

**AMES AREA METROPOLITAN  
PLANNING ORGANIZATION**

**TRANSPORTATION  
IMPROVEMENT PROGRAM**

**FY 2007 – FY 2010**

**FINAL**

**MAY 23, 2006**

**Federal Highway  
Administration  
Section  
Surface Transportation  
Program  
And  
Transportation  
Enhancement**

# AMES AREA METROPOLITAN PLANNING ORGANIZATION

## FEDERAL FISCAL YEARS 2007-2010 TRANSPORTATION IMPROVEMENT PROGRAM

### NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program  
 Highway Bridge Replacement and Rehabilitation Program

Federal Fiscal Year:

- Federal Fiscal Year 2007 (October 1, 2006 – September 30, 2007)  
 Federal Fiscal Year 2008 (October 1, 2007 – September 30, 2008)  
 Federal Fiscal Year 2009 (October 1, 2008 – September 30, 2009)  
 Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)

Route or Street Name: Area Wide

Termini: \_\_\_\_\_

Bridge Number (For Bridge Projects Only): \_\_\_\_\_

Length: \_\_\_\_\_ miles

Type of Work: Statewide Urban Design and Specifications Manual (SUDAS)

Map (*Please include a map indicating project location.*)

### PROJECT COST INFORMATION

Total Estimated Cost: \$ 4,593

Federal-Aid: \$ 3,674

Local Match: \$ 919

Other: \$ ---

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Federal Funding Source:

- Surface Transportation Program  
 Highway Bridge Replacement and Rehabilitation Program

Federal Fiscal Year:

- Federal Fiscal Year 2007 (October 1, 2006 – September 30, 2007)  
 Federal Fiscal Year 2008 (October 1, 2007 – September 30, 2008)  
 Federal Fiscal Year 2009 (October 1, 2008 – September 30, 2009)  
 Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)

Route or Street Name: Area Wide

Termini: \_\_\_\_\_

Bridge Number (For Bridge Projects Only): \_\_\_\_\_

Length: \_\_\_\_\_ miles

Type of Work: Pavement Management System

Map (*Please include a map indicating project location.*)

### PROJECT COST INFORMATION

Total Estimated Cost: \$ 6,500

Federal-Aid: \$ 5,200

Local Match: \$ 1,300

Other: \$ ---

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Federal Funding Source:

- Surface Transportation Program  
 Highway Bridge Replacement and Rehabilitation Program

Federal Fiscal Year:

- Federal Fiscal Year 2007 (October 1, 2006 – September 30, 2007)  
 Federal Fiscal Year 2008 (October 1, 2007 – September 30, 2008)  
 Federal Fiscal Year 2009 (October 1, 2008 – September 30, 2009)  
 Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)

Route or Street Name: Beach Avenue

Termini: Lincoln Way to Mortensen Parkway

Bridge Number (For Bridge Projects Only): \_\_\_\_\_

Length: 1.1 miles

Type of Work: Pavement Rehabilitation

Map (*Please include a map indicating project location.*)

### PROJECT COST INFORMATION

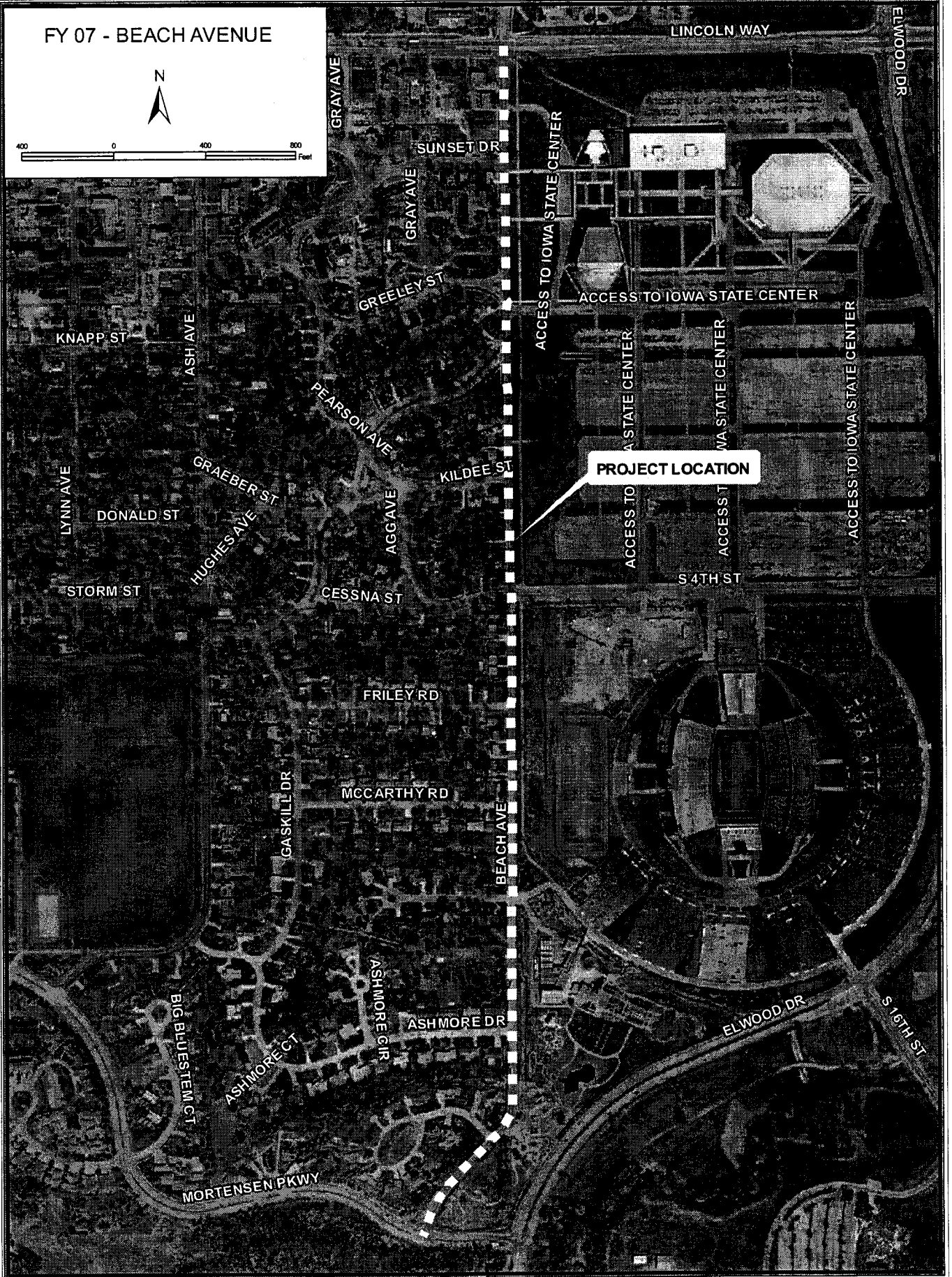
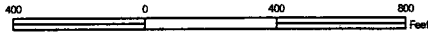
Total Estimated Cost: \$ 1,490,000

Federal-Aid: \$ 744,296

Local Match: \$ 745,704

Other: \$ ---

FY 07 - BEACH AVENUE



PROJECT LOCATION

LINCOLN WAY

ELWOOD DR

SUNSET DR

GRAY AVE

GREELEY ST

PEARSON AVE

KILDEE ST

AGGAVE

CESSNA ST

FRILEY RD

MCCARTHY RD

ASHMORE DR

BEACH AVE

KNAPP ST

ASH AVE

LYNN AVE

DONALD ST

STORM ST

GRAEBER ST

HUGHES AVE

BIG BLUESTEM CT

ASHMORE CT

ASHMORE CIR

MORTENSEN PKWY

ACCESS TO IOWA STATE CENTER

ACCESS TO IOWA STATE CENTER

ACCESS TO IOWA STATE CENTER

ACCESS TO IOWA STATE CENTER

S 4TH ST

ELWOOD DR

S 16TH ST

# AMES AREA METROPOLITAN PLANNING ORGANIZATION

## FEDERAL FISCAL YEARS 2007-2010 TRANSPORTATION IMPROVEMENT PROGRAM

### NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program (Enhancement)  
 Highway Bridge Replacement and Rehabilitation Program

Federal Fiscal Year:

- Federal Fiscal Year 2007 (October 1, 2006 – September 30, 2007)  
 Federal Fiscal Year 2008 (October 1, 2007 – September 30, 2008)  
 Federal Fiscal Year 2009 (October 1, 2008 – September 30, 2009)  
 Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)

Route or Street Name: Skunk River Trail

Termini: Bloomington Road to Ada Hayden Heritage Park

Bridge Number (For Bridge Projects Only): \_\_\_\_\_

Length: 0.50 miles

Type of Work: Bike Trail Paving

Map (*Please include a map indicating project location.*)

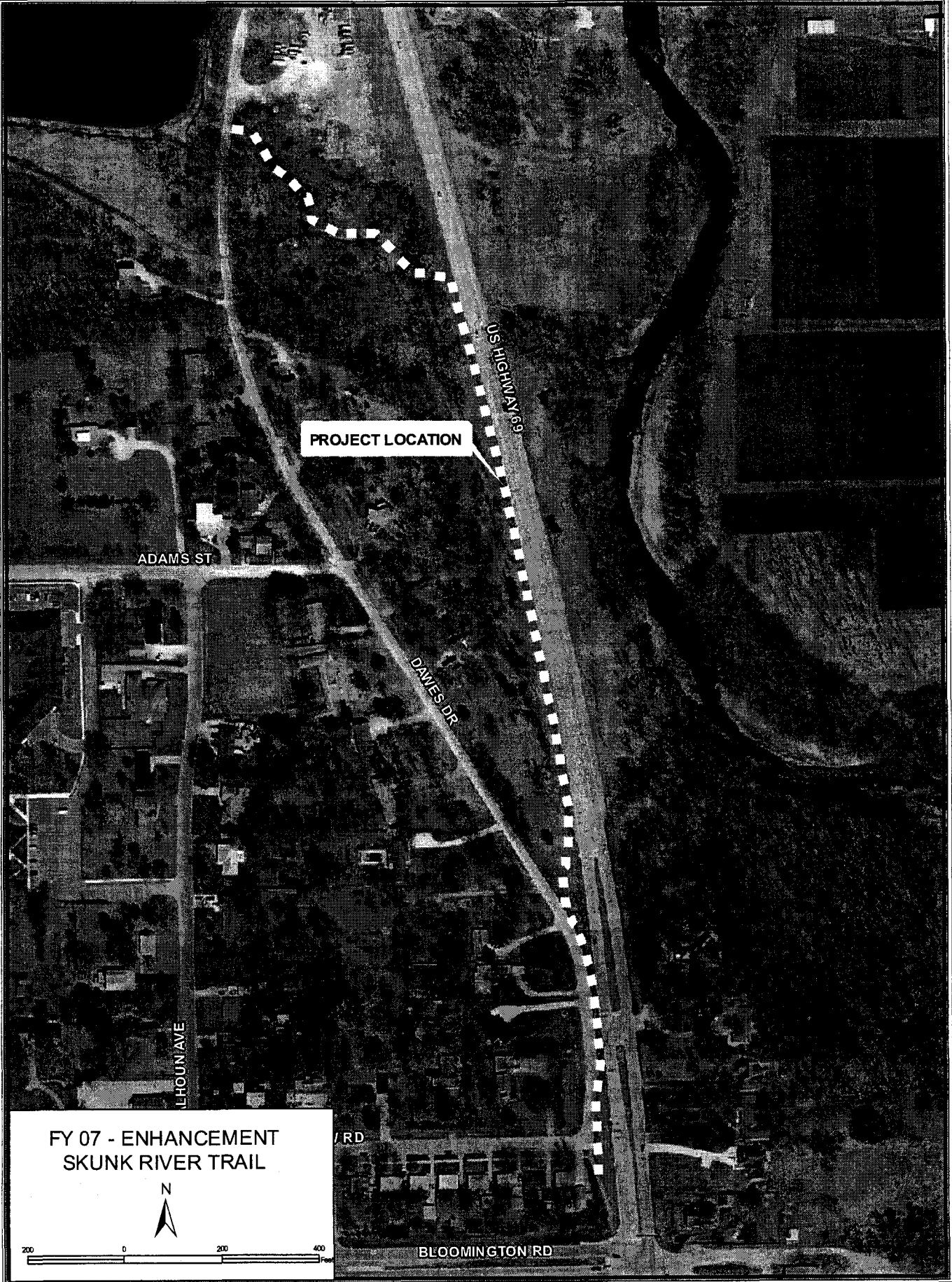
### PROJECT COST INFORMATION

Total Estimated Cost: \$ 120,000

Federal-Aid: \$ 71,178

Local Match: \$ 48,822

Other: \$ N/A



PROJECT LOCATION

ADAMS ST

US HIGHWAY 69

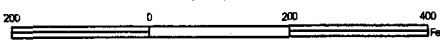
DAWES DR

L'HOUN AVE

/ RD

BLOOMINGTON RD

FY 07 - ENHANCEMENT  
SKUNK RIVER TRAIL





# AMES AREA METROPOLITAN PLANNING ORGANIZATION

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Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program  
 Highway Bridge Replacement and Rehabilitation Program

Federal Fiscal Year:

- Federal Fiscal Year 2007 (October 1, 2006 – September 30, 2007)  
 Federal Fiscal Year 2008 (October 1, 2007 – September 30, 2008)  
 Federal Fiscal Year 2009 (October 1, 2008 – September 30, 2009)  
 Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)

Route or Street Name: North Dakota Avenue

Termini: 600' south of Delaware Avenue to Ontario Street

→ Bridge Number (For Bridge Projects Only): \_\_\_\_\_

Length: 0.57 miles

Type of Work: Pavement Rehabilitation

Map (Please include a map indicating project location.)

### PROJECT COST INFORMATION

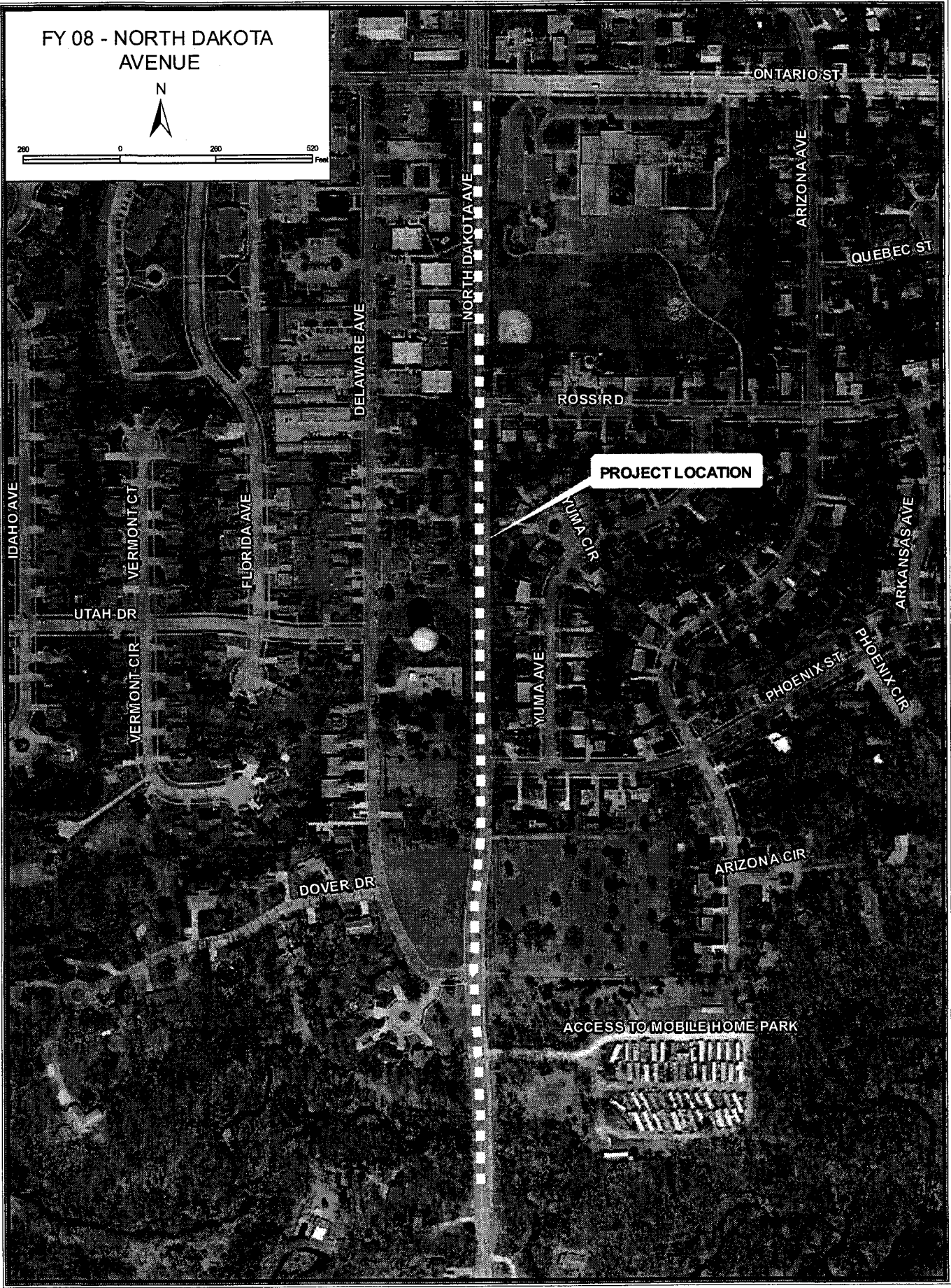
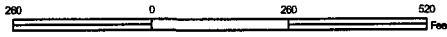
Total Estimated Cost: \$ 1,300,000

Federal-Aid: \$ 782,427

Local Match: \$ 517,573

Other: \$ N/A

FY 08 - NORTH DAKOTA AVENUE



# AMES AREA METROPOLITAN PLANNING ORGANIZATION

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Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program (Enhancement)  
 Highway Bridge Replacement and Rehabilitation Program

Federal Fiscal Year:

- Federal Fiscal Year 2007 (October 1, 2006 – September 30, 2007)  
 Federal Fiscal Year 2008 (October 1, 2007 – September 30, 2008)  
 Federal Fiscal Year 2009 (October 1, 2008 – September 30, 2009)  
 Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)

Route or Street Name: Skunk River Trail

Termini: E. 13<sup>th</sup> Street to Carr Pool

Bridge Number (For Bridge Projects Only): \_\_\_\_\_

Length: 0.40 miles

Type of Work: Bike Trail Paving

Map (*Please include a map indicating project location.*)

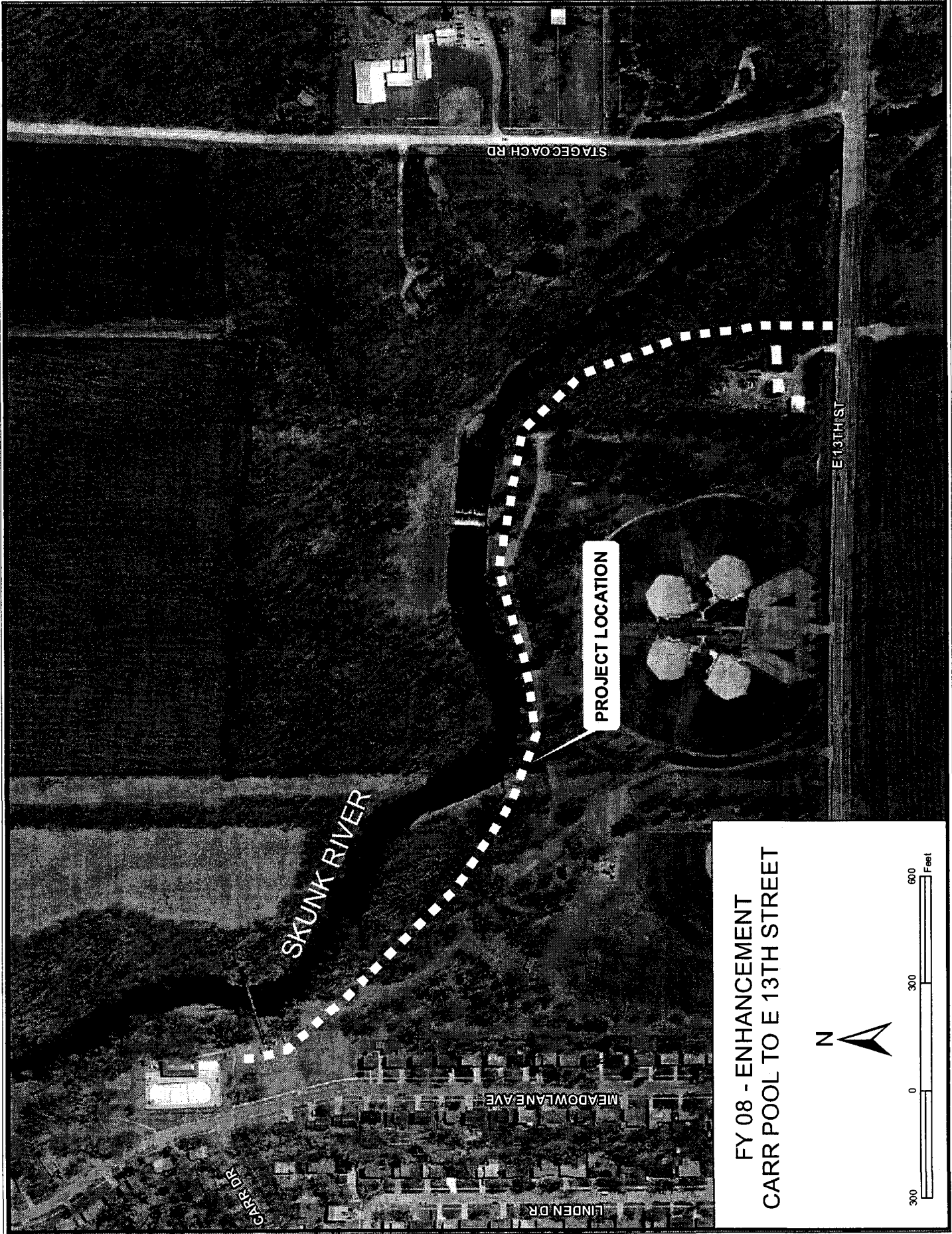
### PROJECT COST INFORMATION

Total Estimated Cost: \$ 120,000

Federal-Aid: \$ 71,178

Local Match: \$ 48,822

Other: \$ N/A



STAGECOACH RD

E 13TH ST

PROJECT LOCATION

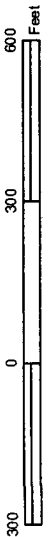
SKUNK RIVER

CARR DR

LINDEN DR

MEADOWLANE AVE

FY 08 - ENHANCEMENT  
CARR POOL TO E 13TH STREET



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Federal Funding Source:

- Surface Transportation Program  
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Federal Fiscal Year:

- Federal Fiscal Year 2007 (October 1, 2006 – September 30, 2007)  
 Federal Fiscal Year 2008 (October 1, 2007 – September 30, 2008)  
 Federal Fiscal Year 2009 (October 1, 2008 – September 30, 2009)  
 Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)

Route or Street Name: 13<sup>th</sup> Street

Termini: Union Pacific Railroad Overpass to Stange Road

Bridge Number (For Bridge Projects Only): \_\_\_\_\_

Length: 0.48 miles

Type of Work: Pavement Rehabilitation

Map (Please include a map indicating project location.)

### PROJECT COST INFORMATION

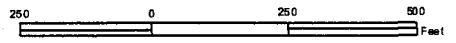
Total Estimated Cost: \$ 1,300,000

Federal-Aid: \$ 858,940

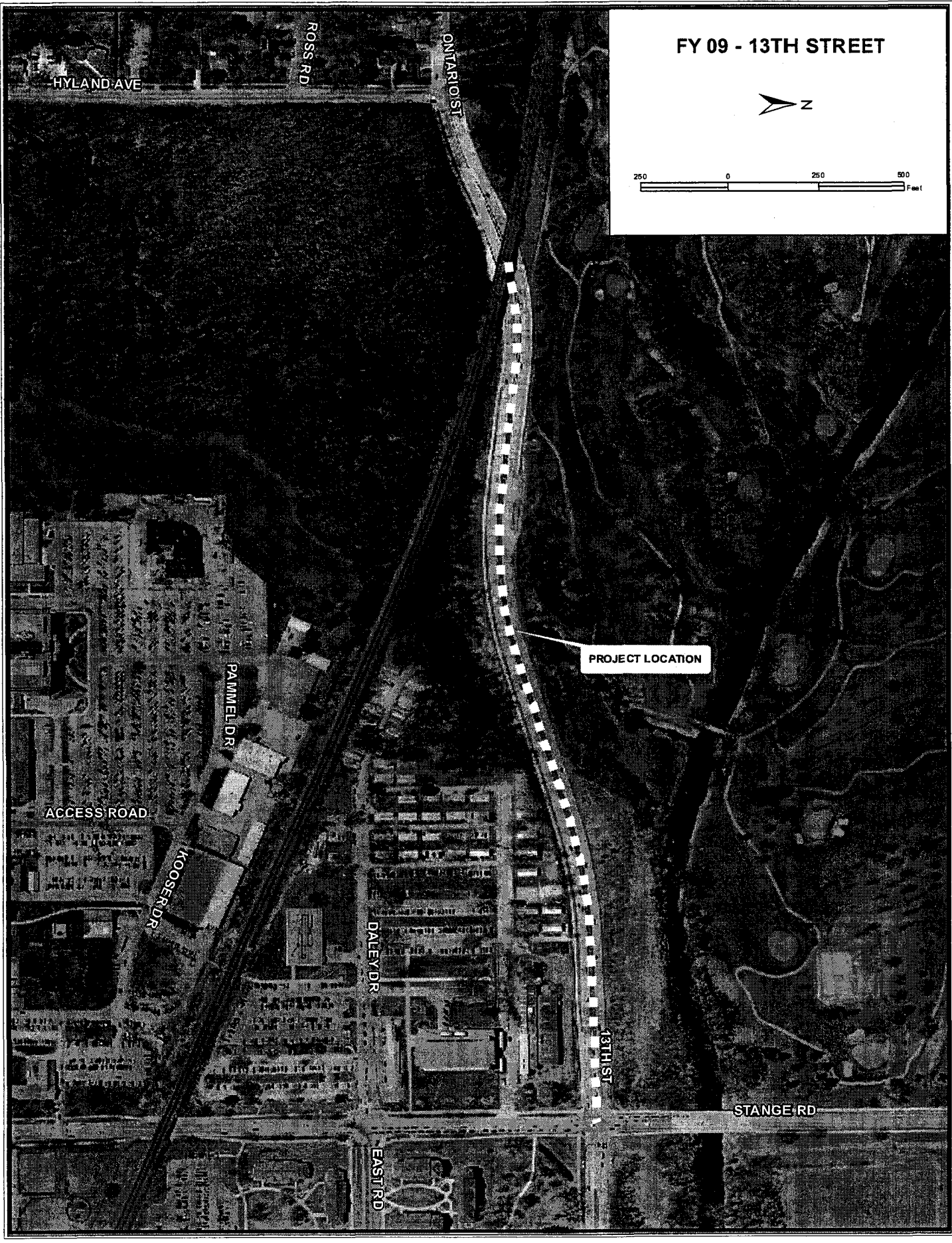
Local Match: \$ 441,060

Other: \$ N/A

FY 09 - 13TH STREET



PROJECT LOCATION



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Federal Funding Source:

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Federal Fiscal Year:

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 Federal Fiscal Year 2008 (October 1, 2007 – September 30, 2008)  
 Federal Fiscal Year 2009 (October 1, 2008 – September 30, 2009)  
 Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)

Route or Street Name: Skunk River Trail

Termini: E. Lincoln Way to East 13<sup>th</sup> Street

Bridge Number (For Bridge Projects Only): \_\_\_\_\_

Length: 0.94 miles

Type of Work: Bike Trail Paving

Map (*Please include a map indicating project location.*)

### PROJECT COST INFORMATION

Total Estimated Cost: \$ 205,000

Federal-Aid: \$ 72,526

Local Match: \$ 132,474

Other: \$ N/A



FY 09 - ENHANCEMENT  
SKUNK RIVER TRAIL



350 0 350 700 Feet

E 13TH ST

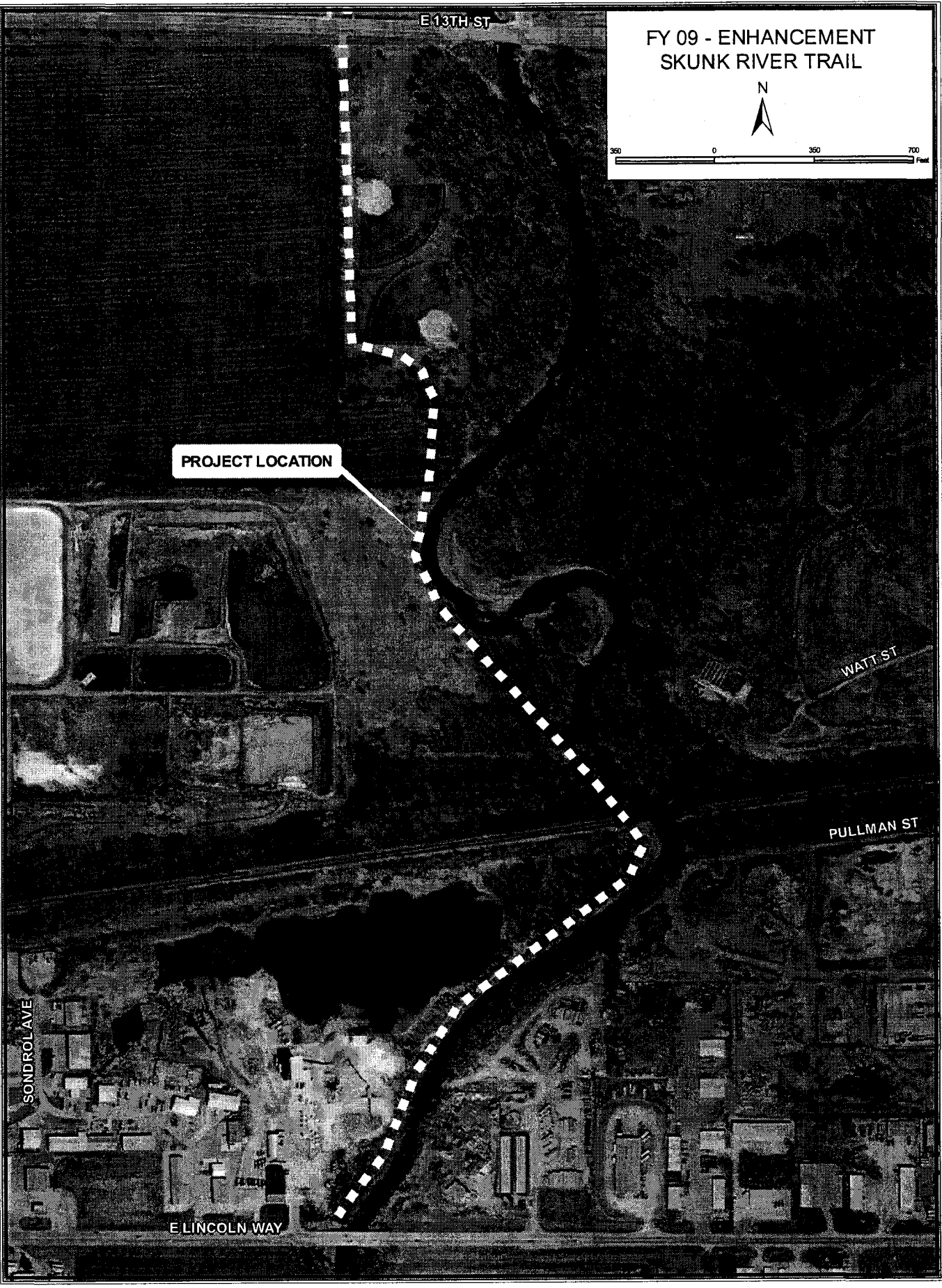
PROJECT LOCATION

WATT ST

PULLMAN ST

SONDROL AVE

E LINCOLN WAY





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Federal Fiscal Year:

- Federal Fiscal Year 2007 (October 1, 2006 – September 30, 2007)  
 Federal Fiscal Year 2008 (October 1, 2007 – September 30, 2008)  
 Federal Fiscal Year 2009 (October 1, 2008 – September 30, 2009)  
 Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)

Route or Street Name: George W. Carver Avenue

Termini: Stange Road to Bloomington Road

Bridge Number (For Bridge Projects Only): \_\_\_\_\_

Length: 0.90 miles

Type of Work: Pavement Rehabilitation

Map (*Please include a map indicating project location.*)

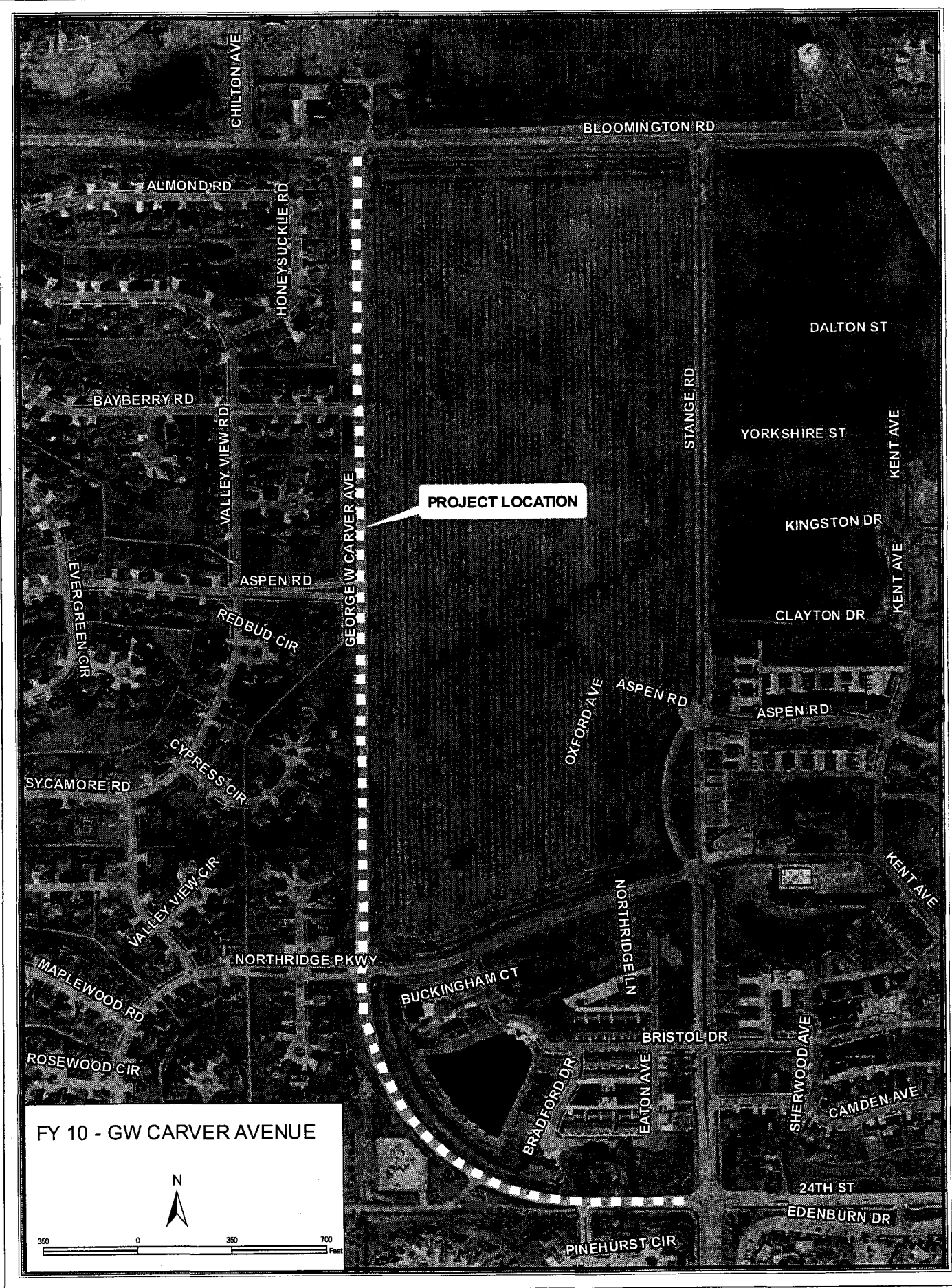
### PROJECT COST INFORMATION

Total Estimated Cost: \$ 860,000

Federal-Aid: \$ 688,000

Local Match: \$ 172,000

Other: \$ N/A



CHILTON AVE

BLOOMINGTON RD

ALMOND RD

HONEYSUCKLE RD

BAYBERRY RD

VALLEY VIEW RD

ASPEN RD

REDBUD CIR

EVERGREEN CIR

SYCAMORE RD

CYPRESS CIR

VALLEY VIEW CIR

MAPLEWOOD RD

ROSEWOOD CIR

NORTHRIDGE PKWY

BUCKINGHAM CT

BRADFORD DR

EATON AVE

SHERWOOD AVE

CAMDEN AVE

24TH ST

EDENBURN DR

PINEHURST CIR

DALTON ST

YORKSHIRE ST

KINGSTON DR

CLAYTON DR

ASPEN RD

KENT AVE

KENT AVE

STANGE RD

OXFORD AVE

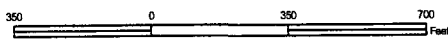
NORTHRIDGE LN

BRISTOL DR

PROJECT LOCATION

GEORGE W. CARVER AVE

FY 10 - GW CARVER AVENUE



# AMES AREA METROPOLITAN PLANNING ORGANIZATION

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- Federal Fiscal Year 2007 (October 1, 2006 – September 30, 2007)  
 Federal Fiscal Year 2008 (October 1, 2007 – September 30, 2008)  
 Federal Fiscal Year 2009 (October 1, 2008 – September 30, 2009)  
 Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)

Route or Street Name: Skunk River Trail

Termini: Southeast 16<sup>th</sup> Street to E. Lincoln way

Bridge Number (For Bridge Projects Only): \_\_\_\_\_

Length: 1.0 miles

Type of Work: Bike Trail Paving

Map (*Please include a map indicating project location.*)

### PROJECT COST INFORMATION

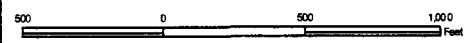
Total Estimated Cost: \$ 300,000

Federal-Aid: \$ 73,372

Local Match: \$ 76,628

Other: \$ 150,000

# FY 10 - ENHANCEMENT SKUNK RIVER TRAIL



E LINCOLN WAY

Access to city wells

FREEL DR

SE 5TH ST

PROJECT LOCATION

SE 16TH ST

RE-ROUTED S. DAYTON AVE

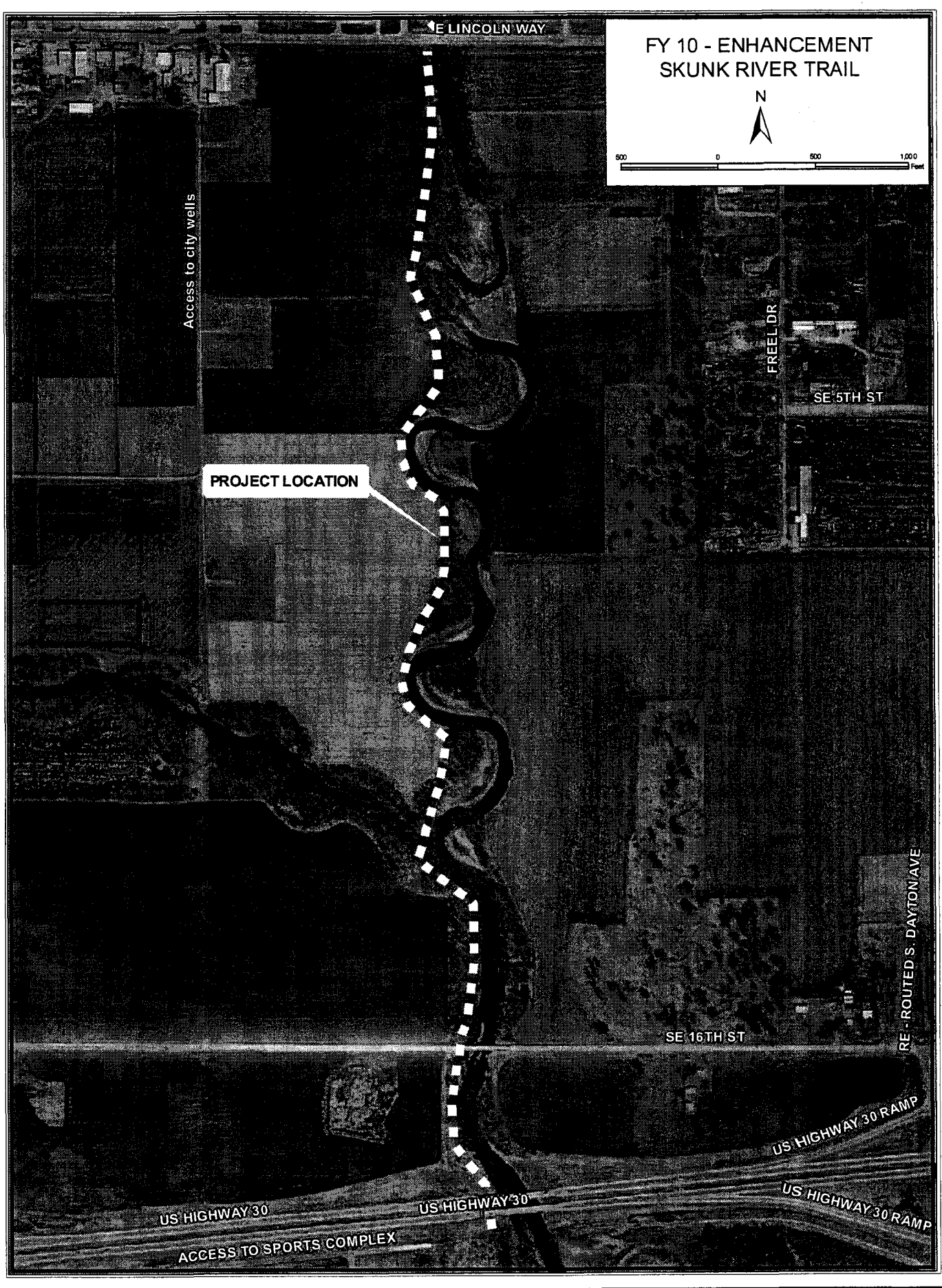
US HIGHWAY 30

US HIGHWAY 30

US HIGHWAY 30 RAMP

US HIGHWAY 30 RAMP

ACCESS TO SPORTS COMPLEX



**Ames Area Metropolitan Planning Organization**  
 FY 2007-2010 TIP Summary of FHWA Program

Surface Transportation Program			Total Cost x 1000					Federal Participation x 1000				
Location	Termini	Sponsor	Type of Work	2007	2008	2009	2010	2007	2008	2009	2010	
Areawide	--	City of Ames	SUDAS	4.6	4.6	4.6	4.6	3.7	3.7	3.7	3.7	
Areawide	--	City of Ames	Pavement Management	6.5	6.5	6.5	6.5	5.2	5.2	5.2	5.2	
Beach Avenue	Lincoln Way to Mortensen	City of Ames	Pavement Rehabilitation	1,490				744				
North Dakota Avenue	Delaware to Ontario	City of Ames	Pavement Rehabilitation		1,300				782			
13th Street	UPRR to Stange Road	City of Ames	Pavement Rehabilitation			1,300				859		
G.W. Carver Avenue	Stange Rd. to Bloomington	City of Ames	Pavement Rehabilitation				860				688	
Target Funding		FHWA						753	791	868	874	

Enhancements			Total Cost x 1000					Federal Participation x 1000				
Location	Termini	Sponsor	Type of Work	2007	2008	2009	2010	2007	2008	2009	2010	
Skunk River Trail	Bloomington Road to Ada Hayden	City of Ames	Ped/Bike Paving	120				71				
Skunk River Trail	E. 13th St. to Carr Pool	City of Ames	Ped/Bike Paving		120				71			
Skunk River Trail	Lincoln Way to E. 13th St.	City of Ames	Ped/Bike Paving			205				73		
Skunk River Trail	Lincoln Way to SE 16th St.	City of Ames	Ped/Bike Paving				300				73	
Target Funding		FHWA						71	71	73	73	

**Federal Transit  
Administration  
Section**

Fund Type	System	Project Description	Vehicle Identification or Remarks	Type Exp	Type Project	Total Cost					Federal Participation				
						2007	2008	2009	2010	2007	2008	2009	2010	2007	2008
5307/STA	JARC	General Operations		O		5,806,892	6,039,168	6,280,734	6,531,964	1,081,365	1,124,620	1,220,212	1,298,306	600,000	
		East 13th Regional Commercial/Industrial Area		O			350,000	380,000			175,000	190,000			
5310		Elderly & Persons with Disabilities Program		O		93,000	105,000	140,000	146,000	74,400	84,000	112,000	116,800		
5310		Contracted paratransit service	HIRTA contract	C	Rep	32,000				28,800					
5310		Wheelchair ramp replacement	944, 945, 946, 947	C	Rep	75,000				62,250					
5310		1 - 158" Light Duty Bus (Diesel, Urban, Cameras)	960	C	Rep		120,000				108,000				
5310		Wheelchair lift replacement	953, 954, 955, 956, 957, 958	C	Rep			97,500	104,000		96,000	78,000	83,200		
5310		Preventative Maintenance		O											
5309		Replacement Buses and Bus Equipment		C	Rep	2,544,000				2,111,520					
5309		8 - 40' HD buses with cameras	980, 981, 983, 985, 989, 990, 991, 992	C	Rep										
5309		4 - 35' HD buses with cameras	926, 927, 933, 934	C	Rep	610,000		660,000		506,300		547,800			
5309		3 - 158" Light Duty Bus (Diesel, Urban, Cameras)	938, 939, 949	C	Rep	225,000				186,750					
5309		Minivan (E 85)	968 in FY07, 969 in FY09	C	Rep	40,000		50,000		33,200		41,500			
5309		3 - 158" Light Duty Bus (Diesel, Urban, Cameras)	961 in FY08; 978,979 in FY09	C	Rep		78,000	162,000	1,392,000		64,740	134,460	1,155,360		
5309		4 - 40' HD buses with cameras	944, 945, 946, 947	C	Rep										
5307		Transit Intensive Cities		C	Exp	636,000				527,880					
5307		2 - 40' HD buses with cameras	40' heavy duty low floor	C	Exp	60,000				48,000					
5307		Storage area repaint	Floors in FY07, Rest in FY08	C	Reh	40,000				32,000					
5307		Shop area complete repaint	12 per year	C	Reh	75,000				60,000					
5307		Elec. Des. Sign Retrofit		C	Rep	7,500	7,500		7,500	6,000	6,000		6,000		
5307		Solar bus stop lights		C	Exp	6,500	7,000		7,000	5,200	5,600		5,600		
5307		Computer Replacement		C	Rep	61,000				48,800					
5307		Shop technology hardware and software		C	Rep	7,000				5,600					
5307		Tire Changer		C	Rep	8,000				6,400					
5307		Portable Shelter Power Washer		C	Exp	30,000				24,000					
5307		Grounds Tractor and attachments		C	Rep	20,000				16,000					
5307		Portable Lift for Building Maintenance		C	Exp	12,000				9,600					
5307		Shop parts shelves and storage		C	Exp	35,000				28,000					
5307		Hybrid Gas/Electric Administrative Car	950	C	Exp	40,000				32,000					
5307		Shop truck		C	Rep	50,000				40,000					
5307		Maint Supv Office remodel and expand		C	Exp/Reh	48,000			48,000	38,400			38,400		
5307		Insulated overhead doors		C	Rep		656,000	338,000			544,480	280,540			
5307		3 - 40' HD buses with cameras	962, 964, 984	C	Rep		86,000				68,800				
5307		Bus interior vacuum system		C	Rep		180,000				144,000				
5307		Stange Rd/Univ Village traffic control	Two per year	C	Exp		20,000	20,000	20,000		16,000	16,000			
5307		Bus Shelters		C	Exp		290,000	5,000			240,700	4,000			
5307		One trolley replica bus		C	Exp										
5307		Training AV equipment		C	Exp										
5307		One 40' Coach for DM Airport		C	Exp										
5307		Run Cutting Software		C	Exp										
5307				C	Exp	1,136,000	956,500	672,500	532,500	927,880	784,880	556,840	416,000		
5309		Garage Rehab and Expansion		C	Exp/Reh	2,500,000				2,000,000					
5309		Garage Rehab and Expansion Phase II	Remodel and Expand Office	C	Exp	100,000				80,000					
5309		Steam cleaner relocation		C	Rep	200,000				160,000					
5309		Steam clean area; hoist and floor repair		C	Rep	50,000				40,000					
5309		Boilers replacement		C	Exp	20,000				16,000					
5309		Shop Energy Management Study		C	Exp	60,000		60,000		48,000		48,000			
5309		Replace Shop Hoists		C	Rep	150,000				120,000					
5309		Storage area air handling replacement		C	Rep		50,000			40,000					
5309		Shop AC Replacement		C	Rep		50,000			40,000					
5309		Exterior wall maintenance		C	Rep		20,000			16,000					
5309		Waste oil heaters		C	Exp		20,000			16,000					
5309		Supplemental service lane heat		C	Exp		20,000			16,000					

February 10, 2006

Fund Type	System	Project Description	Vehicle Identification or Remarks	Type Exp	Type Project	Total Cost				Federal Participation				2007 STA	
						2007	2008	2009	2010	2007	2008	2009	2010		
5309	CyRide	Bus wash improvements		C	Exp			10,000							
5309	CyRide	Garage Rehab and Expansion Phase III	Master Plan revision and construction	C	Exp/Reh			50,000	5,000,000			40,000	4,000,000		
5309	CyRide	<b>Security</b>		C	Exp	170,000									
5309	CyRide	Bldg Independent Power System		C	Exp	42,000	42,000	42,000		136,000					
5309	CyRide	Vehicle Security System Retrofit	7 buses per year	C	Exp	40,000	40,000			33,600	33,600	33,600			
5309	CyRide	Homeland Security Recommendations		C	Exp	42,000	42,000	42,000	42,000	32,000	33,600	33,600	33,600		
5309	CyRide	Vehicle Security System Replacement	10 per year	C	Rep					33,600	33,600	33,600	33,600		
5309	CyRide	<b>Intermodal Facilities</b>		C	Reh	1,000,000	15,625,000			720,000	12,500,000				
5309	CyRide	Resurface ISC Commuter Parking		C	Exp										
5309	CyRide	ISU North Intermodal Facility		C	Exp										
5309	CyRide	<b>Administration and Support</b>		C	Exp	5,000	600,000			4,000	480,000				
5309	CyRide	AVL study, hardware, software		C	Exp			150,000				120,000			
5309	CyRide	Driving Simulator		C	Exp										
Total						14,858,892	24,197,668	8,796,734	13,748,464	8,370,065	15,676,440	3,164,012	7,103,266		
Capital						9,052,000	17,808,500	2,136,000	7,216,500	7,288,700	14,376,820	1,753,800	5,804,960		



# AMES AREA METROPOLITAN PLANNING ORGANIZATION

## 2007-10 TRANSPORTATION IMPROVEMENT PROGRAM

### SUPPLEMENTAL INFORMATION

#### **Project Selection**

The AAMPO Policy Committee adopted a project rating criteria system as a means of ranking submitted projects. Four projects were submitted and rated. The highest-ranking projects were then presented to the Technical Committee for review and recommendation. A recommendation was then passed on to the Policy Committee for action. Enhancement projects consist of open space trails that have been approved by the bike users and the Parks and Recreation Department.

The Transit Board has approved transit projects from CyRide.

#### **Status of Previously Approved Projects**

The Federal Fiscal Year 2006 highway element project, as approved in the 2006-2008 TIP, is the rehabilitation of Northwestern Avenue from 13<sup>th</sup> Street to 6<sup>th</sup> Street. This project was let by IDOT and awarded to Manatt's, Inc. of Ames, Iowa. Construction will take place during the summer of 2006.

The FY2006 enhancement element project is a shared use path along the north side of Mortensen Road from Welch Road to Dotson Drive. Construction is scheduled to be completed in the fall of 2006.

#### **Fiscal Constraint**

The AAMPO FY 2007 programming target is \$753,170 for the highway element and \$71,178 for the enhancement element. As noted in the TIP, the requested Federal funds for highway and enhancement elements will fully utilize the target amounts. The Ames City Council has programmed these projects in the City of Ames Capital Improvement Plan for local funding allocation.

The Transit program does not have targets and thus the requests involve significant costs in the anticipation of maximizing the amounts received.

## **Public Participation Process**

A notice advising the public about the draft TIP and TPWP reviewed by the AAMPO Technical Committee was mailed to 43 neighborhood organization chairpersons, representatives of the Ames Main Street District, Campustown Action Association, NAACP, Friends of Central Iowa Biking, International Student Council at ISU, League of Women Voters and others in accordance with our approved Public Participation Plan.

To date, no specific input has been received.

## **Self Certification**

Because the Ames Area MPO is a new agency, the self-certification process has not been completed.

## FY 2007 TIP Project Justification

### **Disabilities Program:**

Bus Access Modification: Wheelchair ramp and lift modifications will be made to improve accessibility for elderly and disabled persons. Bus numbers are 944, 945, 946, and 947.

Light Duty Bus Replacement: Bus 960 will be replaced with a unit equipped for elderly and disabled accessibility.

### **Vehicle Replacement and Equipment:**

Heavy Duty Bus Replacement: All listed buses have exceeded FTA guidelines for design life. Bus numbers are 926, 927, 933, 934, 980, 981, 983, 985, 986, 989, 990, 991, and 992.

Light Duty Bus Replacement: All listed buses have exceeded FTA guidelines for design life. Bus numbers are 938, 939, and 949.

Minivan: A flexible fuel (E85) minivan, number 968, will be purchased.

### **Transit Intensive Cities:**

Expansion Buses: Two 40' low floor heavy duty buses are needed to service expanded routes for east Ames. Service will be provided on East Lincoln Way, North Dayton, and East 13<sup>th</sup> St. to the proposed East 13th Street Mall.

Storage Area Repaint: The bus storage area and maintenance area are divided into four areas. The original building storage area has not been repainted since 1991 and is scheduled for repaint.

Shop Area Repaint: The floors in the shop area have not been repainted since 1990. Paint has peeled in several areas creating a poor workplace appearance. Lighter color floor paint will also brighten the workplace creating brighter and safer conditions.

Electronic Destination Signs: CyRide has recently changed several routes to accommodate changes in land use and ridership patterns. Accurate destination signs are needed to adequately inform our passengers of the correct destination of each bus. The current system of mylar signs requires an insert for each sign change and it takes up to two hours to install the inserts in each bus. Additional route changes are expected in the future. Electronic destination signs can be reprogrammed in a few minutes and updated at schedule preventive maintenance inspections. Brighter colors and larger readings also make these signs easier to read for people with visual impairments.

Solar Bus Stop Lights: Two solar powered bus shelter lights have been installed. They provide a sense of security for passengers and assist drivers in seeing passengers at night. Five additional lights will be purchased.

Computer Replacement: CyRide has a computer replacement schedule that replaces a few computers each year. Computers are at least four years old before they are replaced.

Shop Technology Upgrades: The CyRide maintenance function uses only rudimentary computer functions. New technology can provide mechanics with instant information regarding bus repairs as well as diagnostic assistance. CyRide's inventory system is a manual system that is prone to errors and lost inventory. There is a wide variety of hardware, software, and support available. An independent consultant has evaluated the current and future technology needs under a study programmed in FY 2005. Recommended upgrades will be made in hardware, software and support.

Tire Changer: The tire changer is 20 years old, is worn out, and needs replacement. The machine sometimes damages tire beads, which makes the casings unusable for recapping.

Portable Shelter Power Washer: Shelter cleaning had previously been done by an outside service. Starting in May 05, CyRide will begin cleaning shelters with existing maintenance personnel as part of an effort to increase maintenance throughput. Crews will be able to clean the shelters faster with a portable power washer.

Grounds Tractor with Attachments: Existing riding lawn mower and snow blower were purchased in the 80's and are at the end of their useful life. New grounds tractor would come with snow blower attachment and wider mowing deck to consolidate functions and improve grounds maintenance efficiency.

Portable Lift for Building Maintenance: Existing man lift for overhead facilities maintenance is at the end of its useful life. Lift has become unreliable and does not meet current safety standards.

Shop Parts Shelves and Storage: Recent expansion of the CyRide fleet with additional buses and increased total mileage combined with anticipated growth will require additional shelving and storage of bus parts for the larger fleet. The current storage area was designed for a 38-bus fleet and there are now 63 buses in the fleet. Parts are stacked on top of each other due to lack of space. Usage of bus parts will increase with the increased mileage and increases in fleet size.

Hybrid Gas/Electric Admin Car: CyRide has multiple administrative errands to run during the day. A hybrid vehicle would allow these duties to be performed in a fuel efficient vehicle. CyRide would benefit from fuel savings and the environment would benefit from reduced emissions.

Shop Truck: The 1999 3/4-ton pickup is rapidly approaching the end of its useful life due to severe use. This vehicle has been used for snow removal and for applying salt and sand in the winter. The vehicle was not built to carry the heavy sand/salt spreader and the frame is failing. The salt used in the spreader is also causing the body to rust prematurely. A new replacement truck would be used as a secondary snow removal vehicle and for light-duty maintenance applications. The spreader will be transferred to a larger vehicle. Given that it not cost effective to perform major frame and body restoration, the alternative to a new service vehicle is to let the existing vehicle deteriorate to the point it is unusable with little residual value.

Maintenance Supervisor Office – Remodel/Expansion: Existing office is a combination of electrical breaker boxes and office space. Space is cramped, noisy, and lacks the privacy necessary for shop personnel records maintenance. Project money would be used to expand office, improve sound insulation, and isolate breaker boxes in their own room.

Insulated Overhead Doors: The original overhead garage doors installed in 1984 are beginning to deteriorate. Annual preventative maintenance inspections have revealed the doors are starting to fail due to age. They are also not insulated. New insulated doors would improve energy conservation and allow the organization to avoid costly service calls for unplanned maintenance. The alternative is to continue to maintain the existing doors.

### **Garage Rehabilitation and Expansion:**

Garage Rehabilitation and Expansion, Phase II: Expand and remodel current office area. A feasibility study was completed in November 2001 that provided for a three

Phase expansion and modernization of the CyRide maintenance and office facility. The first phase was completed in December 2003.

A&E services are underway for part of the second phase, which is construction of a fourteen-bus storage area on the south side of the current building. The second part of the second phase will be remodeling and expansion of the current office area. Discretionary earmark funds are being sought for this project.

Steam Cleaner Relocation: The old wash bay area of the building is equipped with a hoist for steam cleaning engines. The hoist safety features are inoperable and large areas of concrete in the old wash bay are sinking and crumbling. Replacement of the concrete and removal of the existing hoist has been requested under a separate line item. Installing a new hoist in or adjacent to the wash bay / service lane constructed in 2004 would allow maintenance personnel to continue to steam clean engines and have waste flow into the appropriate disposal system. The alternative is to steam clean engines in the shop and manually push oil/grease waste water to the nearest pit for disposal via costly suction truck.

Steam Clean Area; Hoist and Floor Repair: The hoist and floor in the steam clean area are deteriorating. The hoist is over 20 years old and is leaking fluid. The concrete floor has significant structural failure with large lateral and angular cracking. The steam clean area is a multi-purpose area with high vehicular traffic moving from the bus washer to the storage area. Continued usage of the steam cleaning function may be compromised without repair to the hoist and correction of floor deficiencies.

Boiler Replacement: Existing boilers are original building equipment and are in need of replacement to meet to current standards.

Shop Energy Management Study: The current maintenance facility has been constructed in three separate contracts over 20 years. The new storage area will be a fourth contract and the office remodeling/expansion will be a fifth contract. Each contract has used a separate, independent heating and ventilating system. Modern control systems are needed to minimize energy usage and to coordinate heat and ventilation between the independent systems.

Replace Shop Hoists: Shop hoists continue to leak fluid into the hoist pit, which must be cleaned periodically. The shop hoists are 20 years old and have developed seal leaks as well as pitting on the posts from usage. If the hoist pits develop cracks, fluid will leak into the ground under the building and could create an environmental hazard.

Storage Area Air Handling Replacement: The building's original air handling system is designed to recover as much heat as possible without regard to modern air quality standards. An air quality study conducted in January 2006 will reveal design flaws with the current system and recommend improvements. The alternative to upgrading the system is to continue to let employees be exposed to diesel exhaust and potential health consequences.

## **Security:**

**Building Independent Power System:** The addition of an independent power system (diesel generator) for the building would serve two purposes; It would allow CyRide to keep operating during power outages and it would allow us to avoid punitive charges assessed by the electric utility for operating during peak demand times.

**Vehicle Security System Retrofit:** Camera systems are needed on 15 additional buses to complete the project started last year.

## **Intermodal Facilities:**

**Resurface ISC Commuter Facility:** A study is being completed by ISU regarding parking areas and the bus queuing area at the Iowa State Center Park and Ride facility. Usage of the facility by commuters has increased beyond the area that was rehabbed in 1999. The pavement has deteriorated in these growth areas and requires rehabilitation. A bus queuing area in Lot D-3 has been created due to increased ridership and the need for additional buses to meet demand. This area also needs replacement.

## **Administration and Support:**

**AVL Study, Hardware, and Software:** A study is requested as the first step in implementing a comprehensive ITS solution for CyRide. The study will be used to assist the organization in identifying and prioritizing its needs. Funding requested for later years will be used for equipment. The alternative is to postpone implementation of an Intelligent Transportation System.

## **ADA Compliance:**

Replacement buses will be accessible and are part of the CyRide ADA plan. CyRide is in compliance with ADA regulations and the other elements of the TIP are not related to ADA implementation.