

AMES AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION TECHNICAL COMMITTEE

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

BACKGROUND:

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

STBG (Surface Transportation Block Grant) Applications:

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

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

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

TAP (Transportation Alternatives Program) Applications:

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

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

Total New TAP Requests: \$520,000

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

Fiscal Constraint:

The following tables demonstrate fiscal constraint for STBG and TAP funding programs in fiscal years 2023 through 2026 by summarizing anticipated new funding targets and programmed projects amounts. A map and full list of the programmed projects can be seen starting on page 21 (highway/trail projects) and page 24 (transit projects) of the TIP document.

STBG/STBG-Swap Fiscal Constraint

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

TAP Fiscal Constraint

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

DEVELOPMENT SCHEDULE:

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

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

ALTERNATIVES:

1. Recommend the Draft FFY 2023 - 2026 Transportation Improvement Program to the Transportation Policy Committee for formal approval.
2. Recommend the Draft FFY 2023 - 2026 Transportation Improvement Program, with Transportation Technical Committee modifications, to the Transportation Policy Committee for formal approval.

ADMINISTRATOR'S RECOMMENDATION:

Staff prepared the FFY 2023 – 2026 Transportation Improvement in accordance with state and federal guidelines. All programmed projects conform with the MPO's 2045 Metropolitan Transportation Plan.

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

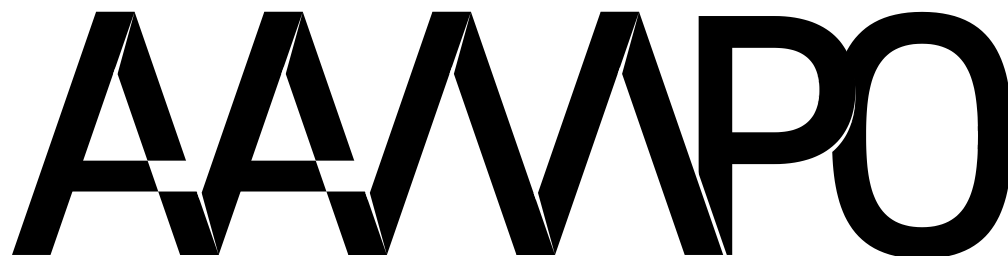
DRAFT

FFY 2023-2026

Transportation

Improvement

Program



AMES AREA METROPOLITAN PLANNING ORGANIZATION

AMES | GILBERT | STORY | BOONE

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1 - Introduction

1.1 Document Overview

The Federal Fiscal Year 2023 - 2026 Transportation Improvement Program (TIP) is the short-range implementation program for federally funded and regionally significant transportation projects. The TIP is a requirement of 23 CFR 450.326 for metropolitan planning organizations to develop a program, covering at least four years, which reflects the investment priorities established in the metropolitan transportation plan. The Ames Area Metropolitan Planning Organization (AAMPO) develops a new TIP annually in coordination with the Iowa Department of Transportation (DOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the City of Ames, the City of Gilbert, Story County, Boone County, Ames Transit Agency (CyRide), other local agencies and stakeholders, as well as the public. The Ames Area TIP is included in the State Transportation Improvement Program (STIP), which is developed by the Iowa Department of Transportation.

1.2 AAMPO Overview and Planning Area

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

As a result of the 2010 Census, the urbanized areas of Ames and Gilbert were combined into one urbanized area, therefore requiring the Metropolitan Planning Area to be expanded to encompass this area in its entirety. The Ames Area MPO approved the current Metropolitan Planning Area boundary on November 13, 2012 (shown in **Figure 1**). The City of Gilbert and Iowa State University were added to the Transportation Policy Committee on March 26, 2013.

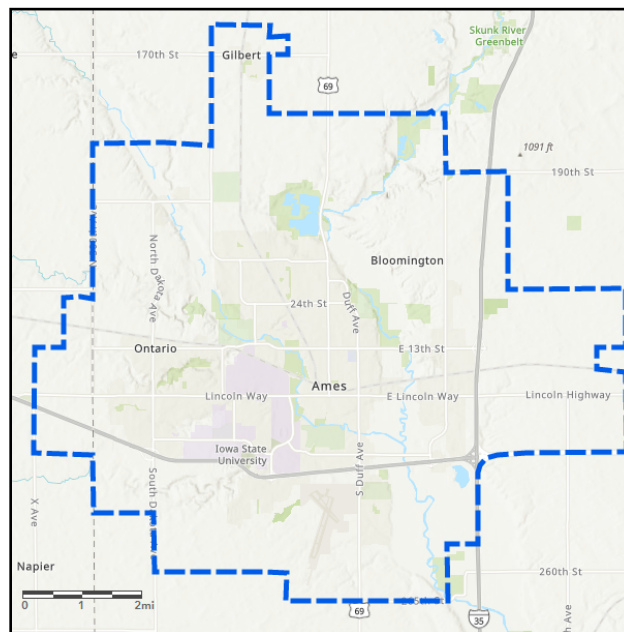


Figure 1: AAMPO Boundary (Adopted Nov 13, 2012)

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

Ames is in central Iowa and is served by Interstate 35, US Highway 30, and US Highway 69. Surface transportation needs are met through over 251 centerline miles of streets. The community has a very progressive transit system, CyRide, which prior to the COVID-19 pandemic carried more than six million bus passengers each year. CyRide’s ridership dropped to 4.57 million passengers in FY 2020 and then 1.86 million in FY 2021 because of reduced travel within the Ames community. CyRide believes ridership levels will increase back to approximately 3.5 million passengers by the end of FY 2022. Since over 90% of CyRide’s ridership is university students, future transit ridership increases will heavily depend upon how many classes are held in-person on campus instead of virtually. While most transit users have Iowa State University ties, CyRide serves the entire Ames community. The Ames Area MPO area includes the Ames Municipal Airport, which serves general aviation needs for business, industry, and recreation users. On average, 145 aircraft operations occur per day at the Ames Municipal Airport. Railroads provide freight service to the area by dual east-west mainline tracks and a northern agricultural spur.

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

1.3 Transportation Policy Committee

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

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

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

‡ Non-voting

1.4 Transportation Technical Committee

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

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

‡ Non-voting

2 - Public Participation

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

2.1 Website

The Ames Area MPO utilizes its website at www.aampo.org to make documents, maps, and other materials accessible anytime of any day in a format that is adaptable to mobile devices and website text which can be translated into any language available through translation services. There is a subpage of the website dedicated to the [Transportation Improvement Program](#). Here, both current and past versions of Transportation Improvement Programs can be found, and public meetings and comment opportunities are posted.

2.2 Outreach

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

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

2.3 Public Involvement Opportunities

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

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

3 - Performance-Based Planning

3.1 Overview

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

3.2 Safety (PM1)

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

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

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

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

3.3 Pavement and Bridge (PM2)

Compliance with PM2 performance-based planning requirements began on May 20, 2019, for MPOs. MPOs can choose to support the DOT PM2 targets, or they can set their own unique targets. Rather than setting its own pavement and bridge targets, the AAMPO has chosen to support the Iowa DOT’s pavement and bridge targets as submitted in the most recent [baseline period performance report](#) and shown in **Table 2**. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT’s Transportation Improvement Program.

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

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

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

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

3.4 System and Freight Reliability (PM3)

Compliance with PM3 performance-based planning requirements began on May 20, 2019, for MPOs. MPOs can choose to support the DOT PM3 targets or MPOs can set their own unique targets. Rather than setting its own system and freight reliability targets, the AAMPO has chosen to support the Iowa DOT's system and freight reliability targets as submitted in the most recent [baseline period performance report](#) and shown in **Table 3**. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

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

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

Performance Measure	2017 Baseline	4 Year Targets
Percent of the person-miles traveled on the Interstate that are reliable	100%	98.5%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable	N/A	95.0%
Truck Travel Time Reliability (TTTR) Index	1.12	1.21

3.5 Transit Asset Management

Compliance with transit asset management performance-based planning requirements began on October 1, 2018. MPOs can choose to support the targets set by their local urban transit provider or set their own unique targets. The AAMPO has chosen to support the targets set by the region’s transit provider, CyRide as shown in **Table 4**. CyRide publishes these targets in their own TAM plan which they review and amend, if needed, each fall by October 1st. The infrastructure performance measure element which FTA requires is limited to rail fixed guideway assets of which there is not any rail passenger service with Ames.

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

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

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

3.6 Transit Safety

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

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

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

Public transit projects included in the STIP align with the transit safety planning and target setting processes undertaken by the transit agencies and MPOs. While the Iowa DOT aided with the development of the initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state’s public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, and facility improvements are outlined in the funding chapter of the Transit Manager’s Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

3.7 Regional Transportation Goals

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

The vision statement stated in Forward 45 is:

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

3.8 Air Quality

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

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

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

4 - Project Selection

4.1 Overview

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

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

4.2 Regional Applications

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

4.3 STBG Selection Criteria

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

4.4 TAP Selection Criteria

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

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

4.5 Transit Projects

In addition to FHWA program projects, the TIP includes all projects which Federal Transit Administration (FTA) funding may be utilized. A portion of Federal fuel tax revenue is placed in the mass transit account of the Federal Highway Trust Fund for this use. These funds, along with General Fund appropriations, are reserved for transit purposes and are administered by the Federal Transit Administration. The transit portion of the TIP was developed in cooperation with CyRide, the urban transit operator in the Ames Area MPO planning area. The transit projects identified in the FFY 2023-2026 TIP were included within the [Passenger Transportation Plan](#) (PTP), meeting the requirement to have the Enhanced Mobility for Seniors and Individuals with Disabilities formulated Federal funding within an approved PTP prior to TIP approval. Please refer to pages 24-32 for the transit project justifications for FFY 2023 as well as the list of transit projects programmed for FFY 2023-2026.

5 - FFY 2022 Project Status Report

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

Table 6: FFY 2022 Project Status Summary

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

6 - Financial Analysis

6.1 Overview

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

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

The Ames City Council has programmed city sponsored projects in the City of Ames 2022-2027 Capital Improvements Plan (CIP) for the local funding allocation. These funds are generated from the City of Ames annual Road Use Tax Fund (RUTF) distribution, Local Option Sales Tax, and General Obligation (GO) bonds.

The transit program does not have targets; therefore, the requests involve significant costs in the anticipation of maximizing the amounts received either through formula or discretionary funding.

6.2 Iowa DOT O&M Estimated Expenditures and Funding

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

Along with state funds, the highway program utilizes a portion of the federal funds that are allocated to the state. A federal funding forecast is prepared each year based on the latest apportionment information available. This forecast includes the various federal programs and identifies which funds are allocated to the Iowa DOT for programming and which funds are directed to locals through the

MPO/RPA planning process, bridge programs, and other various grant programs. Implementation of a federal aid swap will increase the amount of federal funds that are utilized by the Iowa DOT.

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

6.3 Fiscal Tables

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

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

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

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

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

Table 7: Summary of Costs and Federal-Aid

PROGRAM	2023		2024		2025		2026	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
PL	\$212,063	\$169,650	\$212,063	\$169,650	\$212,063	\$169,650	\$212,063	\$169,650
STBG	\$850,000	\$225,000	\$1,600,000	\$745,000	\$1,000,000	\$345,000	\$908,960	\$225,000
TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$650,000	\$520,000
NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG-HBP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Table 8: Summary of Costs and SWAP-Aid

PROGRAM	2023		2024		2025		2026	
	Total Cost	SWAP	Total Cost	SWAP	Total Cost	SWAP	Total Cost	SWAP
CMAQ-SWAP	\$1,869,100	\$1,495,280	\$0	\$0	\$0	\$0	\$0	\$0
STBG-SWAP	\$4,800,000	\$3,576,000	\$0	\$0	\$3,880,000	\$2,814,000	\$1,960,000	\$1,400,000

Table 9: STBG/STBG-Swap Fiscal Constraint

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

Table 10: TAP Fiscal Constraint

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

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

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

Table 12: Forecasted Non-Federal-Aid Revenue

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

Table 13: Iowa DOT Five-Year Program Funding

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

7 - Highway Program (FFY 2023 – 2026)

7.1 Overview

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

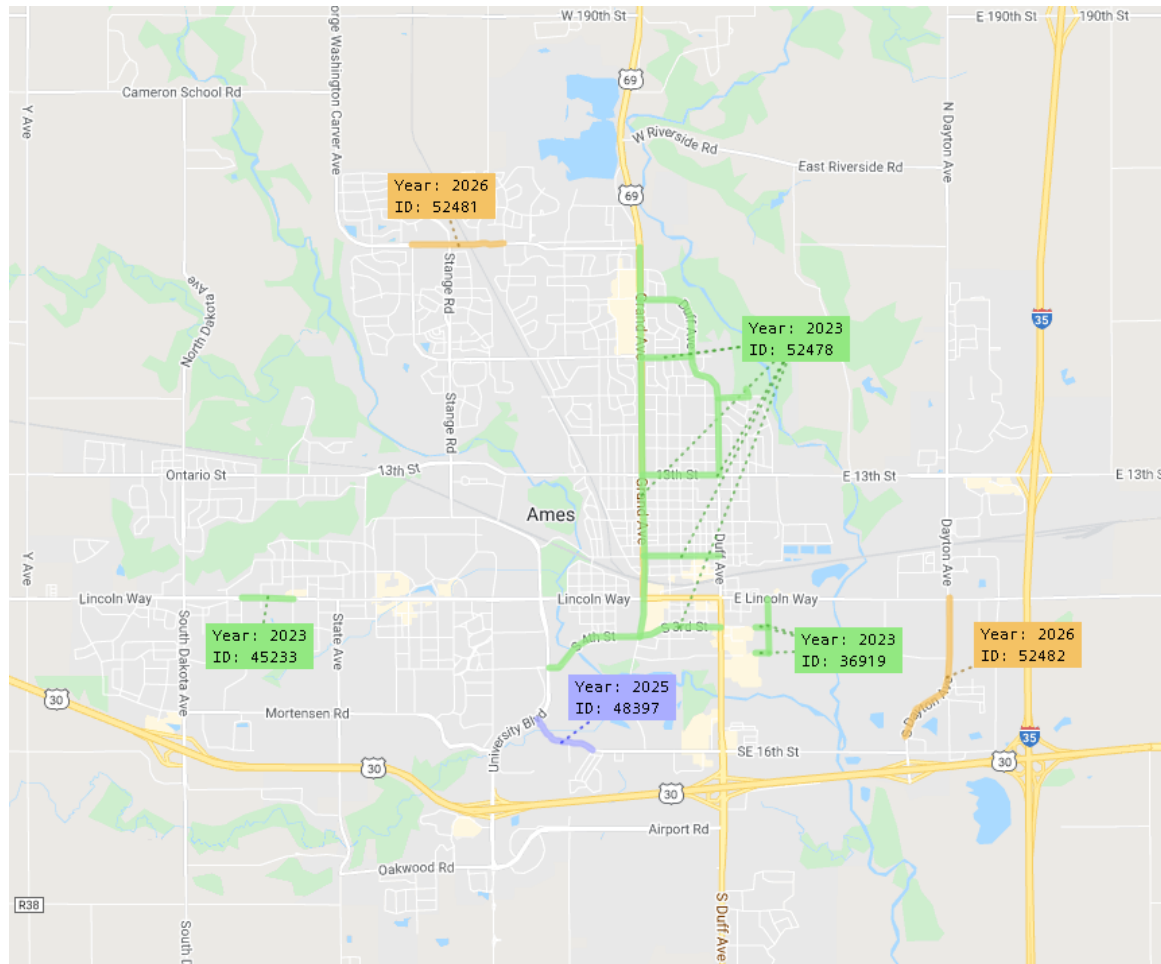


Figure 2: Project Locations (by Project ID)

7.2 Programmed Highway Projects

PL

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

STBG

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
37442	RGTR-0155()--ST-85	In Prep	Total	\$850,000				\$850,000
MPO 22 / AAMPO	CyRide Vehicle Replacement		Federal Aid	\$225,000				\$225,000
	Transit Investments		Regional Swap	\$225,000				\$225,000
48395	RGPL-PA22()--ST-85	In Prep	Total		\$750,000			\$750,000
MPO 22 / AAMPO	MPO Planning Activities: 2050 MTP, Transit System Study		Federal Aid		\$520,000			\$520,000
	Trans Planning		Regional Swap		\$520,000			\$520,000
45238	RGTR-0155()--ST-85	In Prep	Total		\$850,000			\$850,000
MPO 22 / AAMPO	CyRide: Vehicle Replacement		Federal Aid		\$225,000			\$225,000
	Transit Investments		Regional Swap		\$225,000			\$225,000
52479	RGPL-PA22()--ST-85	In Prep	Total			\$150,000		\$150,000
MPO 22 / AAMPO	MPO Planning Activities: TSMO & ITS Arch		Federal Aid			\$120,000		\$120,000
	Trans Planning		Regional Swap			\$120,000		\$120,000
48396	RGTR-0155()--ST-85	In Prep	Total			\$850,000		\$850,000
MPO 22 / AAMPO	CyRide: Vehicle Replacement		Federal Aid			\$225,000		\$225,000
	Transit Investments		Regional Swap			\$225,000		\$225,000
52480	RGTR-0155()--ST-85	In Prep	Total				\$908,960	\$908,960
MPO 22 / AAMPO	CyRide: Vehicle Replacement		Federal Aid				\$225,000	\$225,000
	Transit Investments		Regional Swap				\$225,000	\$225,000

STBG-TAP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52482	TAP-U-0155)--8I-85	In Prep	Total				\$650,000	\$650,000
Ames	In the city of Ames, Along S Dayton Ave, from Isaac Newton Dr to E Lincoln Way		Federal Aid				\$520,000	\$520,000
	Ped/Bike Grade & Pave		Regional Swap				\$520,000	\$520,000

SWAP-CMAQ

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

SWAP-STBG

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45233	STBG-SWAP-0155)--SG-85	In Prep	Total	\$2,400,000				\$2,400,000
Ames	In the city of Ames, on Lincoln Way, from Dotson Dr to S Franklin Ave		Federal Aid					
	Grade and Pave		Regional Swap	\$1,686,000				\$1,686,000
36919	STBG-SWAP-0155(705)--SG-85	In Prep	Total	\$2,400,000				\$2,400,000
Ames	In the city of Ames, On Cherry Avenue, from E Lincoln Way South .4 Miles to Southeast 5th Street,	10/18/2022	Federal Aid					
	Grade and Pave		Regional Swap	\$1,890,000				\$1,890,000
48397	STBG-SWAP-0155)--SG-85	In Prep	Total			\$3,880,000		\$3,880,000
Ames	In the city of Ames, On S 16TH ST, from University Blvd to Apple PI		Federal Aid					
	Pavement Widening		Regional Swap			\$2,814,000		\$2,814,000
52481	STBG-SWAP-0155)--SG-85	In Prep	Total				\$1,960,000	\$1,960,000
Ames	In the city of Ames, On Bloomington Rd, from George Washington Carver Ave to Eisenhower Ave		Federal Aid					
	Grade and Pave		Regional Swap				\$1,400,000	\$1,400,000

8 -Transit Program (FFY 2022-2025)

8.1 Overview

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

8.2 Programmed Transit Projects

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

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

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

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

8.3 FFY 2023 Transit Project Justifications

General Operations (5307/STA)

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

Contracted Paratransit (Dial-A-Ride) Service (5310)

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

Infotainment LED signage (5310)

In the fall 2019, CyRide integrated automated vehicle annunciator (AVA) system synced with voice annunciators (audible announcements only) to help keep all passengers, disability or not, better informed of where the bus is located along the bus route(s). This system was in response to a request from Iowa State University's Alliance for Disability Awareness group which communicated their desire to have more bus stops announced throughout the Ames' community. Bus drivers must comply with the Americans with Disability Act (ADA) laws and manually announce major transit locations along transit routes along with any stops the public request. CyRide then added visual LED signage within each bus to deploy visual signage within each bus mirroring the LED audible stop announcements. The bigger infotainment LED signage allows more information to be displayed for this visual signage on CyRide's articulated buses while also allowing advertising on these vehicles. This project will be deployed in FY2023 and is over and beyond ADA requirements.

Annunciator Annual Service Fees (5310)

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

Heavy Duty Forty-Foot Bus Replacement (5339)

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

Heavy Duty Articulated Bus Expansion (STBG, 5339)

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

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

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

Miscellaneous Equipment (5339)

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

Facility Construction (5339)

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

Architectural and Engineering (5339)

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

Project Management (5339)

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

Workforce Training (5339)

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

Shop Rehabilitation Improvements (PTIG)

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

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

9 - Changing an Approved TIP

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

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

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

9.1 Amendments

Amendments are major changes that may involve the following:

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

Schedule Changes: Projects added or deleted from the TIP.

Funding Source: Projects receiving additional Federal funding sources.

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

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

9.2 Administrative Modifications

Administrative modifications are minor changes that may involve the following:

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

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

Funding Source: Changing funding from one source to another.

Scope Changes: Any changes to the scope require an amendment and cannot be approved through an administrative modification.

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

Appendix A – Resolution of Adoption

<Insert Resolution Here>

Appendix B – Self-Certification of Planning Activities

AMES AREA METROPOLITAN PLANNING ORGANIZATION ANNUAL SELF-CERTIFICATION

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

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

For AAMPO:



John Haila, Chair
Transportation Policy Committee

3-22-22
Date

Appendix C – List of Federal and State Funding Programs

Federal Funding Sources

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

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

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

Iowa targets STBG funding to each of its 27 MPOs and RPAs on an annual basis for programming based on regional priorities. Iowa has implemented a Swap program that allows MPOs and RPAs, at their discretion, to swap targeted federal STBG funding for state Primary Road Fund dollars.

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

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

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

Iowa DOT-Administered Grant Program Funding Sources

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

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

Federal and State Transit Funding Programs

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

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

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

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

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

Appendix D – STBG & TAP Application Forms



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

General Information

MPO: Ames Area MPO e-mail: _____

Sponsor/Applicant Agency: _____

Contact Person (Name & Title): _____

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

City _____ State _____ Zip _____ Daytime Phone _____

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

Applicant Agency: _____ e-mail: _____

Contact Person (Name & Title): _____

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

City _____ State _____ Zip _____ Daytime Phone _____

Project Information

Project Title: _____

Project Description (including length if applicable) required: _____

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

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

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

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

Estimated Project Costs

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



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

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions _____

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

If yes, please explain the source and conditions _____

Will this project be open to the public? Yes No

Estimated Project Development Schedule

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

Has any part of this project been started? Yes No

If yes, explain: _____

Documentation and Narrative Information

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

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



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

Certification

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

Representing the _____

Signature Date

Typed Name and Title Date

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

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



ATTACHMENT A

Itemized breakdown of total project costs guidelines.

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

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

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

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

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

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

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

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

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

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

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

- [Iowa DOT Form 240004](#)

Appendix E – Public Comments

<Insert public comments here.>



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

General Information

MPO: Ames Area MPO e-mail: Dean.sayre@cityofames.org

Sponsor/Applicant Agency: City of Ames

Contact Person (Name & Title): Dean Sayre, Civil Engineer

Complete Mailing Address: 515 Clark Ave

Street Address and/or Box No.

Ames IA 50010 515-239-5277

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: 2025/26 Collector Pavement Improvements (Bloomington Rd)

Project Description (including length if applicable) required: Reconstruction of Bloomington Rd from George W

Carver Ave to Eisenhower Ave.

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

If this project includes land acquisition, how many acres? No

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

- | | |
|--|---|
| <input type="checkbox"/> Preserve or improve conditions and performance on: | <input type="checkbox"/> Facilities for nonmotorized transportation |
| <input checked="" 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	\$	<u>140,000</u>
Utility Relocation	\$	_____
Construction Engineering	\$	<u>140,000</u>
Construction Cost	\$	<u>1,680,000</u>
In-Kind Cost	\$	_____
Indirect Cost (if applicable)	\$	_____
Other (please specify) _____	\$	_____
Total Cost	\$	<u><u>1,960,000</u></u>
STBG Fund Request	\$	<u>1,400,000</u>
Applicant Match (20% Minimum)	\$	<u>560,000</u>

	Match Source	Amount	Assured or Anticipated (Date Anticipated)
1.	GO Bonds	\$560,000	Approval 25/26 Budget (March 2025)
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	07/01/2025	Completion Date	11/01/2025
Land Acquisition	Start Date		Completion Date	
Construction	Start Date	05/01/2026	Completion Date	011/01/2026
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 City of Ames

Dean Sayre 3/30/2022
Signature Date

Dean Sayre, Civil Engineer 3/30/2022
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.)

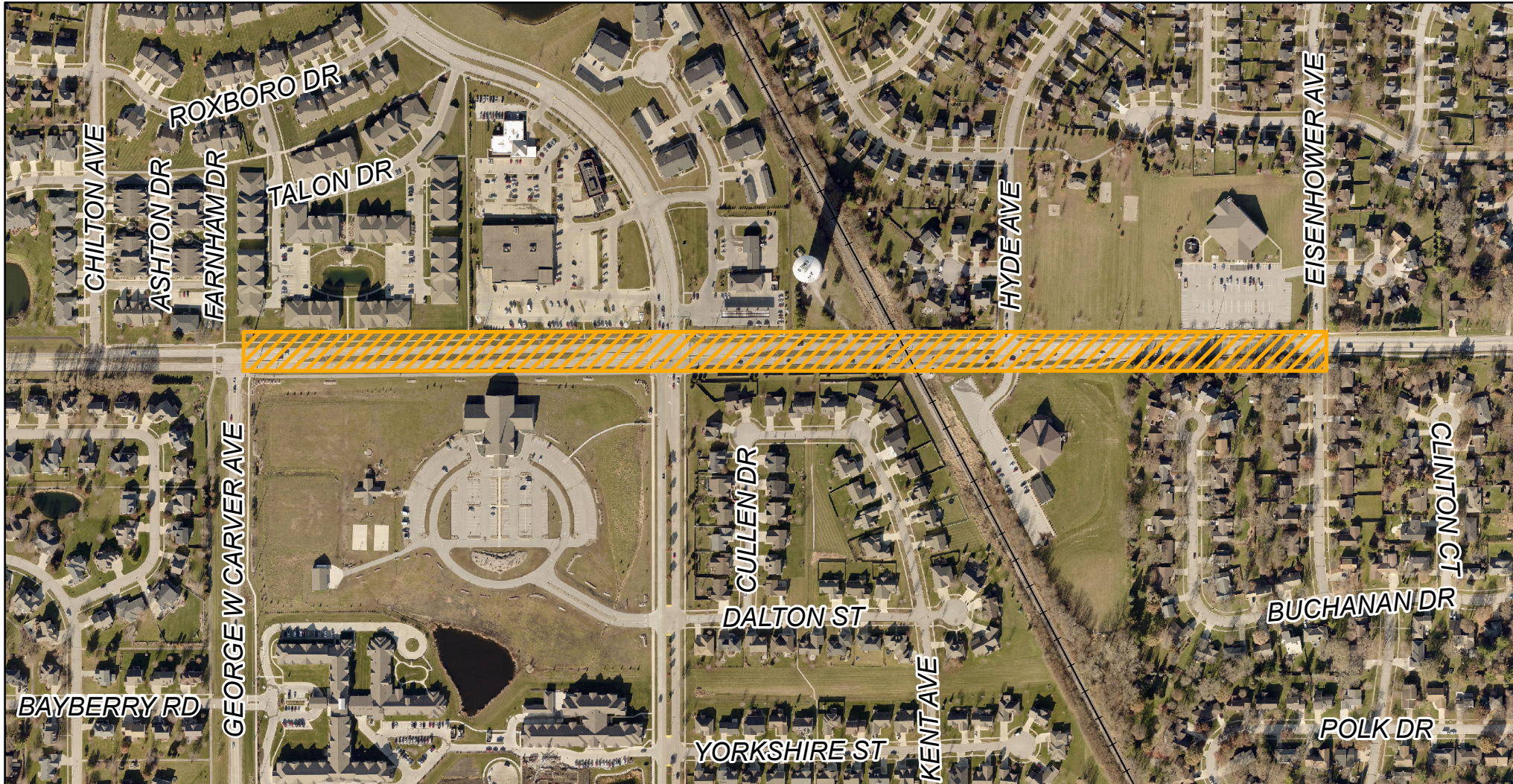
Indirect Costs -- if indirect costs are involved, e.g., wages:

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

Justification - Bloomington Rd (George W Carver Ave to Eisenhower Ave)

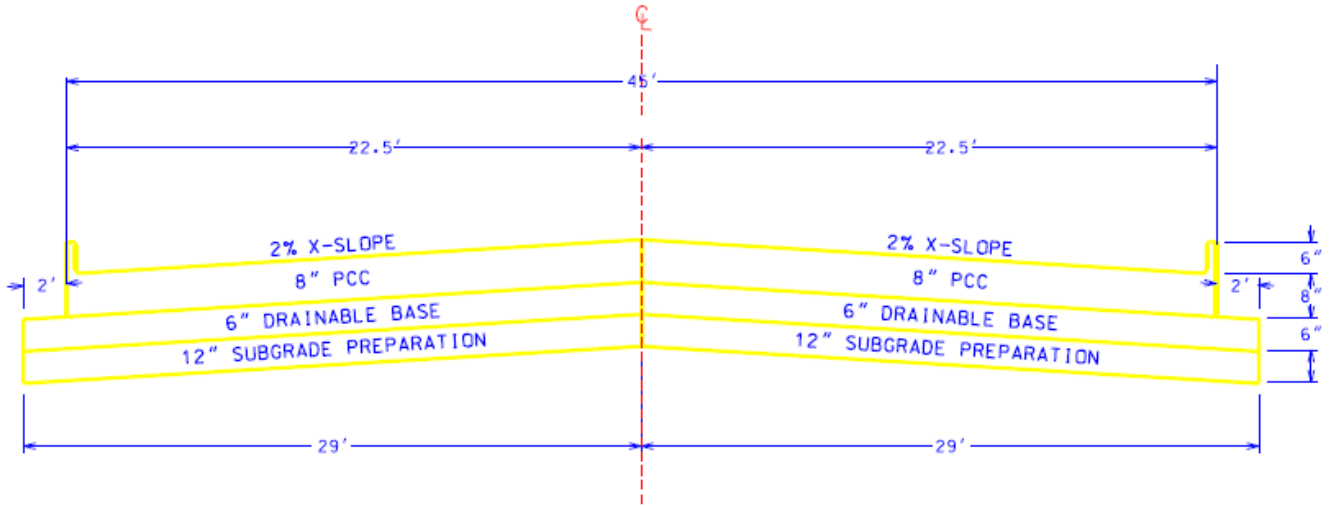
The street is beyond the point of using routine maintenance activities to extend the service life of the pavement for an extended period; therefore, the necessary treatment is full depth pavement removal and replacement. These pavement improvements are needed to restore the structural integrity, serviceability and rideability of this street, ultimately impacting the residents and visitors of the Ames metropolitan area. Improving this street will reduce maintenance costs thus allowing for additional and earlier maintenance to occur to the remaining street network. During the design process consideration will also be made for stormwater improvements. Accessibility improvements along the corridor will be incorporated into the project. Existing sidewalk is in place along the north side and a shared use path along the entire south side of this project length.

Bloomington Ave
(George W Carver Ave to Eisenhower Ave)

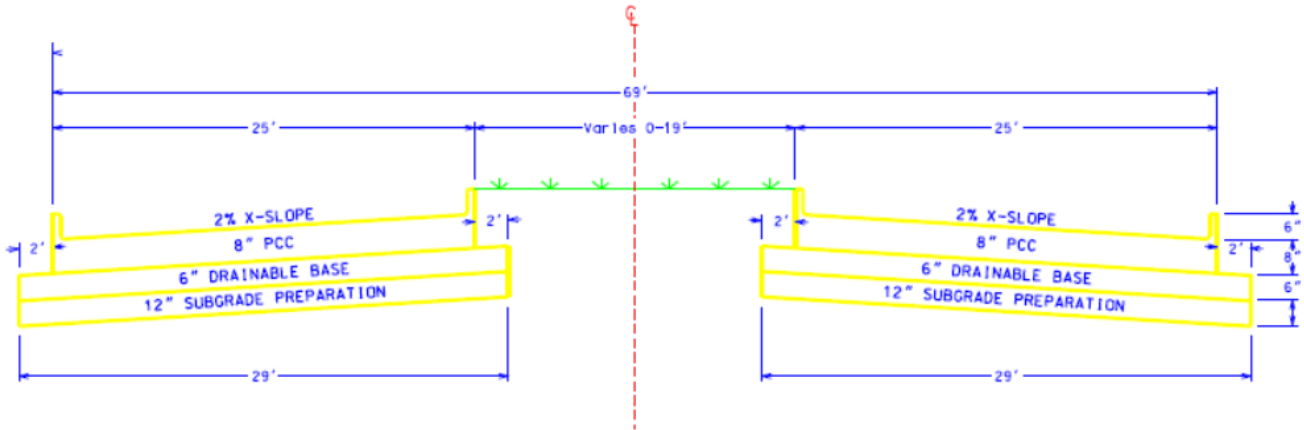


Proposed Project Location





**BLOOMINGTON RD
 PROPOSED TYPICAL FOR UNDIVIDED SECTION**



**BLOOMINGTON RD
 PROPOSED TYPICAL FOR DIVIDED SECTION**

Public Input Process - Bloomington Ave (George W Carver Ave to Eisenhower Ave)

Through the City of Ames Capital Improvements Plan development and public outreach efforts, community members, elected officials and City staff worked together. Public meetings, public hearings, website postings and press releases are issued to notify the public of the opportunity to provide input and comments to City Council and City staff and how they desire to see the street network improved within the Ames area. All adjacent property owners will be contacted directly once design of the project begins, asking for their input on the proposed improvements and how this project will provide betterment for the community they live and work within.

FY2026 Surface Transportation Block Grant Program Application

Submitted to:

AMES AREA METROPOLITAN PLANNING ORGANIZATION

By:

**AMES TRANSIT AGENCY (CYRIDE)
601 N. University Blvd.
Ames, Iowa 50010**

March 25, 2022



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

General Information

MPO: Ames Area MPO e-mail: barbara.neal@cyride.com

Sponsor/Applicant Agency: Ames Transit Agency (CyRide)

Contact Person (Name & Title): Barbara Neal, Transit Director

Complete Mailing Address: 601 N. University Blvd.

Street Address and/or Box No.

Ames Iowa 50010 515-239-5565

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: Purchase heavy-duty (HD) 40-foot battery electric fixed route bus

Project Description (including length if applicable) required: The Ames Transit Agency (CyRide) proposes to replace a fixed-route transit bus in FY2026 providing service to residents in the Ames metropolitan service area.

STBG funding could help with the financing of a partial 40' heavy duty transit bus for CyRide or upgrade to a battery electric bus.

Project in Long Range Transportation Plan?: Yes No If Yes, LRTP ID: 1 or 9

If this project includes land acquisition, how many acres? n/a

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

- Preserve or improve conditions and performance on:**
 - Any federal-aid highway
 - Bridges on any public road
- Facilities for nonmotorized transportation
- Transit capital projects
- Public bus terminals and facilities

Estimated Project Costs

Land Cost	\$	_____
Preliminary Design / Engineering	\$	_____
Utility Relocation	\$	_____
Construction Engineering	\$	_____
Construction Cost	\$	_____
In-Kind Cost	\$	_____
Indirect Cost (if applicable)	\$	_____
Other (please specify) _____	\$	_____
Total Cost	\$	908,960
STBG Fund Request	\$	225,000

Applicant Match (20% Minimum) \$ 56,250

	Match Source	Amount	Assured or Anticipated (Date Anticipated)
1.	Ames Transit Agency (CyRide)	\$222,002.00	7/1/2026 (This includes the \$56,250 local match for the STBG.)
2.	Federal Transit Administration (5339, CMAQ/ICAAP, etc.)	\$461,958.00	10/1/2026 (anticipated; if this funding does not materialize for base portion of the bus, STBG funding could be added together every two years for a full bus purchase.)
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 The STBG funding may be matched with other federal or state funding (ICAAP, 5339 or other federal discretionary funding) sources to complete the purchase of a bus. Additional federal/state participation will be ascertained closer to FY2026 after allocations for that year have been made.

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	<u>October 1, 2026</u>	Completion Date	<u>September 30, 2029</u>

Has any part of this project been started? Yes No

If yes, explain: CyRide anticipates that funding will take approximately 1 year to get approved in a transit grant after allocation. Then the procurement process typically takes 12-18 months after the purchase order is issued.

In total, the grant and procurement process will take approximately 3 years before the bus is delivered. Buses replaced will likely be 20+ years of age or nearly twice the recommended age for replacement by FTA.

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.
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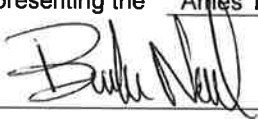
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Representing the Ames Transit Agency



Signature

March 23, 2022

Date

Barbara Neal, Transit Director

Typed Name and Title

March 23, 2022

Date

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

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

CyRide FY2026 STBG Narrative

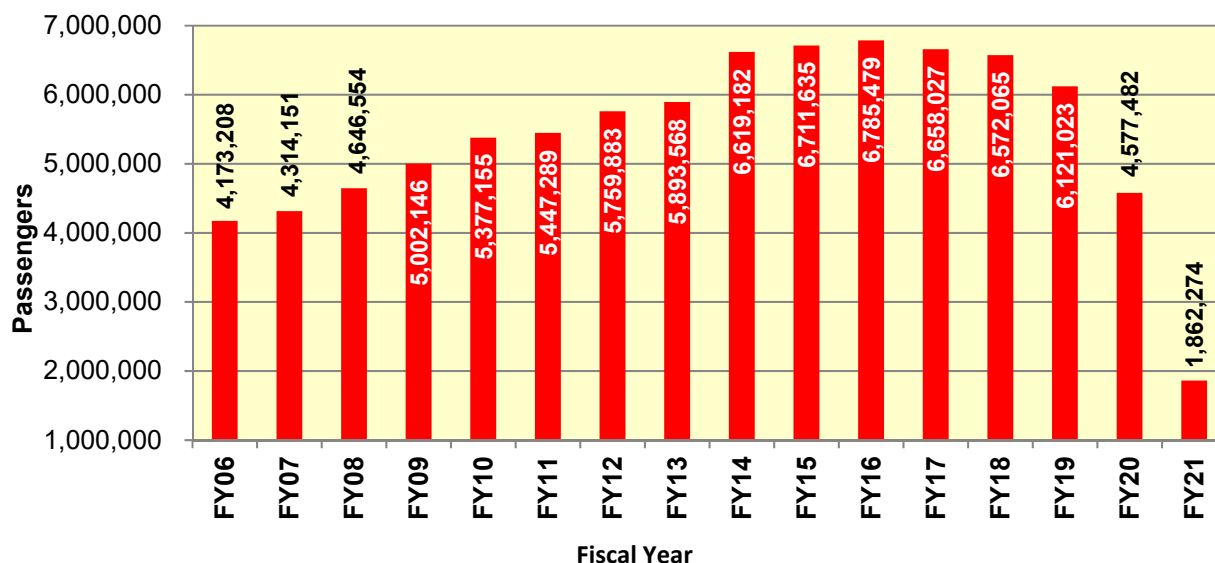
Proposed CyRide Project for Proposed FY2026 STBG Funding

CyRide is requesting the Ames Area MPO dedicate a portion of the FY2026 Ames STBG funding allocation, \$225,000, for a partial heavy duty large (40-foot) battery electric transit bus. The STBG allocation could also be used for partial funding, approximately half, of a regular heavy-duty large (40-foot) standard bus.

Background & Existing Conditions

Ridership: CyRide's public transit system is an integral part of the transportation strategy within the Ames community, allowing people *to travel efficiently between their desired destinations, as well as connect to alternative transportation choices throughout the region*. CyRide typically serves over **6.1 million riders annually transporting approximately 92 trips per capita** ([Ames 2015-2019 American Community Survey population 5-Year estimate – 66,023](#)). To illustrate how outstanding this figure stands out nationally, the median ridership density for urbanized areas serving less than 1 million in population nationwide in 2019 is 11.8 trips per capita, whereas the median for transit agencies serving urban areas over 1 million is 35.6. (See FTA's 2019 National Transit Summary and Trends; page 38; https://www.transit.dot.gov/sites/fta.dot.gov/files/2020-12/2019-NTST-1-1_0.pdf). As illustrated within the NTD data, CyRide well surpasses the average urbanized transit agencies for trips per capita. In fact, CyRide experienced a 62% ridership increase from FY2006 to FY2016. Only in the last few years, has CyRide's ridership started to decline due to lower student enrollment (less populated Ames' community) at Iowa State University. Ridership has understandably declined even further in 2020 and 2021 due to the coronavirus pandemic as university classes were cancelled or held remotely and many Ames residents worked/studied from home. Nearly half the Ames population left town in March 2020 and didn't return until August 2020 to study at Iowa State University. CyRide is working to rebuild ridership as daily trips to work and in-person classes resume.

CyRide Annual Passengers



The benefits of public transit go beyond services provided to passengers, as public transit reduces congestion and the need for costly parking ramp infrastructure. Public transit helps the city and university maintain good air quality standards, promote economic opportunities, and drive community growth and revitalization within Ames. The procurement of buses is a substantial public investment, yet essential if CyRide is to provide a safe and efficient service that meets the needs of a growing community.

Service Level/Fleet Size: *CyRide currently operates a progressive, seamless transit system with a high service level and frequency rivaling much larger communities* by running 13 fixed routes, 18 hours/day, 7 days a week. Service frequencies on CyRide routes are every 4 – 20 minutes during the busiest times of the day (peak period) and every 30-40 minutes when there is less demand.

CyRide currently operates a total revenue fleet of **84 buses, of which 76 are large, 40' buses, six are large, 60' articulated buses and 2 are 25' vehicles**. The table below provides a detailed description of CyRide's revenue fleet, of which 61.9% of the vehicles, highlighted in yellow below, are past FTA's recognized useful life (12 years for large buses; 5 years for mini-buses) and due to their age and condition, should be retired from operating daily service. CyRide's current bus fleet age is 13.1 verses a national average fleet age of 7.48 in 2020 (<https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-11/2020%20National%20Transit%20Summaries%20and%20Trends.pdf>).

March 2022 Revenue Bus Fleet Description

# of Vehicles		Age	Vehicles
6	2000 Gillig	22	#953, 954, 955, 956, 957, 958
2	2001 Gillig Phantom	21	#778, 779
2	2001 Gillig	21	# 1140, 1141
1	2002 Gillig Phantoms	20	#7117
6	2002 Gillig Phantoms	20	#7123, 7124, 7125, 71,30, 7132, 7133
8*	2002 Orion	20	#9070, 9071, 9072, 9073, 9074, 9075, 9076, 9077
4	2005 Orion	17	#949, 950, 951, 952
4	2006 Orion	16	#501, 502, 503, 504
4*	2008 Gillig	14	#186, 187, 188, 189
12*	2010 Gillig Hybrid	12	#418, 419, 420, 421, 422, 423, 424, 425, 429, #430, 431, 432
3*	2010 Gillig	12	#126, 127, 128
6	2012 Gillig	10	#105, 106, 107, 108, 109, 110
5	2012 Gillig	10	#180, 181, 182, 183, 184
2	2012 Nova Articulated	10	#660, 661
6	2015 Gillig	7	#1111, 1112, 1113, 1114, 1115, 1116
4	2016 Nova Articulated	6	#6101, 6102, 6103, 6104
3	2018 Gillig Low-Floor	4	#1136, 1137, 1138
1	2019 Gillig Low-Floor	3	#1139
3	2020 Gillig Low-Floor	2	#1142, 1143, 1144
2	2021 Glaval 176" wb (Minibuses)	1	#3151, 3152
84	TOTAL VEHICLES	13.1	
Notes: 52 Buses (61.9%) At OR Beyond FTA Useful Life; 27 Buses* (32.1%) At or Beyond FTA useful life unfunded; 33 buses (39.3%) are beyond their Useful Life Benchmark; 8 Buses* (9.5%) At or Beyond Useful Life Benchmark unfunded.			

Furthermore, 33 out of 84 40'-60' heavy duty buses (identified in red text) or **39 percent, exceed CyRide's "useful life benchmark" (ULB) of 15 years over CyRide's performance target for FY2021** (see page 8 of this application). CyRide is awaiting replacement of 25 of the 33 buses with approved federal and state grants. These performance targets and CyRide TAM Plan were passed along to the Ames Area MPO in October 2021 to integrate into their Long-Range Transportation planning efforts. (See Page 7-8 of this narrative for additional justification.) Therefore, additional work by CyRide and the AAMPO is needed to reduce this asset category's age.

Federal Funding:

Operating – *CyRide currently receives approximately \$2.5 million in Urbanized Area federal apportionment funding under the FAST Act from "regular" 5307 formula dollars plus its Small Transit Intensive Cities allocation.* CyRide's total operating budget is approximately \$12.5 million and typically applies all its \$2.5 million federal apportionment funding to operating needs, which make grants administratively easier for the FTA. The local community of 67,427 in population contributes approximately \$8,731,454 or approximately 70% of the funding for the remaining operating and capital needs.

Capital – *To replace the backlog of 27 buses in CyRide's fleet that are beyond their useful life and remain unfunded, CyRide would need \$14.7 million; \$24.5 million if replacing with battery-electric buses. To keep CyRide's entire bus fleet in a state of good repair thereafter, CyRide should plan to replace approximately 7 buses each year* (84 buses/12 years). Replacing seven buses annually with 40' HD diesel buses would cost CyRide approximately \$3.8 million dollars per year (\$543,480 x 7 buses) when adhering to the current [FY2023 Iowa DOT Programming Guidance](#). *Even if all CyRide's federal funds could be utilized for capital replacement instead of operating, CyRide would have an annual deficit of \$1.3 million dollars to meet the replacement of 7 buses each year.*

CyRide is also planning on purchasing upgrades to its buses, allowing an additional battery-electric bus to be purchased annually which is higher in cost. The Iowa DOT does not support the replacement of higher cost vehicles due to the backlog of replacing standard diesel buses throughout Iowa. CyRide has been fortunate to receive discretionary funding to begin its battery electric bus fleet. CyRide will receive its two first battery-electric buses in the summer 2022 and it is hoped that STBG funding can continue to support upgrades of standard diesel buses to battery-electric buses moving forward.

Investments in public transit are supported through several planning documents for the Ames community including the City of Ames' five-year Capital Investment Plan, as well as the Ames Area MPO's Metropolitan (Long Range) Transportation Plan. These plans illustrate that transit is an important element in the community as it relates to the existing and/or planned transportation facilities for all transportation modes throughout Ames. CyRide's current STBG projects builds on the momentum of these plans by advocating for consistent annual fleet replacement, which is desperately needed for the 27 buses that are already beyond their useful life.

STBG Funding Need Justification

STBG Utilized for Transit Projects throughout Iowa Precedent - Seven Iowa Metropolitan Planning Organizations and Regional Planning Alliances have committed STBG (shown as STP funding within the STIP) funding for transit bus purchases in their area as illustrated in the FY2022 – FY2025 State Transportation Improvement Program (https://iowadot.gov/program_management/stip/2022-2025-STIP-Final.pdf). These transit agencies include: Ames, Cedar Rapids, Des Moines DART, Region 3/RIDES, Region 4/SRTS, Region 11/HIRTA, and MPO-23. As illustrated, there is a precedent for utilizing flex funding (STBG) for transit projects throughout Iowa, even in areas where transit ridership is not as robust as Ames.

This is the seventh year the Ames Transit Agency (CyRide) has requested STBG federal funding from the Ames Area MPO. CyRide is currently behind in bus replacement having 27 buses, or 32.1% of the fleet, unfunded for replacement and beyond their service life. This STBG application supports the transportation network that is needed to efficiently move people daily throughout the community.

Performance Measures - The federal government is placing more emphasis on transit agencies, as well as metropolitan planning organizations, to establish performance measures for their transportation modes, including public transit. CyRide has determined its performance measures and performance targets for FY2022-2026 based upon fleet age for the following:

- Rolling Stock: Revenue vehicles (All minibuses, large 40-foot buses and articulated 60-foot buses)
- Equipment: Non-revenue support, service and maintenance vehicles over \$50,000 in acquisition value with an expected life of at least one year (Maintenance/Shop trucks)
- Facilities – Maintenance and administrative facilities, passenger stations and parking facilities (CyRide Administrative/Maintenance Facility, Ames Intermodal Facility)

CyRide developed the following performance targets:

Category	Class	2022 Performance Target	2022	2023	2024	2025
Rolling Stock	40'-60' Buses	30% of fleet exceeds CyRide's ULB of 15 yrs.	30%	26%	20%	34%
	Cutaways	22% of fleet exceeds CyRide's ULB of 8 yrs.	22%	0%	0%	0%
	Minivan	0% of fleet exceeds CyRide's ULB of 8 yrs.	0%	0%	0%	0%
Equipment	Shop Trucks	0% of fleet exceeds CyRide ULB of 10 yrs.	0%	0%	0%	0%
Facilities	Admin./Maint. Facility	0% of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%
	Ames Intermodal Facility	0% of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%

CyRide communicated these measures/targets to the AAMPO and submitted their full TAM Plan in October 2021 which the AAMPO will utilize in future planning documents. **CyRide’s fleet age will become an important measurement for the Ames Area MPO to identify, as well as document, set future targets and rate projects for future funding within future L RTP documents.** Therefore, lowering or keeping CyRide’s fleet age stable from year-to-year would be optimal for the entire community.

Top Performer - CyRide dramatically outperforms every other large/small urban transit system in Iowa as evidenced by the table to the right. In fact, many of CyRide’s individual routes exceed other Iowa transit community’s entire transit systems as detailed. With the level of ridership support for transit within the Ames community, financial support by the Ames Area MPO will meet the goal of cost-effective transportation services. CyRide’s #23 Orange Route alone has extremely high ridership and it was

City	FY19 Rides
CyRide	6,121,023
Des Moines	4,395,395
Cambus	3,474,572
CyRide #23 Orange Route	1,791,362
Iowa City	1,583,166
Cedar Rapids	1,333,692
CyRide #1 Red Route	947,104
Sioux City	871,952
CyRide #6 Brown Route	719,244
Davenport	634,165
CyRide #3 Blue Route	626,520
Dubuque	488,318
Coralville	455,373
CyRide #21 Cardinal Route	443,028
Waterloo	404,918
CyRide #2 Green Route	366,630
Council Bluffs	133,607
Bettendorf	83,001

recommended by transit consultants that 60’ articulated buses exclusively serve this high capacity route. The AAMPO has already funded the upgrades of standard 40’ large buses to 60’ articulated buses with the help of the AAMPO’s STBG funding. Delivery of CyRide’s 8th articulated bus was just received in the summer 2022 and two more, 9th and 10th articulated buses, were just awarded through a FY2021 national discretionary funding award through the Bus & Bus Facilities program. CyRide foresees the delivery of these final articulated buses in FY2024, after which, CyRide can exclusively operate articulated buses on the #23 Orange route as previously recommended by consultants.

CyRide’s Transit Board has already begun the commitment to fund battery electric bus technology and infrastructure. CyRide commissioned a study which determined that up to 17 battery electric buses could be incorporated within our garage under the same service we have today. CyRide already has funding to procure 8 BEB’s. CyRide hopes to continue utilizing STBG funding to upgrade 40-foot diesel transit buses to battery electric buses and achieve 17 battery-electric buses within its fleet by 2050, if not sooner.

According to the US Census American Community Survey, 7.9% of Ames residents utilize transit for commuting purposes as opposed to 0.9% throughout the State of Iowa. ([See Commuting Characteristics 2020 American Community Survey 5-Year Estimates](#)). Therefore, a bus funded for the Ames metro area would benefit more individuals throughout the region as CyRide carries substantially more passengers than anyone else within the state.

Modern Fleet - Additionally, the following benefits would be realized by CyRide through a more modern, newer and efficient fleet if STBG funding were an additional resource for future FY2026 bus purchases.

1. **Improved Transit Image** – New vehicles make transit service more attractive to current riders, as well as riders completely unfamiliar with the service. A modern looking fleet will alleviate fears that a single-occupant vehicle rider may have as they choose transit for their travel alternative throughout Ames. With a frequent service along many corridors, choosing transit may become a more preferred option for residents travelling throughout Ames, whether for work, school, medical appointments, or social engagements.
2. **Lower Operating Costs** – Newer transit buses average 5.08 miles per gallon to operate, while vehicles in excess of 20 years currently average 3.53 miles per gallon. The vehicles replaced with STBG funds would be 22+ years of age at the time of replacement; currently, they are 20 years. The cost of operating a newer bus in service compared to a 20-year-old bus could save CyRide an average of \$3,600 (1,377 gallons * 2.61/gallon) annually per bus.
3. **Lower Emissions** – Lower emissions polluting the air would be realized with less fuel being operated from a new bus as opposed to more fuel being operated in a 20+-year old bus. For every gallon of fuel saved, 9.17 kg of carbon dioxide would be saved equating to 12.6 tons (1,377 gallons fuel * 9.17 kg CO²/1,000) of CO² reduced annually.
4. **Increased Service Reliability** – Mechanical breakdowns causing customer delays are significantly reduced with newer vehicles. Additionally, newer buses are easier to start during the cold Iowa winters. As buses age, their service reliability decreases by approximately 39% which is evidenced by less miles between work orders for CyRide’s 2002 Orion fleet versus the newer 2020 Gillig fleet. By keeping a more modern fleet, costly repairs and service interruptions are kept at a minimum.
5. **ADA Improvements** – Buses replaced within this application would likely be high floor models with “lifts” to board individuals utilizing wheelchairs. Currently, if a high-floor bus lift fails to function, the passenger is either trapped aboard the vehicle or on the lift itself. Additionally, the bus will not be able to operate in service until the ramp is completely repaired. In replacement of these buses, CyRide will purchase low-floor bus models that utilize a “ramp” to board wheelchair passengers as opposed to a “lift”. If the ramp fails to function electronically on low-floor buses, the ramp can be manually deployed by the operator and switching out the bus is no longer necessary. The bus can continue its service and drivers can continue to deploy the lift manually. Finally, low-floor ramps are less expensive to maintain over their lifespan of the vehicles.

STBG Funding Request Based on Iowa DOT Programming Guidance – CyRide’s estimates that its FY2026 battery electric bus purchase will be approximately \$908,960. The Iowa Department of Transportation does not recommend programming guidance for battery electric buses as they do not fund these vehicles per their PTMS policies, but they would fund the base of a standard diesel bus that CyRide could upgrade with STBG funding. CyRide has \$908,960 programmed per bus for 40-foot battery electric vehicles beginning in FY2026 within its capital improvement program.

FHWA/FTA Certification Review Recommendation – Finally, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) recommended within their October 2015 review and report of the Ames Area MPO that both the Ames Area MPO and CyRide explore funding options for the acquisition of “new” revenue vehicles. Specifically, the 2015 Ames Area MPO Planning review report notes, *“CyRide’s current purchase of “used” revenue service vehicles is a short-term fix of a continuing*

need to serve a growing transit riding population.” They determined that additional federal funding is needed to sustain transit for the Ames area, which has an expanding riding public.

CyRide will remain diligent and continue looking to alternative sources to assist in financially meeting its goals to maintain a modern, reliable fleet. Possibilities include notices of funding availability for federal discretionary funding that is unprecedented in scale between FY2022-2025. STBG funds will continue to be an important piece of the funding package that allows CyRide and the Ames Area MPO to immediately begin meeting the Ames metropolitan area’s needs for transit service while helping to maintain a relatively stable fleet age. This effort in lowering CyRide’s fleet age will be documented in the future through the Ames Area MPO’s performance measures.

B. DETAILED MAP

Ames Transit Agency (CyRide) System Route Map - CyRide circulates all its buses on all routes operating throughout the Ames metropolitan area. The exception to this is the articulated buses which are primarily utilized on the #23 Orange Route which carried approximately 1.8 million passengers annually between Iowa State Center and ISU campus prior to the pandemic. This route is the largest route in the State of Iowa necessitating additional ridership capacity. Overall, CyRide carries the highest number of passengers in Iowa with over 6 million passengers in FY2019 prior to the pandemic.



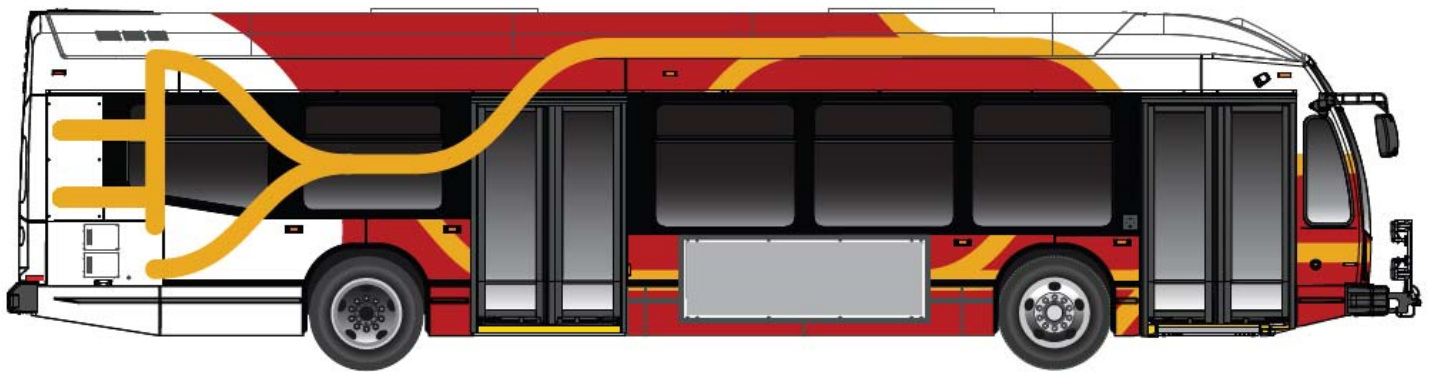
New CyRide Bus

Below is a photo of CyRide's newer heavy duty 40-foot bus that was placed into service in 2020. CyRide's image improves with the sharp look of newer buses travelling through the Ames community with improved emissions.



Battery Electric Buses

Below is the future design of CyRide's battery electric bus fleet. CyRide currently has funding available to purchase eight of these type buses for the Ames community. Overall, CyRide envisions that up to 17 battery electric buses may be purchased for CyRide's fleet if federal funding becomes available. This sustainable vehicle is desired by the CyRide Transit board and the community leadership as well as the Ames community.



Public Input Process

CyRide buses circulate throughout the Ames community and therefore, there are not any adjacent property owners as is the case with street-related projects for which this criteria addresses. This narrative request seems to be geared for construction projects such as streets, roads, or sidewalks.

CyRide's public input process for buses is aligned within the Ames Area Metropolitan Planning Organizations' Metropolitan Transportation Plan and local Transportation Improvement Planning public input processes. Both plans contain projects for replacement and expansion of heavy-duty buses, battery electric buses and articulated buses. The public was informed of these potential projects as part of the public participation for these approved plans. If STBG funding was deemed appropriate by the Ames Area MPO, this adjustment is a minor revision of funding type within the TIP/STIP of this critical need.

- **FFY2022-2025 TIP/STIP:** Bus expansion/replacement is identified within all four years of the FFY2022-FY2025 Ames Area Transportation Improvement Program (TIP) (<https://www.cityofames.org/home/showpublisheddocument/62614/637619460983430000>) (pages 25-33). These same projects are then incorporated into the Iowa Statewide Transportation Improvement Plan each October. Any STBG funding approved through this application would be incorporated into the FY2023 TIP/ STBG of year FY2026 and go through the Ames Area MPO's TIP public input process.
- **Metropolitan Transportation (Long Range) Plan:** Bus expansion/replacements are identified as a short-term, mid-term and long-term projects within the Ames Area Metropolitan Planning Organization's Forward 2045 Metropolitan Transportation Plan.
 - **Forward 2045: Forward 2045 Metropolitan Transportation Plan Final Report** <https://www.cityofames.org/home/showpublisheddocument?id=59192> (page 145 – Table 7-6)

If FY2026 STBG funding is approved for this transit project, several years of additional opportunities for public input through the Transportation Improvement Planning process will be available before purchasing vehicles utilizing this funding.



Form 240004 (06-19)

APPLICATION FORM FOR IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS

General Information

Regional Planning Affiliation (RPA)/ Metropolitan Planning Organization (MPO): Ames Area MPO

Eligible Sponsor/ Applicant Agency: City of Ames

Contact Person (Name and Title): Mark Gansen, Civil Engineer II

Street Address and/ or P.O. Box Number: 515 Clark Avenue

City: Ames State: IA ZIP Code: 50010

Phone Number: 515-239-5291 E-mail: mark.gansen@cityofames.org DUNS No.: 061320917

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: _____

Contact Person (Name and Title): _____

Street Address and/ or P.O. Box number: _____

City: _____ State: _____ ZIP Code: _____

Phone Number: _____ E-mail: _____ DUNS No.: _____

Project Information

Project Title: South Dayton Avenue Shared Use Path (Lincoln Way to Isaac Newton Drive)

Project Description (Provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project.)

Grading and paving of a PCC shared use path along the east side of South Dayton Avenue from Lincoln Way to Isaac Newton Drive.

If this project includes construction of a trail, what is the length of the trail in miles?: 1.01

If this project includes land acquisition, how many acres?: N/A

Safe Routes to School (SRTS) project (All information required by Attachment B must be included with this application.)
If a construction project, is this project located within 2 miles of a primary or middle school (grades K-8)?: Yes No

Iowa Byways project
Is this project located within a designated scenic or historic byway corridor?: Yes No
If yes, has the project been endorsed by the appropriate byway board?: Yes No

Will this project be open to the public?: Yes No

Do you intend to charge a fee to users?: Yes No If yes, how much will the fee be and how will the revenue be used?

Estimated Project Costs

Provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project.

Right of way acquisition cost _____

Preliminary design/engineering cost _____

Utility relocation cost _____

Construction engineering cost _____

Construction cost \$650,000.00

Indirect cost (if applicable) _____

Noninfrastructure cost (SRTS only) _____

Other (please specify) _____

Total cost \$650,000.00

Iowa's TAP program funding request \$520,000.00

Applicant match (20 percent minimum) \$130,000.00

	Applicant match source	Amount	Assured or anticipated (date anticipated)
1.	Local Option Sales Tax	\$335,000.00	July 01, 2025
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. (Please note here if you have previously been awarded funding for this project from the Statewide TAP program or from a Local Project TAP program administered by an MPO or RPA.)

Estimated Project Development Schedule

Design	Start date	<u>07/01/2025</u>	Completion date	<u>04/01/2026</u>
Land acquisition	Start date	<u></u>	Completion date	<u></u>
Construction	Start date	<u>06/01/2026</u>	Completion date	<u>11/01/2026</u>
Noninfrastructure	Start date	<u></u>	Completion date	<u></u>

Has any part of this project been started? Yes No
If yes, please explain.

Documentation and Narrative Information

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

- A. A **NARRATIVE** discussion of the project. Please **limit to five pages** in length. Your narrative should incorporate answers to the following questions.
 1. What is the project? Provide a clear description of the concept of the proposed project, including such information as existing site conditions, trail length, number/acreage of parcels to be acquired, general construction activities planned, etc. For a nonconstruction project, provide a summary of the planned activities to be part of the project with a description of each. Remember to provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a project.
 2. Why is the project needed? Provide adequate project justification based on existing or estimated future use of the facility. If the project is a SRTS project, your discussion should address the existing hazards to walking or biking to school and how your project will mitigate these hazards.
 3. If your project is a trail or sidewalk project, how will it enhance connectivity to other existing transportation facilities or provide linkages with local amenities, activity nodes, or points of interest? This may include a description of how the project will assist older citizens, the economically disadvantaged, persons with disabilities, nondrivers, or other special populations or groups to access the transportation system.
 4. How does your project relate to the transportation system and what is its functional relationship, proximity, or impact to an existing or planned transportation facility? If this is a regional project, what is its value to your region and how will it be a functional addition to the transportation system and region as a whole if no additional development funds are received? If this is a statewide or multiregional project, assess the value of this project from a statewide or multiregional perspective.
 5. If this project is part of a larger multiphase project, how will your project complement the phases already completed or planned for the future? Keep in mind that the discussion of other completed or future phases of your project should not be the focus of your application or this narrative.
 6. How ready is your project to begin? For example, is all funding in place or are some initial steps completed (e.g., environmental studies, preliminary design)? If some parts of the project have already been started, describe how that head start will allow your project to move quickly once awarded.
 7. Are there environmentally sensitive or culturally significant areas that may be affected by your project? If so, how might those areas influence your project's ability to gain compliance with Section 106 or National Environmental Policy Act of 1969 requirements?
 8. To what degree will the proposed project fulfill the goals and/or priorities of the most recent MPO or RPA long-range transportation plan?

- B. A **DETAILED MAP** identifying the location of the project. The project scope should be clear and the map may also include other important information referred to in the narrative such as important transportation linkages, clearly marked completed or future project phases, etc. If the project is a SRTS project, the map shall indicate the K-8 school(s) to be served by the project, show a 2-mile radius of the school, identify neighborhoods served by the school, and hazards for children to walk or bike to school. More than one map may be submitted if the scope of the project is such that the desired detail is not feasible to be included on just one map. **Limit map sizes to no larger than 8.5-by-11-inches.**

- C. A **SKETCH PLAN** of the project, including cross section for bicycle or pedestrian facilities. If the cross section of your facility varies across the project (width, number of lanes, etc.) include a cross section for each situation and identify its location. (Required for construction projects only.)
- D. **DIGITAL PHOTOGRAPHS (limit to five)** that will help to explain the existing site conditions of the proposed facility. It is not necessary to include photographs of all aspects or the entire route of a project. Photos submitted should be representative of the project as a whole or should support any particularly compelling or complex description included in the narrative provided in item A above.
- E. An **ITEMIZED BREAKDOWN** of the total project costs. This documentation does not need to be a detailed, line-item type estimate or formal engineer's opinion of probable cost. However, it must accomplish two objectives: 1) it must show the method by which the cost estimate was prepared; and 2) it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope, and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A. The itemized breakdown should reflect costs in the planned project execution year estimated in your time schedule provided as part of item F below. It is preferable that this breakdown be provided by a licensed professional. If not, it is the responsibility of the applicant to explain the rationale and source of the assumptions used to develop the cost breakdown to allow a reviewer to have confidence in their accuracy.
- F. An estimated **TIME SCHEDULE** for the total project development. Local Project TAP program funded projects will be required to be programmed within the next four-year Transportation Improvement Program (TIP) window. Once programmed, a project funding agreement will be executed and projects will be required to submit a concept statement and initiate preliminary plans within the programmed year. Projects will be required to be let within two years of funds being available (programmed) to the project. Upon award and execution of a project funding agreement, projects that fail to make satisfactory progress may be terminated by the Iowa Department of Transportation.
- G. An **OFFICIAL ENDORSEMENT** of the project from the authority to be responsible for the project's maintenance and operation. The authority must provide written assurance it will adequately maintain the completed project for its intended public use following project completion. For most construction projects, this will be a minimum of 20 years. The endorsement must also acknowledge the intent of the authority to provide the match funds required for the project. For cities, counties, or other political subdivisions, this should be in the form of a fully executed resolution by the elected body or board, as applicable.
- H. If applicable, a **LETTER OF SUPPORT** of the project from the scenic or heritage byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will also have a statewide or multiregional impact, and whether the project is included in the byway's current corridor management plan.
- I. If applicable, the **ITEMS LISTED IN ATTACHMENT B** shall be provided. If this project application is for a SRTS project, the applicant will complete and address the items provided in Attachment B, which are required only if the project is applying as a SRTS project. Failure to provide this information may result in the project not being considered as a SRTS project under the Statewide TAP program.
- J. 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. As part of this narrative, also describe local and regional planning efforts related to the project, including whether it is listed in a long-range plan. Also include discussion of any partnerships among local organizations and stakeholders that this project may help to facilitate or how these entities or individuals have contributed to the development of the project concept or have committed financial or other support to the project.
- K. A **LETTER OF SUPPORT** from the Iowa DOT's district if the project will include construction within Iowa DOT right of way.
- L. A completed **MINORITY IMPACT STATEMENT**.

The award of Iowa's TAP program 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 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 the attached **official endorsement(s)** binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa DOT is required prior to the authorization of funds.

Representing the City of Ames


Signature

Mark Gansen - Civil Engineer II
Typed Name and Title

Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grant applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

- The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

Indicate which groups are impacted.

- Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

- The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which groups are impacted.

- Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

The proposed grant project programs or policies are **not expected to have** a disproportionate or unique impact on minority persons.

Present the rationale for determining no impact.

This project consists of construction of a shared use path that will meet specifications and will be open to everyone.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Mark Gansen

Title Civil Engineer II

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):

b. As used in this subsection:

(1) "*Disability*" means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"*Disability*" does not include any of the following:

- (a) Homosexuality or bisexuality.
- (b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
- (c) Compulsive gambling, kleptomania, or pyromania.
- (d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

REQUEST FOR IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS

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 per mile of trail (e.g., \$XXX,XXX per mile for moderate terrain and limited number of structures).
- Typical cost per square foot of bridge deck.
- Typical cost per square foot of new or renovated building space.
- Typical cost per lineal foot of sidewalk.

Design/Inspection costs

These may be estimated based on the following typical percentages of construction costs, such as:

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

Right of way acquisition costs

These may be estimated based on:

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

Utility and railroad costs

These may be estimated based on:

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

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.

REQUEST FOR IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS

ATTACHMENT B

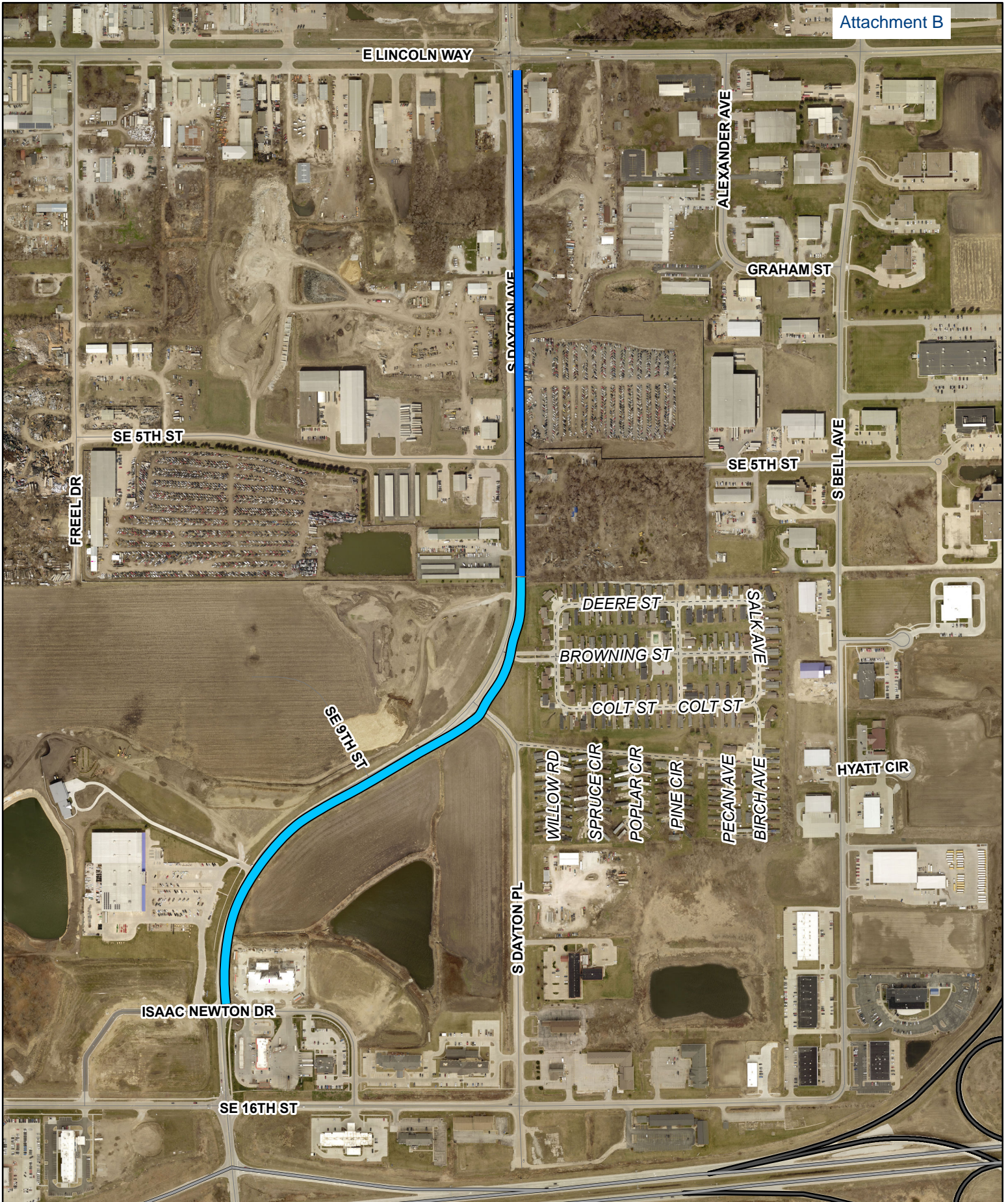
For Safe Routes to School (SRTS) projects only.

1. Provide the following information about the affected school and student population. (To answer items f, g, h, and i below, use the data collection forms, tips, and instructions provided at <http://saferoutesdata.org/> to gather the necessary data. **Do not** send your survey forms with this application.)
 - a) School name
 - b) Grades of students at school
 - c) Number of students at school
 - d) Number of K-8 students at school
 - e) Distance eligibility for riding a bus (radius) in miles
 - f) Number of K-8 students who currently walk to school
 - g) Number of K-8 students who currently bicycle to school
 - h) Number of K-8 students currently driven to school
 - i) Number of K-8 students currently bused to school
 - j) Number of K-8 children eligible for busing
 - k) Number of K-8 students who attend this school and live within 2 miles of the school

2. A narrative discussing your plans for evaluating the success of the project. The SRTS program goal is to enable and encourage more children to walk and bicycle to school. How will you measure your success? What method will you use to determine whether more children are walking and bicycling to school? What are your specific user goals for this project? Your plans for measurement should minimally include using the student survey forms provided at <http://saferoutesdata.org/> to **gather before and after figures for the number of K-8 students who are:**
 - a) Walking to school.
 - b) Bicycling to school.
 - c) Driven to school.
 - d) Bused to school.

South Dayton Shared Use Path (Lincoln Way to Isaac Newton Drive) - Narrative

This project includes the construction of a 10' hard-surface trail that will extend from Lincoln Way to Isaac Newton Drive along the east side of South Dayton Avenue. As indicated in Attachments B and C, the south portion will include a standard urban cross section with a trail while the north portion will include a rural section with an adjacent protected path. This trail will connect SE 16th Street to Lincoln Way, providing an essential connection for the trail network in the southeast area of the Ames Metropolitan Area. The trail will serve as an important link for commuters, recreational users, and customers of the businesses within the region. There is planned development along this corridor that will also utilize this trail connection in the future. All local funding for this project will be in place in FY 25/26 and that is when preliminary engineering will begin. There do not appear to be any environmentally sensitive or culturally significant areas within the project area. This project is in alignment with the Forward 2045 Long Range Transportation Plan for the AAMPO.



Shared Use Path System Expansion

S. Dayton Avenue



Cross Section #1

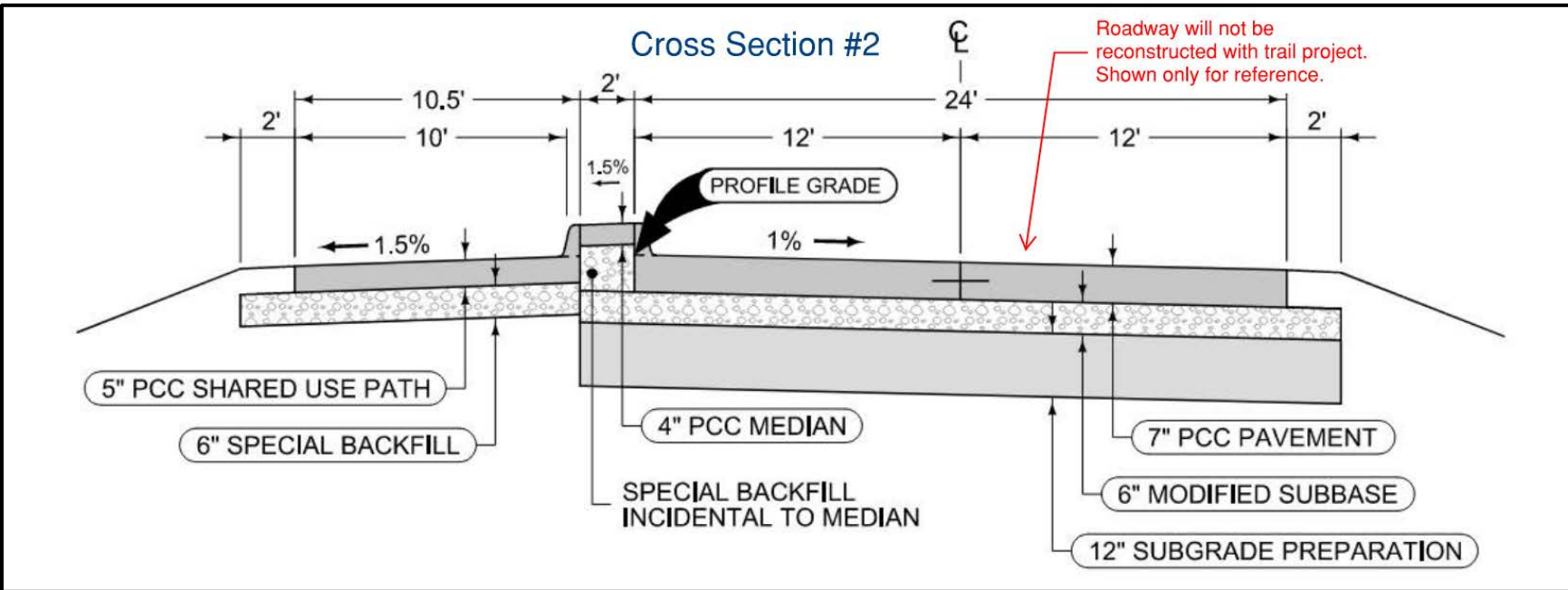
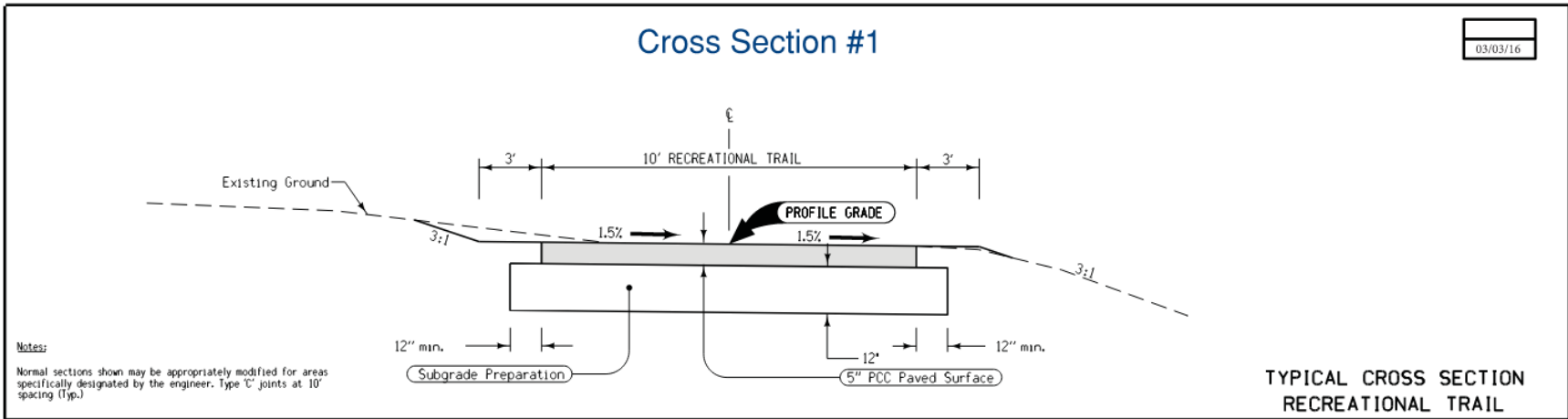


Cross Section #2



1 inch = 625 feet

Date: 3/28/2022



South Dayton Shared Use Path (Lincoln Way to Isaac Newton Drive) – Digital Photographs



South Dayton Shared Use Path (Lincoln Way to Isaac Newton Drive) – Itemized Breakdown

An estimate of quantities and unit prices were prepared for the project considering the respective cross sections shown in Attachment C. These unit prices are in-line with recent similar construction projects.

<u>Item #</u>	<u>Item Code</u>	<u>Description</u>	<u>Quant</u>	<u>Unit</u>	<u>Price</u>	<u>Amount</u>
<i>Division 2 - Earthwork</i>						
2.1	2010-108-D-2	Topsoil, 8" Depth	2000	cy	20.00	40,000.00
2.2	2010-108-E-0	Excavation, Class 10, 11" Depth	1000	cy	20.00	20,000.00
2.4	2010-108-I-0	Special Backfill, 8" Depth	1500	cy	50.00	75,000.00
<i>Division 4 - Sewers and Drains</i>						
4.1	XXXX-XXX	48" Apron Extension	1	ls	10000.00	10,000.00
4.2	4020-108-A-1	Storm Sewer, Trenched, RCP, 15" dia.	50	lf	100.00	5,000.00
4.3	XXXX-XXX	24" Culvert Relocation	1	ls	6000.00	6,000.00
4.4	XXXX-XXX	24" Outlet Adjustment	1	ls	3000.00	3,000.00
<i>Division 5 - Water Mains and Appurtenances</i>						
5.9	5020-108-C-0	Fire Hydrant Relocation	13	ea	1500.00	19,500.00
5.11	5020-108-G-0	Valve Box Replacement, Adjustment	10	ea	500.00	5,000.00
<i>Division 6 - Structures for Sanitary and Storm Sewer</i>						
6.2	6010-108-B-0	Intake Type, Area	2	ea	5000.00	10,000.00
6.4	6010-108-F-0	Manhole Adjustment, Major	3	ea	2000.00	6,000.00
<i>Division 7 - Streets and Related Work</i>						
7.2	7010-108-E-0	Curb & Gutter, 30" width, 12" thick @ BOC	120	lf	60.00	7,200.00
7.3	7010-108-G-0	Concrete Median	1000	sy	60.00	60,000.00
7.7	7030-108-C-0	Shared Use Path, HMA or PCC, 5" depth	5900	sy	42.00	247,800.00
7.9	7030-108-G-0	Detectable Warning	120	sf	50.00	6,000.00
7.10	7030-108-H-1	Driveway, Paved, PCC, 7" depth	350	sy	50.00	17,500.00
<i>Division 8 - Traffic Control</i>						
8.1	8030-108-A-0	Temporary Traffic Control	1	ls	5000.00	5,000.00
<i>Division 9 - Sitework and Landscaping</i>						
9.1	9040-108-F-1	Wattles	3000	lf	2.00	6,000.00
<i>Division 11 - Miscellaneous</i>						
11.1	11010-108-A	Construction Survey/Staking	1	ls	5000.00	5,000.00
11.2	11010-108-B	Pedestrian Facility Construction Survey & Staking	1	ls	2000.00	2,000.00
11.4	11020-108-A	Mobilization	1	ls	40000.00	40,000.00
11.6	11060-108-A	Concrete Washout	1	ls	3000.00	4,000.00
SUBTOTAL						600,000.00
Contingency (incl. Shoulder / Slopes / Safety Rail)						50,000.00
TOTAL						\$650,000.00

South Dayton Shared Use Path (Lincoln Way to Isaac Newton Drive) – Time Schedule

The survey and preliminary design is anticipated to occur in the summer of 2025, with final design being completed in the fall of 2025. This allows for a winter bid letting for anticipated construction in 2026.

**MINUTES OF THE SPECIAL MEETING OF THE AMES CITY COUNCIL
AND REGULAR MEETING OF THE AMES CITY COUNCIL**

AMES, IOWA

FEBRUARY 9, 2021

SPECIAL MEETING OF THE AMES CITY COUNCIL

Mayor John Haila called the Special Meeting of the Ames City Council, which was being held electronically, to order at 5:15 p.m. with the following Council members participating: Bronwyn Beatty-Hansen, Gloria Betcher, Amber Corrieri, Tim Gartin, Rachel Junck, and David Martin. *Ex officio* Member Nicole Whitlock was also present.

Mayor Haila announced that it was impractical to hold an in-person Council meeting due to the Governor of Iowa declaring a public health emergency because of the COVID-19 pandemic. Therefore, limits have been placed on public gatherings, and this meeting was being held as an electronic meeting as allowed by Section 21.8 of the *Iowa Code*. The Mayor then provided how the public could participate in the meeting via internet or by phone.

FY 2021/22 BUDGET WRAP-UP:

PUBLIC ART COMMISSION (PAC): Assistant City Manager Brian Phillips advised that the Public Art Commission is requesting \$46,000 in funding for the next fiscal year, which matches the current year allocation. The Commission is requesting to carry-over any unspent funds from the current fiscal year to the next fiscal year. It was noted that three Public Art Commission Members, Karen George, Sara Sherman, and Candace Zwank, were available for any questions.

ARTS FUNDING (COTA): Assistant City Manager Brian Phillips stated that the Council authorized a 5% increase over the current year allocations at the budget guideline session in December 2020. The Commission on the Arts (COTA) is recommending awards to agencies totaling \$187,535 and reserving \$5,558 for Special Project Grants. This would be a total allocation of \$193,093 for the next fiscal year. It was mentioned that Commission Member Deanne Brill was present for any questions.

Council Member Martin expressed his interest in possibly increasing COTA funding this year. He mentioned that he believed that COTA did a great job allocating funds. He wondered if the Council increased the amount of funding what would COTA's process be to forward the funds onto the members. Commission Member Brill stated that the Commission would probably fully fund each proposal unless they decide to go through the process where everyone submits their recommendations and then Mr. Phillips and staff do an average for each agency. Mr. Martin inquired if the additional funding would be something COTA would be comfortable handling. Ms. Brill explained that since most of the time their numbers are close to what is being asked for, she couldn't imagine there would be any objection by the rest of the Commission for more funding. Mr. Martin asked Mr. Phillips to verify that when the Council allocates the total amount for COTA that doesn't obligate COTA to pass on all the funding, it would depend on circumstances going forward. Mr. Phillips commented that would be correct. It is always a two-step process. The Council has to allocate money in the budget and then the Council has to authorize the money to go to an agency for a particular purpose through contracts. Normally staff does not take the contracts back to COTA for they are approved by the agencies and the Council. Mr. Phillips stated that if the Council allocated enough money in the budget to finance all the

requests they could go back to COTA and ask them if there would be any problem allocating all the money to the agencies.

The Mayor inquired if Council Member Martin was recommending the increase be a one-time allocation or something that would set a new benchmark. Mr. Martin replied that he meant it to be a one-time allocation.

HUMAN SERVICES FUNDING (ASSET): Assistant City Manager Deb Schildroth pointed out that three ASSET volunteers were available for any questions: Andrea Rich, MaryBeth Golemo, and Jen Schill. CyRide Director Barb Neal and Assistant Director of Operations Chris Crippen were available for any transit funding questions.

Ms. Schildroth mentioned that four funders are in the ASSET process: 1) The City of Ames, 2) Story County, 3) United Way of Story County, and 4) Iowa State University Student Government. Collectively, the four funders had a total of \$4,653,506 available for FY 2022. This was a 4.6% increase over the current year. The City's portion was 34.5% or \$1,601,093 that was approved in December 2020. It was explained that the resources that are used by the ASSET volunteers in their decision-making process include the funding priorities, liaison reports, agencies budgets, and outcome data from the Clear Impact Scorecard. The ASSET Board approved the recommendations at its January 21, 2021 meeting. The amount of the recommendations is \$4,606,017, and of this amount the City's portion would be \$1,586,291. Ms. Schildroth stated that there is a total of \$47,490 in unallocated funds from all four ASSET funders. The City's portion of the unallocated funds is \$14,802.

Ms. Schildroth explained there were five agencies who requested level funding or a reduction in their requests compared to the current fiscal year. This was primarily due to the types of services that were provided and the uncertainty of the COVID-19 pandemic. She pointed out that YWCA made a first-time request to the City. The ASSET volunteers determined that the Youth Development and Social Adjustment service and one of the Advocacy services meet the City's priorities and recommended funding in the amount of \$2,917.

Ms. Schildroth mentioned that Primary Health Care (PHC) is a new agency to the ASSET process starting in FY 2022, and will be providing Dental Clinic services. PHC requested \$95,000, which was a level request to what MICA had requested a year ago. MICA had requested funding for child dental services and the volunteers felt that those funds would be better appropriated to PHC for the direct dental care they will be providing to children. The total that PHC could be receiving is \$97,475. Rather than allocating the funds to MICA, the recommendation is to sequester the funds, in the amount of \$2,475, until the time comes when PHC would need them.

Ms. Schildroth reviewed HIRTA and reminded everyone that there were extensive conversations regarding HIRTA's increased request to the City during the budget issues discussion in December 2020. The recommended funding for the City is a 4% increase for a total of \$42,664. A coordinated effort between CyRide and HIRTA is underway to identify riders who qualify for Dial-A-Ride.

Assistant City Manager Schildroth stated that the Volunteer Center of Story County is looking at significant reductions in funding across all the funders, especially in the Volunteer Management Service. ASSET started addressing this about a year ago when funding was reduced by 30%. The ASSET volunteers continued to determine that the Volunteer Management Services do not align with funder priorities, and the Youth Engagement service does align, but at a lower priority level for funders. For Volunteers Services and Youth Engagement, the City's funding would be changing from \$7,650 to \$3,285. It was recommended that the funds be sequestered until documentation is received from the Volunteer Center of Story County on the financial stability of the organization. Council Member Gartin inquired as to how the decision was made to not fund the Volunteer Center of Story County. Ms. Schildroth commented that it was primarily the Volunteer Management Service. This is something that ASSET volunteers have been working with the Volunteer Center on for the past two and half years. ASSET volunteers are making sure that the services that are being provided support the ASSET agencies. They have been working on trying to identify what the volunteer needs are and what the Volunteer Center is doing to address those needs. Ms. Schildroth mentioned that they are finding that over 70% of the organization in ASSET are managing most of its own volunteer needs. Mr. Gartin commented that the Volunteer Center provides services a lot more broadly than just the ASSET agencies, and he wanted the rest of the Council to appreciate that if the Volunteer Center goes away it will have impacts on the community. He wanted to know if there were any options explored to try and work with the Volunteer Center to readjust so that they can meet the expectations of the ASSET process. Ms. Schildroth explained that they have been working with the Volunteer Center since Fall 2018.

OUTSIDE FUNDING REQUESTS: Assistant City Manager Brian Phillips explained that, for this year's requests, the Ames Farmers' Market is new and the Hunziker Youth Sports Complex requested a significant increase. There were not any changes compared to last year's requests. He pointed out that normally the Ames Farmers' Market is funded by the Ames Convention and Visitors Bureau (ACVB) Grant Program, but the application deadline was missed, and that is why the Ames Farmers' Market applied for funding through this program. It is staff's recommendation that if the \$7,000 award is made to the Ames Farmers' Market through the Outside Funding Request program, it be indicated that it is expected to be a one-time award and that in the future they need to apply through the ACVB's program. Mr. Phillips commented that the \$7,000 would not be included into the base when comparing future years allocations. It was noted that this year the Council authorized enough funds to fully fund all the requests. Separate from these funds, a request from the Ames Economic Development Commission (AEDC) for the Workforce Development Program was evaluated. This request is paid from Hotel/Motel Taxes. Additionally, funds to reimburse the Parking Fund for lost revenue due to waiving parking meter fees have been requested by Ames Main Street.

OTHER REQUESTS: Council Member Betcher mentioned that she would like to add \$10,000 to cover an educational program for painting the storm drain inlets. City Manager Steve Schainker advised that if the funds are going to be used for education, it would come from the Storm Sewer Utility fund and would be in the fiscal year budget for 2021/22.

Mr. Schainker wanted to know if Ms. Betcher intended to have staff bring back the criteria for the program. Ms. Betcher mentioned she is not sure the Council is ready for that yet. She wanted to put

money in the budget and then put the request on a future Agenda to discuss. Mayor Haila wanted to clarify that further direction would come from the City Council as it gets closer to July 2021.

Moved by Betcher, seconded by Corrieri, to add \$10,000 from the 2021/22 Storm Sewer Utility fund to cover a pilot painting program for the storm drain inlets to educate about the watershed and the environment.

Vote on Motion: 6-0. Motion declared carried unanimously.

PUBLIC INPUT ON CAPITAL IMPROVEMENTS PLAN (CIP) AND OPERATING BUDGET:

Mayor Haila opened public input.

Jodi Stumbo, 225 South Kellogg Avenue, Ames, stated she was representing the Bridge Home. She commented on the Volunteer Center for Story County and the importance that it does bring for some of the smaller nonprofits. She noted that the Bridge Home relies on the Volunteer Center for its volunteer program. The Bridge Home does not have the staff capacity to cover everything they do. Ms. Stumbo mentioned that she just wanted to share that the community does need the Volunteer Center.

Merlin Pfannkuch, 1424 Kellogg Avenue, Ames, explained that he wanted to have a better idea of when the figures for the Iowa Reinvestment District were going to be presented. Mr. Pfannkuch mentioned that it was noted on February 9, 2021, that the figures were going to be presented. He noted that there is the Indoor Aquatic Center, Starbucks, and the Downtown Plaza.

City Manager Schainker mentioned that the deadline to take advantage of the state incentive program, Iowa Reinvestment District Program, is February 22, and the first step is for the City to submit a pre-application. Staff will come before the Council to report all the information that they have to date, which they will do on Tuesday, February 16, 2021. The action will be if the Council wants to submit the pre-application. Mr. Schainker explained that they are trying to get as much information as they can to complete the application. Some of the projects are under the control of the City, but they are waiting on the major Mixed-Use Development, which is the key to generating the revenue needed. Staff didn't have an opportunity to meet with the developers for their first meeting until this week, so they have asked for a Special Meeting next week.

The Mayor closed public input when no one else came forward.

AMENDMENTS TO THE 2021-26 CAPITAL IMPROVEMENTS PLAN (CIP): Finance Director Duane Pitcher stated that the information on the East Industrial Sewer Line that was posted online was correct; however, the information in the printed books on the Summary Pages was incorrect. He noted that this is a TIF abated portion and has no impact on property taxes or the levy.

Moved by Corrieri, seconded by Martin, to adjust the FY 2021/22 CIP total from \$42,891,061 to \$43,091,061 to reflect that the East 13th Street Sanitary Sewer Extension project was increased from \$2,500,000 to \$2,700,000.

Roll Call Vote: 6-0. Motion declared carried unanimously.

Council Member Betcher asked about the money that is in the CIP for replacing the carpet at the Library in Years 2 - 3 of the CIP. She thought this was to be done during a ten-year replacement program. She noted that there hasn't been a lot of foot traffic this past year, and she wanted to know if this could be pushed back to get more life out of the carpet. Mr. Schainker explained that he believed they could keep it the CIP and then speak with the Library Director about expanding it further in the future.

Moved by Betcher, seconded by Beatty-Hansen, to approve the 2021-26 Capital Improvements Plan (CIP), as amended.

Roll Call Vote: 6-0. Motion declared carried unanimously.

AMENDMENTS TO FY 2020/21 ADJUSTED BUDGET: Assistant City Manager Schildroth explained that Primary Health Care (PHC) was contacted last spring by MICA. MICA had made the decision to close its dental clinic. PHC had provided dental services in other locations and part of what PHC needed to do was build-out its clinic location in Ames along with having all the equipment available to provide dental services. PHC went to each ASSET funder that had originally allocated funds to the MICA dental clinic requesting to have those funds that were set aside for MICA's dental clinic transferred over to them. Mayor Haila added that the funding is not an additional amount, but a shift from MICA to Primary Health Care.

Moved by Martin, seconded by Corrieri, to add \$95,000 in Local Option Sales Tax funding for the Dental Clinic funding to Primary Health Care (as approved by City Council on August 28, 2020).

Roll Call Vote: 6-0. Motion declared carried unanimously.

Mr. Schainker stated that there was a list of one-time projects that he recommended to fund from the General Fund; they are already incorporated into the budget. He noted that if the Council approves the budget, they will be approving those items.

Council Member Betcher inquired if there was a place in the budget where the money for the Diversity and Inclusion training for the City Council is located. Mr. Schainker mentioned that will need to be voted on later as he and the Mayor still need to speak with the National League of Cities (NLC) to see what the cost would be. There was Contingency money carried forward, but currently Mr. Schainker is unsure where the funding will come from.

Moved by Gartin, seconded by Corrieri, to approve the Adjusted Budget for FY 2020/21, as amended, including inter-fund transfers.

Roll Call Vote: 6-0. Motion declared carried unanimously.

AMENDMENTS TO PROPOSED FY 2021/22 BUDGET: Council Member Martin stated in December 2020, the Council had discussed the COTA funding. He explained that Council Member Gartin had encouraged the Council to fully fund COTA's request, and after thinking about the past motion he regretted voting against it. Mr. Martin mentioned that regarding COTA, it is not just a monetary injection, but a community stimulus. He went on to say that COTA is an established

program that has brought outreach throughout the community, and if the Council can help increase participation and attendance at those events, that could help with the loneliness experienced over the past year. Mr. Martin stated he is thinking of proposing a one-time increase given the circumstances of the past year. Mayor Haila asked Mr. Martin if he were recommending that the baseline for COTA be \$193,093. Mr. Martin stated that was his suggestion once staff prepares the charts for the Council and staff decides what number to use as a base for percentage increase. He also recommended adding a notation that the Council awarded an additional amount this year. Assistant City Manager Brian Phillips commented that they could add to the contracts the amount that was recommended, and the difference could be indicated as a one-time COVID supplement. Mr. Phillips mentioned that he would also include the breakdown in a letter that is sent to the agencies, so they understand the expectation.

Moved by Martin, seconded by Junck, to increase COTA funding by \$30,640 as a one-time increase for a total COTA budget for the fiscal year of \$223,733, subject to receiving a memo from COTA expressing acceptance of the increase or outlining any concerns that they would like Council to process.

Roll Call Vote: 6-0. Motion declared carried unanimously.

The Mayor indicated that the next item is ASSET and the total recommended ASSET allocation was \$1,601,093, which includes agency funding of \$1,586,291 and a reservation amount of \$14,802.

Council Member Gartin noted he is not prepared to make a specific budget recommendation, but he wanted to again discuss the Volunteer Center of Story County. He commented that if its website is accurate, they work with 7,000 volunteers. Mr. Martin stated he has long admired the work of Anne Owens at the Volunteer Center, and he is worried what would happen if the facility loses funding. Mr. Gartin wanted to know if there was some way for staff to reach out to the Volunteer Center and give guidance. Assistant City Manager Deb Schildroth stated that if that is the Council's wish to pursue an alternative funding process, they can discuss it with Ms. Owens. Council Member Corrieri mentioned that the ASSET volunteers and the administrative team for ASSET have more information on the Volunteer Center than the Council does, and it might be worthwhile for Mr. Schainker or Ms. Schildroth to brief the Council when they have their one-on-ones prior to Council meetings to get more background information before moving forward with any action. Council Member Betcher wanted to clarify that if the Council moved forward with its vote on ASSET, they would need an additional motion to sequester the Volunteer Center money for continuing discussions. Ms. Schildroth confirmed that was correct.

Moved Betcher, seconded by Gartin, to approve the total ASSET authorization in the amount of \$1,601,093.

Roll Call Vote: 6-0. Motion declared carried unanimously.

Moved by Beatty-Hansen, seconded by Corrieri, to authorize the reservation of \$14,802 in unused ASSET budgeted funds for additional needs that may arise in FY 2021/22.

Roll Call Vote: 6-0. Motion declared carried unanimously.

Moved by Corrieri, seconded by Gartin, to sequester the FY 2022 funding for the Volunteer Center of Story County in the amount of \$3,285, pending documentation of financial stability of the organization.

Roll Call Vote: 6-0. Motion declared carried unanimously.

Moved by Betcher, seconded by Martin, to sequester \$2,475 from the amount allocated to Primary Health Care until a request is received for the use of those funds.

Roll Call Vote: 6-0. Motion declared carried unanimously.

Moved by Martin, seconded by Corrieri, to approve the FY 2021/22 budget of \$46,000 for the Public Art Commission.

Roll Call Vote: 6-0. Motion declared carried unanimously.

Moved by Martin, seconded by Betcher, to approve \$15,000 for the AEDC Outside Funding Request (funded through the Hotel/Motel Tax for Workforce Development) for the FY 2021/22 Budget.

Roll Call Vote: 6-0. Motion declared carried unanimously.

Moved by Betcher, seconded by Gartin, to approve a one-time funding allocation of \$7,000 for Ames Downtown Farmers Market (funded through the Local Option Sales Tax).

Roll Call Vote: 6-0. Motion declared carried unanimously.

Moved by Martin, seconded by Betcher, to approve the Campustown Action Association (CAA) and Ames Main Street (AMS) Parking Waivers (funded through the Local Option Sales Tax) for the FY 2021/22 Budget in the amount of \$5,489.

Roll Call Vote: 6-0. Motion declared carried unanimously.

Moved by Corrieri, seconded by Junck, to approve the remaining Outside Funding Request total of \$218,762 (funded through the Local Option Sales Tax) for the FY 2021/22 Budget.

Roll Call Vote: 6-0. Motion declared carried unanimously.

Moved by Corrieri, seconded by Gartin, to approve the proposed budget for FY 2021/22, as amended, including inter-fund transfers.

Roll Call Vote: 6-0. Motion declared carried unanimously.

SET PUBLIC HEARING DATE TO ADOPT A MAXIMUM CITY PROPERTY TAX LEVY FOR FY 2021/22: Moved by Betcher, seconded by Beatty-Hansen, to set February 23, 2021, as the date of the public hearing to adopt a Maximum Property Tax Levy for FY 2021/22.

Roll Call Vote: 6-0. Motion declared carried unanimously.

REGULAR MEETING OF THE AMES CITY COUNCIL

CONSENT AGENDA: Mayor Haila mentioned that staff had requested to pull Item No. 16, awarding 5-Year Enterprise Agreement to Carrier Access IT LC, of Clive, Iowa, for CISCO Security Software (Umbrella, ISE & Duo) for Information Technology Division in the amount of \$166,010.80,

to be paid \$33,202.16 annually from the Agenda as the signed Agreement had not been received yet.

Moved by Junck, seconded by Betcher, to approve the following items on the Consent Agenda.

1. Motion approving payment of claims
2. Motion approving Minutes of Special Meetings held January 19 and 29, 2021; and Regular Meeting held January 26, 2021
3. Motion approving Report of Change Orders for period January 16 - 31, 2021
4. Motion approving certification of Civil Service applicants
5. Motion approving ownership change for Class C Liquor License with Outdoor Service & Sunday Sales - Buffalo Wild Wings - 400 South Duff Avenue
6. Motion approval renewal of the following Beer Permits, Wine Permits, and Liquor Licenses:
 - a. Class E Liquor License with Class B Wine Permit, Class C Beer Permit (carryout) & Sunday Sales - Wal-Mart Supercenter #4256 (534 South Duff Ave)
 - b. Class C Liquor License with Outdoor Service & Sunday Sales - Buffalo Wild Wings (400 South Duff Ave)
 - c. Class E Liquor License with Class B Wine Permit, Class C Beer Permit (carryout) & Sunday Sales - goPuff (615 South Dayton Ave)
7. RESOLUTION NO. 21-056 approving reappointment of Council Member Betcher to Ames Convention and Visitors Bureau Board of Directors
8. RESOLUTION NO. 21-057 approving reappointment of Council Member Corrieri to Squaw Creek Watershed Management Authority
9. RESOLUTION NO. 21-058 approving Encroachment Permit Agreement for sign at 109 Welch Avenue.
10. RESOLUTION NO. 21-059 approving 2020 Resource Recovery Plant Annual Report
11. RESOLUTION NO. 21-060 approving Master Wireless Attachment Agreement with USCOC to Greater Iowa, LLC d/b/a US Cellular Corporation for Electric Services
12. RESOLUTION NO. 21-061 approving contract with the Department of Natural Resources for Watershed Assessment for Headwaters of the South Skunk River (as part of the Headwaters of the S. Skunk River Watershed Management Authority)
13. RESOLUTION NO. 21-062 approving Transportation Alternatives Program (TAP) Funding Agreement with Iowa Department of Transportation for 2020/21 Shared Use Path System Expansion - Vet Med Trail (S. 16th Street to S. Grand Avenue)
14. RESOLUTION NO. 21-063 approving dedication of right-of-way from 2110 S. Duff Avenue for the FY 2020/21 U.S. Highway 69 Improvements project
15. Bulbs for the UV disinfection system at the Water Pollution Control Facility:
 - a. RESOLUTION NO. 21-064 approving waiver of the City's Purchasing Policy requirement for competitive bidding and allowing sole-source procurement of OEM bulbs
 - b. RESOLUTION NO. 21-065 approving sole source procurement of OEM bulbs from MC² of Des Moines, Iowa, in the amount of \$51,246.26
16. RESOLUTION NO. 21-067 approving preliminary plans and specifications for the Flood Mitigation - River Flooding Tree Clearing project; setting February 24, 2021, as bid due date and March 9, 2021, as date of public hearing
17. Top-O-Hollow Substation Construction:
 - a. RESOLUTION NO. 21-068 approving Change Order No. 7 to deduct \$142,088.78

from the contract balance with Primoris Aevenia, Inc., of Johnston, Iowa

- b. RESOLUTION NO. 21-069 accepting completion
- 18. RESOLUTION NO. 21-070 approving contract and bond for 2020/21 Pavement Restoration - Slurry Seal Program
- 19. RESOLUTION NO. 21-071 accepting completion of public improvements and releasing security for LDY Subdivision
- 20. RESOLUTION NO. 21-072 accepting completion of Ames/ISU Ice Arena Lighting Project
- 21. RESOLUTION NO. 21-073 accepting completion of the Water Treatment Plant Maintenance and Storage Building
- 22. RESOLUTION NO. 21-074 accepting completion of Year Four of the Five-Year Water Plant Well Rehabilitation Contract

Roll Call Vote: 6-0. Motions/Resolutions declared carried/adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

PUBLIC FORUM: Merlin Pfannkuch, 1424 Kellogg Avenue, Ames, stated he was disappointed that the Council Goal Setting was held in a venue that could not be live-streamed. He noted that during a pandemic to not live-stream the meeting was a foolish move on the part of the City. Mr. Pfannkuch noted that maybe the meeting was held at the new Water Treatment Plant in order to tour the Plant after the meeting, but he felt that the City had effectively shut the public out from the meeting and have continued to do so for the past 20 years. Mr. Pfannkuch wanted to know why the Council Goal-Setting meeting is always conducted at a venue where the City is pushing the intent of the open meetings law. He explained that he would have complained ahead of time, but he didn't discover the meeting was happening until a few days ago. His health is limited as to what he can watch this year. The problem that he sees is that once something is established it continues to happen without reconsidering. Mr. Pfannkuch commented that he didn't see any reason why Saturday's meeting was not held like a regular City Council meeting. He mentioned that Council Member Beatty-Hansen wrote in her after-meeting summary, "I always find the annual goal setting/review to be one of the most interesting meetings of the year," and he would have liked to have had an opportunity to determine if he found the meeting to be interesting or dull. He noted that the Council made a poor decision not to televise the meeting, and asked that they treat the Goal-Setting meetings just like any other meeting.

PRELIMINARY PLAT FOR SUNSET RIDGE SUBDIVISION, 11TH ADDITION: Planning and Housing Director Kelly Diekmann mentioned that this item is a replat of the final addition to the Sunset Ridge Subdivision, to account for two lots that have been added over the past 15 years.

Moved by Martin, seconded by Gartin to adopt RESOLUTION NO. 21-075 approving the Preliminary Plat for Sunset Ridge Subdivision, 11th Addition.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

HEARING ON 2019-20 SANITARY SEWER REHABILITATION (BASIN 10): Public Works Director John Joiner mentioned that the bids came in below the Engineer's estimate and well within the budget.

The Mayor opened the public hearing. There was no one wishing to speak, and the hearing was closed.

Moved by Beatty-Hansen, seconded by Junck, to adopt RESOLUTION NO. 21-076 approving the final plans and specifications and awarding a contract to Municipal Pipe Tool Co. LLC, of Hudson, Iowa, in the amount of \$952,843.78 as the Base Bid and \$330,320 as the Alternate 1, for a total contract in the amount of \$1,283,163.78.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

HEARING ON BAKER SUBDIVISION GEOTHERMAL HEAT PUMP SYSTEM: The public hearing was opened by the Mayor. He closed the hearing after no one asked to speak.

Moved by Betcher, seconded by Junck, to adopt RESOLUTION NO. 21-077 approving the final plans and specifications and awarding a contract to Thorpe Water Development Company, of Ankeny, Iowa, in the amount of \$235,835 (inclusive of Iowa sales tax).

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

DISPOSITION OF COMMUNICATIONS TO COUNCIL: Mayor Haila explained that there were six items on dispositions. The first item was a memo from Mark Lambert, City Attorney requesting for the Council to direct him to clarify Section 17.25 of the *Ames Municipal Code*, “Pawnbrokers, Itinerant Dealers and Secondhand Dealers. City Attorney Mark Lambert commented that staff had found an error in the Ordinance that left out Secondhand Dealers from the requirement of a Permit, and this will correct that error.

Moved by Gartin, seconded by Betcher, to direct the City Attorney to clarify Section 17.25 of the *Ames Municipal Code*, “Pawnbrokers, Itinerant Dealers and Secondhand Dealers.”

Vote on Motion: 6-0. Motion declared carried unanimously.

The second item was a letter from Sandi Risdal, Executive Director for Habitat for Humanity of Central Iowa, requesting to purchase the property located at 1126 Grand Avenue for the purpose of rebuilding an affordable family home. City Manager Steve Schainker recommended referring the request to staff for further action.

Moved by Betcher, seconded by Beatty-Hansen, to refer the letter from Sandi Risdal regarding the purchase of the property located at 1126 Grand Avenue to staff for further action.

Vote on Motion: 6-0. Motion declared carried unanimously.

The third item was a memo from Sara VanMeeteren, Building Official, regarding staff’s response to the Council’s referral about adding ragweed to the City’s noxious weed list.

Moved by Martin, seconded by Corrieri, to follow the staff recommendations and to send an appropriate letter to the original requester of this investigation.

Vote on Motion: 6-0. Motion declared carried unanimously.

Items four, five, and six were memos from Damion Pregitzer, Traffic Engineer, regarding staff's response to the Council's referral about excessive speeding on Ash Avenue, Delaware Avenue, and Cessna Street. Council Member Betcher stated that if she understood the memos correctly if the Council doesn't do anything with the traffic reports, Mr. Pregitzer will take any action that he feels is warranted based on the situations. Public Works Director John Joiner commented that would be correct. The recommendations would all be followed up on unless the Council gives a different direction for staff to take. Mr. Schainker noted that the recommendations on Ash Avenue could be done immediately as the funds are available from the Accessibility Enhancement Program.

Mayor Haila asked Director Joiner to explain what the recommended staff improvements were for Ash Avenue, Delaware Avenue, and Cessna Street. Mr. Joiner stated for Ash Avenue, staff found that there were some speeding issues so staff is recommending a four-way stop at Country Club Boulevard and Ash Avenue and to add an enhanced pedestrian crossing that will provide access to the separated bike and walkway. This is anticipated to help with the mix and speed of traffic. There will be dynamic feedback signs put up farther south of the corridor. For Delaware Avenue, Mr. Joiner noted that there were not any speeding issues on the northern part (by Utah Drive), but speeding issues were found farther south by Dover Drive. Staff is going to work with the Police Department to have increased enforcement and staff has new data capabilities to track, monthly, the generalized speeds of any corridor. Staff will continue to monitor the area. Council Member Martin asked Director Joiner if staff believed the increased enforcement concerned northbound traffic on Delaware Avenue more than southbound traffic on Delaware Avenue. Mr. Joiner mentioned that it was southbound traffic on Delaware closer to Dover Drive. A study was done on Cessna Street and didn't find a speeding issue in the area, but the residents thought traffic may be different depending on the time of the year. When staff looked at the monthly data, they did find an increase in the February through April time period, but after that everything normalized. When looking at the year as a whole the speed stayed the same. Staff did agree to add flashing red lights to the all-way stops at Cessna and Beach.

Council Member Betcher inquired if staff had been in contact with the neighbors regarding the findings of the traffic studies. Mr. Joiner confirmed that staff had reached out to the individuals who had submitted the requests. Mayor Haila stated that, due to no motions being made by the Council, they agree with staff's recommendations.

COUNCIL COMMENTS: Moved by Corrieri, seconded by Gartin, to get a memo from the City Manager on a plan for the funding and implementation for a mini pitch.

Vote on Motion: 6-0. Motion declared carried unanimously.

Moved by Gartin, seconded by Betcher, to direct staff to reach out to the Volunteer Center and encourage them to make any proposals that they think are warranted for funding in light of the reduction they received.

Council Member Gartin commented that this motion doesn't commit the Council to anything, but gives the Volunteer Center a path to make a proposal if there are concerns that are more serious to take into account. He wanted to extend the opportunity for the Volunteer Center to visit with the Council.

Council Member Martin asked if it was clear that due to the city's change in ASSET funding, the

Volunteer Center is in financial peril. Assistant City Manager Deb Schildroth stated that the City does not know that information, but over 60% of the Volunteer Center's revenue comes from ASSET. It does have a few other outside contracts that provide around \$29,000 for other services. Ms. Schildroth noted that staff wants to have a dialogue with Ms. Owens and the Board Members to see what plans they may have in place. Ms. Schildroth pointed out that the City's funding recommendations have been posted publicly for the agencies since January 22, 2021. United Way has approved the ASSET recommendations, Story County considers the recommendations next week, and the Student Government will review it at the end of February 2021. Mr. Martin wanted to know if the Outside Funding process would be appropriate for the Volunteer Center to request funds. Assistant City Manager Brian Phillips mentioned that just like ASSET there are criteria for what the Council is interested in buying through the Outside Funding process. He noted that the criteria are published along with the application. Mr. Phillips pointed out that the Outside Funding money comes from the Hotel/Motel tax, which is the same as ASSET. Council Member Corrieri mentioned that she would not support the motion based on what she said earlier, and at some point in the future, the Council is going to receive an update from the Administrative Team on the Volunteer Center. Ms. Corrieri thought it was premature to encourage the Volunteer Center to apply for other funding from the City when the Council has no idea what their plan is for sustainability or services in Story County. Council Member Betcher stated she seconded the motion to discuss this topic, but she thought the motion meant it would come after the discussion that ASSET will have with the Volunteer Center of Story County. Mr. Gartin commented that the Council doesn't need to approve his motion; the Volunteer Center could initiate a dialog with City staff, but he thought it would send a message to the Volunteer Center that the City values its services. Mr. Gartin mentioned that the ASSET process is independent of his motion.

Vote on Motion: 2-4. Voting Aye: Beatty-Hansen, Gartin. Voting Nay: Betcher, Corrieri, Junck, Martin. Motion failed.

Council Member Betcher mentioned that she believed what Council Member Gartin was recommending could still happen after the ASSET process goes through its discussion with the Volunteer Center. She noted that the Volunteer Center does provide a valuable service.

Mayor Haila noted that he needed to call a Special Meeting next Tuesday, February 16, 2021, at 6:00 p.m. for the purposes of reviewing the Iowa Reinvestment Program Pre-Application.

CLOSED SESSION: Council Member Gartin asked City Attorney Mark Lambert if there was a legal reason to go into Closed Session. Mr. Lambert replied in the affirmative, citing Section 21.5(1)c, *Code of Iowa*, to discuss matters presently in or threatened to be in litigation.

Moved by Gartin, seconded by Betcher, to go into Closed Session under Section 21.5(1)c, *Code of Iowa*, to discuss matters presently in or threatened to be in litigation.

Roll Call Vote: 6-0. Motion declared carried unanimously.

The Council entered Closed Session at 7:04 p.m. and reconvened in Regular Session at 7:26 p.m.

Moved by Beatty-Hansen, seconded by Betcher, to place the purchase of 2802 Arbor Street onto a future Agenda.

Vote on Motion: 5-1. Voting Aye: Beatty-Hansen, Betcher, Corrieri, Martin, Junck. Voting Nay: Gartin. Motion declared carried.

ADJOURNMENT: Moved by Betcher to adjourn the meeting at 7:27 p.m.

Amy L. Colwell, Deputy City Clerk

John A. Haila, Mayor

Diane R. Voss, City Clerk

The City of: AMES County Name: STORY COUNTY
 Adopted On: 3/9/2021 Resolution: 21-024

The below-signed certifies that the City Council, on the date stated above, lawfully approved the named resolution adopting a budget for next fiscal year, as summarized on this and the supporting pages.

		With Gas & Electric		Without Gas & Electric	
Regular	2a	3,257,725,869	2b	3,250,071,127	City Number: 85-811 Last Official Census: 58,965
DEBT SERVICE	3a	3,338,846,059	3b	3,331,191,317	
Ag Land	4a	3,371,719			

TAXES LEVIED

Purpose	Dollar Limit	ENTER FIRE DISTRICT RATE BELOW		Request with Utility Replacement	Property Taxes Levied	Rate
Regular General levy	8.10000			5 18,079,685	18,037,212	43 5.54979
Non-Voted Other Permissible Levies						
Contract for use of Bridge	0.67500			6	0	44 0.00000
Opr & Maint publicly owned Transit	0.95000			7 1,982,240	1,977,571	45 0.60847
Rent, Ins. Maint of Civic Center	Amt Nec			8	0	46 0.00000
Opr & Maint of City owned Civic Center	0.13500			9	0	47 0.00000
Planning a Sanitary Disposal Project	0.06750			10	0	48 0.00000
Aviation Authority (under sec.330A.15)	0.27000			11	0	49 0.00000
Levee Impr. fund in special charter city	0.06750			13	0	51 0.00000
Liability, property & self insurance costs	Amt Nec			14	0	52 0.00000
Support of a Local Emerg.Mgmt.Comm.	Amt Nec			462	0	465 0.00000
Voted Other Permissible Levies						
Instrumental/Vocal Music Groups	0.13500			15	0	53 0.00000
Memorial Building	0.81000			16	0	54 0.00000
Symphony Orchestra	0.13500			17	0	55 0.00000
Cultural & Scientific Facilities	0.27000			18	0	56 0.00000
County Bridge	As Voted			19	0	57 0.00000
Missi or Missouri River Bridge Const.	1.35000			20	0	58 0.00000
Aid to a Transit Company	0.03375			21	0	59 0.00000
Maintain Institution received by gift/devise	0.20500			22	0	60 0.00000
City Emergency Medical District	1.00000			463	0	466 0.00000
Support Public Library	0.27000			23	0	61 0.00000
Unified Law Enforcement	1.50000			24	0	62 0.00000
Total General Fund Regular Levies (5 thru 24)				25 20,061,925	20,014,783	
Ag Land	3.00375			26 10,128	10,128	63 3.00375
Total General Fund Tax Levies (25 + 26)				27 20,072,053	20,024,911	
Special Revenue Levies						
Emergency (if general fund at levy limit)	0.27000			28	0	64 0.00000
Police & Fire Retirement	Amt Nec			29 2,339,120	2,333,616	0.71802
FICA & IPERS (if general fund at levy limit)	Amt Nec			30	0	0.00000
Other Employee Benefits	Amt Nec			31	0	0.00000
Total Employee Benefit Levies (29,30,31)				32 2,339,120	2,333,616	65 0.71802
Sub Total Special Revenue Levies (28+32)				33 2,339,120	2,333,616	
As Req		With Gas & Elec Valuation	Without Gas & Elec Valuation			
SSMID 1		0	0	34	0	66 0.00000
SSMID 2		0	0	35	0	67 0.00000
SSMID 3		0	0	36	0	68 0.00000
SSMID 4		0	0	37	0	69 0.00000
SSMID 5		0	0	555	0	565 0.00000
SSMID 6		0	0	556	0	566 0.00000
SSMID 7		0	0	1177	0	1179 0.00000
SSMID 8		0	0	1185	0	1187 0.00000
Total Special Revenue Levies				39 2,339,120	2,333,616	
Debt Service Levy 76.10(6)	Amt Nec			40 10,007,684	9,984,746	70 2.99735
Capital Projects (Capital Improv. Reserve)	0.67500			41	0	71 0.00000
Total Property Taxes (27+39+40+41)				42 32,418,857	32,343,273	72 9.87363

Blaine R. Voss
 (Signature)

3-09-21
 (Date)

(County Auditor)

(Date)

South Dayton Shared Use Path (Lincoln Way to Isaac Newton Drive) – Public Input Process

Through the City of Ames Capital Improvements Plan development and public outreach efforts completed in 2020-2021, community members identified the desire for this project as a significant bicycle connection in the area. Public meetings, public hearings, website postings and press releases were issued to notify the public of the opportunity to provide input and comments to the Capital Improvements Plan. Furthermore, City of Ames staff, along with hired consultants working on behalf of the City, will have additional public meetings and discussions with adjacent property owners to keep them involved throughout the design process.