



Ames Area

metropolitan planning organization



**TRANSPORTATION IMPROVEMENT
PROGRAM**

FY 2013 – 2016

FINAL

March 26, 2013

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Table of Contents

Federal Highway Administration Section	2
Project Selection	2
FY 2012 Project Status Report.....	3
Fiscal Constraint	4
Financial Constraint Summary Tables	5
Network Operations and Maintenance	6
Public Participation Process	6
Title VI Compliance	6
Self Certification	7
Revising the TIP	7
Amendment.....	7
Administrative Modification.....	7
Amendment vs. Administrative Modification	7
Procedural Requirements for Revisions	8
Revision Procedures	9
Federal Transit Administration Section.....	10
FY 2013 TIP FTA Project Justification.....	10
Appendix A: FY 2013 – 16 TIP TPMS Printouts	13
Appendix B: FY 2013 – 16 TIP Roadway Project Information.....	23
Appendix C: AAMPO Self Certification.....	26
Appendix D: Transportation Policy Committee Meeting Minutes	28

Federal Highway Administration Section

Project Selection

The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee (TPC) adopted a project rating criteria system as a means of ranking submitted projects. Highway capacity improvement projects were selected using Level of Service criteria; rehabilitation and reconstruction projects were selected based upon pavement condition index and field review. The highest ranking projects are then presented to the Transportation Technical Committee (TTC) for review and recommendation. A recommendation is then passed on to the TPC for action.

Enhancement projects consist of open space trails that have been developed during the public involvement process for the Long Range Transportation Plan (LRTP) update; new trail segments are identified and ranked by the users and the Parks and Recreation Commission. Trail segments shown in the plan are sized proportionately based upon estimated construction costs.

Bridge projects consist of necessary repairs recommended by the biennial Iowa Department of Transportation (IDOT) bridge inspections. The IDOT requires these inspections for bridges within the local jurisdictions of the AAMPO. A Candidate List is created by the IDOT Office of Systems Planning based on priority points ranking. Local agencies and the AAMPO work with the IDOT on programming necessary bridge projects based on priority.

All highway, enhancement, and bridge 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 selects operating projects for CyRide as identified in the approved Passenger Transportation Plan (PTP), which serves as a needs assessment for all regional human and health service agencies. The Transit Board also approves matching funds for capital projects based upon identified route expansions.

All projects are consistent with the approved 2035 Long Range Transportation Plan adopted on Oct. 12, 2010.

AAMPO FY 2013 – 16 Transportation Improvement Program

FY 2012 Project Status Report

TPMS #	Project Number	Location	Type of Work	Status	Total Project Cost	Total Federal Aid	Sponsor
19245	STP-U-0155()-70-85	Ash Avenue (Mortensen Pkwy to Knapp St.), Ridgewood Avenue (13th St. to 16th St.), Hayes Avenue (20th St. to 24th St.)	Pavement Rehab	Authorized / Hayes & Ridgewood Completed / Ash March 20, 2012 Letting	\$ 2,959,000	\$ 1,060,000	City of Ames
18655	STP-U-0155(STATE)--70-85	State Avenue (260 ft. south of Oakwood Road to 445 ft. north of US HW 30 overpass bridge)	Pavement Rehab	FHWA Approved / Rolling Over Funding	\$ 1,500,000	\$ 1,062,000	City of Ames
17023	STP-U-0155()-70-85	East Lincoln Way (S. Duff Ave. to Skunk River) and Lincoln Way (Squaw Creek to Oak Ave.)	Pavement Rehab	FHWA Approved / Removed From Programming	\$ 1,785,000	\$ 1,060,000	City of Ames
19248	STP-U-0155()-70-85	24th St. (UPRR to Northwestern Ave.) and Bloomington Rd. (Eisenhower Ave. to west 500 ft.)	Pavement Rehab	FHWA Approved / Rolling Over Funding	\$ 1,955,000	\$ 1,062,000	City of Ames
9590	RGPL-PA22(PMS)--ST-85	VARIOUS: PAVEMENT MANAGEMENT	Miscellaneous	FHWA Approved / Rolling Over Funding	\$ 6,000	\$ 5,000	AAMPO
9589	RGPL-PA22(UDS)--ST-85	VARIOUS: STATEWIDE URBAN DESIGN STANDARDS	Miscellaneous	FHWA Approved / Rolling Over Funding	\$ 5,000	\$ 4,000	AAMPO
20889	NHS()-11-85	US 30: University Blvd. in Ames to East of I-35	Pavement Rehab	FHWA Approved / Project Let for 2012 Costruction	\$ 4,900,000	\$ 3,920,000	DOT-D01
16031	STP-E-0155(Youth)--8V-85	Skunk River Trail: Hunziker Youth Sports Complex to Southeast 16th Street	Ped/Bike Grade & Pave	FHWA Approved / Sept. 18, 2012 Letting	\$ 436,000	\$ 86,000	City of Ames
14982	STP-E-0155(LW)--8V-85	Skunk River Trail: East Lincoln Way to S. River Valley Park	Ped/Bike Grade & Pave	FHWA Approved / Rolling Over Funding	\$ 860,000	\$ 160,000	City of Ames
16103	RGPL-PA22()-PL-85	Ames MPO Planning: PL Funds for Transportation Planning	Trans Planning	FHWA Approved / Rolling Over Funding	\$ 400,000	\$ 320,000	AAMPO
20551	HDP-0155()-71-85	Grand Avenue: S. 16th St North 0.1 miles to Coldwater Clubhouse Entrance	Grade and Pave	Authorized / Completed	\$ 637,000	\$ 510,000	City of Ames

Fiscal Constraint

The AAMPO FY 2013 programming targets are \$1,292,223 for the highway element and \$98,703 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 4% per year. The Ames City Council has programmed these projects in the City of Ames 2012-2017 CIP for the local funding allocation. These funds are generated from the City's annual Road Use Tax Fund (RUTF) distribution, Local Option Sales Tax, and General Obligation (GO) Bonds. The transit program does not have targets, and thus the requests involve significant costs in the anticipation of maximizing the amounts received.

AAMPO FY 2013 – 16 Transportation Improvement Program

Financial Constraint Summary Tables

AAMPO STP Program Federal Aid				
	2013	2014	2015	2016
Surface Transportation Program (STP) Balance (Carryover)	\$1,041,849	\$1,263,072	\$1,166,072	\$1,387,072
STP Target	\$1,292,223	\$1,292,000	\$1,292,000	\$1,292,000
Total Available for Programming	\$2,334,072	\$2,555,072	\$2,458,072	\$2,679,072
Total STP Programmed	\$1,071,000	\$1,389,000	\$1,071,000	\$1,069,000
Balance of STP Funds	\$1,263,072	\$1,166,072	\$1,387,072	\$1,610,072

AAMPO TE Program Federal Aid				
	2013	2014	2015	2016
Transportation Enhancement (TE) Balance (Carryover)	\$37,299	\$136,002	\$75,002	\$174,002
TE Target	\$98,703	\$99,000	\$99,000	\$99,000
Total Available for Programming	\$136,002	\$235,002	\$174,002	\$273,002
Total TE Programmed	\$0	\$160,000	\$0	\$160,000
Balance of TE Funds	\$136,002	\$75,002	\$174,002	\$113,002

AAMPO Forecasted Operations and Maintenance Expenditures on Federal Aid System				
	2013	2014	2015	2016
City Operations	\$402,563	\$418,666	\$435,412	\$452,829
City Maintenance	\$1,175,496	\$1,222,516	\$1,271,416	\$1,322,273
Total Operations and Maintenance	\$1,578,059	\$1,641,181	\$1,706,829	\$1,775,102

Source: 2011 City Street Finance Report

AAMPO Forecasted Non-Federal Funding						
	2011	2012	2013	2014	2015	2016
Total RUTF Receipts	\$4,835,945	\$5,029,383	\$5,230,558	\$5,439,780	\$5,657,372	\$5,883,667
Total Other Road Monies Receipts	\$5,487,506	\$5,707,006	\$5,935,286	\$6,172,698	\$6,419,606	\$6,676,390
Total Receipts Service Debt	\$15,548,031	\$16,169,952	\$16,816,750	\$17,489,420	\$18,188,997	\$18,916,557
Total Non Federal Road Fund Receipts	\$25,871,482	\$26,906,341	\$27,982,595	\$29,101,899	\$30,265,975	\$31,476,614

Source: 2011 City Street Finance Report

AAMPO Funding Programs Summary					
	2013	2014	2015	2016	Total
STP Project Total	\$1,500,000	\$1,480,000	\$1,955,000	\$1,530,000	\$6,465,000
STP Federal Aid	\$1,062,000	\$1,060,000	\$1,062,000	\$1,060,000	\$4,244,000
PRF Project Total	\$0	\$0	\$0	\$477,000	\$477,000
PRF Federal Aid	\$0	\$0	\$0	\$0	\$0
ENH Project Total	\$0	\$860,000	\$0	\$860,000	\$1,720,000
ENH Federal Aid	\$0	\$160,000	\$0	\$160,000	\$320,000
PL Project Total	\$11,000	\$411,000	\$11,000	\$11,000	\$444,000
PL Federal Aid	\$9,000	\$329,000	\$9,000	\$9,000	\$356,000
ILL Project Total	\$0	\$1,500,000	\$4,650,000	\$13,100,000	\$19,250,000
ILL Federal Aid	\$0	\$0	\$0	\$0	\$0

Network Operations and Maintenance

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 LRTP. In addition to STP funding, the City of Ames utilizes RUTF, Local Option Sales Tax, and General Obligation funding for system preservation projects. A program is also included in the City of Ames 2012-2017 CIP to address shared use path maintenance. The LRTP and Land Use Policy Plan (LUPP) both use an intersection efficiency standard of Level of Service (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 Iowa State University (ISU), League of Women Voters, and others in accordance with our approved Public Participation Plan (PPP). In addition, as previously noted, projects are available for public review and comment through the City of Ames CIP process. A public input session was held on May 1st, 2012 to discuss the TIP and receive comments. No revisions were requested by the public.

Title VI Compliance

The Ames Area MPO adheres to the City of Ames's Title VI of the Civil Rights Act of 1964 Compliance Plan. The AAMPO carries out its transportation planning processes without regard to race, color, or national origin. The Compliance Plan provides information on the Ames Area MPO Title VI compliance policies, complaint procedures, and a form to initiate the complaint process for use by members of the public. For more information or to file a complaint or concern, please contact the AAMPO Administrator at the City of Ames Public Works Administration Office at 515-239-5160.

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 on March 27, 2012 (a copy of the document is attached in Appendix C).

Revising the TIP

Revisions are defined as changes to a TIP 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 the TIP that involves a major change to a project included in the TIP. This includes an addition or deletion of a project, a major change in project cost, project or project phase start dates, or a major change in design concept or project scope. 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 MPO TIP’s involving non-exempt projects in non-attainment and maintenance areas). Changes that affect fiscal constraint must take place by amendment to the TIP.

Administrative Modification

A minor revision to the TIP is an administrative modification. It includes minor changes or project phase costs, minor changes to funding sources of previously included projects, or minor changes to a project or project phase start dates. An administrative modification is a revision that does not require public review and comment, redemonstration 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 of change or dollar amount of change in federal aid. Projects in which the federal aid has been

changed by more than 30% 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 Change – Changes in schedules to projects which are included in the first four years of the TIP will be considered administrative modifications. Projects which are added to or deleted from the TIP 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 Change – 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 or changing the 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 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 AAMPO amendments.

Statewide public review for Iowa DOT project amendments takes place at the time of inclusion in the Iowa DOT's Statewide TIP (STIP). Iowa DOT sponsored projects within the AAMPO planning boundary must go through the AAMPO's adopted amendment process, which includes public review and approval by the Technical and Policy Committees.

Administrative modifications have simplified procedures which allow more flexibility in the processing of changes. The AAMPO processes changes that qualify as administrative modifications by seeking Policy Committee approval or the administrator may make minor changes if the process is documented and meets the administrative modification requirements.

Finally, each type of revision needs to be processed in Transportation Program Management System (TPMS) and the date of approval by the AAMPO needs to be included in the revision submittal.

Revision Procedures

The AAMPO documents their procedures for processing amendments and administrative modifications by way of Policy Committee action and their respective meeting minutes. They are included in the public participation documents and in the TIP according to procedures in the approved TPWP.

Formal amendments should be submitted to the AAMPO staff that is then able to review the amendment for impact on fiscal constraint and other factors. The amendment is then presented to the TTC for review and approval. The TTC considers a recommendation of the amendment to the TPC, whom then too will consider the amendment for approval. The amendment is finally submitted to the Iowa DOT and FHWA / FTA for final approval and for incorporation into the STIP.

The documentation includes the definitions of amendments and administrative modifications. It also includes detailed procedures on how each type of revision is processed. It should be noted the Iowa DOT does not require the AAMPO follow the same procedures for public involvement or administrative processes.

Federal Transit Administration Section

FY 2013 TIP FTA Project Justification

The following transit projects identified within the draft FY2013-2016 TIP were included within the 2013 Passenger Transportation Plan (PTP) Update, meeting the requirements to have all federal and state transit funding within an approved PTP prior to TIP approval. The following narrative describes the projects within the initial year of the plan.

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.

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 sixth year of service for these expanded services.

Midday South Duff Expansion: In 2008, CyRide added mid-day service hours to its Yellow Route to the southeast area of Ames known as the #4A Gray Route. This route operates 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 the route was initiated, only one mid-day trip operated to this area. This would provide a sixth year of service for this hourly mid-day service.

E. 13th Street/Lincoln Way/Dayton Ave. Service Expansion: A new route was added in August 2010 traveling via E. 13 Street/Lincoln Way/Dayton Avenue to the commercial and industrial areas of east Ames. Medical services, human service agencies and industrial businesses are common to the area and many residents are requesting same day transportation to that part of the community. The route would provide access to businesses such as 3M, Mainstream Living, Child Serve, Mary Greeley Dialysis, Wolfe Clinic, National Animal Disease Center and Sauer-Danfoss. Service to this area has been a high priority since 2007 within the annual Passenger Transportation Plan process between transportation providers and human service agencies. This would provide a second year of service to this commercial-industrial area.

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 $\frac{3}{4}$ mile area of that fixed-route service. Therefore, CyRide purchases transportation service for its Dial-A-Ride operations in order to meet this ADA requirement. This requirement has been expanded to the entire city limits of Ames.

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, concrete pads will be added for easier boarding/alighting during inclement weather as well as replacing bus shelters with lighted bus shelters to improve the accessibility for patrons and CyRide's image throughout the Ames community. In addition, bus tracking technology will be incorporated into CyRide's system allowing better travel information to be communicated to the public. Passengers would be able to obtain in real time when the next two buses would travel past a particular bus stop by plugging in the particular stop number associated with the stop into the website, texting or calling. This feature would allow information to be dispersed to those with disabilities more readily through these methods. However, the stops need to be upgraded to include the stop number on the bus stop sign and the numbers of where to call and text. Additional options include adding LED signs next to approximately 25 high ridership stops that indicate visually when the next two buses are coming.

Heavy Duty Bus Replacement: Eight buses have exceeded FTA guidelines for useful life. Bus numbers are 00963, 00965, 00741, 00144, 00145, 00146, 00147, and 00716. These units will be replaced with 40' heavy-duty buses, equipped with cameras. These replacement vehicles will be ADA accessible.

Ames Intermodal Facility Expansion Phase II: In 2009, CyRide, the City of Ames, and ISU worked collaboratively on developing an Intermodal Transportation Facility project based upon a need to connect transportation modes within the Ames community. The Intermodal Facility would accommodate and link public and private transportation modes (public transit, intercity bus carriers, regional airport shuttle services, carpools/vanpools, taxis, bicycle commuters, and pedestrians) for the residents, students, faculty, and visitors of Ames and the Central Iowa region. On February 17, 2010, CyRide received approximately \$8.465 million through the Transportation Investment Generating Economic Recovery (TIGER) program of the 2009 Recovery Act for the Intermodal project. The facility, which was quickly redesigned to accommodate a lower budget, is currently under construction to be open in July 2012. Since

AAMPO FY 2013 – 16 Transportation Improvement Program

this funding only allowed a portion of the originally conceived project elements to be constructed, it is anticipated that future DOT funding opportunities may be available within the new transportation reauthorization to help completely fund phase II of the Intermodal Facility estimated at approximately \$12 million to complete. The additional vital remaining elements include:

- Two additional bus bays for the public transit operator CyRide
- One additional hybrid biodiesel buses for CyRide
- Automatic Vehicle Location Signage
- Additional 248 parking spaces (339 structured; converting 91 spaces from surface lot to structured) allowing enough revenues to facilitate the operation of a public transit shuttle between campus and the facility.
- Bike path through the ISU arboretum adjacent to the facility connecting west Ames with a high residential area to ISU campus.
- Additional bike lockers (12)

Overall design, construction, bus and contingency funding estimate the following budget for phase two of the Intermodal Facility:

Federal Funds		Dollars	Percent
Total Federal TIGER Request		\$ 10,005,000	79%
Non-Federal Matching Funds		Dollars	Percent
Land Value (Iowa State University)		\$ 2,100,000	
CyRide Capit Budget		\$ 102,000	
CyRide Operating Budget		\$ 50,000	
City of Ames Capital Budget		\$ 22,125	
Iowa State University General Fund		\$ 22,125	
Iowa State University Government of the Student Body		\$ 305,000	
Total Non-Federal Matching Funds		\$ 2,601,250	21%
Total		\$ 12,606,250	100%

Appendix A: FY 2013 – 16 TIP TPMS Printouts

Approved TIP (2013)
(filtered)

MPO-22 / AAMPO

2013 - 2016 Transportation Improvement Program

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# Sec:Twnshp:Rng		Pgm'd Amounts in 1000's				PA: CO: SEQ
				FY13	FY14	FY15	FY16	STIP#
[1] STP - Surface Transportation Program								
Story - 85								
9589 Ames FHWA Approved	RGPL-PA22(UDS)--ST-85 VARIOUS: STATEWIDE URBAN DESIGN STANDARDS Miscellaneous	0 MI -- --	Project Total Federal Aid Regional FA	5 4 4	5 4 4	5 4 4	5 4 4	22 : 85 : 86 30541
9590 Ames FHWA Approved	RGPL-PA22(PMS)--ST-85 VARIOUS: PAVEMENT MANAGEMENT Miscellaneous	0 MI -- --	Project Total Federal Aid Regional FA	6 5 5	6 5 5	6 5 5	6 5 5	22 : 85 : 85 30542
18655 Ames FHWA Approved	STP-U-0155(679)--70-85 DOT Letting: 06/18/2013 STATE AVE: From 260 ft. south of Oakwood Road to 445 ft. north of the US HWY 30 Overpass Bridge Pavement Rehab	0.72 MI -- 16:83:24	Project Total Federal Aid Regional FA	1,500 1,062 1,062	0 0 0	0 0 0	0 0 0	0 : 85 : 155 30207
18655 Ames Final TIP Approved	STP-U-0155(679)--70-85 DOT Letting: 06/18/2013 STATE AVE: From 260 ft. south of Oakwood Road to 445 ft. north of the US HWY 30 Overpass Bridge Pavement Rehab	0.72 MI -- 16:83:24	Project Total Federal Aid Regional FA	1,500 1,062 1,062	0 0 0	0 0 0	0 0 0	0 : 85 : 155 30207
21261 Ames FHWA Approved	STP-U-0155(SHELDON)--70-85 SHELDON AVENUE: From Lincoln Way to Hyland Avenue Pavement Rehab	0.4 MI -- --	Project Total Federal Aid Regional FA	0 0 0	1,480 1,060 1,060	0 0 0	0 0 0	0 : 85 : 193 --
19248 Ames FHWA Approved	STP-U-0155(0)--70-85 24TH ST AND BLOOMINGTON RD: 24th St. (UPRR tracks to Northwestern Ave.) and Bloomington Rd. (Eisenhower Ave. to west 500 ft.) Pavement Rehab	0.54 MI -- 0:0:0	Project Total Federal Aid Regional FA	0 0 0	0 0 0	1,955 1,062 1,062	0 0 0	0 : 85 : 162 --
21262 Ames FHWA Approved	STP-U-0155(Meadow)--70-85 Meadowlane Avenue / E 20th Street: Meadowlane Ave (Carr Dr to E 20th St) and E 20th St (Duff Ave to Meadowlane Ave) Pavement Rehab	0.5 MI -- --	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	1,530 1,060 1,060	0 : 85 : 194 --

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# Sec:Townshp:Rng	Pgm'd Amounts in 1000's				PA: CO: SEQ
			FY13	FY14	FY15	FY16	STIP#

[5] TAP - Transportation Alternatives

Story - 85

14982 Ames FHWA Approved	STP-E-0155(LW)--8V-85 Skunk River Trail: From East Lincoln Way to S. River Valley Park Ped/Bike Grade & Pave	0.94 MI -- --	Project Total Federal Aid Regional FA	0 0 0	860 160 160	0 0 0	0 0 0	22 : 85 : 127 -- --
21260 Ames FHWA Approved	STP-E-0155(SE16TH)--8V-85 Skunk River Trail: From SE 16th Street to East Lincoln Way Ped/Bike Structures,Ped/Bike Miscellaneous	1 MI -- --	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	860 160 160	0 : 85 : 192 -- --

[8] PL - Metropolitan Planning

Story - 85

16103 MPO-22 / AAMPO FHWA Approved	RGPL-PA22()--PL-85 Ames MPO Planning: PL Funds for Transportation Planning Trans Planning	0 MI -- --	Project Total Federal Aid Regional FA	0 0 0	400 320 0	0 0 0	0 0 0	22 : 85 : 145 -- --
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[19] PRF - Primary Road Funds

Story - 85

22052 DOT-D01-MPO22 FHWA Approved	BRFN()-39-85 US 30: US 69 IN AMES (EB) Bridge Deck Overlay	0 MI 048710 --	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	477 0 0	22 : 85 : 179 -- --
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[24] ILL - Illustrative Regional Project

Story - 85

16032 Ames FHWA Approved	ILL-0155(Grand3)--93-85 GRAND AVE: S Grand Ave: 0.1 miles north of S. 16th Street to Squaw Creek Dr / S 5th St:S Grand Ave to S Duff Ave / S 16th & S Duff Ave Instersection Grade and Pave,Bridge New	1.21 MI -- 0:0:0	Project Total Federal Aid Regional FA	0 0 0	1,500 0 0	4,650 0 0	6,500 0 0	22 : 85 : 143 -- --
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PA NOTE: Illustrative Project

18659 Ames FHWA Approved	ILL-0155()--93-85 NORTH DAKOTA AVE: From Toronto Street to 215th Street Bridge New	0.36 MI -- 32:84:24	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	6,600 0 0	0 : 85 : 157 -- --
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PA NOTE: Illustrative Project

Approved 2013 Transit Program

(Filtered)

MPO-22 / AAMPO (64 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY13	FY14	FY15	FY16
STA, 5307	CyRide	914 Operations Misc	General Operations	Total	8,285,462	8,616,881	8,961,556	9,320,018
				FA	1,700,000	1,768,000	1,838,720	1,912,269
				SA	533,022	554,343	576,517	599,577
STA	CyRide	915 Planning Misc	I-35 Ames - Des Moines Corridor Planning	Total		100,000		
				FA				
				SA		80,000		
5316	CyRide	916 Operations Expansion	Brown Route Frequency/Hours Expansion	Total	65,919	67,896	69,932	72,030
				FA	32,959	33,948	34,966	36,015
				SA				
5316	CyRide	917 Operations Expansion	Midday South Duff expansion	Total	33,434	34,438	35,470	36,534
				FA	16,717	17,219	17,735	18,267
				SA				
5310	CyRide	919 Operations Misc	Contracted Paratransit Service	Total	180,531	187,753	195,263	203,073
				FA	144,425	150,202	156,210	162,458
				SA				
5310	CyRide	920 Capital Replacement	Associated Transit Improvements	Total	50,000	50,000	50,000	50,000
				FA	40,000	40,000	40,000	40,000
				SA				
5309	CyRide	945 Capital Expansion	Facility cameras/Proximity Card Access - 20 cameras/10 cards	Total		56,660		
				FA		45,328		
				SA				
5309	CyRide	946 Capital Rehabilitation	Electric distribution rehabilitation	Total		30,000		
				FA		24,000		
				SA				
5309	CyRide	951 Capital Expansion	Automatic passenger counters	Total		500,000		
				FA		400,000		
				SA				
5309	CyRide	953 Capital Replacement	Re-roof Maintenance facility	Total		500,000		
				FA		400,000		
				SA				
5309	CyRide	954 Capital Expansion	Maintenance Facility Expansion	Total		760,000	760,000	
				FA		608,000	608,000	
				SA				
5309	CyRide	957 Capital Rehabilitation	Resurface ISC Commuter Parking	Total				1,000,000
				FA				720,000
				SA				
5316	CyRide	1831 Operations Other	East 13th Street/Lincoln Way/Dayton Ave Service Expansion	Total	55,671	57,340	59,060	60,832
				FA	27,835	28,670	29,530	30,416
				SA				
5309	CyRide	1891 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00970	Total	410,000			448,018
				FA	340,300			371,855
				SA				
5309	CyRide	1892 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00971	Total	410,000			448,018
				FA	340,300			371,855
				SA				

MPO-22 / AAMPO (64 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY13	FY14	FY15	FY16
5309	CyRide	1894 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00972	Total				448,018
				FA				371,855
				SA				
5309	CyRide	1895 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00973	Total				448,018
				FA				371,855
				SA				
5309	CyRide	1898 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00974	Total				448,018
				FA				371,855
				SA				
5309	CyRide	1899 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00975	Total				448,018
				FA				371,855
				SA				
5309	CyRide	1900 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00976	Total				448,018
				FA				371,855
				SA				
5309	CyRide	1901 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00977	Total				448,018
				FA				371,855
				SA				
5309	CyRide	1902 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00711	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	1903 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00712	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	1904 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00713	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	1905 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00714	Total	410,000		434,969	
				FA	340,300		361,024	
				SA				
5309	CyRide	1906 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00715	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	1907 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00716	Total	410,000			
				FA	340,300			
				SA				
5309	CyRide	1908 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00147	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	1909 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00716	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	1910 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00742	Total			434,969	
				FA			361,024	
				SA				

MPO-22 / AAMPO (64 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY13	FY14	FY15	FY16
5309	CyRide	1911 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00743	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	1912 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00717	Total		422,300		
				FA		350,509		
				SA				
ICAAP	CyRide	1913 Capital Expansion	Nextbus Signage/bus stop signage	Total		100,000		
				FA		80,000		
				SA				
5309	CyRide	2427 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00743	Total	410,000			
				FA	340,300			
				SA				
5309	CyRide	2428 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00717	Total	410,000			
				FA	340,300			
				SA				
5309	CyRide	2429 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00713	Total	410,000			
				FA	340,300			
				SA				
5309	CyRide	2430 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00711	Total	410,000			
				FA	340,300			
				SA				
5309	CyRide	2431 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00712	Total	410,000			
				FA	340,300			
				SA				
5309	CyRide	2432 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00715	Total	410,000			
				FA	340,300			
				SA				
5309	CyRide	2433 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00147	Total	410,000			
				FA	340,300			
				SA				
5309	CyRide	2434 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00953	Total	410,000		434,969	
				FA	340,300		361,024	
				SA				
5309	CyRide	2435 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 954	Total	410,000		434,969	
				FA	340,300		361,024	
				SA				
5309	CyRide	2436 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00955	Total	410,000		434,969	
				FA	340,300		361,024	
				SA				
5309	CyRide	2437 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00956	Total	410,000		434,969	
				FA	340,300		361,024	
				SA				
5309	CyRide	2438 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00957	Total	410,000		434,969	
				FA	340,300		361,024	
				SA				

MPO-22 / AAMPO (64 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY13	FY14	FY15	FY16
5309	CyRide	2439 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00958	Total	410,000		434,969	
				FA	340,300		361,024	
				SA				
5309	CyRide	2440 Capital Expansion	Heavy Duty Articulated Bus VSS, Low Floor, BioDiesel	Total		700,000		
				FA		581,000		
				SA				
5309	CyRide	2441 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total		700,000		
				FA		581,000		
				SA				
5309	CyRide	2442 Capital Expansion	Heavy Duty Articulated Bus VSS, Low Floor, BioDiesel	Total		700,000		
				FA		581,000		
				SA				
5309	CyRide	2443 Capital Expansion	Heavy Duty Articulated Bus VSS, Low Floor, BioDiesel	Total		700,000		
				FA		581,000		
				SA				
5309	CyRide	2444 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	2445 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	2446 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	2447 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	2448 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00334	Total			103,968	
				FA			86,293	
				SA				
5309	CyRide	2449 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00335	Total			103,968	
				FA			86,293	
				SA				
5309	CyRide	2450 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00336	Total			103,968	
				FA			86,293	
				SA				
5309	CyRide	2451 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00333	Total			103,968	
				FA			86,293	
				SA				
5309	CyRide	2452 Capital Replacement	Light Duty Bus (158" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00337	Total			98,664	
				FA			81,891	
				SA				
5309	CyRide	2453 Capital Replacement	Light Duty Bus (158" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00338	Total			98,664	
				FA			81,891	
				SA				

MPO-22 / AAMPO (64 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY13	FY14	FY15	FY16
5309	CyRide	2454 Capital Replacement	Vehicle Surveillance Systems - 15 units	Total		120,000		
				FA		96,000		
				SA				
5309	CyRide	2455 Capital Replacement	Boilers	Total		70,000		
				FA		60,000		
				SA				
TIGER	CyRide	2456 Capital Expansion	Ames Intermodal Facility	Total	12,432,125			
				FA	10,005,000			
				SA				
STP, 5303	MPO-22	959 Planning Misc	MPO Transportation Planning	Total	38,125			
				FA	30,500			
				SA				

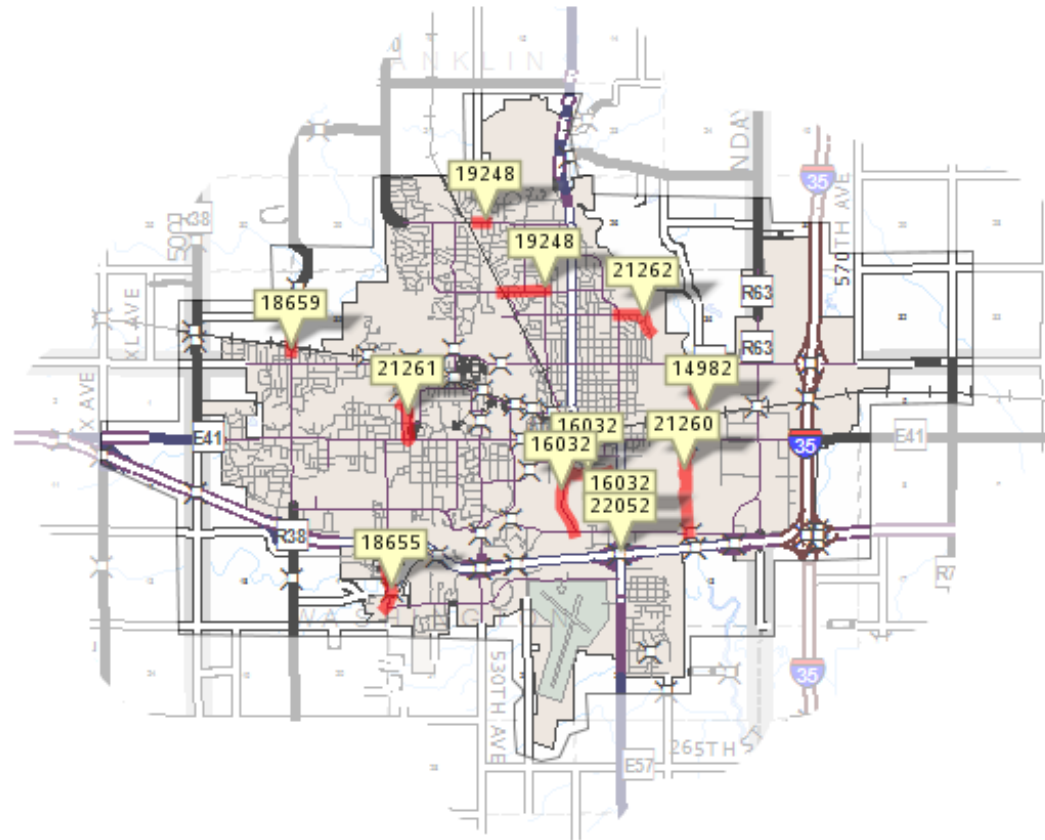
Appendix B: FY 2013 – 16 TIP Roadway Project Information

AAMPO FY 2013 – 16 Transportation Improvement Program

TPMS #	18655	21261	19248	21262	9590	9589	14982	21260	16103	16032	18659	22052
Project Sponsor Government	City of Ames	City of Ames	City of Ames	City of Ames	City of Ames	City of Ames	City of Ames	City of Ames	AAMPO	City of Ames	City of Ames	DOT - District 1
Federal Funding Source	Surface Transportation Program	Surface Transportation Program	Surface Transportation Program	Surface Transportation Program	Surface Transportation Program	Surface Transportation Program	Transportation Enhancement Program	Transportation Enhancement Program	Metropolitan Planning	Illustrative Regional Project	Illustrative Regional Project	Primary Roads Funds
FFY	2013	X			X	X						
	2014		X		X	X	X		X		X	
	2015			X		X	X				X	
	2016				X	X	X	X		X	X	X
Route or Street Name	State Avenue	Sheldon Avenue	24 th Street and Bloomington Road	Meadowlane Avenue and East 20th Street	Area Wide	Area Wide	Skunk River Trail	Skunk River Trail	Area Wide	North Dakota Avenue	Grand Avenue	US 30
Termini	260 ft. south of Oakwood Road to 445 ft. north of the U.S. Highway 30 overpass bridge	Lincoln Way to Hyland Avenue	UPRR tracks to Northwestern Avenue and Eisenhower Avenue to west 500 feet	Carr Drive to East 20th Street and Duff Avenue to Meadowlane Avenue	-	-	East Lincoln Way to South River Valley Park	Southeast 16th Street to East Lincoln Way	-	Toronto Street to 215 th Street	Coldwater Club House Entrance to Squaw Creek Drive; Includes S. 16 th and S. Duff Intersection	US 69 in Ames (EB)
Bridge Number	-	-	-	-	-	-	-	-	-	New	New	48710
Length in miles	0.72	0.4	0.54	0.5	-	-	0.94	1.0	-	0.36	1.1	-
Type of Work	Pavement Rehabilitation	Pavement Rehabilitation	Pavement Rehabilitation	Pavement Rehabilitation	Pavement Management System	Statewide Urban Design and Specification Manual (SUDAS)	Pedestrian / Bike Trail Grade and Pave	Ped/Bike Structures, Ped/Bike Miscellaneous	Transportation Planning	Grade Separation (Union Pacific Railroad)	Grade and Pave, Bridge Construction, and Intersection Improvements	Bridge Deck Overlay
Map Included	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	Yes	Yes	Yes
Total Estimated Cost	\$ 1,500,000	\$ 1,480,000	\$ 1,955,000	\$ 1,530,000	\$ 6,495	\$ 5,488	\$ 860,000	\$ 860,000	\$ 400,000	\$ 6,600,000	\$ 17,750,000	\$ 477,000
Federal Aid	\$ 1,062,000 STP	\$ 1,060,000 STP	\$ 1,062,000 STP	\$ 1,060,000 STP	\$ 5,249 STP	\$ 4,493 STP	\$ 160,000 STP	\$ 160,000 STP	\$ 320,000 STP	\$ 5,280,000 DEMO	\$ 14,200,000 DEMO	\$ -
Local Match	\$ 219,000 GO Bond	\$ 420,000 GO Bond	\$ 893,000 GO Bond	\$ 420,000 GO Bond	\$ 1,246	\$ 995	\$ 700,000 LOST	\$ 700,000 LOST	\$ 80,000 RUTF	\$ 1,320,000 GO Bond	\$ 3,550,000 GO Bond	\$ -
Other	\$ 219,000 SC	\$ -	\$ -	\$ 50,000 EUF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

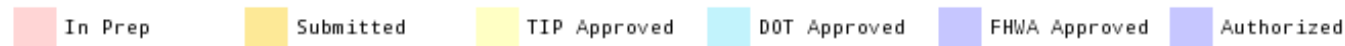
Funding Program Key

GO Bond General Obligation Bonds	LOST Local Option Sales Tax
EUF Electric Utility Fund	RUTF Road Use Tax Fund
SC Story County	DEMO Demonstration Funds
STP Surface Transportation Program	

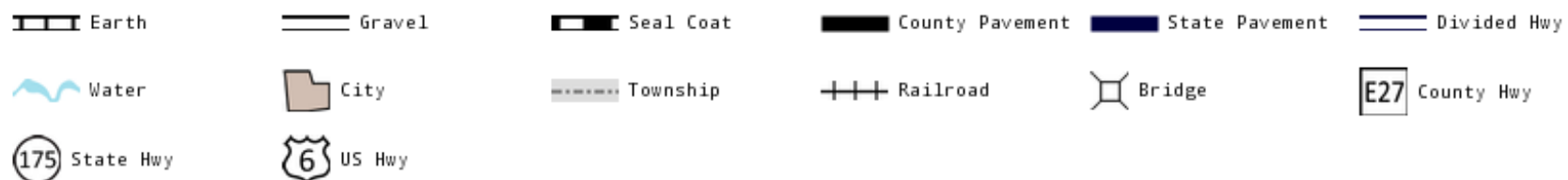


TPMS

Approval States



Feature Key



Appendix C: AAMPO Self Certification

**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 Campbell, Chair
Transportation Policy Committee

3/27/12
Date

***Appendix D: Transportation Policy Committee Meeting
Minutes***

**MINUTES OF THE MEETING OF THE AMES AREA
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE**

AMES, IOWA

JUNE 26, 2012

**MEETING OF THE AMES AREA METROPOLITAN
PLANNING ORGANIZATION TRANSPORTATION POLICY COMMITTEE**

The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee met at 6:37 p.m. on the 26th day of June, 2012, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law with the following voting members present: Clinton, Davis, Goodman, Larson, Orazem, Szopinski, and Wacha. Rudy Koester, City of Ames Transportation Planner, and Tracy Warner, Municipal Engineer were also present. Voting Members Campbell and O'Brien were absent, and the Transit representative has not yet been named.

HEARING ON FISCAL YEAR 2013-16 TRANSPORTATION IMPROVEMENT PROGRAM

(TIP): Mr. Koester explained that the TIP provides for projects for street improvements, CyRide improvements, and trail projects. It also reflects expenditures for an annual pavement management program and support of the Statewide Urban Design and Specifications program. It was reported that a public input session was held on May 1, 2012, with no revisions being requested. Comments were made by the Iowa Department of Transportation (IDOT), the Federal Highway Administration, and the Federal Transit Administration and were addressed in the documents. Mr. Koester advised that the street project for FY 2013 is State Avenue from Oakwood Road to U. S. Highway 30 Overpass. Also, enhancement funds for FY 2013 will be banked and used along with the FY 2014 enhancement funds for the Skunk River Trail Extension from East Lincoln Way to South River Valley Park.


Mayor Pro-Tem Larson opened the public hearing. No one wished to speak, and the hearing was closed.

Moved by Clinton, seconded by Davis, to approve the FY 2013-16 Transportation Improvement Program (TIP).

Vote on Motion: 7-0. Motion declared carried unanimously.

COMMENTS: Supervisor Clinton said that he had received documents from the City of Ames regarding the AAMPO programming for the reconstruction of State Avenue for 2013, which included a 28E Agreement for Story County's review and comment. He had asked Darren Moon, Story County Engineer, for feedback. Mr. Clinton reported that the 28E will be on the Story County Board of Supervisors' meeting agenda of July 3, 2012. He also advised that the County had not budgeted for the project in FY 2013. Municipal Engineer Tracy Warner said that one of the City's engineers could be at the Board of Supervisor's meeting on July 3. She advised that the cost for the project would come out of maximizing the use of the STP funds through the Ames Area AAMPO with the local match being split between Story County and the City of Ames.

ADJOURNMENT: Moved by Clinton, seconded by Szopinski, to adjourn the meeting at 6:45 p.m.



Diane R. Voss, City Clerk



Ann H. Campbell, Mayor

**MINUTES OF THE MEETING OF THE AMES AREA
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE
AND REGULAR MEETING OF THE AMES CITY COUNCIL
COUNCIL CHAMBERS - CITY HALL**

AMES, IOWA

MARCH 26, 2013

**MEETING OF THE AMES AREA METROPOLITAN
PLANNING ORGANIZATION TRANSPORTATION POLICY COMMITTEE**

The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee met at 6:01 p.m. on the 26th day of March, 2013, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law with the following voting members present: Ann Campbell, Wayne Clinton, Matthew Goodman, Peter Orazem, Tom Wacha, and Dan Rediske. Voting Member Victoria Szopinski joined the meeting telephonically. AAMPO Administrator John Joiner, City of Ames Transportation Planner Rudy Koester, and Iowa Department of Transportation representative Craig O'Riley were also present. Voting Members Jeremy Davis, Jami Larson, and Mike O'Brien were absent.

DRAFT FISCAL YEAR (FY) TRANSPORTATION PLANNING WORK PROGRAM

(TPWP): Transportation Planner Rudy Koester explained that this is an annual Program. The Draft FY 2014 TPWP contains the work elements to ensure an integrated transportation system, including reviewing the Land Use Policy Plan and Urban Fringe Plan. The Long-Range Transportation Plan (LRTP) update will commence this year for submission in October 2015.

Moved by Clinton, seconded by Goodman, to approve the Draft FY 2014 TPWP and set May 28, 2013, as the date of public hearing.

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

FINAL FY 2014 PASSENGER TRANSPORTATION PLAN (PTP) UPDATE: Transit Director Sheri Kyras brought the Policy Committee's attention to the recommended projects in the Plan. She noted that this is an update; a full plan will be required again in 2015. Ms. Kyras noted that this annual report is required for all transit agencies. She also pointed out the requirement that any human service transportation coordination happening within the community be documented. The AAMPO Policy Committee is required to approve the PTP along with the recommended program for submittal to the Iowa Department of Transportation and Federal Transit Administration by May 1, 2013.

Moved by Wacha, seconded by Rediske, to approve the Final FY 2014 Passenger Transportation Plan Update for submission to Iowa Department of Transportation and Federal Transit Administration.

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

ANNUAL SELF-CERTIFICATION: AAMPO Administrator Joiner advised that, pursuant to federal regulations, each MPO must self-certify that the transportation planning process is addressing the major issues in the Metropolitan Planning Area and is being carried out in accordance with federal regulations, policies, and procedures.

Moved by Goodman, seconded by Clinton, to approve the AAMPO annual self-certification.
Vote on Motion: 6-0. Motion declared carried unanimously.

AMENDMENT TO FY 2013 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):

Mr. Koester advised that the amendment to the 2013-16 TIP involves changing the project description for the State Avenue Roadway Improvement project programmed for FY 2013. He added that requirements to process an amendment to the TIP require an opportunity for public comment and approval by both the Technical and Policy Committees of the AAMPO. The public meeting was held on February 7, 2013. No revisions were requested. The Technical Committee recommended approval of the amendment at its March 18, 2013, meeting.

Mr. Joiner advised that the University had notified the City that it would pick up the bike path where the City's project leaves off.

Moved by Orazem, seconded by Szopinski, to approve the amendment to the FY 2013 TIP by updating the project description for the State Avenue project, as follows: State Avenue: 260 ft. south of Oakwood Road to 445 ft. north of the U.S. HWY 30 Overpass Bridge.

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

2035 LONG-RANGE TRANSPORTATION PLAN (LRTP) AMENDMENT: The amendment, as described by Mr. Koester, updates the Metropolitan Planning Area (MPA) boundary used in the AAMPO 2035 LRTP. The MPA boundary used during the development of the 2035 LRTP no longer encompasses the entire AAMPO urbanized area. No comments were received at the public input meeting held on February 7, 2013. The new MPA boundary was approved by the Policy Committee on November 13, 2012.

Moved by Clinton, seconded by Rediske, to approve the amendment to the 2035 LRTP to include the updated MPA boundary adjustment.

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

IOWA CLEAN AIR ATTAINMENT PROGRAM PROJECT (ICAAP) SUPPORT FOR MORTENSEN ROAD IMPROVEMENTS GRANT APPLICATION:

According to Mr. Koester, the city had submitted a competitive ICAAP grant application for Mortensen Road Improvements between South Dakota Avenue and Dotson Drive to the Iowa Department of Transportation (Iowa DOT) on March 1, 2013. The purpose of ICAAP is to fund projects or programs that help to maintain Iowa's clean air quality by reducing transportation-related emissions. One of the requirements for the grant application is to have Policy Committee approval that the project conforms to the AAMPO's regional transportation planning process and LRTP. Mr. Koester advised that the roadway improvements along Mortensen Road will reduce vehicle delay and congestion, promote travel by transit, and enhance walk ability and bike ability along the route.

Moved by Orazem, seconded by Goodman, to certify that the Mortensen Road Improvements is consistent with the objectives of the AAMPO 2035 LRTP and that the AAMPO supports the application to the Iowa DOT's ICAAP.

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

POLICY COMMITTEE MEMBER COMPOSITION: Mr. Joiner stated that the Final Report of The Federal Highway Administration (FHWA) and Federal Transit Administration performed their quadrennial MPO Transportation Planning review on June 29, 2011. A recommendation contained in their Final Report was that the AAMPO consider diversifying representation to provide distinction between the AAMPO Transportation Policy Committee and the City of Ames City Council. The Transportation Technical Committee, at its April 11, 2012, meeting recommended the following member composition:

City of Ames (4)	Mayor + 3 City Council Members
CyRide (1)	Board of Trustees Member
Boone County (1)	Board of Supervisors Member
Story County (1)	Board of Supervisors Member
Ames Community School District (1)	School Board Member
Iowa State University (1)	Facilities & Planning Member

with four non-voting members (FHWA, FTA, Iowa DOT, ISU)


Since April 11, 2012, staff was informed by the FHWA that the community of Gilbert had become a part of the Ames Urbanized Area. Once the urbanized areas were released by the Census Bureau, staff met with the Mayor of Gilbert to explain the situation. The Mayor of Gilbert sent a letter to City of Ames staff stating its desire to be a part of the regional planning effort and to be considered a member of the Policy Committee. Administrator Joiner stated that staff's recommendation was to maintain the same structure as currently exists with the addition of one member from Gilbert.

Moved by Clinton, seconded by Orazem, to approve the Policy Committee member composition by amending the Bylaws of the Policy Committee to reflect the new Committee members as follows:

City of Ames (7)	Mayor + City Council Members
CyRide (1)	Board of Trustees Member
Boone County (1)	Board of Supervisors Member
Story County (1)	Board of Supervisors Member
City of Gilbert (1)	Mayor or City Council Member

with four non-voting members (FHWA, FTA, Iowa DOT, ISU).
Vote on Motion: 6-0. Motion declared carried unanimously.

ADJOURNMENT: Moved by Clinton, seconded by Szopinski, to adjourn the AAMPO Transportation Policy Committee meeting at 6:16 p.m.


Diane R. Voss, City Clerk


Ann H. Campbell, Mayor