



TRANSPORTATION IMPROVEMENT PROGRAM

FY 2010 – FY 2013

FINAL

Revised: June 8, 2010

**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 (Pub. L. 101-336, 104 Stat. 327, as amended) 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:

Ann H. Campbell

Ann Campbell
Policy Committee Chair

3-3-09

Date

AMES AREA METROPOLITAN PLANNING ORGANIZATION

2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM

Project Selection

The Ames Area Metropolitan Planning Organization (AAMPO) Policy Committee adopted a project rating criteria system as a means of ranking submitted projects. 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.

All highway and enhancement projects are also available for public review and comment through the City of Ames Capital Improvement Plan (CIP) process. This involves public presentations and a formal public hearing before the Ames City Council.

The Transit Board has approved transit projects from CyRide.

Status of Previously Approved Projects

The Federal Fiscal Year 2009 highway element project, as approved in the 2009-2012 STIP, is the reconstruction of 13th Street from the Union Pacific Railroad overpass to Stange Road. This project is under design and will be let through the Iowa Department of Transportation (IDOT) for construction during the fall of 2009 or summer of 2010.

The FY2009 enhancement element project is a shared use path along the west side of Skunk River from Hunziker Youth Sports Complex to SE 16th Street. This project will be designed during calendar year 2009 and then let through the IDOT for construction during the fall of 2009 or summer of 2010.

A table summarizing the status of all previously approved projects that are still active is included at the end of this section.

Fiscal Constraint

The AAMPO FY 2010 programming targets are \$1,070,253 for the highway element and \$80,776 for the enhancement element. The project costs shown in the TIP are in year of expenditure dollars. This is accomplished by developing an estimate of costs in the current bidding environment and then applying an inflation factor of four percent per year. The Ames City Council has programmed these projects in the City of Ames 2009-2014 CIP for the local funding allocation. These funds are generated from the City's annual Road Use Tax distribution, Local Option Sales Tax, and General Obligation Bonds (see the table on the following page). The transit program does not have targets

and thus the requests involve significant costs in the anticipation of maximizing the amounts received.

Financial Constraint Summary

Ames MPO Federal-aid				
	2010	2011	2012	2013
STP Balance (Carryover)	\$2,141,007	\$700,260	\$699,513	\$698,766
STP Target	\$1,070,253	\$1,070,253	\$1,070,253	\$1,070,253
Total Available for Programming	\$3,211,260	\$1,770,513	\$1,769,766	\$1,769,019
Total STP Programmed	\$2,511,000	\$1,071,000	\$1,071,000	\$1,071,000
Balance of STP Funds	\$700,260	\$699,513	\$698,766	\$698,019

Ames MPO Federal-aid				
	2010	2011	2012	2013
TE Balance (Carryover)	\$334,470	\$105,246	\$105,022	\$104,798
TE Target	\$80,776	\$80,776	\$80,776	\$80,776
Total Available for Programming	\$415,246	\$186,022	\$185,798	\$185,574
Total TE Programmed	\$310,000	\$81,000	\$81,000	\$81,000
Balance of TE Funds	\$105,246	\$105,022	\$104,798	\$104,574

Ames MPO Forecasted Operations and Maintenance Expenditures on Federal-aid System				
	2010	2011	2012	2013
City Operations	\$504,025	\$524,185	\$545,153	\$566,959
City Maintenance	\$960,341	\$998,754	\$1,038,705	\$1,080,253
Total Operations and Maintenance	\$1,464,365	\$1,522,940	\$1,583,857	\$1,647,212

Network Operations and Management

The capital investment and other measures necessary to preserve the existing transportation system, as well as operations, maintenance, modernization, and rehabilitation of existing and future transportation facilities are annually reviewed and programmed. Preservation, operating, and maintenance costs are included as a priority for funding. Maintenance and rehabilitation projects are also included in the AAMPO Long Range Transportation Plan. In addition to STP funding, the City of Ames utilizes Road Use Tax, Local Option Sales Tax, and General Obligation funding for system preservation projects. A program is also included in the City of Ames 2009-2014 CIP to address shared use path maintenance. The LRTP and LUPP both use an intersection efficiency standard of LOS C.

Public Participation Process

A notice advising the public about the draft TIP and Transportation Planning Work Program (TPWP) reviewed by the AAMPO Technical Committee will be 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. In addition, as previously noted, projects are available for public review and comment through the City of Ames CIP process.

Self Certification

The AAMPO Policy Committee certified that transportation planning activities in the Ames metropolitan area are being carried out in accordance with governing Federal regulations, policies and procedures. This certification was at the meeting of March 3, 2009 (a copy of the document is attached, herewith).

Revising the TIP and STIP

Revisions are defined as changes to a TIP or STIP that occur between scheduled periodic updates. There are two types of changes that occur under the umbrella of "revision." The first is a major revision or "Amendment." The second is a minor revision or "Administrative Modification."

Amendment

An amendment is a revision to a TIP that involves a major change to a project included in the TIP/STIP. This includes an addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or scope (e.g. changing project termini or the number of through lanes). Any changes to projects included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan TIPs involving "non-exempt" projects in nonattainment and maintenance areas). Changes that affect fiscal constraint must take place by amendment to the TIP.

Administrative Modification

A minor revision to a TIP or STIP is an administrative modification. It includes minor changes/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Amendment vs. Administrative Modification

There are four main components that can be used to determine whether a project change constitutes an amendment or an administrative modification. They include the following:

Project costs-Determination will be made based on the percentage change or dollar amount of change in federal aid. Projects in which the federal aid has been changed by more than 30 percent or total federal aid increases by \$2.0 million or more will require an amendment. Anything less can be processed with an administrative modification.

Schedule changes-Changes in schedules to projects which are included in the first four years of the TIP/STIP will be considered administrative modifications. Projects which are added or deleted from the TIP/STIP will be processed as amendments.

Funding sources-Additional federal funding sources to a project will require an amendment. Changes to funding from one source to another will require an administrative modification.

Scope changes-Changing project termini or changing the amount of through traffic lanes will be processed as an amendment. Other examples of changes that require an amendment include changing the type of work from an overlay to reconstruction. Another example is changing a project to include widening of the roadway.

Procedural Requirements for Revisions

Amendments are considered major revisions and therefore have more procedural requirements. The main requirement is that there is an opportunity for public input. The second is technical and policy board approval of the amendment. Public involvement for amendments will occur at the local level for all RPA and MPO amendments.

Statewide public review for Iowa DOT project amendments takes place at the time of inclusion in the Iowa DOT's TIP. Iowa DOT sponsored projects within an MPO must go through the MPO's adopted amendment process, which includes public review and approval by the appropriate boards and committees.

Administrative modifications have simplified procedures which allow more flexibility in the processing of changes. Each RPA and MPO is allowed to process their changes by seeking board approval or the planning agency may make minor changes if the process is documented and approved by the appropriate technical and policy boards.

Finally, each type of revision needs to be processed in TPMS and the date of approval by the RPA or MPO needs to be included in the revision submittal.

Documenting Revision Procedures

Each RPA and MPO must document their procedures for processing amendments and administrative modifications. These should be included in each agency's public participation documents and could also be included in the TIPs.

Documentation should include the definitions of amendments and administrative modifications. It should also include detailed procedures on how each type of revision is processed. For example, notification procedures, posting procedures, comment periods, staff/board actions, etc. The Iowa DOT will not require that each RPA or MPO follow the same procedures for public involvement or administrative processes.

FY 2009 Project Status Report

Program	Sponsor	Project Number	Project Location	Status
STP	Ames	STP-U-0155(666)- -70-85	N. Dakota Ave.: 600' south of Delaware Ave. to Ontario St.	Nov. 2009 IDOT Letting
STP	Ames	STP-U-0155(667)- -70-85	13 th St.: Union Pacific Overpass to Stange Rd.	Nov. 2009 IDOT Letting
STP	AAMPO	RGPL-PA22(LRTP)--ST-85	AAMPO area: Planning Study	On-going
STP	AAMPO	RGPL-PA22(PMS)--ST-85	Pavement Management	On-going
STP	AAMPO	RGPL-PA22(UDS)--ST-85	Statewide Urban Design Standards	On-going
ENH	Ames	STP-E-0155(ADA)- -8V-85	Skunk River Trail: Bloomington Rd. to Ada Hayden Park	In design
ENH	Ames	STP-E-0155(SE16th)- -8V-85	Skunk River Trail: SE 16 th Street to East Lincoln Way	In design
ENH	Ames	STP-E-0155(Youth)- -8V-85	Skunk River Trail: Hunziker Youth Sports Complex to SE 16 th St.	In design
ENH	Ames	STP-ES-0155(659)- -8I-85	Ames Southeast Entryway: U.S. 30/SE 16 th St. to U.S. 30/S. Dayton Ave.	In development
ICAAP	AAMPO	STP-A-PA22()- -86-0	CyRide – Ames Transit: Hybrid Bus Expansion	Order placed
PL	AAMPO	RGPL-PA22()- -PL-85	PL Funds for Transportation Planning	On-going
ARRA	Ames	ESL-0155(662)- -7S-85	GW Carver Ave.: Stange Rd. to Bloomington Rd.	Aug. 2009 IDOT Letting
ARRA	Ames	ESL-0155(664)- -7S-85	Lincoln Way: Hickory Drive to 300' east of Marshall Ave.	Sept. 2009 start
ARRA	Ames	ESL-0155(665)- -7S-85	Skunk River Trail: River Valley Park to Carr Pool	Sept. 2009 start

FY 2010 TIP FTA Project Justification

The following transit projects identified within the draft FY2010-2013 TIP were included within the 2010-2013 Passenger Transportation Development Plan (PTDP) meeting the requirements to have all federal and state transit funding within an approved PTDP prior to TIP approval.

General Operations & Planning

General Operations: This funding supports the day-to-day transit operations of the Ames Transit Authority from Ames' urbanized area federal apportionment, Transit Intensive Cities and State Transit Assistance funding.

Alternatives Analysis Study: An Alternatives Analysis (AA) Study will be conducted of the Iowa State Center to Iowa State University campus corridor identified currently as the Orange Route. The Ames Transit Agency recently completed a smaller Transit Feasibility Study looking at seven corridors in the community that had either current transportation/growth issues or future identified growth. The study identified transportation options to resolve corridor problems of which the Orange Route is operating at near maximum capacity. It was determined through the Transit Feasibility Study that the Orange Route may qualify for Small New Starts funding to establish a Bus Rapid Transit corridor which would operate more like a light rail type system only using more cost-efficient buses. The AA study will analyze specific route options in more depth regarding transit-only corridors, provide detailed information on bus stop upgrades, and analyze route speed increases that could be realized with extended-green technology. This study will also analyze the financial capacity/needs of the Ames community to undertake a project such as Bus Rapid Transit. At the conclusion of the AA Study, a locally preferred alternative – the “proposed action” – will be determined.

I-35 Ames-Des Moines Corridor Study: This planning study would determine the feasibility of implementing transit improvements to reduce single occupant automobile traffic along Interstate 35 between the City of Ames and City of Des Moines. The study would provide essential information to key decision-makers in Des Moines, Ames, and Ankeny to implement future transportation improvements along this corridor. The study would examine the following:

- Identify need/potential ridership in the Ames-Des Moines corridor
- Analyze potential transportation modes to serve forecasted ridership demand
- Refine best alternative details
- Identify potential funding sources
- Identify benefits of implementation

The Des Moines Area Regional Transit Authority, Heart of Iowa Regional Transit Agency, and CyRide would co-sponsor the project through a coordinated effort from the following potential organizations: Iowa State University, City of Ames, City of Ankeny, Greater Des Moines Partnership, Des Moines Area Metropolitan Planning Organization and the IDOT's Office of Public Transit. Any recommendations from this study would be

incorporated into the IDOT's state-wide needs corridor analysis due to the state legislature in December 2009. A consultant would be hired to complete the study.

Job Access & Reverse Commute

Brown Route Frequency/Hours Expansion: In 2008, CyRide added additional service between campus and North Grand Mall based on demand in the Somerset area during the summer weekdays and weekday nights during the remainder of the year. Weekday nights improved to 40-minute frequencies until 9:00pm instead of ending at 7:00 pm and Weekday Summer service doubled to 20-minutes. This would provide a third year of service for this expanded service.

Yellow Route Expansion: In 2008, CyRide added mid-day service hours to its Yellow Route to the southeast area of Ames. This route operated every 60 minutes alternating between the current Gray Route and this southeast area allowing connections directly to ISU campus instead of transferring at Ames City Hall. Before, only one mid-day trip currently operated to this area. This would provide a third year of service for this additional mid-day service.

New Freedom & CMAQ

Commercial/Industrial Area (East 13th Street/Lincoln Way/Dayton Avenue): A new route would be added traveling to the E. 13 Street/Lincoln Way/Dayton Avenue commercial/industrial area of Ames. Service would be provided to businesses such as 3M, Mainstream Living, Mary Greeley Dialysis, Sauer-Danfoss as well as a new proposed Lifestyle Center tentatively scheduled to open in spring 2009. Service to this area was a priority within the PTDP process.

Heavy Duty Bus Expansion: This expansion vehicle would increase CyRide's ability to provide safe service throughout the community by adding a vehicle to service on the street. CyRide's service operates at more than 150% capacity and additional buses are needed to meet the demands of the public. This bus could also be utilized to provide added service to the Aquatic Center during the summer months.

Elderly and Persons with Disabilities Program

Contracted Paratransit (Dial-A-Ride) Service: 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 ¾ 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 Ames city limits.

Transit Amenities: CyRide developed a Bus Stop Plan that recommended an implementation plan for bus stop amenities along CyRide's fixed-route system. From

the prioritization of recommended stop improvements, bus shelters will either be added or replaced to improve CyRide's image throughout the Ames community.

Replacement Buses and Bus Equipment:

Expansion Buses: CyRide is in need of expanding its fleet to accommodate additional growth to the transit system. For the past four years, CyRide has added 2-3 vehicles to its peak pull out and needs to plan for this growth to the system by increasing its fleet size. CyRide has accommodated past growth through its contingency fleet, which are 30-40 years in age and not recommended for future expansion practices. These additional expansion buses would allow CyRide to accommodate this growth and increase their spare ratio allowance to near 20% (as recommended by the Federal Transit Administration), as well as provide a reliable contingency fleet when vehicles are unexpectedly needed due to weather or increased ISU attendance.

Heavy Duty Bus Replacement: Thirteen buses have exceeded FTA guidelines for useful life. Bus numbers are 926, 927, 933, 934, 941, 942, 943, 967, 980, 981, 983, 985, and 990. These units will be replaced with 40' heavy duty buses, equipped with cameras. These replacement vehicles will be ADA accessible.

Light Duty Bus Replacement: Three buses have exceeded FTA guidelines for their useful life. Bus numbers are 960, 961, 978, and 979. These units will be replaced with 158" light duty diesel buses, equipped with cameras, and will be ADA accessible.

Security: Human Health/Safety Threats

Facility Cameras/Proximity Card Access: Purchase 20 cameras for digital recording of the transit property as well as a proximity card access system to monitor access to the facility. Guests within the facility would be restricted to administrative areas unless accompanied by a CyRide employee. These security improvements were recommended by Homeland Security to secure the entire CyRide campus.

West Wall EIFS Exterior Replacement: CyRide was originally built back in 1982 with a state of the art material called EIFS applied to the exterior of the building. EIFS is a synthetic stucco-looking material which provides exterior insulation for buildings. The EIFS is supposed to produce a weather-resistant barrier and provide crack resistance for the exterior of buildings. In the mid-1970's EIFS became popular with energy-conscious builders and buyers as energy bills decreased in implementing this material. Moisture accumulation issues have since occurred from rain water intrusion making cracks in the building and diminishing the insulation benefits. In particular, FM Global is recommending that CyRide replace the EIFS on the west side of the facility due to its capacity to possibly ignite due to close proximity to the ISU cooling towers. To ensure the safety of the building and buses, CyRide will request replacement of this EIFS material in 2010.

Actuated Shutoffs for fuel, oil, hydraulic lines: FM Global, which provides risk assessments for the City of Ames, recommended to CyRide to install actuated shutoffs for fuel, oil and other hydraulic lines in case fire materializes at the maintenance facility. If these lines ignited, the manual shutdown of these lines would be impossible due to the heat of the fire and would prolong the life of the fire. Having these lines shut off when a fire breaks out could save extensive property damage within CyRide's facility as well as eliminate the disruption of continued operations.

Electric Distribution Rehabilitation: Historically, equipment breakdown is the leading cause of fire ignition sources with electrical faults being the driving force for fires. It is believed that CyRide's current electrical system is overloaded; therefore, CyRide recommends rehabbing the electrical distribution of its 1982 building as recommended by FM Global's risk assessment audit performed in April 2006.

Vehicle Surveillance Systems: CyRide utilizes surveillance systems on its buses to reduce liability to the City as well as enable cooperation with the Police Department for situational issues on the bus or throughout the community. CyRide purchased additional units to install on the majority of the fleet in 2007. However, these initial 27 systems purchased in 2004 are now six years old and need replacement in 2010 to keep up with technology improvements. Staff indicates a dramatic difference between the GE system and Safety Vision system initially purchased including difficulty in relaying information to the Police Department. CyRide recommends purchasing thirty-five units to replace these outdated 27 systems as well as an additional 9 units to completely equip the large bus fleet with surveillance systems.

Steam clean area; Hoist and Floor Repair: The steam clean area of CyRide's garage is in need of repair. The floors and walls have structural damage showing deep cracks in the foundation and vertical structure of the maintenance garage. This "steam clean" area is utilized to hoist vehicles into the air and then steam the underside of the bus to remove salt, sand and oil residue prior to maintenance work commencing. Grant funding would be requested from Iowa's new infrastructure funding for the structural repair of the walls and floor with CyRide's direct earmark funding replacing the existing in-ground hoist, if needed, based on a facility study to be completed in August 2008.

Direct Earmarks

Transit Maintenance Facility: CyRide is at capacity for parking buses at their current maintenance facility at 1700 University with 75 vehicles. This funding requests additional earmark funding to either expand the maintenance facility on the current space or within a satellite location to meet the future needs of CyRide expansion for the next 20 years. In addition, discussions have transpired to possibly include Heartland Senior Services (CyRide's ADA subcontractor) into the satellite facility expansion as they currently park vehicles outside in the elements.

FY 2010

TIP

MPO-22 / AAMPO
2010 - 2013 Transportation Improvement Program

TPMS Sponsor Appr.Status	Project # Location Funding Program	Length FHWA # Sec:Townshp:Range	Project Funding	Programmed Amounts				PA:Co:SEQ PA ID # STIP ID #
				FY10	FY11	FY12	FY13	
[1] STP - Surface Transportation Program				Inclusion in this list DOES NOT guarantee Federal Aid Eligibility				
Story County - 85								
17023 Ames FHWA Approved	STP-U-0155()-70-85 East Lincoln Way:S Duff Avenue to S Skunk River Pavement Rehab	0.72 Mi --	Project Total Federal Aid Regional FA	-- -- --	-- -- --	-- -- --	\$1290 \$1062 \$1062	22:85:147 --
13157 Ames Authorized	STP-U-0155(666)-70-85 Project was Let NORTH DAKOTA AV:600' SOUTH OF DELAWARE AVE to ONTARIO ST Pavement Rehab	0.57 Mi --	Project Total Federal Aid Regional FA	\$1300 \$782 \$782	-- -- --	-- -- --	-- -- --	22:85:103 00112
14978 Ames Authorized	STP-U-0155(667)-70-85 Project was Let 13th Street:Union Pacific Overpass to Stange Road Pavement Rehab	0.48 Mi --	Project Total Federal Aid Regional FA	\$1300 \$1032 \$1032	-- -- --	-- -- --	-- -- --	22:85:123 00212
19316 Ames FHWA Approved	STP-U-0155(671)-70-85 DOT Letting: Sep/21/2010 DUFF AVE:Lincoln Way to 7th Street Pavement Rehab	0.35 Mi -- 0:0:0	Project Total Federal Aid Regional FA	\$963 \$688 \$688	-- -- --	-- -- --	-- -- --	:85:XX 00731
16032 Ames FHWA Approved	STP-U-0155(Grand3)--70-85 Grand Avenue:South 16th Street to Squaw Creek Drive; S.16th/S.Duff Intersection Grade and Pave, Bridge New	1.2 Mi -- 0:0:0	Project Total Federal Aid Regional FA	-- -- --	\$17000 \$1062 \$1062	-- -- --	-- -- --	22:85:143 --
18655 Ames FHWA Approved	STP-U-0155(STATE)--70-85 STATE AVE:Oakwood Road to US HW 30 Pavement Rehab	0.72 Mi -- 16:83:24	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$1290 \$1062 \$1062	-- -- --	:85:155 --
9590 MPO-22 / AAMPO FHWA Approved	RGPL-PA22(PMS)--ST-85 VARIOUS:PAVEMENT MANAGEMENT Miscellaneous	--	Project Total Federal Aid Regional FA	\$6 \$5 \$5	\$6 \$5 \$5	\$6 \$5 \$5	\$6 \$5 \$5	22:85:85 00672
9589 MPO-22 / AAMPO FHWA Approved	RGPL-PA22(UDS)--ST-85 VARIOUS:STATEWIDE URBAN DESIGN STANDARDS Miscellaneous	--	Project Total Federal Aid Regional FA	\$5 \$4 \$4	\$5 \$4 \$4	\$5 \$4 \$4	\$5 \$4 \$4	22:85:86 00673
[2] NHS - National Highway System Program				Inclusion in this list DOES NOT guarantee Federal Aid Eligibility				
Story County - 85								
19906 DOT-D01-MPO22 Submitted	NHS-030()-19-85 US 30:230th St to East of University Blvd Grade and Pave	6.89 Mi -- 16:83:24	Project Total Federal Aid Regional FA	\$21700 \$17360 --	-- -- --	-- -- --	-- -- --	:0:XX 00794
[5] ENH - Transportation Enhancement Program				Inclusion in this list DOES NOT guarantee Federal Aid Eligibility				
Story County - 85								
17025 Ames FHWA Approved	STP-E-0155()-8V-85 Skunk River Trail:Inis Grove Park to Bloomington Road Ped/Bike Grade & Pave	0.75 Mi --	Project Total Federal Aid Regional FA	-- -- --	\$230 \$81 \$81	-- -- --	-- -- --	22:85:148 --
14980 Ames FHWA Approved	STP-E-0155(ADA)--8V-85 Skunk River Trail:Bloomington Road to Ada Hayden Park Ped/Bike Grade & Pave	0.5 Mi --	Project Total Federal Aid Regional FA	\$200 \$73 \$73	-- -- --	-- -- --	-- -- --	22:85:125 00213
14982 Ames FHWA Approved	STP-E-0155(LW)--8V-85 Skunk River Trail:East Lincoln Way to S. River Valley Park Ped/Bike Grade & Pave	0.94 Mi --	Project Total Federal Aid Regional FA	\$380 \$86 \$86	-- -- --	-- -- --	-- -- --	22:85:127 00214

TPMS Sponsor Appr.Status	Project # Location Funding Program	Length FHWA # Sec:Twnshp:Range	Project Funding	Programmed Amounts				PA:Co:SEQ PA ID # STIP ID #
				FY10	FY11	FY12	FY13	
18661 Ames FHWA Approved	STP-E-0155(SD)--8V-85 S. DAKOTA AVE:Mortensen Rd to S. Corporate Limits Ped/Bike Paving	0.25 Mi -- 8:83:24	Project Total Federal Aid Regional FA	--	--	--	\$250 \$81 \$81	:85:158 -- --
18658 Ames FHWA Approved	STP-E-0155(SDayton)--8V-85 S DAYTON AVE:E.Lincoln Way to South Gateway Ped/Bike Paving	1.28 Mi -- 0:0:0	Project Total Federal Aid Regional FA	--	--	\$230 \$81 \$81	-- -- --	:85:156 -- --
14983 Ames FHWA Approved	STP-E-0155(SE16th)--8V-85 Skunk River Trail:SE 16th Street to East Lincoln Way Ped/Bike Grade & Pave	1 Mi --	Project Total Federal Aid Regional FA	\$323 \$71 \$71	--	--	--	22:85:128 -- 00215
16031 Ames FHWA Approved	STP-E-0155(Youth)--8V-85 Skunk River Trail:Hunziker Youth Sports Complex to Southeast 16th Street Ped/Bike Paving	0.3 Mi --	Project Total Federal Aid Regional FA	\$200 \$80 \$80	--	--	--	22:85:142 -- 00259
16034 Ames FHWA Approved	STP-ES-0155(659)--8I-85 DOT Letting: Dec/21/2010 Ames Southeast Entryway:Plantings and Sculpural elements on both sides of US 30 from Dayton to I-35 Landscaping, Miscellaneous	--	Project Total Federal Aid Regional FA	\$1006 \$683 --	--	--	--	22:85:144 -- 00260

[8] PL - Metropolitan Planning Inclusion in this list DOES NOT guarantee Federal Aid Eligibility

Story County - 85

16103 MPO-22 / AAMPO FHWA Approved	RGPL-PA22()--PL-85 Ames MPO Planning:PL Funds for Transportation Planning Trans Planning	--	Project Total Federal Aid Regional FA	\$388 \$308 \$231	--	--	--	22:85:145 -- 00280
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[23] ESP - American Recovery and Reinvestment Act Inclusion in this list DOES NOT guarantee Federal Aid Eligibility

Story County - 85

18648 Ames Authorized	ESL-0155(668)--7S-85 Project was Let DUFF AVE:Lincoln Way to 13th Street Pavement Rehab DOT Note: ARRA Balance \$628,856.52	0.8 Mi -- 0:0:0	Project Total Federal Aid Regional FA	\$860 \$688 \$688	--	--	--	:85:154 -- 00592
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[24] ILL - Illustrative Regional Project Inclusion in this list DOES NOT guarantee Federal Aid Eligibility

Story County - 85

18659 Ames FHWA Approved	ILL-0155()--93-85 NORTH DAKOTA AVE:Toronto Street to 215th Street Bridge New PA Note: Illustrative Project	0.36 Mi -- 32:84:24	Project Total Federal Aid Regional FA	--	--	\$8000	--	:85:157 -- --
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January 29, 2010

Fund Type	System	Project Description	Vehicle Identification or Remarks	Type Exp	Type Project	Total Cost				Federal Participation				2010 STA
						2010	2011	2012	2013	2010	2011	2012	2013	
5307/STA 5339 STA 5303	CyRide CyRide CyRide AAMPO	General Operations Alternative Analysis Study - Orange Route I35 Ames-Des Moines Corridor Planning Planning		O P P P		7,280,545 200,000 100,000 35,000	7,644,572 36,750	8,026,801 38,588	8,428,141 40,517	1,500,000 160,000 100,000 28,000	1,575,000 29,400	1,653,750 30,870	1,736,438 32,414	523,757 100,000
5316 5316	CyRide CyRide	Job Access & Reverse Commute Brown Route Frequency/Hours Expansion Yellow Route Expansion		O O	Exp Exp	62,617 15,256	65,748 16,019	69,035 16,820	72,487 17,661	31,309 7,628	32,874 8,009	34,518 8,410	36,244 8,830	
5317 5317	CyRide CyRide	New Freedom East 13th/LincolnWay/Dayton Commercial/Industrial Area Operating Service 1 - 40' HD bus (Cameras)		O C	Exp Exp	 384,000	329,700	346,185	363,494	 318,720	164,850	173,093	181,747	
5310 5310	CyRide CyRide	Elderly & Persons with Disabilities Program Contracted paratransit service Transit Amenities		O C	 Rep	173,169 50,000	171,141 50,000	177,987 50,000	185,106 50,000	138,535 40,000	136,913 40,000	142,390 40,000	148,085 40,000	
5309 5309 5309 5309 5309 5309	CyRide CyRide CyRide CyRide CyRide CyRide	Buses and Bus Equipment 5 - 40' HD Expansion buses (Surveillance) Up to 10 hybrid upgrades 12 - 40' HD buses (Surveillance) 10 - 40' HD buses (Surveillance) 8 - 40' HD buses (Surveillance) 2 - 158" Light Duty buses (Diesel, Urban, Surveillance)	952, 962, 964, 966, 982, 984, 991, 8913, 8917, 8918 933, 934, 941, 942, 943, 967, 985, 990 978, 979	C C C C C C	Exp Exp Rep Rep	1,920,000 1,600,000 4,608,000 3,840,000 3,072,000 184,000	 3,256,000	 	 	1,593,600 1,600,000 4,608,000 3,840,000 2,549,760 152,720	 	 	 	
5309 IG 5309 5309 5309 5309 5309 5309	CyRide CyRide CyRide CyRide CyRide CyRide CyRide CyRide	Security: Human Health/Safety Threats Facility Cameras/Proximity Card Access West Wall EIFS Exterior Replacement Actuated Shutoffs for fuel, oil, hydraulic lines Electric Distribution Rehabilitation Vehicle Surveillance Systems - 38 units Storage area air handling replacements; piping-ductwork relocation; upgrade sprinkler system Fuel Pump Improvements AVL/CAD technology, web/busstop planner, scheduling software	20 Cameras(20*\$1,333) ; 10 Proximity Cards Replace w/ fire resistant metal siding 35@\$8,000; 3@\$4,000	C C C C C C C C	Exp Rep Exp Reh Rep/Exp Rep Rep Exp	56,660 200,000 36,000 30,000 292,000 792,000 29,000 1,705,450	 	 	45,328 160,000 28,800 24,000 233,600 792,000 29,000 1,705,450	 	 	 	 	
5309 5309 5309 5309 ARRA- TIGER/PTIG	CyRide CyRide CyRide CyRide CyRide	Direct Earmarks Transit Satellite Maintenance Facility 11 - 40' Hybrid Buses Garage Expansion Phase III (Direct Earmarks) Resurface ISC Commuter Parking Ames Intermodal Facility (39.7M TIGER; 880,000 PTIG)		C C C C C	Exp Exp Exp/Reh Reh Exp	14,000,000 6,500,000 1,107,700 43,666,500	 1,000,000 1,000,000 	 500,000 	 	11,200,000 5,395,000 886,160 40,179,850	 800,000 720,000 	 400,000 	 	
Total Capital					Total Capital	91,939,897 83,489,310	13,569,930 5,306,000	9,225,415 550,000	9,157,406 50,000	77,347,460 74,903,268	3,507,046 1,560,000	2,483,030 440,000	2,183,757 40,000	623,757

**A Narrative for
Surface Transportation
Program
And
Transportation Enhancement
New and Future Projects
FY 2010 through FY 2013**

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 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
- Statewide Transportation Enhancement

Federal Fiscal Year:

- Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)
- Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
- Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
- Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

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: \$ 5,488

Federal-Aid (STP): \$ 4,493

Local Match: \$ 0

Other: \$ --

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 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 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

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: \$ 6,495

Federal-Aid (STP): \$ 5,247

Local Match: \$ 0

Other: \$ ---

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 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
 Statewide Transportation Enhancement

Federal Fiscal Year:

- Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: Area Wide

Termini: _____

Bridge Number (For Bridge Projects Only): _____

Length: N/A miles

Type of Work: Long Range Transportation Plan Update (2035)

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

PROJECT COST INFORMATION

Total Estimated Cost: \$ 400,000

Federal-Aid (STP): \$ 230,623

Local Match:
(Road Use Tax) \$ 80,000

Other: \$ 70,613 (FHWA PL)

\$ 18,764 (FTA 5303)

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 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 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: Duff Avenue

Termini: Lincoln Way to 13th Street

Bridge Number (For Bridge Projects Only): _____

Length: 0.80 miles

Type of Work: Pavement Rehabilitation

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

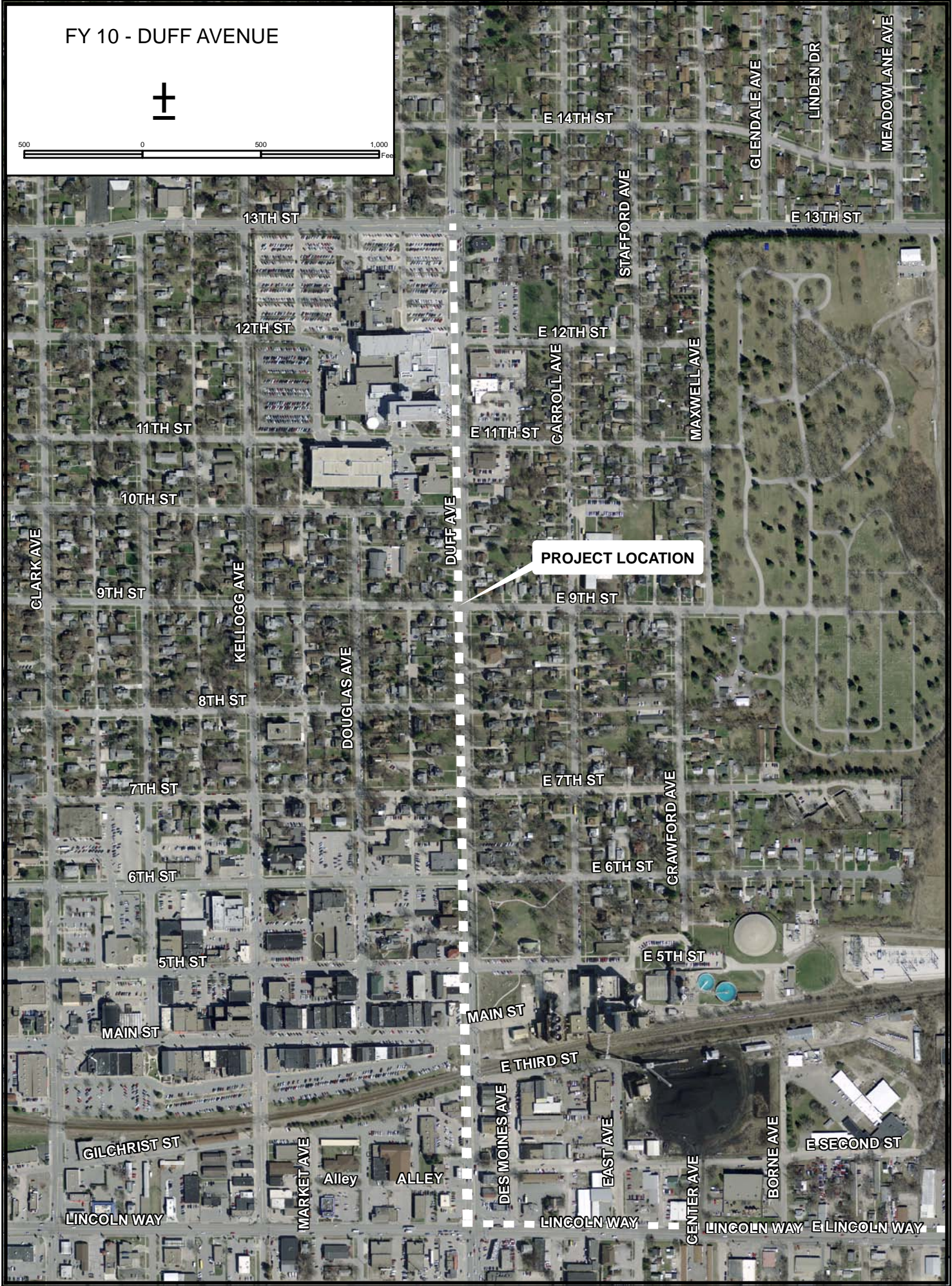
PROJECT COST INFORMATION

Total Estimated Cost:	\$ <u>860,000</u>
Federal-Aid (STP):	\$ <u>688,000</u>
Local Match: (General Obligation Bonds)	\$ <u>172,000</u>
Other:	\$ <u>N/A</u>

FY 10 - DUFF AVENUE



500 0 500 1,000 Feet



PROJECT LOCATION

CLARK AVE

13TH ST

12TH ST

11TH ST

10TH ST

9TH ST

8TH ST

7TH ST

6TH ST

5TH ST

MAIN ST

GILCHRIST ST

LINCOLN WAY

MARKET AVE

DOUGLAS AVE

ALLEY

ALLEY

DUFF AVE

DES MOINES AVE

LINCOLN WAY

EAST AVE

CENTER AVE

BORNE AVE

E SECOND ST

MAXWELL AVE

CRAWFORD AVE

E 5TH ST

E 6TH ST

E 7TH ST

E 9TH ST

E 11TH ST

E 12TH ST

E 14TH ST

STAFFORD AVE

GLENDALE AVE

LINDEN DR

MEADOWLANE AVE

E 13TH ST

MAIN ST

E THIRD ST

LINCOLN WAY

LINCOLN WAY E LINCOLN WAY

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 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 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: **Skunk River Trail**

Termini: E. Lincoln Way to South River Valley Park

Bridge Number (For Bridge Projects Only): _____

Length: 0.80 miles

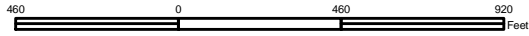
Type of Work: **Bike Trail Paving**

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

PROJECT COST INFORMATION

Total Estimated Cost:	\$ <u>380,000</u>
Federal-Aid (STP):	\$ <u>86,000</u>
Local Match: (Local Option Sales Tax)	\$ <u>294,000</u>
Other:	\$ <u>N/A</u>

FY 10 - SKUNK RIVER TRAIL
E. LINCOLN WAY TO S. RIVER VALLEY PARK



PROJECT LOCATION

WATT ST

PULLMAN ST

CARNEGIE AVE

E LINCOLN WAY

SONDROL AVE

Access to city wells

FREEL DR

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 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 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: Grand Avenue

Termini: South 16th Street to Squaw Creek Drive; includes S. 16th/S. Duff Intersection Improvements

Bridge Number (For Bridge Projects Only): _____

Length: 0.75 miles

Type of Work: Grade and Pave

Map (Please include a map indicating project location.)

PROJECT COST INFORMATION

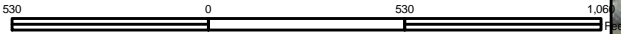
Total Estimated Cost: \$ 17,000,000

Federal-Aid (STP): \$ 1,062,000

Local Match:
(General Obligation Bonds) \$ 15,938,000

Other: \$ -

FY 11 - GRAND AVENUE



PROJECT LOCATION

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 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 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: **Skunk River Trail**

Termini: Inis Grove Park to Bloomington Road

Bridge Number (For Bridge Projects Only): _____

Length: 0.75 miles

Type of Work: **Bike Trail Paving**

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

PROJECT COST INFORMATION

Total Estimated Cost: \$ 230,000

Federal-Aid (STP): \$ 81,000

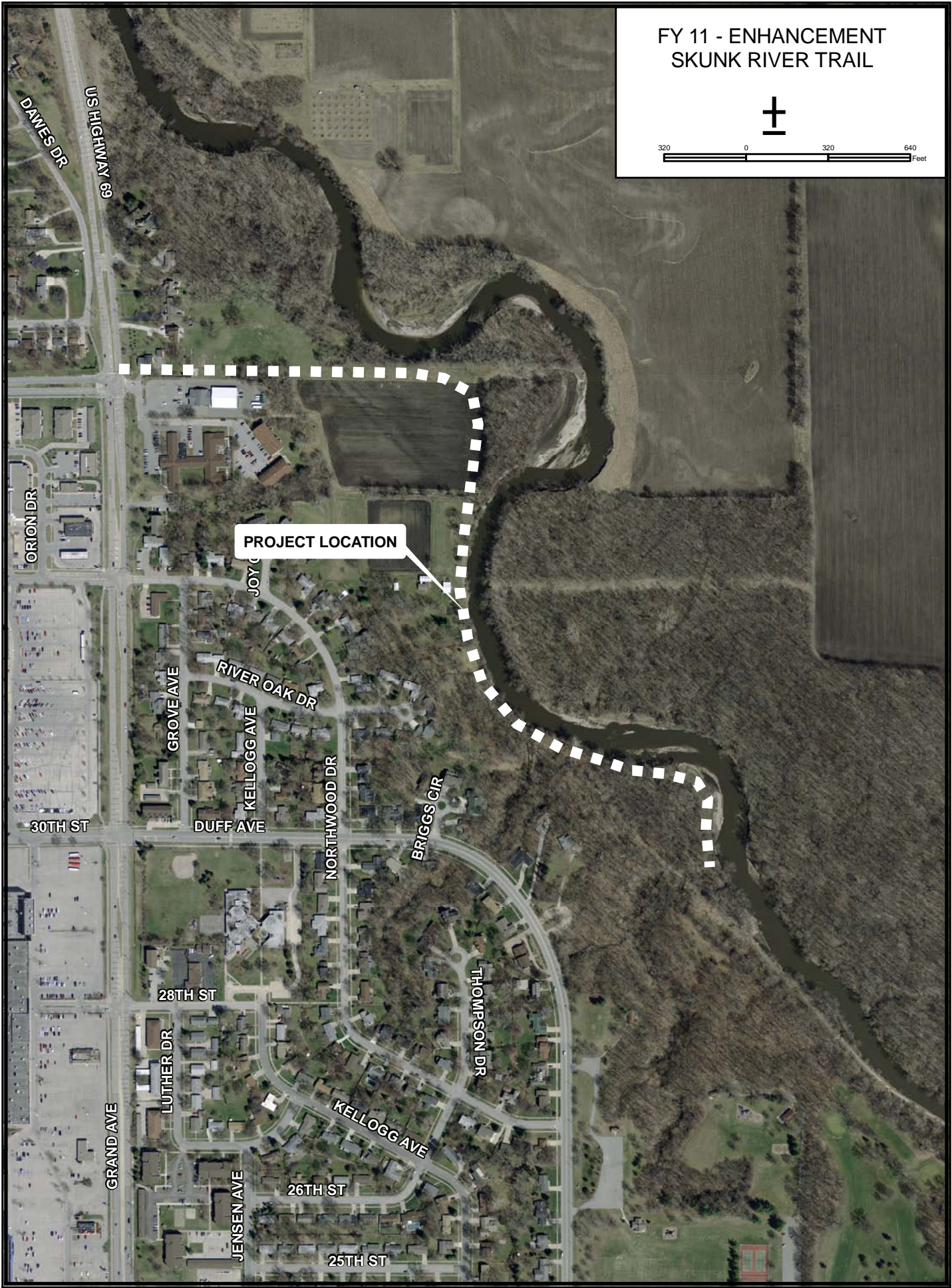
Local Match: \$ 149,000
(Local Option Sales Tax)

Other: \$ ---

FY 11 - ENHANCEMENT
SKUNK RIVER TRAIL



320 0 320 640
Feet



PROJECT LOCATION

DAVIES DR

US HIGHWAY 69

ORION DR

PROJECT LOCATION

JOY C

GROVE AVE

RIVER OAK DR

KELLOGG AVE

NORTHWOOD DR

BRIGGS CIR

30TH ST

DUFF AVE

28TH ST

THOMPSON DR

GRAND AVE

LUTHER DR

KELLOGG AVE

JENSEN AVE

26TH ST

25TH ST

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 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
 Statewide Transportation Enhancement

Federal Fiscal Year:

- Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: State Avenue

Termini: Oakwood Road to US 30

Bridge Number (For Bridge Projects Only): _____

Length: 0.70 miles

Type of Work: Pavement Rehabilitation

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

PROJECT COST INFORMATION

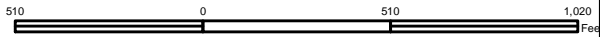
Total Estimated Cost: \$ 1,290,000

Federal-Aid (STP): \$ 1,062,000

Local Match:
(General Obligation Bonds) \$ 228,000

Other: \$ N/A

FY 12 - STATE AVENUE



PROJECT LOCATION

STATE AVE

US HIGHWAY 30

US HIGHWAY 30

MEADOW GLEN NORTH

M

245TH ST

DARTMOOR RD

DARTMOOR DR

DARTMOOR RD

WORLE LN

OAKWOOD RD

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 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 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: **South Dayton Avenue Shared Use Path**

Termini: E. Lincoln Way to South Gateway

Bridge Number (For Bridge Projects Only): _____

Length: 0.60 miles

Type of Work: **Bike Trail Paving**

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

PROJECT COST INFORMATION

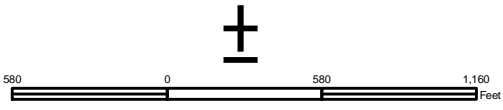
Total Estimated Cost: \$ 230,000

Federal-Aid (STP): \$ 81,000

Local Match:
(Local Option Sales Tax) \$ 149,000

Other: \$ N/A

FY 12 - SOUTH DAYTON AVENUE SHARED USE PATH



PROJECT LOCATION

SE 5TH ST

SE 16TH ST

FORD ST

DAYTON AVE

BELL AVE

E LINCOLN WAY

ALEXANDER AVE

S BELL AVE

GRAHAM ST

S BELL ST

SE FIFTH ST

INTERSTATE HIGHWAY 35

INTERSTATE HIGHWAY 35

S DAYTON AVE

I-35 RAMPS

S BELL AVE

I-35 RAMP

US HIGHWAY 30

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 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
 Illustrative

Federal Fiscal Year:

- Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: North Dakota Avenue

Termini: Toronto Street to 215th Street

Bridge Number (For Bridge Projects Only): New

Length: 0.40 miles

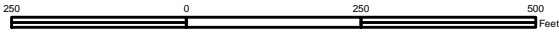
Type of Work: Grade Separation (Union Pacific Railroad)

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

PROJECT COST INFORMATION

Total Estimated Cost:	\$ <u>8,000,000</u>
Federal-Aid (STP):	\$ ---
Local Match: (Local Option Sales Tax)	\$ ---
Other:	\$ ---

FY 12 - NORTH DAKOTA AVENUE
TORONTO ST TO 215TH ST



PROJECT LOCATION

215TH ST

NORTH DAKOTA AVE

RELIABLE ST

DELAWARE AVE

TORONTO ST

FLORIDA AVE

CASTLEWOOD PL

WOODSTOCK AVE

TORONTO ST

ARIZONA AVE

TUCSON CT

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 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 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: Lincoln Way

Termini: South Duff Avenue to South Skunk River

Bridge Number (For Bridge Projects Only): _____

Length: 0.72 miles

Type of Work: Pavement Rehabilitation

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

PROJECT COST INFORMATION

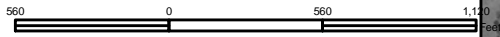
Total Estimated Cost: \$ 1,290,000

Federal-Aid (STP): \$ 1,062,000

Local Match: \$ 228,000
(General Obligation Bonds)

Other: \$ N/A

FY 13 - LINCOLN WAY



AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 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 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: **South Dakota Avenue Shared Use Path**

Termini: Mortensen Road to South Corporate Limits

Bridge Number (For Bridge Projects Only): _____

Length: 0.30 miles

Type of Work: **Bike Trail Paving**

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

PROJECT COST INFORMATION

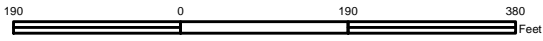
Total Estimated Cost: \$ 250,000

Federal-Aid (STP): \$ 81,000

Local Match:
(Local Option Sales Tax) \$ 169,000

Other: \$ N/A

FY 13 - SOUTH DAKOTA AVENUE
SHARED USE PATH



PROJECT LOCATION