



**TRANSPORTATION TECHNICAL COMMITTEE  
MEETING MINUTES  
JULY 27, 2023  
AMES CITY HALL 515 CLARK AVENUE  
9:00AM-HYBRID MEETING**

**Attendance:**

**TRANSPORTATION TECHNICAL COMMITTEE MEMBERS**

▲	Tracy	Peterson	Ames Municipal Engineer	
▲	Damion	Pregitzer	Ames Traffic Engineer <i>(Chair)</i>	
▲	Justin	Clausen	Ames Operations Manager	
▲	Kelly	Diekmann	Ames Director of Planning and Housing	
▲	Justin	Moore	Ames Long Range Planner <i>(Vice-Chair)</i>	
▲	Barb	Neal	CyRide Transit Director	
X	Jonathan	Bullock	Boone County Engineer	
▲	Darren	Moon	Story County Engineer	
▲	Gerry	Peters	Ames Community School District	
X	Dan	Culhane	Ames Economic Development Commission	
▲	Sarah	Lawrence	Iowa State University Campus Planner	
▲	Darla	Hugaboom	Federal Highway Administration	†
X	Daniel	Nguyen	Federal Transit Administration	†
▲	Samuel	Hiscocks	Iowa Department of Transportation	†
▲	Zac	Bitting	Iowa Department of Transportation	†
▲	<i>Present</i>		<i>Alternate Attendee</i>	*
X	<i>Absent</i>		<i>Non-Voting Members</i>	†

**STAFF AND GUESTS IN ATTENDANCE**

1	Kyle	Thompson	MPO Transportation Planner
2	John	Joiner	MPO Administrator
3	Mark	Gansen	Ames Civil Engineer
4	Laura	Colebrooke	Ames Principal Clerk

**I. CALL TO ORDER**

The regular meeting of the Ames Area Metropolitan Planning Organization Transportation Technical Committee was called to order by Damion Pregitzer at 9:00AM.

**II. APPROVAL OF AGENDA OF THE JULY 24, 2023, MEETING**

MOTION: (Peterson/Moore) to approve the agenda of the JULY 24, 2023, meeting.

*MOTION PASSED: 9-0*

**III. APPROVAL OF THE MINUTES OF THE MAY 11, 2023, MEETING**

MOTION: (Lawrence/Peterson) to approve the minutes of the May 11, 2023, meeting.

*MOTION PASSED: 9-0*

**IV. RECOMMENDATION ON FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Kyle Thompson, Transportation Planner for the MPO, noted the item is an amendment to the TIP requested by the Iowa Department of Transportation for a surfacing project for HWY 69 S of Jewel Dr and N of Bloomington. Mr. Thompson noted why the project needed to be approved and explained what the alternatives were. Tracy Peterson, Ames Municipal Engineer, asked what changed to require it needing to be moved up. Mr. Thompson explained the project has an October 2023 bid letting and which requires the funds be approved in September, so it needed to be moved up.

MOTION: (Diekmann/Moore) to recommend approval of the proposed amendment to the FFY 2023-2026 Transportation Improvement Program.

*MOTION PASSED: 9-0*

**V. OTHER NON-ACTION ITEMS OF INTEREST TO THE COMMITTEE**

No items at this time.

**VI. UPCOMING DATES**

- a. Transportation Policy Committee Meeting  
August 8, 2023 @ 6:00PM-Ames City Hall (Council Chambers)
- b. Transportation Technical Committee Meeting  
August 31, 2023 @ 9:00AM-Hybrid Format (Room 235 & Teams)
- c. Transportation Policy Committee Meeting  
September 12, 2023 @6PM-Ames City Hall (Council Chambers)

**VII. ADJOURNMENT**

MOTION: (Peterson) Adjourn meeting of the Technical Transportation Committee at 9:07AM.

Minutes prepared by Laura Colebrooke

**TRANSPORTATION TECHNICAL COMMITTEE ACTION FORM**

**SUBJECT: FFY 2025 IOWA CLEAN AIR ATTAINMENT PROGRAM (ICAAP) PROJECT**

**BACKGROUND:**

The Iowa Clean Air Attainment Program (ICAAP) helps to fund transportation projects and programs that result in attaining or maintaining the national ambient air quality standards (NAAQS). The Ames Area MPO is in attainment of the NAAQS, however, ICAAP funds are available for projects in the area which result in reductions in vehicle emissions and traffic congestion.

The Ames Area MPO needs to review all ICAAP applications within the area to ensure that they are financially feasible and conform with Ames Area MPO transportation planning process. If the criteria are met, the MPO can adopt formal resolutions stating that the proposed projects conform to the regional transportation process. These resolutions are needed by the project sponsors to submit their project to the Iowa Department of Transportation for consideration. Project sponsors are responsible for delivering their completed application to the Iowa Department of Transportation by the State's deadline of October 1, 2023, at 5PM.

The following project has been submitted for a resolution by the Ames Area MPO for the FFY 2025 ICAAP grant cycle:

<b>Project Sponsor</b>	<b>Project Name</b>	<b>ICAAP Request</b>	<b>Total Cost Project</b>
City of Ames	Ames Traffic Network – Phase 5 (Fiber Network & Adaptive Control)	\$1,879,560	\$2,349,450

\*See attachment for full project application.

Awards will be made by the Iowa Transportation Commission in January 2024. Funds will become available in FFY 2025, which begins on October 1, 2024.

**ALTERNATIVES:**

1. Recommend the presented ICAAP project to the Transportation Policy Committee for formal resolution.
2. Recommend the presented ICAAP project, with Transportation Technical Committee modifications, to the Transportation Policy Committee for formal resolution.

**MPO ADMINISTRATOR'S RECOMMENDED ACTION:**

MPO staff reviewed the received ICAAP project application and believes that the project is financially feasible and conforms to the MPO's regional transportation process.

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





PROJECT APPLICATION
IOWA CLEAN AIR ATTAINMENT PROGRAM (ICAAP)

General Information:

Applicant Agency: City of Ames Public Agency (required) E-mail: damion.pregitzer@cityofames.org

Contact Person (Name and Title): Damion Pregitzer, Traffic Engineer

Complete Mailing Address: City Hall, 515 Clark Avenue
Ames IA 50010 515-239-5160
City State ZIP Code 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.)

Co-Applicant Agency: Public Agency, Non-Profit Organization, For-Profit Organization, or Individual E-mail:

Contact Person (Name and Title):
Street Address and/or Box Number

Complete Mailing Address:
City State ZIP Code Daytime Phone

Project Information:

Project Title: Fifth Phase Deployment Ames Traffic Signal Master Plan

Project Description (including length, if applicable):
Install fiber optic cable and network switching equipment, traffic signal cabinets, Advanced Traffic Controllers, Advanced Traffic Management System, and software to provide communication and traffic management capabilities for the 13th Street, 24th Street, and Bloomington Road Corridors. This Fifth Phase will provide a fiber optic connection from Bloomington Road & Grand Ave West to George Washington Carver Ave, South to 24th St and back to Grand Ave. 24th St & Ridgewood Ave to 13th St & Ridgewood Ave and into Ames High School. From 13th Street & Grand to 13th St & North Dakota Avenue and south on North Dakota Avenue and North Hyland Avenue to Lincoln Way

\*Project priority (1 = highest priority): 1 (a sponsor submitting multiple applications in this funding cycle must assign a numerical rank or priority to each application.)

\*Assign the proposed project to one or more of the following categories (check one or more):

- Transportation-Related Project in the State Implementation Plan (SIP)
Transportation Control Measure (TCM)
Traffic Flow Improvement (Intersection, Signalization, Other)
Planning and Project Development
Travel Demand Management (TDM)
Transit-Related Improvement
Shared-Ride
Bicycle or Pedestrian Facility or Program (select one)
Intermodal Freight
Passenger
Alternative Fuels
Vehicle Inspection and Maintenance Program
Outreach Activity (Education, Advertising, or Technical Assistance)

\*Is the project consistent with the State Implementation Plan for air quality for non-attainment areas? Yes No Not Applicable

\*Is the project consistent with the MPO's local congestion management plan? Yes No Not Applicable

\*Is the project consistent with the MPO RPA Statewide Long-Range Transportation Plan? Yes No Not Applicable

Notes: Requires public agency as co-sponsor of application.
The term "project" means any ICAAP infrastructure or program proposal.
The Iowa Department of Transportation will use the priority ratings to reflect the sponsor.

**Project Costs (an itemized breakdown must be included on an attached sheet):**

Total Cost:	\$	<u>2,349,450.00</u>
Iowa Clean Air Attainment Program Fund Request:	\$	<u>1,879,560.00</u>
Applicant Match	\$	<u>469,890.00</u>

*Projects with a private for-profit co-applicant require a minimum 50 percent applicant match; all other projects require a minimum 20 percent applicant match.*

	List All Applicant Match Sources	Amount	Assured or Anticipated (Date Anticipated)
1.	City of Ames	469,890.00	February 2026
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:

**Estimated Project Development Schedule:**

Design:	Start Date: _____	Completion Date: _____
Land Acquisition:	Start Date: _____	Completion Date: _____
Construction:	Start Date: <u>November 2025</u>	Completion Date: <u>August 2026</u>

Has any part of this project been started?  Yes  No

If Yes, please explain:

Ames Traffic Signal Master Plan

How do you plan to measure the success of this project?

The completion of the construction of the fiber optic connection from Ames High School connected to the Ridgewood Avenue Corridor and the implementation of an Advanced Traffic Management System along the 13th Street Corridor.



**Required 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 assessing existing congestions/air quality conditions, outlining the concept of the proposed project, and providing adequate project justification. How will this project reduce congestion, reduce travel or single occupant vehicle usage, and/or improve air quality? Which transportation-related pollutant(s) are being addressed: carbon monoxide, ozone, or particulate matter (PM)?
- B. A DETAILED MAP identifying the location of the project and clearly differentiating the subject project from any past or future project phases.
- C. An ITEMIZED BREAKDOWN of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: First, it must show the method by which the cost estimate was prepared; and second, 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
- D. A TIME SCHEDULE for the total project development.
- E. An OFFICIAL CERTIFICATION from the applicant's governing body (authority) that it shall: (1) commit the necessary local matching funding for project implementation and (2) upon project completion, be responsible for adequately maintaining and operating the project for public use during the project's useful life.
- F. An ADOPTED FORMAL RESOLUTION from the appropriate MPO or RPA declaring the sponsor's proposed project or program conforms to the MPO's or RPA's regional transportation planning process. (For MPOs, the project or program must be identified in the fiscally constrained transportation plan and, if applicable, the congestion management plan in TMAs.)
- G. CALCULATIONS for vehicle emission reductions and total project cost-effectiveness for the targeted pollutants. Project applicant must show through a quantitative analysis how many kilograms of pollutant will be reduced (CO, VOC, NOx, and, if applicable, PM). Project sponsor must calculate the cost-effectiveness of the project by: Dividing the total annualized project cost by the number of kilograms per year of pollutant reduced (\$ per kg). Applicant must also show all assumptions and source of data used to calculate the estimates. The applicant must use the most current vehicle emission factors developed by the Iowa DNR and consistent with the U.S. EPA's MOBILE 6.2 air quality model. These emission factors are periodically updated and may be obtained from the Iowa DOT's ICAAP website at: .
- H. Completed MINORITY IMPCT STATEMENT attached to application.

The award of ICAAP funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; and the furnishing of materials for this project shall not involve direct or indirect interest of any state, county, or city official, elective or appointive. All of the above are prohibited by Iowa Code 314.2, 362.5, or 331.342. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of ICAAP 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 the attached **official endorsement(s)** binds the participating local governments to assume responsibility for adequate maintenance of any new or improved facilities.

If ICAAP funding assistance is approved for the project described in this application, I understand that an executed contract between the applicant and the Iowa DOT is required before such funding assistance can be authorized for use in implementing the project.

Representing the City of Ames

(Name of Applicant's Governing Authority)

  
Signature

8/30/2023

Date

Damion Pregitzer, Traffic Engineer

8/30/2023

Typed Name and Title

Date

(Governing Authority Official)

## 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.

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

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

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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.

The area of travel encompassed by this project is used by the general public and does not contain any areas where minorities would be a prevalent population.

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

Name   Damion Pregitzer  

Title   Traffic Engineer  

#### 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 CLEAN AIR ATTAINMENT PROGRAM (ICAAP)

## 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., \$200,000 per mile for moderate terrain and limited number of structures).
- Typical cost per square foot of bridge deck.
- Typical cost per square foot of fiber optic traffic signal interconnect cable (i.e., \$178,000 per mile).
- Typical cost per traffic signal upgrade (i.e., \$163,000 per lump sum signal bid item).

### **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.



CITY OF  
Ames™

City of Ames

TRAFFIC SIGNAL COMMUNICATION NETWORK

Fifth Phase – August 2023

IOWA CLEAN AIR ATTAINMENT PROGRAM

## A – INTRODUCTION

This grant application is for the deployment of the Fifth Phase of the Traffic Communication Network Master Plan for the City of Ames, utilizing the ITS Systems Engineering Process and the Ames Area Metropolitan Planning Organization (AAMPO) Regional Intelligent Transportation Systems (ITS) Architecture, to provide communication, coordination, and management of the traffic signals systems along Northwest quadrant of Ames. Namely, Bloomington Rd between George Washington Carver Ave and Grand Ave, 24<sup>th</sup> St from Grand Ave until turning into George Washington Carver Ave, Ridgewood Ave from 24<sup>th</sup> St to 13<sup>th</sup> St, and 13<sup>th</sup> St west of Grand Ave. This project will also connect Ames High West of Ridgewood Ave. This project will continue the program for the City of Ames to improve their ability to monitor, manage, and change traffic signal timings along major arterials in real time to provide optimum traffic signal operations and promote efficient traffic flows. Detailed literature reviews and engineering evaluations have been completed by gbaSI for the City to provide technical information for this grant application.

The majority of transportation related air pollution and emissions occur when traffic is stopped, during initial acceleration after stopping, and during stop and go traffic operations. This Fifth Phase Deployment will offer opportunities to improve air quality by providing monitoring and management capabilities to City staff for the implementation of optimized signal coordination, reducing congestion, eliminating unnecessary vehicle stops, encouraging uniform traffic flows, and reducing the amount of time traffic waits at signals. This Fifth Phase Deployment will continue the expansion of the fiber optic communication backbone begun as Phase One, Phase Two, Phase Three and Phase 4 of this program and will facilitate the expansion of the Advanced Traffic Management System (ATMS) to other corridors with future projects.

These improvements also fall in line with the City's existing EcoSmart strategy, which strives to reduce energy consumption and decrease the City's carbon footprint. This strategy involves several programs including Smart Ride, which focuses on efforts to reduce carbon emissions through increasing efficiency in transportation services both in city operations and in public services. The City of Ames has already moved to purchasing fuel-efficient vehicles including sub-compacts, hybrids, and an all-electric Zenn vehicle for fuel-efficient driving and carbon footprint reduction.

Another benefit of improving the City's overall Traffic Network and allowing them to remotely manage and monitor their network systems is providing more consistent, reliable, shorter travel times along a corridor for their existing and already thriving city-wide bus transit system (CyRide).



## B - BACKGROUND

The City of Ames has an on-going initiative to create a city-wide high speed fiber optic (FO) communication network that will link existing city traffic signals, school crossing signals and flashers, pedestrian crossings, and traffic data collection devices to allow remote monitoring, communication, and control. Additionally, this fiber network could provide communication to other public facilities, such as Police, Fire and Maintenance buildings, other city government building, schools, and libraries.

Planning, design, and implementation of a city-wide high speed fiber optic network would enable the City to more efficiently and responsively manage the traffic network and to implement optimized signal coordination, reduce congestion, eliminate unnecessary vehicle stops, encourage uniform traffic flows, and reduce the amount of time traffic waits at signals.

Phase Five of the Ames Traffic upgrade project will expand the communication backbone of the traffic network to enhance and improve the Traffic Department's ability to manage traffic flow and respond to events. This phase also affords upgrades to the traffic management devices and software that will provide the ability institute the latest in traffic management protocols and practices. This will result in improved traffic flow on a regular basis and the capacity to adjust traffic plans to match increased demands created by special events, incidents, or construction. Real time monitoring of traffic operations and improved management practices, such as traffic adaptive programs, will combine to ease congestion and provide management capabilities that will boost the capacity of the current roadways, ease congestion and the resulting air pollution, and reduce fuel consumption. The most noticeable improvement to the general public, will be the reduction in time spent driving to their destination or sitting in traffic. 13<sup>th</sup> and Stange, included in the Phase Five Deployment, was found to have the 8<sup>th</sup> most frequency of crashes in the city per the Ames Mobility 2040 Final Report (Table 11 – Intersection Crash Frequency). 13<sup>th</sup> and Stange was also the 10<sup>th</sup> highest crash rate in the city (Table 13) and had an intersection LOS of F (Table 19).

## PROJECT DETAILS

This Fifth Phase will provide a fiber optic connection from Grand Avenue and Bloomington Road, West along Bloomington Road to George Washington Carver Avenue, continuing south George Washington Carver Avenue to 24<sup>th</sup> Street, and back to Grand Avenue. The fiber will continue along Ridgewood Avenue from 24<sup>th</sup> St to 13<sup>th</sup> Street, adding redundancy for the northwest corridor and connecting Ames High School. The last section of fiber starts at Grand Avenue &

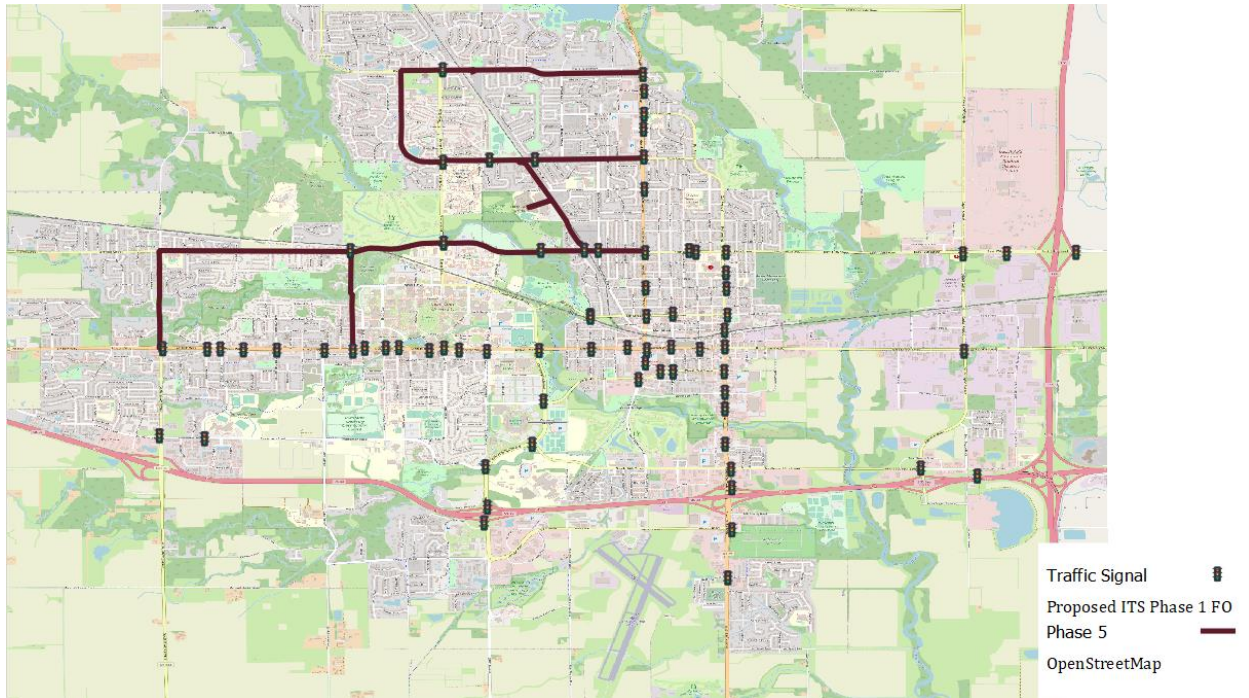
13<sup>th</sup> Street, runs west to North Dakota Avenue, south on North Dakota Avenue to Lincoln Way, and a section south from 13<sup>th</sup> Street and North Hyland Avenue to Lincoln Way. This fiber expansion project will provide the required communication network necessary to continue the expansion of the traffic network to improve the entire traffic operations for the City of Ames.

This phase expands the network begun in Phases 1, 2, 3, and 4 to include the signals along 13<sup>th</sup> Street and 24<sup>th</sup> Street, connect the Ames High School, and add redundancy and communication capabilities to the northwest side of the City. This will allow for the advanced Traffic Adaptive traffic management program to interoperate the corridors and coordinate the traffic operations along the corridors to maximize traffic flow and reduce congestion. By coordinating the flow along the individual corridors with the adjoining corridors the Traffic Department will have the ability to further reduce congestion and pollution.

As this project encompasses the corridors noted, there will be ancillary benefits to the city besides the improved traffic management ability. Here are a few examples of possible uses:

- The CCTV capacity can be shared with Police, Fire, Dispatch, and Emergency Services to allow for monitoring of the corridors.
- The dark fiber that is not used by the Traffic Department could be allocated for use by other city departments or governmental agencies. This could eliminate the need to use commercially available fiber and be subjected to future increased cost and limited availability as the demand for fiber increases.
- With the onset of “Smart City” and “Connected Vehicle” technology the dark fiber from this project could be valuable to both governmental entities (City, IDOT, ISU, County, USDA, as examples) and commercial interests.
- The ability to test “Connected Car” technology with a modern traffic system that includes Advanced Traffic Controller capacity could be of great value to Iowa State University in attracting research grants for their Engineering Department.
- The ability to monitor the areas around events (football and basketball games, concerts, and special events) would allow the timely implementation of traffic management measures to expedite the exit of the vehicles associated with these events.

With the availability of technology today and the explosion of technology in the future, one of the constant requirements will be a robust fiber optic network. In the vast majority of cases, regardless of the technology, it requires a high-capacity communication medium. The fiber optic backbone that will continue with this project will be a big step in providing that solution for the City of Ames.



**Figure 1 - Fifth Phase Fiber Routing  
(shown in Brown)**

This Phase also encompasses improvements to the necessary traffic control devices on these corridors and connection to Ames High School for added redundancy to the network. This will give the City of Ames the capability of managing traffic flow on a “real time” basis through Traffic Adaptive Programs or by using the VPN function and communication capacities to monitor and adjust timing plans at the individual intersections to meet the traffic demands.

## FIFTH PHASE DEPLOYMENT

The Fifth Phase Deployment of the Traffic Network Master Plan will extend the management corridor created in Phases 3 and 4 along one of the busiest and most congested traffic corridors in the City of Ames while also providing the core fiber optic communication and traffic management components and software that will be the basis for future expansion of the traffic management system. This phase affords the ability to connect to the rest of 13<sup>th</sup> Street, which will provide a communication pathway to connecting the western portion of the city.

This communication system will permit the Traffic Department to connect to individual intersections on a “real time” basis which will permit traffic monitoring and changes to the timing of the intersection, if necessary, from the central office location without traveling to the actual intersection. This will provide a much more efficient and accurate method of traffic management and will reduce stops and delays along the corridor. By being able to remotely monitor and adjust

the traffic timing plans the personnel from the Traffic Department will reduce the need to travel to the individual intersections which will save the City time and fuel.

The Fifth Phase Deployment communication network will allow the Traffic Department to continue to deploy Advanced Traffic Controllers (ATC), along project corridors and have access to the latest traffic management programs and systems. Advanced traffic management programs such as Traffic Adaptive Systems require fast, robust communication abilities to function effectively as an exchange of detection information and platoon numbers are passed up and down the corridor. This exchange of detection information and platoon numbers provides the basis for the amount of time allotted to a direction of travel within the intersection and allows the Traffic Adaptive System to adjust traffic plans according to the demands of the traffic flow. Traffic Adaptive Systems operate on a “real time” basis and can provide an efficient and effective traffic management protocol that reduces delays and stops along the traffic corridor.

The Fifth Phase Deployment will expand the backbone of the full city-wide traffic management system with an additional Hub connected at Ames High School. This brings the number of Hubs to 6 at the completion of this phase.

## C - IMPLEMENTATION PLAN

The Ames Traffic Network Master Plan project is made up of several separate components and items that together create an integrated signal communication and coordinated traffic operations system. The key components of the system are:

- Fiber optic cable and conduit system along arterials
- Communication hardware and switches located within new signal cabinets
- Procurement of ATMS management software licenses (as needed) for arterial traffic signal control and CCTV system control

## AMES FIFTH PHASE DEPLOYMENT

**Estimate of Project Implementation Costs – Total for Project - \$2,349,450 +/-**

**Item 1: Fiber Cost: \$1,539,000**

144 strand Single Mode Fiber Optic Cable  
 Hand Holes and Conduit Installation  
 \$27 @ foot at approximately 57,000 ft.

**Item 2: Fiber Terminations Cost at Cabinets: \$48,150**

30 terminations per cabinet at 11 cabinets at \$55 @ termination - \$18,150  
 Miscellaneous patch cords and splice panels - \$30,000

**Item 3: Traffic Cabinet and Controller Cost: \$434,500**

Traffic Signal Cabinet with Controller at 11 cabinets at \$35,000 @ cabinet - \$385,000  
 Installation cost at 11 cabinets at \$2,500 @ cabinet - \$27,500  
 Cross Connect Cabinet at 2 locations at \$11,000 per location - \$22,000

**Item 4: Network Switches Cost: \$55,800**

1 Layer 3 Network Switches @ \$25,000 - \$25,000  
 11 Layer 2 Network Switches @ \$2,800 - \$30,800

**Item 5: Traffic Operations Center Costs: \$97,000**

Central Office Software (ATMS) for 11 intersections - \$22,000  
 Traffic Adaptive Modules and Intersection Implementation at \$5,000 - \$55,000  
 One Year Maintenance and Support - \$20,000

**Item 6: Consultant Costs: \$175,000**

Infrastructure Design - \$100,000  
 Network Design and Programming - \$75,000

**Fifth Phase Deployment Cost Estimate**

Items	Description	Quantity	Items	Cost	ICAAP Grant (80%)	City Contribution (20%)	Total Cost
1-6	Fifth Phase Deployment	1	6	\$2,349,450	\$1,879,560	\$469,890	\$2,349,450

## D - PROJECT TIMELINE

The Ames Fifth Phase Deployment will commence in the summer of 2026 upon award of a grant from the ICAAP program. It is anticipated that this Phase of deployment will be finalized in the Winter of 2025-2026. Future ICAAP grant applications for fiber optic infrastructure, traffic signal upgrades, ATMS software, and TOC improvements are expected to be requested based upon the completion of the First, Second, Third and Fourth Phase Deployments.

## PROJECT SUMMARY

The Fifth Phase Deployment of the Traffic Network Master Plan will extend a management corridor along one the west and northwest traffic corridors in the City of Ames while also providing the core fiber optic communication and traffic management components and software that will be the basis for future expansion of the traffic management system. This communication system will permit the Traffic Department to connect to individual intersections on a “real time” basis which will permit traffic monitoring and changes to the timing of the intersection, if necessary, from the central office location without traveling to the actual intersection. This will provide a much more efficient and accurate method of traffic management and will reduce stops and delays along the corridor.

## E - TRAFFIC SYSTEM OPERATION AND MANAGEMENT

The Traffic Network Master Plan outlines and defines the communication network that would become a critical component of a responsive and efficient traffic management system. The Fifth Phase Deployment will be the continuation of the process started in Phases One, Two, Three and Four to create a city-wide traffic network and provides value as a stand-alone project because of the reduction in congestion and the accompanying fuel consumption and air pollution. This system would be supervised, maintained, and controlled by the Traffic Operations Department for the City of Ames. The additional capabilities provided by the network will allow the city personnel to upgrade their traffic management practices to include central office abilities along the 13<sup>th</sup> Street, 24<sup>th</sup> Street and Bloomington Road corridors. This will allow them to more effectively implement management practices in each of the corridors that will reduce congestion and delays. By allowing communication and control capacities to each intersection the efficiency of both the personnel and the intersection will be vastly improved. The ability of city personnel to monitor intersections from a central office location will save time and money and will more than offset the expenditure of funds from the Traffic Department Budget to match the ICAAP funding.



## F - INTEGRATION WITH AMES FORWARD 2045

The concept of an efficient traffic control system that is connected to a communication network that allows for a more flexible and adaptive approach is a concept that is consistent with the goals put forth by the Ames Area Metropolitan Planning Organization in their Ames Forward 2045 Long Range Transportation Plan. As noted in the minutes for the September 22, 2015 meeting of the AAMPO Transportation Policy Committee:

*Traffic Adaptive Signal Systems are included in the Ames Forward 2045 Long Range Transportation Plan as a short term, high priority under the Roadway portion of the plan.*

This statement recognizes the importance of the need for a Traffic Adaptive System to help manage the traffic flow within the City of Ames. This Fifth Phase Deployment is the next step in reaching that goal by including the 11 intersections on the project corridors into the Traffic Adaptive signal system the fiber optic communications network.

Portions of the project corridors received Peak Hour Level of Service scores of D in the Ames Forward 2045 Final Report (Figure 3-3 Existing Peak Period Traffic Operations). The ability to monitor, adjust, and improve the capabilities of the traffic control system provides a key component towards attaining a more efficient and responsive transportation system. That is the overall objective of the Ames Forward 2045 Plan. This can be accomplished by reducing the congestion along the Phase 5 project corridors and intersections through coordination based on communication. The capacity to communicate between the traffic control mechanisms at the intersections in those corridors and a central traffic management system will provide the city with control and management abilities that will optimize the intersections' capabilities to handle traffic demands more effectively. As a result, Ames will be able to mitigate some of the corresponding pollutants associated with vehicles dealing with congestion and delays.

This project also has 2 intersections that rank in the top 25 intersections for crash frequency (Table 11) and crash rate (Table 13) according to the Ames Mobility 2040 Long Range Transportation Plan. This information was not revisited as part of the Ames Forward 2045 report. With an improved traffic flow and better usage of the existing roadway infrastructure provided by a Traffic Adaptive Traffic Management System the frequency of crashes would be expected to be reduced.

## G - AIR QUALITY IMPROVEMENT

The Ames Traffic Network Master Plan defines the requirements and steps necessary to create an integrated traffic control system made up of traffic signals, ITS devices and systems, and other traffic management assets. This central control system will greatly enhance and expand the abilities of the City to quickly understand and respond to traffic operational and safety concerns. The Traffic Network Master Plan will improve the ability of the City of Ames to monitor, manage, and change traffic signal timings along in real time to provide optimum traffic signal operations and promote efficient traffic flows. As the next step in fulfilling the Ames Traffic Network Master Plan, this Phase Five Deployment project will continue the necessary improvements in the traffic and communications systems to facilitate the technology and innovations that will allow for the mitigation of air quality issues as they relate to traffic congestion.

Numerous studies and reports have been completed in the recent past which documents the benefits and effectiveness of advanced signal control systems and TOC management centers. Some studies have shown that delays can be reduced by up to 42% (1). Others noted reduced stops by between 18 – 29% (2). In Tysons Corner, Virginia, system enhancements and management activities decreased total annual emissions VO, CO, VOC, and NOx by 134,600 kilograms (3). A study using ITS Deployment Analysis Software (IDAS) was conducted by Eugene, Oregon to evaluate the potential benefits of a hypothetical adaptive signal control system along one corridor with 8 signalized intersections resulted in a 5:1 benefit-to-cost ratio (4).

In general, most studies have shown an 8-13% decrease in fuel consumption, a 7-14% decrease in emissions, 20-40% reduction in vehicle stops, 10-20% reduction in travel times, 10-15% increases in average speed, and a 20-40% decrease in average delay. While no detailed calculations for potential air quality improvement have been completed for the addition of a TOC and ATMS in Ames, it is inarguable that the implementation of traffic management technologies and procedures will significantly improve traffic operations and decrease vehicle emissions.

Below are the results of emissions calculations and summaries completed for the Phase 5 Corridors that mostly consist of 13<sup>th</sup> street and Stange road. This shows the emission reductions that the evaluated project corridor could be expected to experience with the implementation of coordinated signal control of intersections on this route. With the addition of overall signal system management and control practices through the implantation of a citywide ATMS, additional savings will be recognized.

The analysis of the traffic signal operations along this corridor used SYNCHRO models that were developed using the most current peak hour traffic volumes (2023) and signal timings (2023) provided by the City of Ames, along with the existing lane configurations at each intersection. To



determine the impacts of the traffic signal interconnection and coordination projects the following assumptions were used:

- Peak hour traffic volumes occur during six hours per weekday and for two hours on Saturdays and Sundays, for a total of 34 hours per week.

Analysis of the project corridors determined that the implementation of the managed and coordinated traffic signal system would immediately reduce the number of stops per vehicle along 13<sup>th</sup> Street and Stange Road by 25%, and create a nearly 7% estimated decrease in VOC, CO, and NOx. Using the Iowa DOT 2009 Emission factors (MOBILE6.2 2.5 mph) determined that the implementation of the managed and coordinated traffic signal system would immediately create a nearly 7% decrease in VOC, CO, and NOx. Table 3 – Emissions Reductions for Lincoln Way summarizes the peak hour, daily and yearly emissions estimates, along with the project cost and estimated annual cost per kilogram of the reduced emissions. This project is estimated to reduced 3,300kg of CO, 750kg of VOC and 600kg of NOx annually. The annual cost per kilogram reduced is estimated to be \$45.18 for CO, \$146.84 for VOC, and \$587.35 for NOx.

**13<sup>th</sup> Street, Stange Road Emission Reduction Summary** - total kilogram amounts and percent improvements expected per peak hour, per off-peak hour, per day, and per year. (Synchro estimation)

**Table 2 – 13<sup>th</sup> St & Stange Rd Corridor**

<i>Peak Hour Emissions</i>				
	No Build	Build	Delta	% Improvement
CO (kg)	13.37	12.47	-0.9	-6.73%
NOx (kg)	2.6	2.43	-0.17	-6.54%
VOC (kg)	3.10	2.89	-0.21	-6.77%
<i>Off-peak Hour Emissions</i>				
	No Build	Build	Difference	% Improvement
CO (kg)	10.03	9.35	-0.67	-6.73%
NOx (kg)	1.95	1.82	-0.13	-6.54%
VOC (kg)	2.33	2.17	-0.16	-6.77%
<i>Daily Emissions</i>				
	No Build	Build	Difference	% Improvement
CO (kg)	133.7	124.7	-9	-6.73%
NOx (kg)	26	24.3	-1.7	-6.54%
VOC (kg)	31	28.9	-2.1	-6.77%
<i>Yearly Emissions</i>				
	No Build	Build	Difference	% Improvement
CO (kg)	48,801	45,516	-3,285	-6.73%
NOx (kg)	9,490	8,870	-621	-6.54%
VOC (kg)	11,315	10,549	-767	-6.77%

<b>Table 3 - Emissions Reductions for 13th Street, Stange Road</b>				
<b>Fifth Phase Deployment Project of the Traffic Network Master Plan</b>				
<b>Ames, Iowa</b>				
Percent of Daily Traffic in PM Peak Hour <sup>1</sup>	10%			
PM Peak Hour Volumes	25,000			
Percent Daily Vehicle Delay Reduction	21%			
<b>Calculations</b>	<b>Factor</b>	<b>Emission Type</b>		
		<b>CO</b>	<b>VOC</b>	<b>NOx</b>
<i>Before Project</i>				
Existing Delay PM Peak Hour (hr)	33			
Emission Factor <sup>2</sup> (EF), (g/hr)		103.0	33.4	7.5
Peak Hour Emissions = (Peak Delay) * (EF), (g)		3,400	1,100	250
Daily Emissions = ((Peak Emissions)/10%), (g/day)		34,000	11,000	2,500
<i>After Project</i>				
New Delay PM Peak Hour (hr)	26.0			
Emission Factor <sup>2</sup> (EF), (g/hr)		103.0	33.4	7.5
Peak Hour Emissions = (Peak Delay) * (EF), (g)		2,680	870	200
Daily Emissions = ((Peak Emissions)/10%), (g/day)		26,800	8,700	2,000
<b>Emissions Reduction</b>				
Daily Reduction (g/day)		7,200	2,300	500
Annual Reduction = ((Daily) * 365)/1000, (kg/year)		2,600	800	200
<b>Cost Effectiveness</b>				
Project cost (\$)		\$2,349,450		
Project Life (yrs)		20		
Annual Project Cost (\$/year)		\$117,470		
Annual Cost per kg of Reduced Emissions (\$/kg/year)		\$ 45.18	\$ 146.84	\$ 587.35
1 - Assumed 10% of daily traffic occurred in PM Peak Hour				
2 - Pollutant emission factors obtained from the MOBILE6.2 2.5mph table for Year 2009 as outlined in the MOBILE6 User Information Sheet. Information provided by the Iowa DOT.				

## REFERENCES

1. *Gresham/Multnomah County Phase 3: Traffic Signal System Optimization*. November 2004, DKS Associate Transportation Solutions, and Siemens Intelligent Transportation Systems.
2. Greenough and Kelman, *ITS Technology Meeting Municipal Need – the Toronto Experience*, in 6<sup>th</sup> World Congress Conference on ITS, 1999, Toronto, Canada
3. White, J., *Traffic Signal Optimization for Tyson’s Corner Network Volume I: Evaluation and Summary*, March 2000, Virginia, DOT
4. *Regional ITS Operation & Implementation Plan for the Eugene-Springfield Metropolitan Area*, November 2002, Oregon Department of Transportation, Prepared by DKS Associates.
5. *Ames Area MPO 2015-2040 Long Range Transportation Plan “Mobility 2040”*, September 2015, HDR.
6. *Ames Area MPO 2015-2045 Long Range Transportation Plan “Forward 2045”*, September 2020, HDR.

ITEM#: 5  
DATE: 08-31-23

**TRANSPORTATION TECHNICAL COMMITTEE ACTION FORM**

**SUBJECT: TRANSIT SAFETY PERFORMANCE TARGETS**

**BACKGROUND:**

The Federal Transit Administration’s Public Transportation Agency Safety Plan (PTASP) regulation, 49 CFR Part 673, requires that transit safety performance targets are available to states and MPOs to aid in the planning process and to coordinate in the selection of state and MPO safety performance measures.

**The Transit Board approved their PTASP on August 17, 2023, and provided it to the AAMPO on August 22, 2023. MPOs are required to adopt the transit safety targets no more than 180 days after receiving the PTASP, thus the AAMPO must adopt these targets by February 18, 2024.** These targets are based on a review of the previous 5 years of CyRide performance data and are derived from the safety performance measures established under the National Public Transportation Safety Plan.

The CyRide Transit Board approved the following transit safety targets. These targets are based on a review of the previous 5 years of Ames Transit Agency (CyRide) performance data and are derived from the safety performance measures established under the National Public Transportation Safety Plan. It is suggested that AAMPO adopt these performance measures:

The CyRide Transit Board approved the following transit safety targets:

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	37,684.32
Paratransit	0	0	0	0.00	0	0.00	238,798

\*VRM= Vehicle Revenue Miles

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

**ALTERNATIVES:**

1. Recommend the transit safety performance targets to the Transportation Policy Committee for formal approval.
2. Recommend the transit safety performance targets, with Transportation Technical Committee modifications, to the Transportation Policy Committee for formal approval.

**MPO ADMINISTRATOR'S RECOMMENDED ACTION:**

CyRide developed these transit safety targets using the previous five years of performance data from the Ames region and they are derived from the safety performance measures established under the National Public Transportation Plan.

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

ITEM#: 6  
DATE: 08-31-23

## **TRANSPORTATION TECHNICAL COMMITTEE ACTION FORM**

**SUBJECT: AMES URBAN AREA BOUNDARY ADJUSTMENT**

### **BACKGROUND:**

On January 18, 2023, the United States Census Bureau published geographic shapefiles of the 2020 urban areas based on the result of the 2020 Decennial Census. The Census Bureau published a [notice](#) on March 24, 2022, which lists several criteria used for establishing and defining urban areas. Some of the key criteria are listed below:

1. Area with a population of at least 5,000 (or at least 2,000 housing units)
2. Initial urban area cores are identified using an aggregation of census blocks with a housing unit density of 425. Land use cover data used to identify territory with high degree of imperviousness.
3. Maximum hop distance of 0.5 miles and a maximum jump distance of 1.5 miles for the inclusion of noncontiguous territory.

Working off the Census urban areas, the Federal Highway Administration (FHWA) undergoes an urban area boundary adjustment process to meet Federal-Aid highway program requirements consistent with state and local planning. This boundary adjustment process starts with a collaboration between local agencies and state departments of transportation (DOTs) to develop a preliminary urban area boundary and is ultimately concluded with final approval of the urban area boundary by the FHWA district office.

**Approved FHWA urban area boundaries are utilized for the distribution of some federal formula-based funding programs, such as the Surface Transportation Block Grant (STBG), as well as for the establishment of highway functional classification. Metropolitan Planning Area (MPA) boundaries (the MPO's boundary) also need to include the entirety of the FHWA urban area.**

The FHWA and Iowa DOT provided guidance criteria for adjusting the urban area boundary. Some of the criteria most relevant to the Ames urban area adjustment are:

1. Urban areas must include the entirety of the Census-defined urban area.
2. Urban area boundaries should be as simple and direct as possible. They should follow census boundaries, corporate limits, parcel lines, or geographical features such as roads, railroads, or streams/rivers.
3. Whenever the urban area boundary follows a highway, road, or street, that road shall be entirely within the boundary.
4. Boundaries should smooth out irregularities, maintain administrative continuity of peripheral routes, and encompass fringe areas having residual, commercial, industrial, and/or national defense significance. It should also include areas which

currently have or are developing “urban” characteristics such as sidewalks/curbs, street lighting, sanitary and storm drainage facilities, transit service, police and fire protection, parks, stadiums, schools, or other major facilities.

The Iowa DOT also informed MPOs that, for the 2020 FHWA urban area adjustment process, the 2010 FHWA urban area can be leveraged as a starting point, in addition to the 2020 Census urban area.

**On August 21, 2023, MPO staff met with staff and officials from the City of Ames, City of Gilbert, and Iowa DOT to discuss the Ames urban area boundary adjustment. Using feedback from this coordination meeting as well as the FHWA and Iowa DOT’s guidance criteria, MPO staff developed a preliminary adjusted urban area boundary for Ames (see Attachment A). The following are key comments on this preliminary boundary:**

1. Inclusion of the City of Gilbert within the Ames Urban Area:
  - a. The City of Gilbert was not included within the 2020 census Ames urban area due to the reduction of the maximum jump distance to 1.5 miles (instead of the 2.5 miles used in the 2010 census).
  - b. In the coordination meeting with local agencies and Iowa DOT, Mayor Jon Popp from the City of Gilbert expressed his desire to remain within the AAMPO and Ames urban area citing the Gilbert school district boundary extending into northern Ames and the desire for continued regional coordination on transportation projects.
  - c. The City of Gilbert was included within the 2010 FHWA Ames Urban Area, which the Iowa DOT stated could be used as a starting point for establishing the 2020 urban area boundary.
  - d. If the Ames urban boundary were to be adjusted to follow the 190<sup>th</sup> Street corridor from US 69 to George Washington Carver Avenue (in order to encompass Ada Hayden Heritage Park, the Ames Golf & Country Club, the Vintage Cooperative of Ames, and recent developments along 190<sup>th</sup> Street), the “jump distance” from the northern edge of the Ames urban area boundary to the southern extents of the City of Gilbert would be just under 1.5 miles, the maximum jump distance that the Census Bureau leverages for defining urban areas.
2. Changes with the 2020 preliminary boundary compared to the 2010 boundary:
  - a. Urban area boundary around the City of Gilbert adjusted to match their current corporate limits (including encompassing Gilbert High School on the eastern side of the city).
  - b. Inclusion of the Ames Golf & Country Club and developments along and near Cameron School Road and GW Carver Avenue.
  - c. Inclusion of more area south of Ames to account for adjustments to the census urban area, encompass new developments near research park, and follow established geographical features (roadways).
  - d. Inclusion of residences along W Riverside Road (east of Ada Hayden Heritage Park).



Once the AAMPO transportation technical committee and transportation policy committee have finished their review of the preliminary Ames urban area boundary, it will be submitted to the Iowa DOT for their review. **The Iowa DOT is requesting that preliminary urban area boundaries be submitted to them by mid-September. Once the Iowa DOT has approved the boundary, it will be submitted to the FHWA division office for their final approval. Final approval by the FHWA division office is expected to occur in calendar year 2024. It is also anticipated that the AAMPO will review and adjust its MPA boundary in 2024, before the start of development of the 2050 Metropolitan Transportation Plan (MTP).**

**ALTERNATIVES:**

1. Recommend the preliminary Ames urban area boundary to the Transportation Policy Committee for formal resolution and submission to Iowa DOT.
2. Recommend the preliminary Ames urban area boundary, with Transportation Technical Committee modifications, to the Transportation Policy Committee for formal resolution and submission to Iowa DOT.

**MPO ADMINISTRATOR'S RECOMMENDED ACTION:**

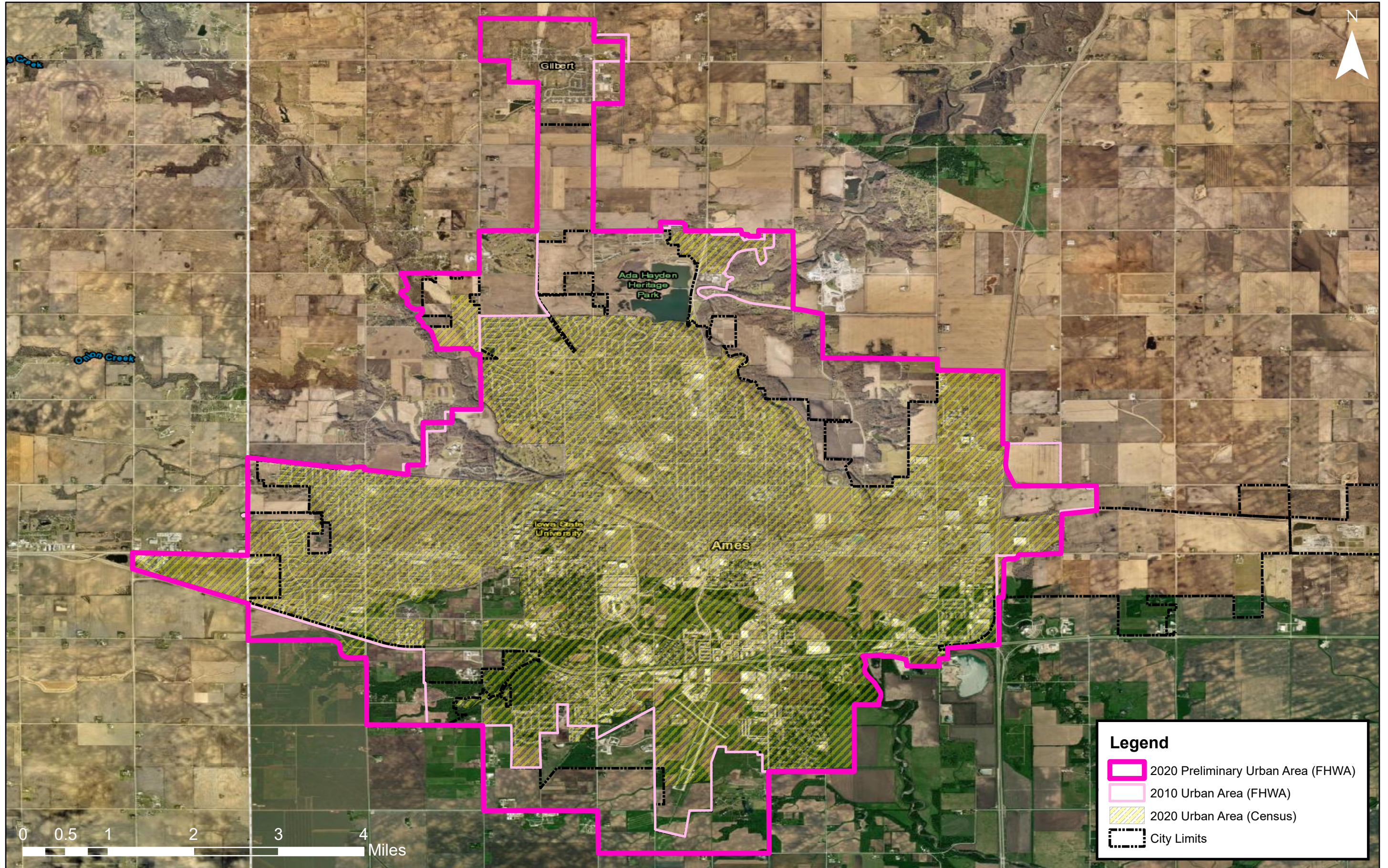
MPO staff developed this preliminary Ames urban area boundary by following the guidance criteria provided by the FHWA and Iowa DOT as well as in coordination with local agencies and the Iowa DOT.

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







# Attachment A - Preliminary Ames Urban Area Boundary

Date: 08-29-2023



**Legend**

-  2020 Preliminary Urban Area (FHWA)
-  2010 Urban Area (FHWA)
-  2020 Urban Area (Census)
-  City Limits

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community  
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community