications for FFY 2024 as well as the list of transit projects programmed for FFY 2024-2027.

## 5 - FFY 2023 FHWA Project Status Report

It is required to provide a status report for all federal-aid 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 2023.

**Table 6:** FFY 2023 Project Status Summary

Funding Source	TPMS ID	Project Description	Federal-Aid	Total Cost	Local Sponsor	Status
STBG	37442	CyRide: Vehicle Replacement	\$225,000	\$850,000	CyRide	Authorized
STBG	36919	Cherry Ave (E Lincoln Way – SE 5 <sup>th</sup> St)	\$1,890,000	\$2,400,000	City of Ames	Remove from TIP <sup>1</sup>
STBG	45233	Lincoln Way (Dotson Dr – S Franklin Ave)	\$1,686,000	\$2,400,000	City of Ames	Roll-Over into FFY24 with updated limits <sup>1</sup>
SWAP-STBG	38303	Stange Rd (Blankenburg Dr to 24 <sup>th</sup> St) & 24 <sup>th</sup> St (Pinehurst Rd to Hayes Ave)	\$1,600,000	\$4,200,000	City of Ames	Let on 01/18/23
TAP	19249	loway Creek Trail (0.5mi E of S Duff Ave – S 5 <sup>th</sup> St)	\$728,000	\$1,082,000	City of Ames	Let on 02/21/23
CMAQ	52478	3rd Phase of Ames Traffic Signal Master Plan	\$1,495,280	\$1,869,100	City of Ames	Roll-Over into FFY24
PL	34214	Trans Planning	\$127,126	\$158,907	AAMPO	Authorized

<sup>1</sup> – See **Appendix F** for associated project modification requests from the project's local sponsor.

## 6 - Financial Analysis

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### 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 the AAMPO with STBG, TAP, and CRP 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 2023-2028 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](https://iowadot.gov/program_management/Five-Year-Program).

### 6.3 Fiscal Tables

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

**Table 7:** **Table 7** summarizes the total project costs and associated federal-aid amounts by funding program.

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

**Tables 11-12:** These tables summarize projections based on 2022 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 2022. 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	2024		2025		2026		2027	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
CMAQ	\$3,770,700	\$3,016,560	\$0	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HBP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$11,804,000	\$9,443,200	\$4,809,000	\$3,847,200	\$16,194,000	\$12,955,200	\$14,052,000	\$11,241,600
PL	\$158,900	\$127,120	\$158,900	\$127,120	\$158,900	\$127,120	\$158,900	\$127,120
STBG	\$6,162,500	\$4,241,000	\$4,980,000	\$3,239,000	\$2,868,960	\$1,625,000	\$4,061,228	\$2,625,000
TAP	\$0	\$0	\$0	\$0	\$650,000	\$520,000	\$0	\$0

**Table 8: STBG Fiscal Constraint**

	2024	2025	2026	2027
UNOBLIGATED BALANCE (CARRYOVER)	\$3,980,579	\$1,727,151	\$514,151	\$953,151
STBG TARGET	\$1,987,572	\$2,026,000	\$2,064,000	\$2,104,000
SUBTOTAL	\$5,968,151	\$3,753,151	\$2,578,151	\$3,057,151
PROGRAM FUNDS	\$4,241,000	\$3,239,000	\$1,625,000	\$2,625,000
<b>BALANCE</b>	<b>\$1,727,151</b>	<b>\$514,151</b>	<b>\$953,151</b>	<b>\$432,151</b>

**Table 9: TAP Fiscal Constraint**

	2024	2025	2026	2027
UNOBLIGATED BALANCE (CARRYOVER)	\$27,697	\$221,018	\$421,018	\$107,018
TAP TARGET	\$193,321	\$200,000	\$206,000	\$213,000
<b>SUBTOTAL</b>	<b>\$221,018</b>	<b>\$421,018</b>	<b>\$627,018</b>	<b>\$320,018</b>
PROGRAM FUNDS	\$0	\$0	\$520,000	\$0
<b>BALANCE</b>	<b>\$221,018</b>	<b>\$421,018</b>	<b>\$107,018</b>	<b>\$320,018</b>

**Table 10: CRP Fiscal Constraint**

	2024	2025	2026	2027
UNOBLIGATED BALANCE (CARRYOVER)	\$185,511	\$367,573	\$553,573	\$742,573
TAP TARGET	\$182,062	\$186,000	\$189,000	\$193,000
<b>SUBTOTAL</b>	<b>\$367,573</b>	<b>\$553,573</b>	<b>\$742,573</b>	<b>\$935,573</b>
PROGRAM FUNDS	\$0	\$0	\$0	\$0
<b>BALANCE</b>	<b>\$367,573</b>	<b>\$553,573</b>	<b>\$742,573</b>	<b>\$935,573</b>

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

	2024	2025	2026	2027
CITY OF AMES TOTAL OPERATIONS	\$1,546,229	\$1,608,079	\$1,672,402	\$1,739,298
CITY OF AMES TOTAL MAINTENANCE	\$1,800,927	\$1,872,964	\$1,947,882	\$2,025,798
CITY OF GILBERT TOTAL OPERATIONS	\$44,338	\$46,112	\$47,956	\$49,874
CITY OF GILBERT TOTAL MAINTENANCE	\$110,912	\$115,348	\$119,962	\$124,760
IOWA DOT OPERATIONS AND MAINTENANCE	\$771,922	\$796,376	\$821,033	\$845,895
<b>TOTAL O&amp;M</b>	<b>\$4,274,328</b>	<b>\$4,438,878</b>	<b>\$4,609,235</b>	<b>\$4,785,625</b>

**Table 12: Forecasted Non-Federal-Aid Revenue**

	2024	2025	2026	2027
CITY OF AMES – GENREAL FUND (001)	\$1,046,329	\$1,088,182	\$1,131,709	\$1,176,978
CITY OF AMES – ROAD USE (110)	\$9,730,502	\$10,119,722	\$10,524,511	\$10,945,491
CITY OF AMES – OTHER (LOST, BENEFITS, TIF, ETC.)	\$485,457	\$504,875	\$525,070	\$546,073
CITY OF AMES – SERVICE DEBT (200)	\$13,062,547	\$13,585,049	\$14,128,451	\$14,693,589
CITY OF AMES – CAPITAL PROJECTS (300)	\$19,259,466	\$20,029,845	\$20,831,038	\$21,664,280
CITY OF AMES – UTILITIES (600 & UP)	\$2,556,034	\$2,658,275	\$2,764,606	\$2,875,190
CITY OF GILBERT – GENREAL FUND (001)	\$32,448	\$33,746	\$35,096	\$36,500
CITY OF GILBERT – ROAD USE (110)	\$177,582	\$184,686	\$192,073	\$199,756
CITY OF GILBERT – OTHER (LOST, BENEFITS, TIF, ETC.)	\$21,497	\$22,357	\$23,251	\$24,181
CITY OF GILBERT – SERVICE DEBT (200)	\$54,539	\$56,720	\$58,989	\$61,349
CITY OF GILBERT – CAPITAL PROJECTS (300)	\$0	\$0	\$0	\$0
CITY OF GILBERT – UTILITIES (600 & UP)	\$0	\$0	\$0	\$0
<b>TOTAL NON-FEDERAL-AID ROAD FUND RECEIPTS</b>	<b>\$46,426,400</b>	<b>\$48,283,456</b>	<b>\$50,214,795</b>	<b>\$52,223,387</b>

**Table 13: Iowa DOT Five-Year Program Funding**

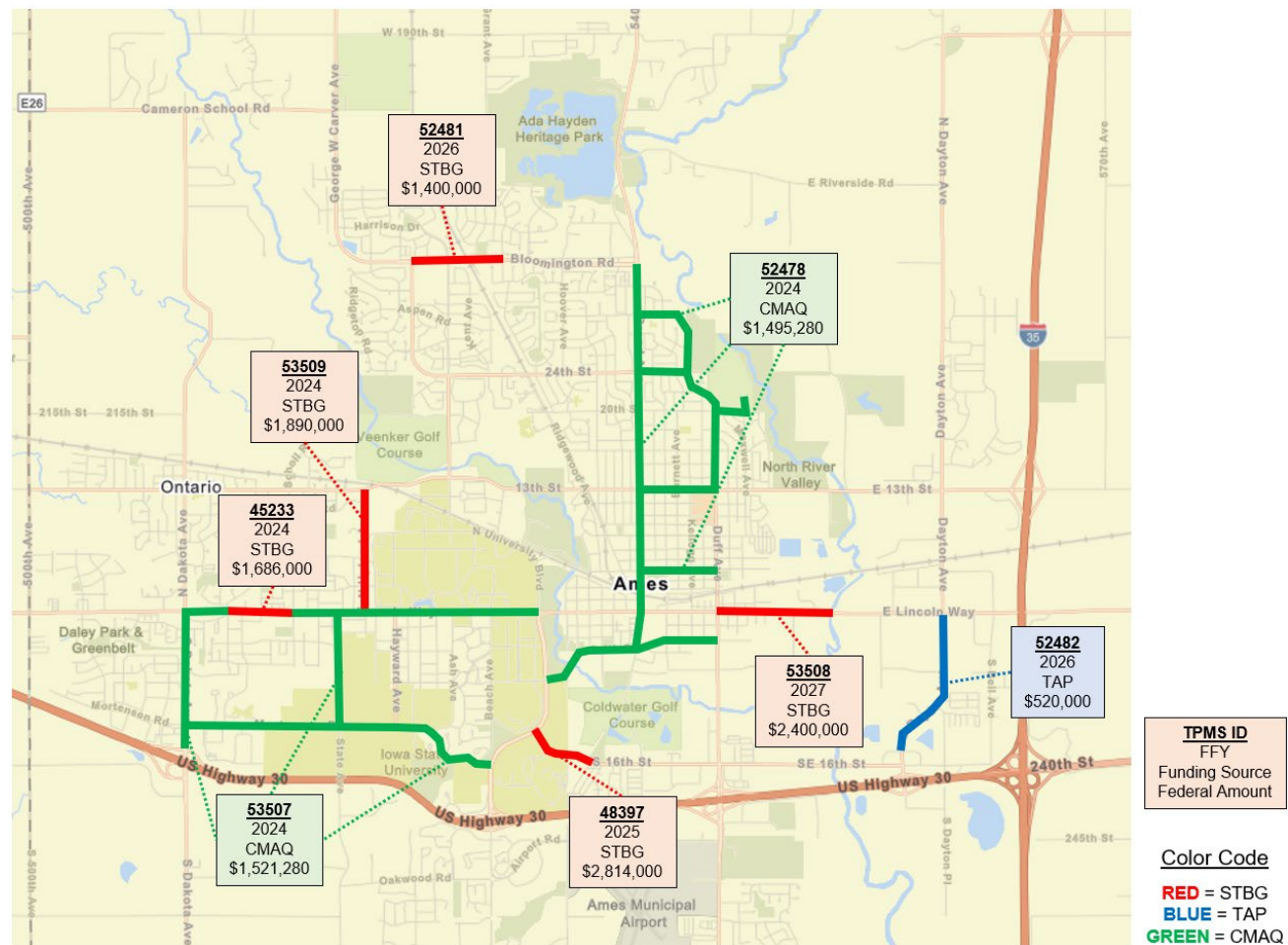
	(\$ MILLIONS)			
	2024	2025	2026	2027
<b>REVENUES</b>				
PRIMARY ROAD FUND	\$768.9	\$774.8	\$781.0	\$787.1
TIME-21	\$135.0	\$135.0	\$135.0	\$135.0
MISCELLANEOUS	\$25.0	\$25.0	\$25.0	\$25.0
FEDERAL AID	\$497.0	\$505.1	\$513.3	\$513.3
<b>TOTAL</b>	<b>\$1,425.9</b>	<b>\$1,439.9</b>	<b>\$1,454.3</b>	<b>\$1,460.4</b>
<b>STATEWIDE ALLOCATIONS</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
OPERATIONS & MAINTENANCE (PRF)	\$378.8	\$390.8	\$402.9	\$415.1
BACK OF PROGRAM LINE ITEMS & RAIL HWY.	\$184.8	\$186.0	\$187.0	\$188.0
<b>TOTAL</b>	<b>\$563.6</b>	<b>\$576.8</b>	<b>\$589.9</b>	<b>\$603.1</b>
<b>FUNDS AVAILABLE FOR ROW/CONSTRUCTION</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
<b>TOTAL</b>	<b>\$862.3</b>	<b>\$863.1</b>	<b>\$864.4</b>	<b>\$857.3</b>



## 7 - FHWA Program (FFY 2024 – 2027)

### 7.1 Overview

The following pages contains a complete list of location-based projects utilizing FHWA-based funds programmed for FFY 2024 through FFY 2027. These projects are shown on a map in **Figure 2**.



**Figure 2: Project Locations (by Project ID)**

## 7.2 Programmed Highway Projects

### CMAQ

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52478	STP-A-0155()--22-85	Submitted	<b>Total</b>	<b>\$1,869,100</b>				<b>\$1,869,100</b>
Ames	In the city of Ames, Third Phase Deployment Ames Traffic Signal Master Plan		<b>Federal Aid</b>	\$1,495,280				<b>\$1,495,280</b>
	Traffic Signals		<b>Regional</b>					
			<b>Swap</b>					
53507	STP-A-0155()--22-85	Submitted	<b>Total</b>	<b>\$1,901,600</b>				<b>\$1,901,600</b>
Ames	In the city of Ames, Fourth Phase Deployment Ames Traffic Signal Master Plan		<b>Federal Aid</b>	\$1,521,280				<b>\$1,521,280</b>
	Traffic Signals		<b>Regional</b>					
			<b>Swap</b>					

### NHPP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38248	NHSX-030()--3H-85	Submitted	<b>Total</b>	<b>\$11,804,000</b>	<b>\$358,000</b>			<b>\$12,162,000</b>
Iowa Department of Transportation	USUS 30: 0.5 mi E of I-35 to E of 590th Ave		<b>Federal Aid</b>	\$9,443,200	\$286,400			<b>\$9,729,600</b>
	Pave, Erosion Control, Traffic Signs		<b>Regional</b>					
			<b>Swap</b>					
48634	NHSX-030()--3H-85	Submitted	<b>Total</b>		<b>\$4,451,000</b>	<b>\$16,194,000</b>	<b>\$14,052,000</b>	<b>\$34,697,000</b>
Iowa Department of Transportation	USUS 30: South Skunk River 1.2 mi W of I-35 (EB/WB)		<b>Federal Aid</b>		\$3,560,800	\$12,955,200	\$11,241,600	<b>\$27,757,600</b>
	Bridge Replacement, Culvert New		<b>Regional</b>					
			<b>Swap</b>					

### PL

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
34214	RGPL-PA22(RTP)--PL-85	Submitted	<b>Total</b>	<b>\$158,900</b>	<b>\$158,900</b>	<b>\$158,900</b>	<b>\$158,900</b>	<b>\$635,600</b>
MPO 22 / AAMPO	Trans Planning		<b>Federal Aid</b>	\$127,120	\$127,120	\$127,120	\$127,120	<b>\$508,480</b>
	Trans Planning		<b>Regional</b>					
			<b>Swap</b>					

STBG

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
48395	RGPL-PA22)--ST-85	Submitted	<b>Total</b>	<b>\$550,000</b>				<b>\$550,000</b>
MPO 22 / AAMPO	MPO Planning Activities: 2050 MTP, Transit System Study		<b>Federal Aid</b>	\$440,000				\$440,000
	Trans Planning		<b>Regional</b>	\$440,000				\$440,000
			<b>Swap</b>					
45238	RGTR-0155)--ST-85	Submitted	<b>Total</b>	<b>\$850,000</b>				<b>\$850,000</b>
MPO 22 / AAMPO	CyRide: Vehicle Replacement		<b>Federal Aid</b>	\$225,000				\$225,000
	Transit Investments		<b>Regional</b>	\$225,000				\$225,000
			<b>Swap</b>					
53509	STP-U-0155)--70-85	Submitted	<b>Total</b>	<b>\$2,362,500</b>				<b>\$2,362,500</b>
Ames	In the city of Ames, On HYLAND AVE, from Lincoln Way 0.8 miles to Ontario St		<b>Federal Aid</b>	\$1,890,000				\$1,890,000
	Grade and Pave		<b>Regional</b>	\$1,890,000				\$1,890,000
			<b>Swap</b>					
45233	STP-U-0155(711)--27-85	Submitted	<b>Total</b>	<b>\$2,400,000</b>				<b>\$2,400,000</b>
Ames	In the city of Ames, On LINCOLN WAY, from Beedle Dr 0.4 miles to S Franklin Ave	12/19/2023	<b>Federal Aid</b>	\$1,686,000				\$1,686,000
	Grade and Pave		<b>Regional</b>	\$1,686,000				\$1,686,000
			<b>Swap</b>					
52479	RGPL-PA22)--ST-85	Submitted	<b>Total</b>		<b>\$250,000</b>			<b>\$250,000</b>
MPO 22 / AAMPO	MPO Planning Activities: 2050 MTP, TSMO & ITS		<b>Federal Aid</b>		\$200,000			\$200,000
	Trans Planning		<b>Regional</b>		\$200,000			\$200,000
			<b>Swap</b>					
48396	RGTR-0155)--ST-85	Submitted	<b>Total</b>		<b>\$850,000</b>			<b>\$850,000</b>
MPO 22 / AAMPO	CyRide: Vehicle Replacement		<b>Federal Aid</b>		\$225,000			\$225,000
	Transit Investments		<b>Regional</b>		\$225,000			\$225,000
			<b>Swap</b>					
48397	STP-U-0155)--27-85	Submitted	<b>Total</b>		<b>\$3,880,000</b>			<b>\$3,880,000</b>
Ames	In the city of Ames, On S 16TH ST, from University Blvd to Apple Pl		<b>Federal Aid</b>		\$2,814,000			\$2,814,000
	Pavement Widening		<b>Regional</b>		\$2,814,000			\$2,814,000
			<b>Swap</b>					
52480	RGTR-0155)--ST-85	Submitted	<b>Total</b>			<b>\$908,960</b>		<b>\$908,960</b>
MPO 22 / AAMPO	CyRide: Vehicle Replacement		<b>Federal Aid</b>			\$225,000		\$225,000
	Transit Investments		<b>Regional</b>			\$225,000		\$225,000
			<b>Swap</b>					
52481	STP-U-0155)--70-85	Submitted	<b>Total</b>			<b>\$1,960,000</b>		<b>\$1,960,000</b>
Ames	In the city of Ames, On Bloomington Rd, from George Washington Carver Ave to Eisenhower Ave		<b>Federal Aid</b>			\$1,400,000		\$1,400,000
	Grade and Pave		<b>Regional</b>			\$1,400,000		\$1,400,000
			<b>Swap</b>					

STBG

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
53499	RGTR-0155()--ST-85	Submitted	<b>Total</b>				<b>\$1,061,228</b>	<b>\$1,061,228</b>
MPO 22 / AAMPO	CyRide: Vehicle Replacement		<b>Federal Aid</b>				\$225,000	<b>\$225,000</b>
	Transit Investments		<b>Regional Swap</b>				\$225,000	<b>\$225,000</b>
53508	STP-U-0155()--70-85	Submitted	<b>Total</b>				<b>\$3,000,000</b>	<b>\$3,000,000</b>
Ames	In the city of Ames, On E LINCOLN WAY, from S Duff Ave 0.7 miles to S Skunk River		<b>Federal Aid</b>				\$2,400,000	<b>\$2,400,000</b>
	Grade and Pave		<b>Regional Swap</b>				\$2,400,000	<b>\$2,400,000</b>

TAP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52482	TAP-U-0155()--8I-85	Submitted	<b>Total</b>			<b>\$650,000</b>		<b>\$650,000</b>
Ames	In the city of Ames, Along S Dayton Ave, from Isaac Newton Dr to E Lincoln Way		<b>Federal Aid</b>			\$520,000		<b>\$520,000</b>
	Ped/Bike Grade & Pave		<b>Regional Swap</b>			\$520,000		<b>\$520,000</b>

## **8 - FTA Program (FFY 2024-2027)**

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### **8.1 Overview**

The following pages contains a complete list of projects utilizing FTA-based funds programmed for FFY 2024 through FFY 2027. The justification for all FFY 2024 transit projects is also provided.

### 8.2 Programmed Transit Projects

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10555 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 Ft.) UFRC,Low Floor,Biodiesel Unit # 09071	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10557 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 Ft.) UFRC,Low Floor,Biodiesel Unit # 09072	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10559 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 09073	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10561 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 09074	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10562 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 09075	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10563 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 09076	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10564 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 09077	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10565 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00504	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10566 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00186	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10567 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00187	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10568 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00188	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10569 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00189	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10571 Ames Transit Agency (CyRide)	5310,5339 Submitted	Capital	Light Duty Low-Floor Bus (176" wb) UFRC,VSS,Low Floor Unit # 00390	Total	\$202,975				\$202,975
				FA	\$172,529				\$172,529
				DOT					
10573 Ames Transit Agency (CyRide)	5310,5339 Submitted	Capital	Light Duty Low-Floor Bus (176" wb) UFRC,VSS,Low Floor Unit # 00391	Total	\$202,975				\$202,975
				FA	\$172,529				\$172,529
				DOT					
10575 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00418	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10576 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00419	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10577 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00420	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10578 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00421	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10579 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00422	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10580 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00423	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10581 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00424	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10582 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00425	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10584 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Battery Electric Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel,Electric Unit # 00429	Total	\$1,061,228				\$1,061,228
				FA	\$902,044				\$902,044
				DOT					
10586 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Battery Electric Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel,Electric Unit # 00430	Total	\$1,061,227				\$1,061,227
				FA	\$902,043				\$902,043
				DOT					
10588 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Battery Electric Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel,Electric Unit # 00431	Total	\$1,061,227				\$1,061,227
				FA	\$902,043				\$902,043
				DOT					
10590 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Battery Electric Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel,Electric Unit # 00432	Total	\$1,061,227				\$1,061,227
				FA	\$902,043				\$902,043
				DOT					
10591 Ames Transit Agency (CyRide)	5339,ICAAP Submitted	Capital	Heavy Duty Bus (40-42 ft.) Unit # 00953	Total	\$545,097				\$545,097
				FA	\$461,958				\$461,958
				DOT					
10592 Ames Transit Agency (CyRide)	5339,ICAAP Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00954	Total	\$545,097				\$545,097
				FA	\$461,958				\$461,958
				DOT					
10593 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00126	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10594 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00127	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					



Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10595 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00128	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10596 Ames Transit Agency (CyRide)	5310,ICAAP Submitted	Capital	Light Duty Low-Floor Bus (176" wb) VSS,Low Floor,Biodiesel Unit # 07654	Total	\$200,680				\$200,680
				FA	\$168,507				\$168,507
				DOT					
10597 Ames Transit Agency (CyRide)	5310 Submitted	Capital	Infotainment Signage for Annunciators	Total	\$56,186				\$56,186
				FA	\$44,949				\$44,949
				DOT					
10598 Ames Transit Agency (CyRide)	PTIG Submitted	Other	Fire Mitigation Building Improvements	Total	\$500,000				\$500,000
				FA					
				DOT	\$400,000				\$400,000
10599 Ames Transit Agency (CyRide)	STP Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel,UFRC,VSS,Low Floor,Electric Unit # 00501	Total	\$281,250				\$281,250
				FA	\$225,000				\$225,000
				DOT					
10600 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 09070	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
914 Ames Transit Agency (CyRide)	5307,STA Submitted	Operations	General Operations	Total	\$14,949,684	\$15,547,671	\$16,119,578	\$16,764,361	\$63,381,294
				FA	\$4,226,994	\$4,500,000	\$4,500,000	\$4,500,000	\$17,726,994
				DOT	\$1,027,333	\$1,068,426	\$1,111,163	\$1,155,609	\$4,362,531
919 Ames Transit Agency (CyRide)	5310 Submitted	Other	Contracted Paratransit Service	Total	\$280,000	\$375,000	\$375,000	\$375,000	\$1,405,000
				FA	\$224,000	\$300,000	\$300,000	\$300,000	\$1,124,000
				DOT					
920 Ames Transit Agency (CyRide)	5310 Submitted	Capital	Associated Transit Improvements	Total	\$70,000	\$70,000	\$70,000	\$70,000	\$280,000
				FA	\$56,000	\$56,000	\$56,000	\$56,000	\$224,000
				DOT					
6012 Ames Transit Agency (CyRide)	5310 Submitted	Operations	Annunciator Annual Service Fees	Total	\$124,016	\$128,976	\$134,135	\$139,500	\$526,627
				FA	\$99,213	\$103,181	\$107,308	\$111,600	\$421,302
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
3314 Ames Transit Agency (CyRide)	5339 Submitted	Operations	Maintenance Facility Expansion	Total		\$13,500,000			\$13,500,000
				FA		\$10,800,000			\$10,800,000
				DOT					

### 8.3 FFY 2024 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.

#### Infotainment LED signage (5310)

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. 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. 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 while also allowing advertising on these vehicles. This project, which is over and beyond ADA, will be implemented over a multiyear period until the fleet is fully equipped with this signage.

#### 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 including automatic vehicle location base 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.

#### Contracted Paratransit Service (5310)

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

#### Associated Transit Improvements (5310)

CyRide Bus Stop Plan recommends bus stop amenities along the fixed-route system route corridors where high transit demand is required. From the prioritization of recommended stop improvements, CyRide will systematically replace its brown colored bus shelters throughout the system with a newly

designed solar powered bus shelter to improve the accessibility for patrons and improve CyRide's image throughout the Ames community.

#### **Light Duty Bus Replacement (5310, 5339)**

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

#### **Light Duty Bus Replacement (5310, ICAAP)**

One light duty 176" wheelbase bus leased to HIRTA for CyRide's Dial-A-Ride service has exceeded FTA guidelines for useful life. Bus number of this unit is #07654. This unit will be replaced with light duty 176" wheelbase low-floor bus, equipped with cameras. This replacement vehicle will be ADA accessible.

#### **Heavy Duty Forty-Foot Bus Replacement (5339)**

Twenty-six large forty-foot buses have exceeded FTA guidelines for useful life. Buses are identified as: 09070, 09071, 09072, 09073, 09074, 09075, 09076, 09077, 00504, 00186, 00187, 00188, 00189, 00418, 00419, 00420, 00421, 00422, 00423, 00424, 00425, 00126, 00127, 00128, 00953, 00954. These units, if ranked high enough within the state's PTMS process, will be replaced with 40' heavy-duty low-floor buses. These replacement vehicles will all be ADA accessible.

#### **Heavy Duty Battery Electric Bus Replacement (STBG)**

Recently, CyRide added two battery electric buses to its bus fleet, with another five to be procured over the next few years. The goal is to have seventeen battery-electric buses total within its fleet operating throughout the system. CyRide will add Surface Transportation Block Grant (STBG) funding to an already approved contract to upgrade a replacement of a 40-foot standard heavy-duty bus (federally funded with either 5307, CMAQ or 5339) to a 40-foot battery electric bus. Battery electric buses are now estimated to cost \$1,061,000 to purchase; therefore, it may take two years of STBG funding through the AAMPO to upgrade one standard heavy-duty 40' bus. The forty-foot bus specifically identified to be replaced and upgraded to a battery electric bus in 2024 through a federal award is 00501. CyRide allocated its own 5307 formula funding grant in 2021 for battery electric bus purchases. Bus costs have increased dramatically since the beginning of the pandemic therefore additional funding is needed to complete this procurement. The Ames Area Metropolitan Planning Organization has approved funding at \$225,000 federal for FY2024 for this upgrade.

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

Four large diesel forty-foot diesel buses have exceeded FTA guidelines for useful life and will be replaced with battery electric buses. This request will be made in future years within discretionary grant applications. Bus numbers are: 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.

**Fire Mitigation Building Improvements (PTIG)**

CyRide is requesting funding for phase one of fire mitigation building improvement project to be added within lanes 1 & 2 of the facility to mitigate and help contain any fires that might occur with battery electric buses parked in this area. Lanes 1 & 2 were originally built in 2005, over 18 years ago. The overall goal of this project will be to mitigate any electric fires from bus batteries spreading throughout the rest of CyRide's facility. This project includes the following improvements within lanes 1 and 2 of CyRide's facility:

- Change the existing 0.2 density sprinkler system to a 0.4 density system by upsizing the existing water pipes to provide increased water supply
- Upgrade the existing K8 sprinkler heads to K11.2 sprinkler heads to accommodate increased water flow that a 0.4 density system requires. This phase 1 request for PTIG funding will support sprinkler replacement for one-third of lanes 1 and 2. CyRide intends to request a phase 2 project next year for the other two-thirds of these lanes as CyRide plans to purchase additional BEB's parked in this area of the facility.
- Provide a new connection to the City of Ames water main to support expanded flow rates of the new sprinklers allowing future expansion of the sprinkler system.
- Add a 3-hour coiling garage fire door at the west entrance of lanes one and two that will automatically deploy/close when fire is detected in these lanes.
- Replace existing rated hollow metal person doors with 3-hour doors to mitigate any fires from spreading throughout the facility.

**Maintenance Facility Expansion (5339)**

CyRide will be requesting earmark funding to expand its current bus storage facility to house up to fourteen buses currently parked outside under cover. Parking buses outside the facility is contrary to CyRide's lease with Iowa State University which states that all vehicles must be parked inside. Construction of additional bus storage is needed at this time to keep its large vehicles in a state of good repair throughout the year and extend their useful life (FTA defines this at 12 years) to the maximum extent possible (20+ years) when CyRide typically attains critical funding for replacement.

## 9 - Changing an Approved TIP

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

A major requirement of a project receiving Federal transportation funds is for the project to be included in the TIP and Statewide Transportation Improvement Program (STIP). Once a project has received Federal Authorization for construction it does not need to be included in the TIP. This is one of two major reasons for adding or deleting a project from the TIP. The other major reason for adding a project is the awarding of a grant for a project, which can happen throughout the year.

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

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[INSERT RESOLUTION OF ADOPTION HERE]



## Appendix B – Self-Certification of Planning Activities

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

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

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

For AAMPO:



John Haila, Chair  
Transportation Policy Committee



Date

## Appendix C – List of Federal and State Funding Programs

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### 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:

- **Bridge Formula Program (BFP).** The BFP provides funding dedicated to replace, rehabilitate, preserve, protect, and construct highway bridges. BFP funds are apportioned to states on a formula basis. A significant portion of Iowa's BFP funds will be utilized to implement bridge construction projects in Iowa's cities and counties through the DOT's City Bridge Program and by directly targeting BFP funds to Iowa's 99 counties.
- **Carbon Reduction Program (CRP).** CRP provides funding for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. A portion of this funding will be awarded to MPOs but not RPAs. CRP references in this document apply only to MPOs.
- **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.
- **Discretionary Grants (GRNT).** The FHWA administers discretionary grant programs through various offices representing special funding categories. Examples of discretionary grant awards include awards from programs including Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Nationally Significant Multimodal Freight and Highway Projects (INFRA), National Infrastructure Project Assistance Program (MEGA), and Rural Surface Transportation Grant Program among others.
- **Earmark (ERMK).** Projects with funding identified directly in federal Authorization or Appropriations bills are considered earmark funds. The projects are funded with money set aside for Community Project Funding/Congressionally Directed Funding and awarded by members of Congress.
- **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.

- **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 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 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.
- **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. RPA STBG funds awarded to cities are eligible to be swapped for state Primary Road Funds.

- **Transportation Alternatives Setaside 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.

Iowa targets TAP funding to each of its 27 MPOs and RPAs on an annual basis for programming based on regional priorities. All projects programmed with TAP funds are required to be verified by the Systems Planning Bureau to ensure compatibility with TAP eligibility.

### **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. 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 \$1,500,000.
- **Highway Safety Improvement Program – Local (HSIP-Local).** 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.
- **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.

- **Statewide Transportation Alternatives Program.** This program makes available federal TAP funds to locally sponsored projects that expand travel choices and improve the motorized and nonmotorized transportation experience.

## Federal and State Transit Funding Programs

Like the FHWA programs listed above, the transit funding authorized by the BIL 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 over 50,000. 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 funding source is split into three categories: formula, discretionary, and low or no emission vehicle projects. The 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 and projects are selected through the PTMS process. The discretionary bus and bus facilities grant program, or 5339(b), is a competitive grant program. Iowa DOT typically submits a statewide application on behalf of Iowa public transit agencies and uses the vehicle replacement list generated by the PTMS rankings as the basis for the project submitted. The low or no mission vehicle program, 5339(c), provides funding for alternative power or fuel vehicles and/or facilities. Iowa DOT will submit an application for transit agencies interested in those technologies. For the 5339(b) and 5339(c) programs, larger public transit agencies serving populations over 50,000 can apply directly to FTA if they desire.
- **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.

- **Formula Grants for Rural Areas (Section 5311).** This program provides capital and operating assistance for rural and small urban transit systems. 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 of Section 5310 funds and allocated among regional and small urban transit systems based on their relative performance in the prior year. Note, CyRide is not eligible for this funding.
- **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. Note, CyRide is not eligible for this funding.
- **FHWA 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 CMAQ/ICAAP funds. When CMAQ/ICAAP and STBG funds are programmed for transit projects, they are transferred to the FTA. The CMAQ/ICAAP funds are administered by the Iowa DOT's Public Transit team. STBG funds for small urban and regional transit systems are also administered the Public Transit team.
- **State Transit Assistance (STA).** All public transit systems are eligible for 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 Fellowship Program.** Each year \$125,000 is set aside from the total STA funds to provide large urban transit systems not eligible for RTAP funding with fellowships to attend transit training conferences and seminars or to purchase transit-related training materials.
    - **STA Special Projects.** The Iowa DOT sets aside approximately \$175,000 annually from the State Transit Assistance (STA) fund for Special Projects. Special Projects are extraordinary, emergency, or innovative in nature. Grants can include projects which support transit services developed in conjunction with human service agencies or local community partners or statewide projects to improve public transit in Iowa. Projects are intended to assist with start-up of new services that have been identified

as needs by health, employment or human service agencies or other community partners. Statewide projects may be used on transit marketing and projects exploring new transit technologies. Applications are available to public transit agencies through the BlackCat software.

- **Public Transit Infrastructure Grant Fund (PTIG).** 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. Project applications are due the first business day of May each year through the BlackCat software.



# Appendix D – STBG Application Form



## 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"/> <b>Preserve or improve conditions and performance on:</b> | <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) _____	\$	_____
<b>Total Cost</b>	<b>\$</b>	<b>_____</b>
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

## Appendix E – Public Comments

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[INSERT PUBLIC COMMENTS RECEIVED ON THE DRAFT TIP HERE]

## Appendix F – Sponsor Requests for Project Modifications

---

Request from the City of Ames to modify the project limits of the Lincoln Way Pavement Improvement Project (TPMS ID: 45233) when rolling over the project from FFY 2023 to FFY 2024:



*Smart Choice*

May 2<sup>nd</sup>, 2023

**2022/23 CyRide Route Pavement Improvement Program:  
Lincoln Way STP-U-0155(711)—27-85**

Ames Area MPO,

I would like to request a modification to the project limits of the 2022/23 CyRide Route Pavement Improvements (Lincoln Way) project number **STP-U-0155(711)—27-85**. The current limits of the project are stated as, In the city of Ames, on Lincoln Way, from Dotson Dr to S Franklin Ave. The new project limits would be, In the city of Ames, on Lincoln Way, from Beetle/Hickory Dr Ave to Franklin Ave. This modification to the project limits is to expand the project further east and west to replace deteriorating pavement. Please see the attached location map showing the new requested project limits.

Thank you,

Sincerely,

A handwritten signature in blue ink that reads 'Dean Sayre'.

Dean Sayre, PE.  
Civil Engineer II  
City of Ames

Request from the City of Ames to remove the Cherry Avenue Roadway Extension Project (TPMS ID: 36919) from the TIP and forfeit the allocated \$1,890,000 in regional STBG funding which was dedicated to the project for use in FFY 2023:



Smart Choice

May 9<sup>th</sup>, 2023

**2024/25 ARTERIAL STREET PAVEMENT IMPROVEMENTS  
HYLAND AVE – (LINCOLN WAY TO ONTARIO)**

Ames Area MPO,

The city is requesting reallocating funding from Cherry Avenue Extension project to 2024/25 Arterial Street Pavement Improvements – Hyland Ave (Lincoln Way to Ontario St.). City has performed a traffic study with detailed modelling for the Cherry Street extension project. The study found that the project provides little to no benefit in level of service and vehicle delay for current and 2045 projected traffic operations for the Lincoln Way and Duff Avenue intersection. In fact, the study found that the project will have negative impacts on traffic operations of S. 3rd and S. 5th Streets. When future development in the areas east of Wal-Mart and Target is included with the project, the study shows a decrease in level of service and a significant increase in delay for intersections in the area.

The Cherry Street connection itself will be reevaluated during the upcoming AAMPO LRTP (now Metropolitan Transportation Plan) later this year. Overall, this approach will allow for the most effective use of funds while still allowing the Cherry Street extension to be considered in the future if conditions change and a project is warranted.

The current pavement management data and field observations indicate that Hyland Ave. is in need of having the rehabilitation accelerated to prevent ongoing pavement degradation. Therefore, the reallocation of \$1,890,000 of AAMPO grant funds along with \$735,000 G.O. Bonds from the Cherry Avenue project will allow us to move ahead with the completion of the Hyland Ave. rehabilitation project.

Sincerely,

Hafiz Ibrahim, PE.  
Civil Engineer II  
City of Ames

ITEM#: MPO 2  
DATE: 05-23-23  
DEPT: MPO

**TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: FINAL FY 2024 TRANSPORTATION PLANNING WORK PROGRAM**

**BACKGROUND:**

The Ames Area Metropolitan Planning Organization (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 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). To plan for and organize these planning efforts, the FY 2024 TPWP has been separated into eight different work elements. These elements are:

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

On February 13, 2023, the Iowa Department of Transportation provided funding targets for the MPO to use in the development of the FY 2024 TPWP. Those targets are shown in the following tables:

**AAMPO Planning Funding Targets**

Funding Source	Amount
FTA 5305d Carryover	\$30,897
FHWA PL Carryover	\$30,606
New FTA 5305d (Final)	\$45,900
New FHWA PL (Final)	\$127,120

**Total Funding Available \$234,523**

**AAMPO FHWA PL Funding Targets**

Funding Source	Amount
New FHWA PL Set-aside (Final)	\$3,178
New FHWA PL (Final)	\$123,942

**Total PL Funding Available \$127,120**

The currently proposed FY 2024 MPO budget totals \$271,178 (\$217,578 in Federal funds and \$53,600 in local funds). This budget, shown in detail below, fully utilizes all anticipated carryover amounts and has a projected ending balance of \$16,945 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 Set-Aside New	FHWA PL New			
1 - Administration	Admin	755	\$5,764	\$7,709	\$5,710	-	\$20,816	\$40,000	\$10,000	\$50,000
2 - TIP	TIP	189	\$1,153	\$1,542	\$1,142	-	\$4,163	\$8,000	\$2,000	\$10,000
3 - Transit Planning	Transit Planning	736	\$5,764	\$7,709	\$5,710	-	\$20,816	\$40,000	\$10,000	\$50,000
4 - Comprehensive Planning	Comp Planning	472	\$2,882	\$3,855	\$2,855	-	\$10,408	\$20,000	\$5,000	\$25,000
5 - Complete Streets	Complete Streets	60	-	-	-	\$3,178	-	\$3,178	-	\$3,178
6 - Long Range Planning	Long-Range Planning	245	\$1,499	\$2,004	\$1,485	-	\$5,412	\$10,400	\$2,600	\$13,000
7 - Transportation Data	Data Management	189	\$1,153	\$1,542	\$1,142	-	\$4,163	\$8,000	\$2,000	\$10,000
	Data Procurement	-	\$8,070	\$10,793	\$7,994	-	\$29,143	\$56,000	\$14,000	\$70,000
8 - Special Studies	US 69 & US 30 Interchange Study	-	\$3,228	\$4,317	\$3,198	-	\$11,657	\$22,400	\$5,600	\$28,000
	Ames North Growth Intersections Study	-	\$1,384	\$1,850	\$1,370	-	\$4,996	\$9,600	\$2,400	\$12,000
<b>FY24 Budget Totals</b>		<b>2,645</b>	<b>\$30,897</b>	<b>\$41,321</b>	<b>\$30,606</b>	<b>\$3,178</b>	<b>\$111,576</b>	<b>\$217,578</b>	<b>\$53,600</b>	<b>\$271,178</b>

	FTA 5305d Carryover	FTA 5305d New	FHWA PL Carryover	FHWA PL Set-Aside New	FHWA PL New	TOTAL
Starting Available Balance	\$30,897	\$45,900	\$30,606	\$3,178	\$123,942	\$234,523
Programmed	\$30,897	\$41,321	\$30,606	\$3,178	\$111,576	\$217,578
<b>Unobligated Funds</b>	<b>\$ -</b>	<b>\$ 4,579</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12,366</b>	<b>\$ 16,945</b>



The FY 2024 Transportation Planning Work Program will be effective from July 1, 2023, through June 30, 2024. All MPO planning activities and processes conducted during this time will conform with the work program.

**On March 28, 2023, the Transportation Policy Committee unanimously approved the Draft FY 2024 TPWP, thereby establishing a public comment period from March 29, 2023, to April 30, 2023. No public comments were received.** Additionally, federal and state partners reviewed the draft document and staff addressed their minor comments in the final version. The Final TPWP is due to state and federal partners by June 1, 2023.

**ALTERNATIVES:**

1. Approve the Final FY 2024 Transportation Planning Work Program.
2. Approve the Final FY 2024 Transportation Planning Work Program, with Transportation Policy Committee modifications.

**MPO ADMINISTRATOR'S RECOMMENDED ACTION:**

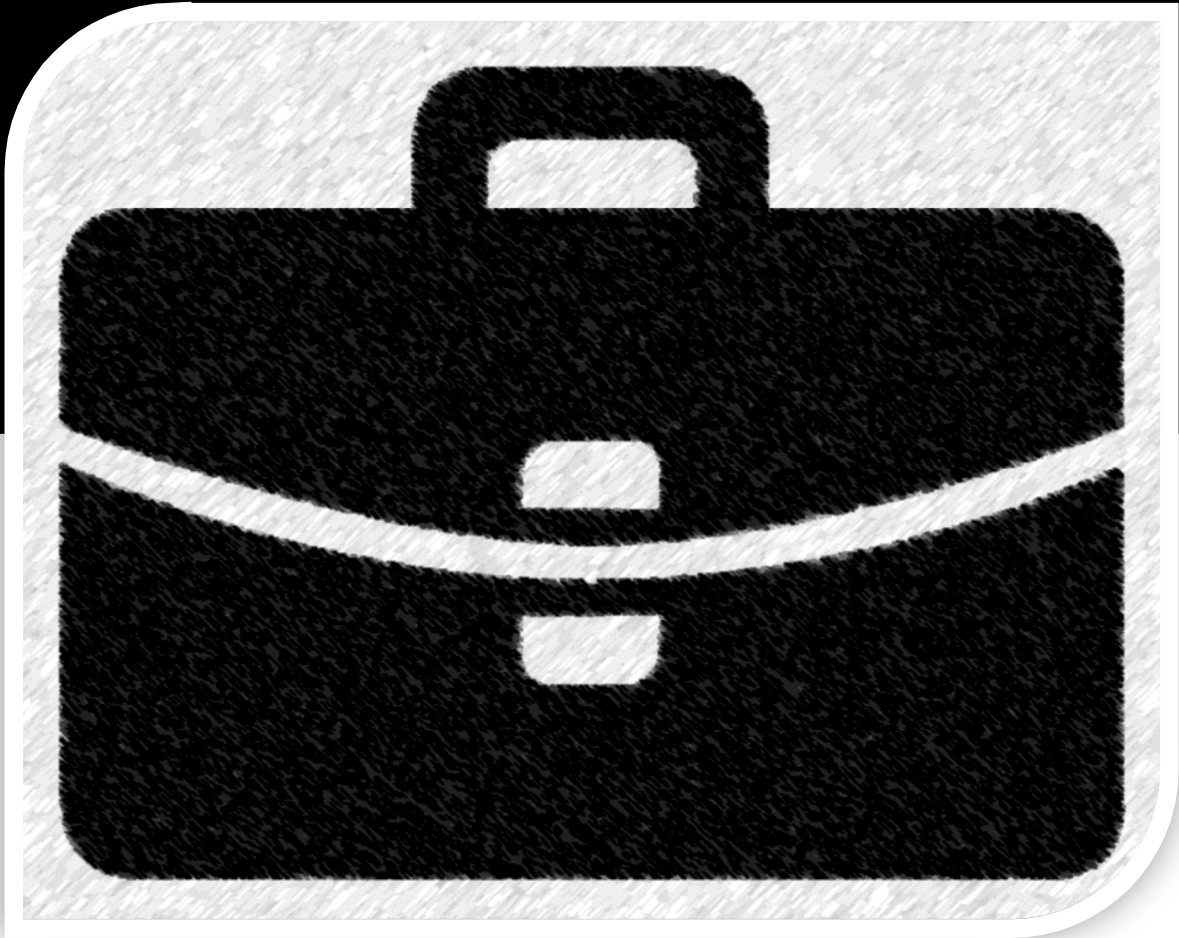
The MPO's Transportation Technical Committee and Transportation Policy Committee have reviewed the Draft FY 2024 Transportation Planning Work Program and all comments from stakeholders and partners were addressed, State and Federal partners have determined this program meets their requirements.

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

# FINAL

# Transportation Planning Work Program

## Fiscal Year 2024



# 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 23, 2023. Please call (515) 239-5160 to obtain permission to use.

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# 1 - Introduction

## 1.1 Document Purpose

The Fiscal Year 2024 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, 2023 and ending June 30, 2024. The TPWP is a requirement of [23 CFR 450.308](#) 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.

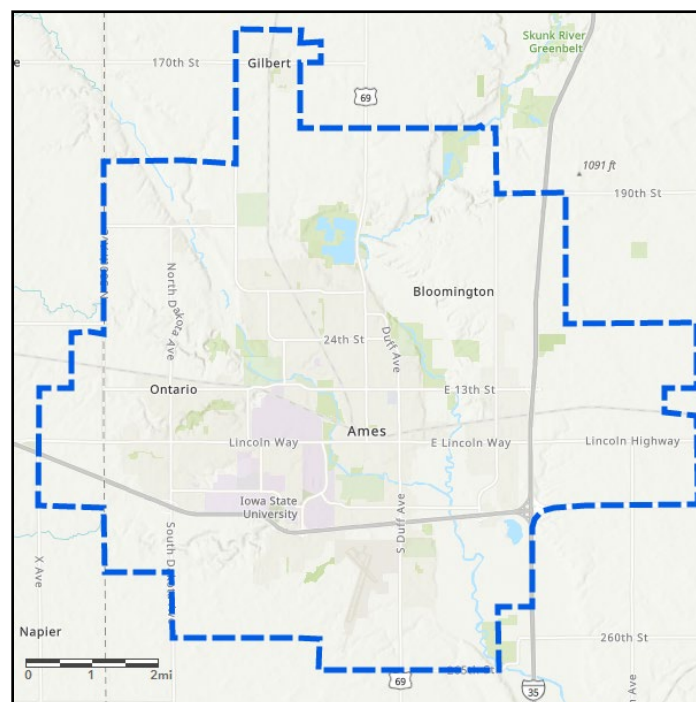


Figure 1: AAMPO Boundary (Adopted Nov 13, 2012)

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, 1.86 million in FY 2021 because of reduced travel within the Ames community and rose to 3.66 in FY 2022. CyRide believes ridership will hit over 4 million in FY 2023. Since over 90% of CyRide’s ridership is university students, future transit ridership heavily depends upon student mobility and high enrollment at Iowa State University. While most transit users have Iowa State University ties, CyRide serves the entire Ames community. 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.

<b>Transportation Policy Committee Membership</b>		
<b><i>Representative Agency</i></b>	<b><i>Member</i></b>	<b><i>Representative Agency Role</i></b>
<b>City of Ames (Chair)</b>	John Haila	Mayor
<b>City of Ames</b>	Bronwyn Beatty-Hansen	Council Member
<b>City of Ames</b>	Gloria Betcher	Council Member
<b>City of Ames</b>	Amber Corrieri	Council Member
<b>City of Ames</b>	Tim Gartin	Council Member
<b>City of Ames</b>	Anita Rollins	Council Member
<b>City of Ames</b>	Rachel Junck	Council Member
<b>Boone County</b>	Bill Zinnel	Board of Supervisors
<b>Story County</b>	Linda Murken	Board of Supervisors
<b>Ames Transit Agency (CyRide)</b>	Jacob Ludwig	CyRide Board Member
<b>City of Gilbert</b>	Jonathan Popp	Mayor
<b>Iowa Dept. of Transportation ‡</b>	Andy Loonan	District 1 Transportation Planner
<b>Iowa Dept. of Transportation ‡</b>	Zac Bitting	Metropolitan and Regional Planning Coordinator
<b>Iowa Dept. of Transportation ‡</b>	Cindy Shearer	Statewide Planning Support
<b>Federal Highway Administration ‡</b>	Darla Hugaboom	Iowa Division Community Planner
<b>Federal Highway Administration ‡</b>	Sean Litteral	Planning and Development Team Leader
<b>Federal Transit Administration ‡</b>	Daniel Nguyen	Region 7 Community Planner
<b>Iowa State University ‡</b>	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.

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

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### 2.1 TPWP Development Process

The FY 2024 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, 2023 – March 15, 2023 – Initial Draft Development***

AAMPO staff developed the initial Draft FY24 TPWP.

#### ***March 16, 2023 – Transportation Technical Committee Meeting***

A review and discussion on the Draft FY24 TPWP was undergone by the Transportation Technical Committee.

#### ***March 28, 2023 – Transportation Policy Committee Meeting***

A review and discussion on the Draft FY24 TPWP was undergone by the Transportation Policy Committee and the date of public hearing was set for May 23, 2023.

#### ***March 29, 2023 – April 30, 2023 – Public Input Period***

A public comment period for the Draft FY24 TPWP was established from March 29 through April 30, 2023. During the comment period, the draft document was posted on the MPO website, [aampo.org](http://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 April 3, 2023.

#### ***April 1, 2023 – April 30, 2023 – 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 FY24 TPWP. By April 30, 2023, the MPO received comments to address in the Final FY24 TPWP.

#### ***May 1, 2023 – May 22, 2023 – Final TPWP Development***

AAMPO staff created the Final FY24 TPWP based upon feedback from the public, state and federal partners, and members of the AAMPO Technical and Policy Committees.

#### ***May 23, 2023 – Transportation Policy Committee Hearing***

A public hearing was held by the Transportation Policy Committee to consider adoption of the FY24 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 2024 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). See **Appendix D** for these performance measure targets. Future reports on the Ames Area MPO's progress in reaching regional targets will be included in future metropolitan transportation planning documents.

### 3 – Work Elements

This section will describe each of the eight transportation planning work elements that AAMPO will undergo in Fiscal Year 2024: administration, transportation improvement program, transit planning, comprehensive planning, complete streets, 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

		<u>Elem. 1</u> Admin	<u>Elem. 2</u> TIP	<u>Elem. 3</u> Comp Planning	<u>Elem. 4</u> Transit	<u>Elem. 5</u> Complete Streets	<u>Elem. 6</u> Long- Range Planning	<u>Elem. 7</u> Data	<u>Elem. 8</u> Special Studies
Regional Goals	Accessibility	X	X	X	X	X	X		X
	Safety		X	X	X	X	X		X
	Sustainability		X	X	X	X	X		X
	Efficiency & Reliability		X	X	X	X	X	X	X
	Placemaking	X	X		X	X	X	X	X
	Preservation		X		X		X		X
Federal Planning Factors	Economic Vitality		X	X		X	X		X
	Safety		X	X	X	X	X	X	X
	Security		X	X	X	X	X	X	
	Accessibility & Mobility		X	X	X	X	X		X
	Protect & Enhance the Environment and Promote Conservation	X	X	X	X	X	X		X
	Integration & Connectivity	X	X	X	X	X	X		X
	Efficiency		X	X	X		X	X	X
	Preservation		X	X	X		X		X
	Improve Resiliency & Reliability		X	X	X	X	X	X	X
	Enhance Travel & Tourism	X	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 & Clean Energy** – The Ames Area MPO will continue to consider climate impacts (positive and negative) when identifying, prioritizing, and evaluating projects both TIPs and the MTPs. The new Carbon Reduction Program (CRP) will also be specifically leveraged for projects which reduce carbon and other greenhouse gas emissions. The MPO will both inform and encourage its local member agencies to submit projects which will reduce or eliminate greenhouse gas and carbon emissions for funding for this new program.

**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. New this fiscal year, the MPO also has a dedicated work element (Work Element 5 - Complete Streets) dedicated to Complete Streets planning activities and efforts.

**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. The MPO will update its PPP in FY 2024 as well as update and redesign its website (as described in Work Element 1 - Administration).

**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 2023 Accomplishments:

- Administered the FY 2023 TPWP.
- Developed and approved the FY 2024 TPWP.
- 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](http://www.aampo.org).
- Participated in meetings and coordinated with other agencies.

Note, all activities from FY 2023 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 on the MPO website ([www.aampo.org](http://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 2024 Products:**

- Administer the FY 2024 TPWP.
- Develop and approve the FY 2025 TPWP.
- Undergo a new design/layout refresh of the MPO website & maintain/update the MPO website as needed.
- Develop and approve a new update to the Public Participation Plan (PPP).
- Review & update Title VI documentation as needed.
- Conduct review of MPO Planning Boundary & Roadway Federal Functional Classifications (FFCs) (in coordination with state & federal partners) based on 2020 Census Urban Area updates.
- Perform a review and potentially update the Transportation Policy Committee and Transportation Technical Committee By-Laws as needed.
- Carry out required annual certifications.
- Maintain records and files.
- 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.
- Purchase/lease supplies and equipment as well as maintain sufficient software and upgrades that are beneficial to AAMPO planning efforts.

**FY 2024 Schedule:**

- Activities for this work element will be ongoing throughout the fiscal year unless noted below.
- The MPO website will be redesigned and updated in Q1 (July-September 2023).
- The Public Participation Plan (PPP) update will be developed and approved during Q2 & Q3 (October 2023-March 2024).
- The FY 2025 TPWP will be developed and approved during Q3 & Q4 (January-June 2024).

**FY 2024 Hours/Budget:**

- Total Budget: \$50,000 (Federal - \$40,000)
- MPO Staff Hours: 755

## 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 2023 Accomplishments:

- Approved and administered the FFY 2023-26 TIP.
- Amended the FFY 2023-26 TIP.
- Developed the FFY 2024-27 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 2023 were completed for this task.

### Description:

The Ames Area MPO is responsible for developing the funding program of transportation projects which utilize federal funds or are regionally significant. The MPO carries out a process for soliciting regional projects for the Surface Transportation Block Grant (STBG), Transportation Alternatives program (TAP), and the Carbon Reduction Program (CRP). The MPO also reviews regional projects seeking Iowa Clean Air Attainment Program (ICAAP) funds to ensure that they conform with established regional transportation goals and initiatives.

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.

### FY 2024 Products:

- Approve and administer the FFY 2024-27 TIP.
- Amend and modify the FFY 2024-27 TIP as needed.
- Develop the FFY 2025-28 TIP.
- Develop MPO policy & application process for the new Carbon Reduction Program (CRP) as well as review (and update as needed) policies & processes for existing programs (STBG & TAP).
- Undergo the annual regional grant project application cycle (STBG, TAP, CRP) for projects wishing to receive funding in FFY 2025-2028.
- Perform and manage regional project programming through the TPMS system.

**FY 2024 Schedule:**

- Activities for this work element will be ongoing throughout the fiscal year unless noted below.
- The FFY 2024-27 TIP will be approved in July 2023 and the FFY 2025-28 TIP will be developed during Q4 (April-June 2024).
- The MPO policies & application process will be developed for the CRP (and a review and possible update to the STBG & TAP policies & application processes will be conducted) in Q2 (October-December 2023).
- The annual regional grant project application cycle (STBG, TAP, CRP) will be undergone during Q3 (January-March 2024) for projects wishing to receive funding in FFY 2025-2028.

**FY 2024 Hours/Budget:**

- Total Budget: \$10,000 (Federal - \$8,000)
- MPO Staff Hours: 189



## Element 3 – Transit Planning

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

**Primary FY 2023 Accomplishments:**

- ADA Planning (i.e. automatic annunciators, bus shelters)
- Coordinated planning and meetings with human service/transportation provider organizations and coordinated planning updates
- Capital Planning
- Disadvantage Business Enterprise (DBE) Goals Development and semi-annual reports
- Equal Employment Opportunity (EEO) Program Update
- Safety Plan Development & Certification
- Title VI Program Update
- Transit Asset Management (TAM) Plan (performance measures, annual National Transit Database narrative & performance targets updates)
- Transit Management Analysis Planning (i.e. transit policies)
- Transit Service Planning (i.e. route planning, battery electric bus project planning, ADA service)

Note, all activities from FY 2023 were completed for this task.

**Description:**

This item involves transit planning issues related to land use and development issues, facility expansion analysis, technology planning, climate action plan updates, ridership surveys and analyses, plans to manage transit agency in accordance with the Federal Transit Administration guidelines, and the development of fixed route transit services. Assets will be managed to ensure they are kept in a state of good repair by strategizing investment decisions with available funding levels. Planning of capital equipment will occur that meets the Americans with Disabilities Act, particularly for technology, bus stop/shelters and buses. The transit agency will work to provide its services without regard to race, color or national origin by monitoring its own separate Title VI program as required by Federal Transit Administration (FTA). Additionally, the transit agency will work to monitor its Equal Employment Opportunity and Disadvantaged Business Enterprise programs as required by FTA.

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. A memorandum of understanding will be periodically updated between the transit agency and the MPO staffs for duties containing metropolitan and statewide planning.

**FY 2024 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.
- 2025-2029 Ames Area MPO Passenger Transportation Plan (PTP) development and submission
- 2020-2024 Ames Area MPO Passenger Transportation Plan (PTP) updates as needed; monthly coordination of transit with various human & health service organization groups.
- Automatic Passenger Count Research Project final report
- Bus stop amenities & technology planning
- Capital/Financial planning to analyze fleet, facility, and technology needs for five-year period.
- Disadvantages Business Enterprise Semiannual reporting
- Equal Employment Opportunity Program monitoring
- Long-term facility expansion studies
- MPO-CyRide MOU Update
- Safety Plan review/update and performance measures
- Title VI Program monitoring
- 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
- Update CyRide Climate Action Plan as needed or short-term/long-term goals

**FY 2024 Schedule:**

Activities for this work element will be ongoing throughout the fiscal year unless noted below.

- DBE Semiannual reports by 12/1/2023 & 4/1/2024
- TAM Plan and performance targets due to AAMPO by 10/1/2023; TAM Plan narrative to FTA through NTD by 10/1/2023
- Passenger Transportation Plan minutes due to Iowa DOT by 7/1/2023
- Automatic Passenger Count Research Project Final Report due to FTA by 7/1/2023, but work might carry over into FY 2024.
- Safety Plan review/update complete in August then targets provided to AAMPO by 10/1/2023.
- MPO-CyRide MOU Update due by December 2023 prior to CyRide's next triennial review desk review.
- 2025-2029 PTP Draft to Iowa DOT by 2/1/2024 & PTP Final due to Iowa DOT by 5/1/2024.

**FY 2024 Hours/Budget:**

- Total Budget: \$50,000 (Federal - \$40,000)
- MPO Staff Hours: 736

## Element 4 – Comprehensive Planning

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

### Primary FY 2023 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.
- Coordinated with the City of Ames for implementing Phases 1-3 of their ITS Master Plan.
- Coordinated with the City of Ames for development of their Bicycle-Pedestrian Master Plan (WalkBikeRoll Ames).

Note, all activities from FY 2023 were completed for this work element.

### 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 2024 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 1-4 projects (and prepare for future Regional ITS Architecture document update in currently programmed for FY 2025).
- Coordination with the City of Ames in the development of their Bicycle-Pedestrian Master Plan (beyond the work undertaken as a part of Work Element 5 – Complete Streets).
- Updates to Safe Routes to School maps as needed.
- Analyze potential alternative funding sources.

### FY 2024 Schedule:

- Activities for this work element will be ongoing throughout the fiscal year unless noted below.
- The City of Ames' Bicycle-Pedestrian Master Plan is anticipated to be finalized and approved in September or October 2023. Therefore, support for its development will primarily be during Q1 (July-September 2023) but work may carry over into Q2 (October-December 2023).

**FY 2024 Hours/Budget:**

- Total Budget: \$25,000 (Federal - \$20,000)
- MPO Staff Hours: 472

## Element 5 – Complete Streets

**Objective:** To increase safe and accessible options for multiple travel modes for people of all ages and abilities.

**Primary FY 2023 Accomplishments:**

- N/A (This work element is new for FY 2024 was not present in the FY 2023 TPWP)

**Description:**

BIL § 11206(b) requires that MPOs use not less than 2.5% of PL funds on Complete Streets planning activities. These funds are eligible to be up to 100% reimbursable. Activities (per BIL § 11206(c)) must “increase safe and accessible options for multiple travel modes for people of all ages and abilities,” which if permissible under State and local laws, may include:

1. Adoption of Complete Streets standards or policies; (see BIL § 11206(a)... the term “Complete Streets standards or policies” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.)
2. Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street.
3. Development of transportation plans to...
  - a. Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers.
  - b. Integrate active transportation facilities with public transportation service or improve access to public transportation.
  - c. Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities.
  - d. Increase public transportation ridership; and
  - e. Improve the safety of bicyclists and pedestrians.
4. Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail.
5. Development of transportation plans and policies that support transit-oriented development.

**FY 2024 Products:**

- Support the development of the City of Ames’ Bicycle-Pedestrian Master Plan (WalkBikeRoll Ames) up until the budgeted threshold of \$3,178 (or approximately 60 MPO staff hours). Work undertaken past this threshold will fall under Work Element 4 - Comprehensive Planning.

**FY 2024 Schedule:**

- The City of Ames' Bicycle-Pedestrian Master Plan is anticipated to be finalized and approved in September or October 2023. Therefore, support for its development will primarily be during Q1 (July-September 2023) but work may carry over into Q2 (October-December 2023).

**FY 2023 Hours/Budget:**

- Total Budget: \$3,178 (Federal - \$3,178) **100% reimbursement eligible**
- MPO Staff Hours: 60

## Element 6 – Long-Range Transportation Planning

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

### Primary FY 2023 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 2023 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. Lastly, AAMPO staff will prepare for the 2050 Metropolitan Transportation Plan update including initiating the consultant solicitation and selection process.

### FY 2024 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, including undergoing the consultant solicitation & selection process. This process will include solicitation, a request for qualifications (RFQ) process, and a request for proposals (RFPs) process including conducting interviews with the consultant teams with the top-ranked proposals as determined by a selection team consisting of qualified technical staff from the MPO & member agencies.

### FY 2024 Schedule:

- Activities for this work element will be ongoing throughout the fiscal year unless noted below.
- The consultant selection process for the 2050 Metropolitan Transportation Plan (MTP) update will begin in Q2 and will continue into Q4 (October 2023-June 2024). A consultant will be selected with an approved contract by the end of Q4 (June 2024).

**FY 2024 Hours/Budget:**

- Total Budget: \$13,000 (Federal - \$10,400)
- MPO Staff Hours: 245



## Element 7 – Transportation Data

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

### Primary FY 2023 Accomplishments:

- Continued existing 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.
- Maintained and leveraged access to the Strava Metro platform, which provides regionwide aggregated data using Strava user activity data (pedestrians, runners, and bicyclists).
- Leveraged & analyzed various datasets to provide to member agencies for various projects & grant applications.

Note, all activities from FY 2023 were completed for this work element.

### 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 further 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 2024 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 2024 Schedule:**

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

**FY 2024 Hours/Budget:**

- Total Budget: \$80,000 (Federal - \$64,000)
- MPO Staff Hours: 189

**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: 189

**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: \$70,000 (Federal - \$56,000)
- MPO Staff Hours: 0

## Element 8 – 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 2023 Accomplishments:

#### *S Duff Ave Corridor & Interchange Study*

- Gathered existing multi-modal transportation data and projected future traffic volumes by leveraging the MPO’s Travel Demand Model.
- Developed and assessed several initial alternatives for the study area including several different interchange configurations for S Duff Ave & US 30 by leveraging Macroscopic traffic analysis software, Synchro.
- After coordination between the consultant, City staff, MPO staff, and Iowa DOT staff, three alternatives were moved forward for further consideration and microsimulation analysis using TransModeler software.
- Utilized analysis results from the microsimulation software to move forward two final alternatives for final consideration.
- Held public & stakeholder meeting to gather feedback on the final two alternatives for the corridor & interchange.
- Began development on Draft Report.

#### *190<sup>th</sup> St Corridor Study*

- Collected and gathered existing multi-modal transportation data and projected future traffic volumes by leveraging the MPO’s Travel Demand Model, the MPO’s Metropolitan Transportation Plan (Forward 2045), and the City of Ames’ Comprehensive Plan 2040.
- Collected public feedback along the corridor and surrounding area by leveraging Input ID, an online interactive map.
- Conducted an existing and future conditions & operations analysis by leveraging Vistro traffic modeling software.
- Developed initial alternatives by leveraging data analysis, traffic modeling, public feedback, and technical feedback from consultant, MPO, City of Ames, Story County, and Iowa DOT staff. This included a signal & roundabout alternative option at each of the major three intersections along the study corridor.
- Held in-person public open house on March 7<sup>th</sup> to gather feedback from stakeholders & citizens as well as gathered another round of public comments on InputID on the presented alternatives.

- Based on final public feedback, technical analysis, and staff coordination, created a draft technical report which includes the recommended alternative, life-cycle cost estimates, and emissions analysis.
- Presented draft report and recommended alternative to MPO's TPC.
- Began development of final report and recommendations.

Note, all activities from FY 2023 were completed for this work element except for the final remaining project tasks described in "FY 2024 Products" below.

**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 16<sup>th</sup> St to Airport Road and a study of the 190<sup>th</sup> Street corridor from George Washington Carver Ave to US Highway 69.

**FY 2024 Products:**

- Complete the study of S Duff Ave from S 16<sup>th</sup> St to Airport Rd, as identified and described in the FY 2023 TPWP and current MTP. Remaining tasks include:
  - Finish & Submit Draft Report, which will include the recommended alternative along with life-cycle cost analysis and emissions estimates.
  - MPO, City of Ames, and Iowa DOT staff to review draft report and submit final comments on the Draft Report.
  - Create Final Report and present to MPO's TPC for final comments, discussion, and approval.
- Complete the study of 190<sup>th</sup> St from George Washington Carver Ave to US Highway 69, as identified and described in the FY 2023 TPWP and current MTP.
  - Complete final report & recommendations.

**FY 2024 Schedule:**

- Both special studies are anticipated to conclude in Q1 (July-September 2023).

**FY 2024 Hours/Budget:**

- Total Budget: \$40,000 (Federal - \$32,000)
- MPO Staff Hours: 0

**S Duff Ave Corridor & Interchange Study**

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

- Budget: \$28,000 (Federal - \$22,400)
- MPO Staff Hours:

**190<sup>th</sup> St Corridor Study**

This portion of the work element's budget is dedicated to the payment of a consultant for the 190<sup>th</sup> St Corridor Study.

- Budget: \$12,000 (Federal - \$9,600)
- MPO Staff Hours: 0

## 4 – FY 2024 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 \$271,178 for FY 2024 across all work elements, \$217,578 of which will come from federal funding sources. There is a total of \$16,945 in budgeted unobligated federal funds. There are 2,674 staff hours budgeted for MPO staff. This budget conforms to the MPO/RPA Carryover Policy (**Appendix E**). 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 Set-Aside New	FHWA PL New			
1 - Administration	Admin	755	\$5,764	\$7,709	\$5,710	-	\$20,816	\$40,000	\$10,000	\$50,000
2 - TIP	TIP	189	\$1,153	\$1,542	\$1,142	-	\$4,163	\$8,000	\$2,000	\$10,000
3 - Transit Planning	Transit Planning	736	\$5,764	\$7,709	\$5,710	-	\$20,816	\$40,000	\$10,000	\$50,000
4 - Comprehensive Planning	Comp Planning	472	\$2,882	\$3,855	\$2,855	-	\$10,408	\$20,000	\$5,000	\$25,000
5 – Complete Streets	Complete Streets	60	-	-	-	\$3,178	-	\$3,178	-	\$3,178
6 - Long Range Planning	Long-Range Planning	245	\$1,499	\$2,004	\$1,485	-	\$5,412	\$10,400	\$2,600	\$13,000
7 - Transportation Data	Data Management	189	\$1,153	\$1,542	\$1,142	-	\$4,163	\$8,000	\$2,000	\$10,000
	Data Procurement	-	\$8,070	\$10,793	\$7,994	-	\$29,143	\$56,000	\$14,000	\$70,000
8 - Special Studies	US 69 & US 30 Interchange Study	-	\$3,228	\$4,317	\$3,198	-	\$11,657	\$22,400	\$5,600	\$28,000
	Ames North Growth Intersections Study	-	\$1,384	\$1,850	\$1,370	-	\$4,996	\$9,600	\$2,400	\$12,000
FY23 Budget Totals		2,645	\$30,897	\$41,321	\$30,606	\$3,178	\$111,576	\$217,578	\$53,600	\$271,178

Table 3: Unobligated Funds

	FTA 5305d Carryover	FTA 5305d New	FHWA PL Carryover	FHWA PL Set-Aside New	FHWA PL New	TOTAL
Starting Available Balance	\$30,897	\$45,900	\$30,606	\$3,178	\$123,942	\$234,523
Programmed	\$30,897	\$41,321	\$30,606	\$3,178	\$111,576	\$217,578
<b>Unobligated Funds</b>	<b>\$ -</b>	<b>\$ 4,579</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12,366</b>	<b>\$ 16,945</b>

## 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 2024 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

The MPO will begin and undergo the solicitation and selection process for hiring a consultant to develop the 2050 Metropolitan Transportation Plan as described for Work Element 6 (Long-Range Transportation Planning). However, consultant work will not begin on the 2050 MTP until FY2025.

A vendor is currently under contract for, and new vendors may be selected for, the procurement of a web-based transportation datasets and analytical platforms as a part of the data procurement activity within Work Element 7 (Transportation Data).

Consultants already under contract will continue work on the two studies identified in Work Element 8 (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

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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 and procedures documented in [FTA Circular 5010.1E](#), which apply to all applicable FTA program grants. Iowa uses a Consolidated Planning Grant (CPG) where FHWA and FTA planning funds are combined into a single grant managed through FTA's TrAMS system. The uses of these funds are documented in the work programs of the Iowa DOT, MPOs, and RPAs. FTA is the lead agency administering the CPG.

### 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 letter detailing the work program revision(s)
    - A resolution or meeting minutes showing the revision's approval.
    - Budget summary table with changes highlighted.
    - Amended work program with any modified section(s) highlighted.
- 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, with regard to 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

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<Insert resolution of approval here once approved.>

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

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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)

03-28-23  
\_\_\_\_\_  
(Date Signed)

## Appendix C – Performance Management Agreement

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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 21<sup>st</sup> 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 – Performance Measure Targets

### Roadway Safety Targets

The MPO adopted to support the Iowa DOT statewide roadway safety targets on January 24, 2023. These performance measures and associated targets are shown in the following table:

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)*

### PM2 (Pavement & Bridge) & PM3 (System Performance & Freight) Targets

The MPO adopted to support the Iowa DOT statewide PM2 and PM3 targets on January 24, 2023. These performance measures and associated targets are shown in the following table:

	Topic	Performance measure(s)	Baseline (CY 2021 data)	Proposed 2-year target (CY 2023 data)	Proposed 4-year target (CY 2025 data)
PM2	Pavement	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%
	Bridge	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%
PM3	System Performance	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%
	Freight	Truck Travel Time Reliability Index (Interstate only)	1.13	1.25	1.25

### Transit Safety Targets

The MPO adopted to support CyRide’s transit safety targets on September 27, 2022. These performance measures and associated targets are shown in the following table:

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	40,789.27
Paratransit	0	0	0	0.00	0	0.00	238,798

\*VRM – Vehicle Revenue Miles

### Transit Asset Management Targets

The MPO adopted to support CyRide’s transit asset management (TAM) targets on January 24, 2023. These performance measures and associated targets are shown in the following table:

Class	2022 Target	2022 Year-End Results	2023 Performance Target	2024	2025	2026	2027
Rolling Stock 40'-60' Buses	30%	35%	27% of fleet exceeds CyRide's ULB of 15 yrs.	16%	23%	22%	37%
Rolling Stock Cutaways	22%	22%	0% of fleet exceeds FTA ULB of 8 yrs.	0%	0%	0%	0%
Rolling Stock Minivans	0%	100%	Eliminate Asset Category	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%



## Appendix E – MPO/RPA Carryover Policy

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### 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 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.

To: Ames Area MPO Policy Committee

From: Damion Pregitzer, Traffic Engineer

Date: May 23, 2023

Subject: Rescheduling of the 190th Corridor Study Presentation

The memo is to inform the Policy Committee that the presentation of the 190th Corridor Study, originally scheduled for May, has been rescheduled to July 18, 2023, due to the project needing some additional time to finalize the study's findings.

However, this change will allow us to present the findings of the Highway 30 & South Duff Avenue interchange study at the same meeting. Staff believes that having one meeting with both studies presented will be more efficient and a good fit for the upcoming meeting schedule.