



TRANSPORTATION IMPROVEMENT PROGRAM

FY 2016 – 2019

FINAL

JULY 14, 2015

Amended Sept. 22, 2015, June 14, 2016

The Ames Area MPO prepared this report with funding from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the Ames Area MPO member governments. These contents are the responsibility of the Ames Area MPO. The U.S. government and its agencies assume no liability for the contents of this report or for the use of its contents. The Ames Area MPO approved this document on 14, July, 2015. Please call (515) 239.5160 to obtain permission to use.

[This Page Left Blank]

Table of Contents

Federal Highway Administration Section	2
Project Selection	2
FY 2015 Project Status Report	3
Fiscal Constraint	4
Financial Constraint Summary Tables	4
Network Operations and Maintenance	5
Public Participation Process	5
Title VI Compliance	5
Self Certification	5
Revising the TIP	6
Amendments	6
Administrative Modifications	6
Federal Transit Administration Section	7
FY 2016 TIP FTA Project Justification	7
Appendix A: FY 2016 – 2019 TPMS Printouts	
Appendix B: Ames Area MPO Self Certification	
Appendix C: Transportation Policy Committee Meeting Minutes	

Federal Highway Administration Section

Project Selection

The Ames Area Metropolitan Planning Organization (AAMPO) uses an project selection criteria system as a means of prioritizing submitted projects. All projects submitted to the AAMPO for inclusion in the Transportation Improvement Program (TIP) are reviewed by staff and the Transportation Technical Committee (TTC) and Transportation Policy Committee (TPC). Projects are programmed in the TIP by approval of the TPC based on the recommendation of the TTC and staff.

Projects are prioritized based on public input, need and financial availability. Factors identified in the Long Range Transportation Plan (LRTP) are used as tools to help determine those projects selected and their respective priority. In addition to the LRTP tools, highway capacity improvement projects are selected using Level of Service criteria; rehabilitation and reconstruction projects are selected based upon pavement condition index and field review. A STP application form shall be submitted along with all STP projects to be considered to receive federal-aid funding. This form can be requested from the Ames Area MPO staff or downloaded from the Ames Area MPO website at www.aampo.org.

Transportation Alternative Projects (TAP) consists mainly of open space trails that have been developed during the public involvement process for the Long Range Transportation Plan (LRTP) update. Trail segments shown in the plan are sized proportionately based upon estimated construction costs. A TAP application form shall be submitted along with all TAP projects to be considered to receive federal-aid funding. Submitted projects are then ranked with the following criterion: connectivity with existing facilities, cost in relation to public benefit, enhancement to existing transportation system, and identified in the long range transportation plan. The ranked list is then discussed and may be revised during the TIP development process. This form can be requested from the Ames Area MPO staff or downloaded from the Ames Area MPO website at www.aampo.org.

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 Ames Area MPO. A Candidate List is created by the IDOT Office of Systems Planning based on priority points ranking. Local agencies and the Ames Area MPO work with the IDOT on programming necessary bridge projects based on priority and available funding.

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 October 12, 2010.

Ames Area MPO FY 2016 – 2019 Transportation Improvement Program

FY 2015 Project Status Report

TPMS #	Project Number	Location	Type of Work	Status	Total Project Cost	Total Federal Aid	Sponsor
1948	STP-E-0155(S DUFF)--8V-85	In the City of Ames, S DUFF AVE: From Squaw Creek to South 5th Street	Ped/Bike Grade & Pave	FHWA Approved - Project Delayed; Roll Over Funding	\$ 100,000	\$ 70,000	City of Ames
19248	STP-U-0155()-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	Authorized - 2015 Construction	\$ 1,832,000	\$ 1,292,000	City of Ames
22052	BRFN-030()-39-85	US30: US 69/BIKE PATH IN AMES (EB)	Bridge Deck Overlay	June 2015 Letting	\$ 456,000	\$ -	IDOT Dist. 1
14982	STP-E-0155(682)--8V-85	In the City of Ames, Skunk River Trail: From East Lincoln Way to S. River Valley Park	Ped/Bike Grade & Pave	FHWA Approved - 11/17/2015 Letting	\$ 790,000	\$ 360,000	City of Ames
15628	STP-E-C085(100)--8V-85	Gilbert to Ames Trail: Trail connection from Gilbert, Iowa to Ames, Iowa	Ped/Bike ROW	FHWA Approved - Roll over Funding	\$ 983,000	\$ 62,000	Story CCB
32331	IHSIPX-035()-08-85	On I-35, from US30 to County Road E15	Guardrail	Authorized	\$ 2,769,000	\$ 2,492,000	IDOT Dist. 1
30892	IMN-035-5(107)--0E-85	On I-35, from 13th Street interchange in Ames to County Road D65 Interchange at Randall (Various Locations)	Pavement Rehab	January 2015 Letting	\$ 1,500,000	\$ -	IDOT Dist. 1
29713	BRM-0155(685)--8N-85	In the City of Ames, On 6th Street, Over Squaw Creek	Bridge Replacement	December 2015 Letting / 2016 Construction	\$ 2,425,000	\$ 1,000,000	City of Ames
16103	RGPL-PA22(RTP)--ST-85	Ames MPO Planning: STP Funds for Transportation Planning	Trans Planning	Authorized - October 2015 completion	\$ 305,000	\$ 320,000	AAMPO

Ames Area MPO FY 2016 – 2019 Transportation Improvement Program

Fiscal Constraint

The Ames Area MPO FY 2016 programming targets are \$1,553,916 for STP, \$86,914 for TAP, and \$66,323 for TAP Flex. 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 2015-2020 Capital Improvement Program for the local funding allocation. These funds are generated from the City of Ames annual Road Use Tax Fund (RUTF) distribution, Local Option Sales Tax, and General Obligation (GO) Bonds. The transit program does not have targets, and thus the requests involve significant costs in the anticipation of maximizing the amounts received.

Financial Constraint Summary Tables

Federal Aid Program	2016		2017		2018		2019	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
Surface Transportation Program (STP)	\$1,740,000	\$1,060,000	\$2,867,000	\$1,292,000	\$6,230,000	\$1,760,000	\$7,000,000	\$1,700,000
Highway Bridge Replacement (STP-HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Alternatives Program (TAP)	\$2,278,000	\$742,000	\$835,000	\$240,000	\$521,000	\$160,000	\$586,000	\$140,000
National Highway Performance Program (NHPP)	\$25,433,000	\$22,890,000	\$0	\$0	\$8,150,000	\$0	\$312,000	\$0
Primary Road Funds (PRF)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

	2016	2017	2018	2019
Unobligated Balance (Carryover)	\$4,202,886	\$4,763,125	\$5,091,125	\$4,951,125
Region STP Target	\$1,553,916	\$1,554,000	\$1,554,000	\$1,554,000
Region TAP Flex Target	\$66,323	\$66,000	\$66,000	\$66,000
Subtotal	\$5,823,125	\$6,383,125	\$6,711,125	\$6,571,125
Programmed STP Funds	\$1,060,000	\$1,292,000	\$1,760,000	\$1,700,000
Balance	\$4,763,125	\$5,091,125	\$4,951,125	\$4,871,125

	2016	2017	2018	2019
Unobligated Balance (Carryover)	\$882,101	\$289,015	\$136,015	\$63,015
Region TAP Target	\$86,914	\$87,000	\$87,000	\$87,000
TAP Flex Target	\$0	\$0	\$0	\$0
Subtotal	\$969,015	\$376,015	\$223,015	\$150,015
Programmed TAP Funds	\$680,000	\$240,000	\$160,000	\$140,000
Balance	\$289,015	\$136,015	\$63,015	\$10,015

	2014	2015	2016	2017	2018	2019
City of Ames Total Operations	\$497,831	\$517,744	\$538,454	\$559,992	\$582,392	\$605,688
City of Ames Total Maintenance	\$1,083,587	\$1,126,930	\$1,172,008	\$1,218,888	\$1,267,644	\$1,318,349
City of Gilbert Total Operations	\$2,121	\$2,206	\$2,294	\$2,386	\$2,481	\$2,581
City of Gilbert Total Maintenance	\$23,042	\$23,964	\$24,922	\$25,919	\$26,956	\$28,034
Total O&M	\$1,606,581	\$1,670,844	\$1,737,678	\$1,807,185	\$1,879,473	\$1,954,651

	2014	2015	2016	2017	2018	2019
City of Ames Total RUTF Receipts	\$5,887,876	\$6,123,391	\$6,368,327	\$6,623,060	\$6,887,982	\$7,163,501
City of Ames Total Other Road Monies Receipts	\$4,598,234	\$4,782,163	\$4,973,450	\$5,172,388	\$5,379,283	\$5,594,455
City of Ames Total Receipts Service Debt	\$5,743,422	\$5,973,159	\$6,212,085	\$6,460,569	\$6,718,991	\$6,987,751
City of Gilbert Total RUTF Receipts	\$108,042	\$112,364	\$116,858	\$121,533	\$126,394	\$131,450
City of Gilbert Total Other Road Monies Receipts	\$15,204	\$15,812	\$16,445	\$17,102	\$17,787	\$18,498
City of Gilbert Total Receipts Service Debt	\$0	\$0	\$0	\$0	\$0	\$0
Total Non-Federal Aid Road Fund Receipts	\$16,352,778	\$17,006,889	\$17,687,165	\$18,394,651	\$19,130,437	\$19,895,655

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 2014-2019 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

The draft Transportation Improvement Program follows a process of Transportation Technical Committee review on April 13, 2015; two public meetings held at the Ames City Hall (April 30, 2015 and June 30, 2015); Transportation Policy Committee draft review (May 26, 2015); and a Transportation Policy Committee public hearing on July 14, 2015. Postings for meetings are performed in accordance with our approved Public Participation Plan.

Draft documents are available on the Ames Area MPO website at www.aampo.org and include a map of roadway projects by programmed fiscal year. Notice of meetings were posted at the Ames City Hall and on the Ames Area MPO website as 'News'. In addition, projects are available for public review and comment through the City of Ames Capital Improvement Program process.

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 25, 2014. A copy of the document is attached in Appendix C.

News

Amendment to the FY15-18 Transportation Improvement Program is Available for Public Comment
June, 26, 2015 10:45 AM

Ames Area MPO Hosts Online Open House for Public to Comment on Candidate Projects
June, 09, 2015 12:45 PM

Draft FY16-19 Transportation Improvement Program is Available for Public Comment
May, 22, 2015 1:00 AM

[More >](#)

Events

Public Meeting
6/30/2015 | 12:00 PM - 1:00 PM

Transportation Policy Committee Meeting
7/14/2015 | 6:00 PM - 6:30 PM

Central Iowa Bicycle-Pedestrian Roundtable
7/21/2015 | 12:00 PM - 1:00 PM

Central Iowa Bicycle-Pedestrian Roundtable
8/18/2015

Transportation Policy Committee Meeting
8/25/2015 | 6:00 PM - 6:30 PM

[More >](#)

1 Website Notices

Revising the TIP

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

A major requirement of a project receiving Federal transportation funds is for the project to be included in the TIP and Statewide Transportation Improvement Program. Once a project has received Federal Authorization for construction it does not need to be included in the TIP. This is one of two major reasons for adding or deleting a project from the TIP. The other major reason for adding a project is the awarding of a grant or earmark for a project, which can happen throughout the year.

Changes to the TIP are classified as either “amendments” or “administrative modifications”.

Amendments

Amendments are major changes involving the following:

- **Project Cost** – projects in which the recalculated project costs increase federal aid by more than 30 percent or increase total federal aid by more than \$2 million from the original amount.
- **Schedule Changes** – projects added or deleted from the TIP.
- **Funding Source** – projects receiving additional federal funding sources.
- **Scope Changes** – changing the project termini, project alignment, the amount of through traffic lanes, type of work from an overlay to reconstruction, or a change to include widening of the roadway.

Amendments are presented to the Policy Committee and a public comment period is opened, which lasts until the next Policy Committee meeting (the Policy Committee meets on an as needed basis, giving a 3-4 week public comment period). Public comments are shared at this meeting with the Policy Committee and action is taken to approve the amendment.

Administrative Modifications

Administrative Modifications are minor changes involving the following:

- **Project Cost** – projects in which the recalculated project costs do not increase federal aid by more than 30 percent or do not increase total federal aid by more than \$2 million from the original amount
- **Schedule Changes** – changes in schedules to projects included in the first four years of the TIP
- **Funding Source** – changing funding from one source to another
- **Scope Changes** – all changes to the project’s scope

Administrative modifications and amendments are subject to different AAMPO Policy Committee and public review procedures. Administrative modifications are processed internally and are shared with the Policy Committee and the public as informational items.

Federal Transit Administration Section

FY 2016 TIP FTA Project Justification

The following transit projects identified within the draft FY2016-2019 TIP were included within the 2016 Passenger Transportation Plan (PTP) Update, meeting the requirements to have the Enhanced Mobility for Seniors and individuals with Disabilities formulized federal 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.

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 ¼ 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.

Associated Transit Improvements: 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 February 2013, CyRide launched Nextbus allowing passengers to obtain real-time information of the next buses coming to a particular bus stop. The information can be obtained on CyRide's website, by texting or calling or via LED digital signs at the bus stop. CyRide envisions additional LED digital signage signs next to high ridership stops throughout the Ames community.

Heavy Duty Bus Replacement: Eight buses have exceeded FTA guidelines for useful life. Bus numbers are 00716, 00715, 00711, 00712, 00713, 00717, 00742 and 00743. These units will be replaced with 40' heavy-duty buses, equipped with cameras. These replacement vehicles will be ADA accessible.

Light Duty Bus Replacement: One bus has exceeded FTA guidelines for useful life. The bus number is 7640 which CyRide leases to Heart of Iowa Regional Transit Agency to operate its ADA complimentary service (Dial-A-Ride). This unit will be replaced with another light-duty bus, equipped with cameras. This replacement vehicle will be ADA accessible.

Blue Route (Sunday): In 2014-2015, CyRide doubled its frequency on the Sunday Blue route to 20-minute intervals between 11:00 am and 5:00 pm. The route previously operated at 40-minute intervals. One bus was added on Sundays to serve a portion of the route between ISU campus and the Wal-Mart on South Duff Avenue. This additional frequency helps reduce overcrowding and on-time performance issues experienced on the route. Additionally, this change will improve service by decreasing wait times for customers. Many trips along this portion of the route on Sunday consistently exceeded 60 passengers per bus, which is standing capacity. The seated capacity is 39 passengers. CyRide is requesting the third year of this project through Iowa's Clean Air Attainment Program (ICAA) funding.

Brown/Green Route (Weekday): In 2014-2015, CyRide added two additional buses along the Brown Route and one bus to the Green route each weekday between 11:30am and 6:00pm. Ridership has grown on both these corridors to the point where overcrowding occurs and buses are having a difficult time staying on time and buses are exceeding standing capacity. Ridership on the Brown route has grown by more than 45% over the past three years due to the influx of students to apartments north of Somerset and full utilization of the Wallace/Wilson Residence Halls. An added benefit of this change is that the Brown/Green routes will now be able to meet other buses (Red and Blue routes) to make transfers allowing customers to switch between buses to travel to other areas of campus or the city. Previously, the Brown route bus arrived several minutes after the other route buses have left, causing customers to wait almost 20 more minutes until their next bus arrives. CyRide is requesting the third year of this project through Iowa's Clean Air Attainment Program (ICAA) funding.

Heavy Duty Bus (2) Expansion: As stated above, CyRide added three buses to its Brown/Green routes in 2014-2015 for increased frequency on the Brown/Green routes but only requested two buses for expansion within the last ICAAP application. CyRide plans to request one more additional heavy-duty bus this year for these routes to expand its fleet for service on the Brown/Green as is needed for this additional frequency. CyRide is currently struggling to maintain a sufficient spare ratio and is utilizing used buses that are well past their useful life to expand this service in the interim. The Federal Transit Administration recommends a 20% spare ratio.

Additionally, CyRide plans to request another heavy-duty bus this year for the new #9 Plum Route. CyRide will operate a total of two buses on this route beginning its first year in August 2015. CyRide is currently struggling to maintain a sufficient spare ratio and is utilizing used buses that are well past their useful life to expand this service in the interim. The Federal Transit Administration recommends a 20% spare ratio.

Both these expansion buses will also be a 40' heavy-duty buses, equipped with cameras and will be ADA accessible.

Plum Route (Weekday): CyRide is planning a new route called the #9 Plum Route that will operate 20-minute service on ISU class weekdays between S. 16th/Duff and Iowa State University campus. The #9 Plum route will serve the high residential areas (The Grove, Laverne, Pleasant Run and Copper Beech) along S. 16th Street. This route also provide access to the commercial district near the intersection of S. 16th/Duff including Mid-Iowa Community Action and Community and Family Resources just east of this intersection. The route will travel as follows: 16th St – University Blvd – Wallace – Osborn – Bissell – Union (past the Memorial Union & Knoll) – Lincoln Way – University – S. 16th – Buckeye. CyRide is requesting the second and third year of this project through Iowa's Clean Air Attainment Program (ICAA) funding at 50 percent.

Ames Area MPO FY 2016 – 2019 Transportation Improvement Program

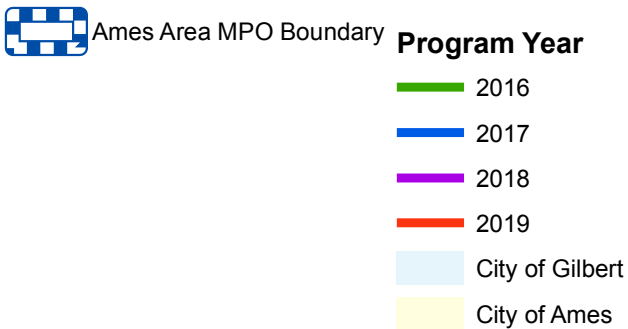
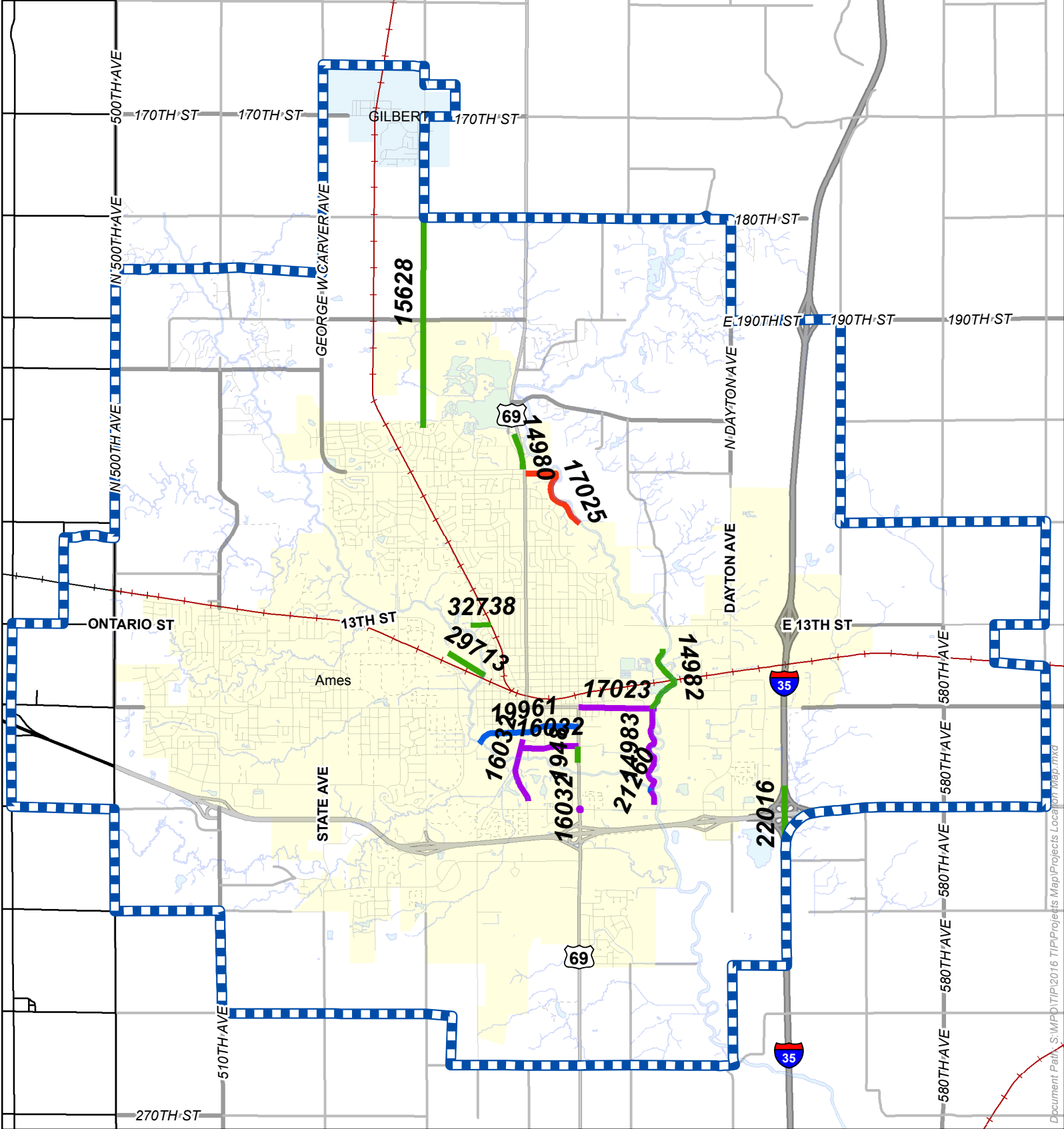
Appendix A: FY 2016 – 19 TIP TPMS Printouts

MPO-22 / AAMPO

2016 - 2019 Transportation Improvement Program

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#
				FY16	FY17	FY18	FY19		
STBG - Surface Transportation Block Grant Program									
Story - 85									
32738 Ames	STP-U-0155(691)--70-85 Awarded In the city of Ames, On 13TH ST, from Furman Aquatic Center east .29 Miles to Union Pacific Railroad, Pavement Rehab	0.29 MI -- 0:0:00	Project Total Federal Aid Regional FA	1,460 1,060 1,060	0 0 0	0 0 0	0 0 0	1,460 1,060 1,060	Amend TA 60571
16032 Ames	STP-U-0155(690)--70-85 DOT Letting: 01/18/2017 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 Intersection Grade and Pave,Bridge New	0.652 MI -- --	Project Total Federal Aid Regional FA	280 0 0	1,000 0 0	4,650 700 700	6,500 1,300 1,300	12,430 2,000 2,000	TA --
PA NOTE: Total Project Cost \$17,730,000 through FY19/20									
19961 Ames	STP-U-0155(S 3RD / S 4TH)--70-85 In the City of Ames, S 3RD ST / S 4TH ST: From Squaw Creek to South Duff Avenue Pavement Rehab	2.02 -- 0:0:00	Project Total Federal Aid Regional FA	0 0 0	1,867 1,292 1,292	0 0 0	0 0 0	1,867 1,292 1,292	TA --
17023 Ames	STP-U-0155(ELW)--70-85 In the City of Ames, E LINCOLN WAY: From South Duff Avenue to and including South Skunk River Bridge Pavement Rehab	1.11 MI -- 0:0:00	Project Total Federal Aid Regional FA	0 0 0	0 0 0	1,580 1,060 1,060	0 0 0	1,580 1,060 1,060	TA --
16103 MPO-22 / AAMPO	RGPL-PA22(LRTP)--ST-85 Ames MPO Planning: STP Funds for Transportation Planning Trans Planning	0 MI -- --	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	500 400 400	500 400 400	TA --
NHPP - National Highway Performance Program									
Story - 85									
22016 [NBIS: 49210] DOT-D01-MPO22 FHWA Approved	IM--35()--13-85 I35: US 30 INTERCHANGE IN AMES Pave,Bridge New,Grading	0.503 49210 --	Project Total Federal Aid Regional FA	100 0 0	11,634 10,471 0	4,358 0 0	312 0 0	16,404 10,471 0	TA --
22016 [NBIS: 49210] DOT-D01-MPO22 DOT Approved	IM--35()--13-85 I35: US 30 INTERCHANGE IN AMES Pave,Bridge New,Grading	0.503 49210 --	Project Total Federal Aid Regional FA	25,433 22,890 0	0 0 0	4,358 0 0	312 0 0	30,103 22,890 0	R Amend TA AC 60651
SYSTEM NOTE: CANDIDATE FOR ADVANCED CONSTRUCTION									
34019 DOT-D01-MPO22 FHWA Approved	IM--35()--13-85 I-35: CO RD E41 TO 0.75 MI N OF CO RD E29 (NB) Pavement Rehab	4.4 MI -- --	Project Total Federal Aid Regional FA	0 0 0	0 0 0	3,792 0 0	0 0 0	3,792 0 0	TA --

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#
				FY16	FY17	FY18	FY19		
TAP - Transportation Alternatives									
Story - 85									
1948 Ames FHWA Approved	STP-E-0155(S DUFF)--8V-85 In the City of Ames, S DUFF AVE: From Squaw Creek to South 5th Street Ped/Bike Grade & Pave	0.16 MI -- 0:0:0	Project Total Federal Aid Regional FA	100 70 70	0 0 0	0 0 0	0 0 0	100 70 70	TA 60006
14980 Ames FHWA Approved	STP-E-0155(684)--8V-85 DOT Letting: 10/18/2016 In the city of Ames, Skunk River Trail, From Bloomington Road to Ada Hayden Park Ped/Bike Grade & Pave	0.5 MI -- --	Project Total Federal Aid Regional FA	474 250 250	0 0 0	0 0 0	0 0 0	474 250 250	Amend TA 60570
14982 Ames Authorized	TAP-U-0155(682)--8I-85 Awarded In the City of Ames, Skunk River Trail: From East Lincoln Way to S. River Valley Park Ped/Bike Grade & Pave	0.635 MI -- --	Project Total Federal Aid Regional FA	721 360 360	0 0 0	0 0 0	0 0 0	721 360 360	TA 60007
15628 Story CCB FHWA Approved	STP-E-C085(100)--8V-85 Local Letting: 12/21/2021 Gilbert to Ames Trail: Trail connection from Gilbert, Iowa to Ames, Iowa Ped/Bike ROW	2.997 MI -- --	Project Total Federal Aid Regional FA	983 62 62	0 0 0	0 0 0	0 0 0	983 62 62	TA 60447
DOT NOTE: Project funded using CIRTPA TAP funds									
21260 Ames FHWA Approved	STP-E-0155(SE16TH)--8V-85 In the City of Ames, Skunk River Trail: From SE 16th Street to East Lincoln Way Ped/Bike Structures, Ped/Bike Miscellaneous	1.033 MI -- --	Project Total Federal Aid Regional FA	0 0 0	835 240 240	0 0 0	0 0 0	835 240 240	TA --
14983 Ames FHWA Approved	STP-E-0155(SE16th)--70-85 In the City of Ames, Skunk River Trail: From SE 16th Street to East Lincoln Way Ped/Bike Grade & Pave	1 MI -- --	Project Total Federal Aid Regional FA	0 0 0	0 0 0	521 160 160	0 0 0	521 160 160	TA --
17025 Ames FHWA Approved	STP-E-0155()--8V-85 In the city of Ames, Skunk River Trail: River Valley Park to Bloomington Road Ped/Bike Grade & Pave	0.75 MI -- --	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	586 140 140	586 140 140	TA --
PL - Metropolitan Planning									
Region Wide - 00									
34214 MPO-22 / AAMPO FHWA Approved	RGPL-PA22(RTP)--PL-00 VARIOUS Trans Planning	0 -- --	Project Total Federal Aid Regional FA	111 89 0	111 89 0	111 89 0	111 89 0	444 356 0	TA 60492



FY 2016 - 2019 TIP Project Location Map



MPO-22 / AAMPO (56 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY16	FY17	FY18	FY19
STA, 5307	Ames	914 Operations Misc	General Operations	Total	10,193,253	10,600,408	11,025,023	11,466,023
				FA	2,100,000	2,184,000	2,271,360	2,362,214
				SA	764,383	794,383	826,757	859,827
5310	Ames	919 Operations Misc	Contracted Paratransit Service	Total	256,454	266,712	277,380	288,475
				FA	205,163	213,370	221,904	230,780
				SA				
5310	Ames	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				
PTIG	Ames	953 Capital Replacement	Re-roof Maintenance facility	Total	400,000			
				FA				
				SA	320,000			
5339	Ames	3652 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00716	Total	455,000			
				FA	386,750			
				SA				
5339	Ames	3653 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00715	Total	455,000			
				FA	386,750			
				SA				
5339	Ames	3654 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00711	Total	455,000			
				FA	386,750			
				SA				
5339	Ames	3655 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00712	Total	455,000			
				FA	386,750			
				SA				
5339	Ames	3656 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00713	Total	455,000			
				FA	386,750			
				SA				
5339	Ames	3657 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00717	Total	455,000			
				FA	386,750			
				SA				
ICAAP	Ames	3658 Capital Expansion	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel	Total	439,000			
				FA	351,200			
				SA				
5339	Ames	3659 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00743	Total	455,000			
				FA	386,750			
				SA				
ICAAP	Ames	3662 Operations Expansion	Blue Route Sunday	Total	19,906			
				FA	15,925			
				SA				
ICAAP	Ames	3663 Operations Expansion	Brown/Green Weekday	Total	381,234			
				FA	304,987			
				SA				
ICAAP	Ames	3664 Operations Expansion	9 Plum Route Weekday	Total	276,927	288,004		
				FA	221,542	230,404		
				SA				

MPO-22 / AAMPO (56 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY16	FY17	FY18	FY19
ICAAP	Ames	3665 Capital Expansion	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel	Total	455,000			
				FA	386,750			
				SA				
ICAAP	Ames	3666 Capital Expansion	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel	Total	439,000			
				FA	351,200			
				SA				
PTIG, 5309, 5339	Ames	3314 Capital Expansion	Maintenance Facility Expansion	Total		1,537,500	1,066,500	
				FA		430,000	853,200	
				SA		800,000		
5339	Ames	3315 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00954	Total		468,651		
				FA		398,353		
				SA				
5309	Ames	3317 Capital Rehabilitation	Maintenance Pits	Total		250,000		
				FA		200,000		
				SA				
5339	Ames	3651 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00741	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2437 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00956	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	945 Capital Expansion	Facility cameras/Proximity Card Access - 20 cameras/10 cards	Total		58,360		
				FA		46,688		
				SA				
5339	Ames	1905 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00714	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2434 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00953	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2439 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00958	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2444 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2445 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2446 Capital Expansion	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2447 Capital Expansion	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel	Total		468,651		
				FA		398,353		
				SA				

MPO-22 / AAMPO (56 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY16	FY17	FY18	FY19
5339	Ames	2448 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00334	Total		113,300		
				FA		96,305		
				SA				
5339	Ames	2449 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00335	Total		113,300		
				FA		96,305		
				SA				
5339	Ames	2450 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00336	Total		113,300		
				FA		96,305		
				SA				
5339	Ames	2451 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00333	Total		113,300		
				FA		96,305		
				SA				
5339	Ames	2452 Capital Replacement	Light Duty Bus (158" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00337	Total		108,151		
				FA		91,928		
				SA				
5339	Ames	2453 Capital Replacement	Light Duty Bus (158" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00338	Total		108,151		
				FA		91,928		
				SA				
5339	Ames	2834 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00740	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2835 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00739	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2435 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00977	Total			482,711	
				FA			410,304	
				SA				
5339	Ames	2436 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00955	Total			482,711	
				FA			410,304	
				SA				
5339	Ames	1898 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00974	Total			482,711	
				FA			410,304	
				SA				
5339	Ames	1900 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00976	Total			482,711	
				FA			410,304	
				SA				
5339	Ames	1891 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00970	Total			482,711	
				FA			410,304	
				SA				
5339	Ames	1894 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00972	Total			482,711	
				FA			410,304	
				SA				
5339	Ames	2438 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00957	Total			482,711	
				FA			410,304	
				SA				

MPO-22 / AAMPO (56 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY16	FY17	FY18	FY19
5339	Ames	2841 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00948	Total			482,711	
				FA			410,304	
				SA				
PTIG	Ames	3668 Capital Replacement	Bus Wash	Total			250,000	
				FA				
				SA			200,000	
5339	Ames	1895 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00973	Total				497,192
				FA				422,613
				SA				
5339	Ames	957 Capital Rehabilitation	Resurface ISC Commuter Parking	Total				1,000,000
				FA				720,000
				SA				
5339	Ames	1901 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00504	Total				497,192
				FA				422,613
				SA				
5339	Ames	1899 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00975	Total				497,192
				FA				422,613
				SA				
5339	Ames	2836 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00971	Total				497,192
				FA				422,613
				SA				
5339	Ames	2837 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00950	Total				497,192
				FA				422,613
				SA				
5339	Ames	2838 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00951	Total				497,192
				FA				422,613
				SA				
5339	Ames	2839 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00952	Total				497,192
				FA				422,613
				SA				
5339	Ames	2840 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00949	Total				497,192
				FA				422,613
				SA				

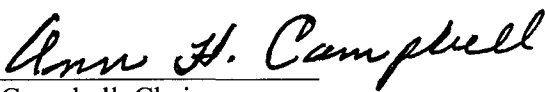
Appendix B: AAMPO Self Certification

**AMES AREA METROPOLITAN PLANNING ORGANIZATION
ANNUAL SELF-CERTIFICATION**

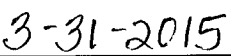
In accordance with 23 CFR 450.334, the STATE DEPARTMENT OF TRANSPORTATION and the Ames Area Metropolitan Planning Organization for the Ames, Iowa urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted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



Date

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

**MINUTES OF THE AMES AREA METROPOLITAN PLANNING ORGANIZATION
(AAMPO) TRANSPORTATION POLICY COMMITTEE MEETING**

AMES, IOWA

JULY 14, 2015

The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee meeting was called to order by Ames Mayor Ann Campbell at 5:30 p.m. on the 14th day of July, 2015, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law. The following additional voting members were present: Gloria Betcher, City of Ames; Tim Gartin, City of Ames; Matthew Goodman, City of Ames; Chris Nelson, City of Ames; Peter Orazem, City of Ames; and Jonathan Popp, City of Gilbert. Amber Corrieri, City of Ames; Wayne Clinton, Story County; Chet Hollingshead, Boone County; and Hamad Abbas, Transit representative, were absent.

PUBLIC HEARING ON PROPOSED AMENDMENT TO FY 2015-18 TRANSPORTATION IMPROVEMENT PROGRAM (TIP): Transit Planner Shari Atwood advised that the Amendment to the Fiscal Year 2015-2018 TIP includes the addition of a new mini van. CyRide plans to dedicate one unscheduled vehicle each day within its demand response services to address unforeseen operational issues to ensure smooth operation of service. This mini van will be equipped with cameras and will be ADA-accessible. It has a total project cost of \$57,500; utilizing \$42,925 Section 5310 federal funding and \$14,575 local match (\$7,575 CyRide local and \$7,000 HIRTA). Ms. Atwood reported that this need was identified through the Demand Response Service Action Plan that was finalized in January 2015 to keep all demand response public transit service operating in the Ames community on time, alleviating concerns from passengers. The van was seen as something that would improve not only HIRTA'S service, but CyRide's Dial-A-Ride service as well.

Council Member Betcher asked if the accessibility of the van would be the same as with the larger CyRide buses, i.e., will there be any accessibility issues with the van. Ms. Atwood replied that it is a smaller vehicle, but it is a handicapped-accessible vehicle.

Council Member Orazem asked how the van would be staffed. Ms. Atwood advised that HIRTA will take care of the staffing; it has a person who is on staff already who would fill that position. She believes that the vehicle would run from 6 AM to 3 PM.

Mayor Campbell opened the public hearing. There being no one wishing to speak, the hearing was closed.

Moved by Goodman, seconded by Betcher, to approve the Amended FY 2015-18 TIP to include a new ADA-accessible mini van.

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

PUBLIC HEARING ON PROPOSED FY 2016-19 TIP: City of Ames Transit Planner Tony Filippini stated that regulations require the TIP to include transportation projects for the next four years. According to Mr. Filippini, the proposed TIP includes projects consisting of street improvements, CyRide improvements, and trail projects. The only new project (added for Year 2019) is programming surface transportation program funds for the next Long Range Transportation Plan (LRTP). Mr. Filippini stated that a public input session was held on April 30, 2015, and no revisions were requested. He advised that the TIP document must be submitted to the Iowa Department of Transportation.

Ms. Campbell opened the public hearing. There being no one wishing to speak, the hearing was closed.

Moved by Nelson, seconded by Betcher, to approve the Final FY 2016-19 Transportation Improvement Program for submission to the Iowa Department of Transportation.

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

REVIEW OF DRAFT COMPLETE STREETS POLICY: Damion Pregitzer, City of Ames Traffic Engineer, advised that the principles of the Complete Streets Policy are to design, build, maintain, and reconstruct public streets in order to provide for the safety and convenience of all users of a corridor. This includes, regardless of age, ability, income, or ethnicity, pedestrians, cyclists, users of mass transit, people with disabilities, motorists, freight providers, emergency responders, and adjacent land users. According to Mr. Pregitzer, the values to incorporate within the AAMPO Complete Streets Policy include not only safety, mobility, and fiscal responsibility, but also community values and qualities (environmental, scenic, aesthetic, historic and natural resources, and social equity values.

City of Ames Public Works Director John Joiner said that a Complete Streets Policy is defined as the first step for the Metropolitan Planning Organization (MPO) and member jurisdictions to move towards a network of complete streets, which allows safe access and mobility for all users, regardless of ability or how they travel. Its purpose is to ensure that the needs of all users in that corridor are considered during the planning, design, and construction phases. The Policy will bring a general framework and broad guidance to staff.

Mr. Pregitzer reviewed the elements contained in the Complete Streets Policy. He highlighted what the steps are that need to be taken as far as each project, including existing and future projects as well as reconstruction. He also referenced the third page, stating that it is always best to use the latest standards when a project is being considered. This Draft will be posted on the City's Web site as well.

Council Member Nelson commented that the Draft Policy was a good starting point for the AAMPO. Looking at it specifically for the City, he would like a little more detailed planning document as the City moves forward with new developments or redevelopments and the expectations. Mr. Nelson said that he would prefer to receive input from the public and the City Council and other AAMPO members on the Draft Policy. He commented that he would move during Council comments to request a workshop on this topic. According to Mr. Pregitzer, the City of Ames will start with this Draft Plan, and then build on it with more detail. Director Joiner added that this Policy would create a framework for the local agencies to use. Other agencies could adopt it as is or use it as part of the AAMPO, or choose to create their own.

Council Member Orazem referenced the increase in the Gasoline Tax, saying that he assumed the City had some idea by now of the amount of the additional state and local funding that will be available. He asked if that was going to be affecting how the City plans the federal monies going forward. Mr. Pregitzer replied that, currently, staff is reviewing a prioritized list of projects and reviewing funding projections for projects for the next 25 years; that includes projections for the Road Use Tax. This will all lead up to the final Plan that is adopted. The project list will then be broken into time periods and then sent to the Policy Committee for review and out for public comment. That will be on the City's Web site as well.

Trevin Ward, 2610 Northridge Parkway, #201, Ames, speaking as a representative of the Ames Bicycle Coalition (ABC), stated that the ABC was very pleased to see the MPO move towards adopting a Complete Streets proposal. He said they see a few things as critical: (1) Constituent groups and governments adopt their own Plan, and (2) The Plan needs to provide some instrumental guidance and incorporate implementation details for pedestrians and bicyclists.

Dan DeGeest, 4212 Phoenix Street, Ames, also speaking as a representative of the Ames Bicycle Coalition, advised that an ISU class worked for about a year on a Complete Streets Policy, and he urged the City to reach out to that group for assistance. He also offered the assistance of the ABC in the process. Also, commenting about the Long Range Transportation Plan (LRTP), he noted that when projects are laid out, they are broken down to the different road projects, bike projects, and trail projects, and that makes it difficult to see how they would work together. He would like to see it laid out as a more cohesive process.

Kim Hanna, 200 Stanton Avenue, Ames, thanked the AAMPO for including Campustown in the planning. She asked that, as this process moves forward, special focus be paid on the amenities of the Intermodal Facility at Hayward and Chamberlain. Ms. Hanna asked that they pay particular attention to alternative parking areas, rather than on the streets.

Judie Hoffman, 3820 Quebec, Ames, a representative of Healthiest Ames, distributed brochures that are being used to educate the public on the meaning of Complete Streets.

Director John Joiner pointed out that the next steps will be occurring in Late July, when an update to the LRTP will be given; in August, when the Draft LRTP will be introduced by the consultant for final review and comment by the AAMPO; and in September, when the MPO members will be asked to approve the final Long Range Transportation Plan.

ADJOURNMENT: Moved by Gartin, seconded by Betcher, to adjourn the AAMPO Policy Committee meeting at 5:53 p.m.

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



Diane R. Voss, City Clerk



Ann H. Campbell, Mayor

**MINUTES OF THE AMES AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY (AAMPO) COMMITTEE MEETING**

AMES, IOWA

SEPTEMBER 22, 2015

The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee meeting was called to order by Ames Mayor Ann Campbell at 6:00 p.m. on the 22nd day of September, 2015, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law. The following additional voting members were present: Gloria Betcher, City of Ames; Wayne Clinton, Story County; Amber Corrieri, City of Ames; Tim Gartin, City of Ames; Matthew Goodman, City of Ames; Chris Nelson, City of Ames; Peter Orazem, City of Ames. Jonathan Popp, City of Gilbert; Chet Hollingshead, Boone County; and Hamad Abbas, Transit representative, were absent.

HEARING ON FY 2016-19 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):

Ames Public Works Director John Joiner explained the two amendments that are needed to be made to the FY 2016-19 TIP. The two amendments included:

1. Add Project #14980: Construction of a portion of the Skunk River Trail from Bloomington Road to Ada Hayden Park.

According to Mr. Joiner, the project was listed in the FY 2015 TIP; however, due to project delays, the bid letting date has moved to March 2016; and therefore, needs to be included in the FY 2016 TIP.

2. Modify Project #32738: Pavement rehabilitation project on 13th Street in Ames.

Mr. Joiner advised that a new project description had been provided, i.e., from Furman Aquatic Center east 0.29 miles to the Union Pacific Railroad. This is being done so that staff may evaluate the potential of extending sidewalk along the north side of 13th Street to the Furman Aquatic Center.

Moved by Clinton, seconded by Betcher, to approve the Amendments to FY 2016-19 TIP to include Project #14980 and modify Project #32738.

Vote on Motion: 8-0. Motion declared carried unanimously.

IOWA CLEAN AIR ATTAINMENT PROGRAM GRANT FOR AMES TRAFFIC NETWORK MASER PLAN:

City Traffic Engineer Damion Pregitzer advised that the City is seeking to apply for State of Iowa Clean Air Attainment Program (ICAAP) funds to conduct a systems engineering evaluation of the communication network. This will include a needs assessment for multiple City departments, such as, but not limited to, Public Works, Police Fire, and Information Technologies. As part of an engineering systems evaluation, standards and specifications for bidding and for cost estimation are created. This will provide a master plan for the City to modernize its technologies for Intelligent Transportation Systems (ITS), Large Special Event, and Emergency Event management. The project is expected to cost \$100,000 and requires a local match of 20% (\$20,000). The local match will be budgeted in FY 2016/17 from Road Use Tax funds under the Traffic Engineering Studies program. It is anticipated that the project will not begin until the ICAAP funds are received (after July 1, 2016).

According to Mr. Pregitzer, one of the Grant requirements is for the AAMPO to declare by resolution that the sponsor's proposed project or program conforms to the AAMPO's regional transportation planning process. For Metropolitan Planning Organizations (MPOs), the project or program must be identified in the fiscally constrained transportation plan. This study is part of the MPOs efforts to install traffic adaptive signal systems for traffic congestion management. Traffic adaptive signal systems are included in the 2040 Long-Range Transportation Plan as short-term, high-priority projects under the Roadway portion of the Plan. The work accomplished under this Grant could lead to future ICAAP funding that will free up local funds to be reprioritized for other local and regional project.

Moved by Corrieri, seconded by Nelson, to adopt RESOLUTION NO. 15-570 certifying that the project shown in the Iowa Clean Air Attainment Program Grant Application conforms to the MPO's regional transportation planning process.

Roll Call Vote: 8-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

AMES MOBILITY 2040 LONG-RANGE TRANSPORTATION PLAN: Jason Harvey from HDR presented a summary of the AAMPO 2015-2040 Long-Range Transportation Plan (LRTP) [also referred to as Ames Mobility 2040]. He began with the Study Overview, which included Phase 1: Vision/Data collection; Phase 2: Multimodal System Performance; Phase 3: Alternative Assessment; and Phase 4: Development of the Plan. The public engagement approach was then explained, which included public workshops and meetings, the Website, a community survey, Grass Roots event, Social Media and online forums, and a newsletter.

The vision and goals of the Plan were reviewed by Mr. Harvey. He also explained the fiscal constraints that needed to be adhered to and how those impacted the Plan.

According to Mr. Harvey, seven public comments were received. He highlighted those and also reviewed the changes that had been made to the Plan since the draft was first presented in August.

Supervisor Clinton asked if there had been any discussion about having officers from the Ames Police Department on bicycle patrol. He feels that would be another presence for the safety of bicyclists and pedestrians using the paths. Mr. Pregitzer answered that enforcement is definitely part of the network.

Council Member Goodman asked if there were any time lines for some of the lower-cost issues that could be included in the City's CIP or budgeting process to get those accomplished sooner. Mr. Pregitzer stated that the high-priority lower-cost projects would be discussed during the City's budgeting process. Those would be the projects where the federal aid funding had already been expended.

Trevin Ward, 2610 Northridge #201, Ames, representing the Ames Bicycle Coalition (ABC), noted that a lot of the ABC's feedback had already been incorporated into the Plan. The Coalition believes that this Plan includes continued development of Ames bicycle infrastructure. Mr. Ward advised that he was also the incoming President of the Campustown Action Association (CAA). He reported that the CAA appreciated the attention given to Campustown, as getting better multi-modal transportation has been a primary focus for the members.

Elizabeth Wentzel, 1125 Marston Avenue, Ames, identified herself as a member of the ABC. She raised the issue of Safe Routes to Schools and stated that she feels there is a lack of bike paths/trails. Ms. Wentzel advised that the Safe Routes to School program is federally funded, but it had lost some of its funding over the years. She believes that this has fallen off the radar in Ames.


Council Member Goodman shared that he would be initiating a discussion of some of the isolated bicycle opportunities during the Budget Guidelines session to be held at the November 24 City Council meeting.

Moved by Goodman, seconded by Betcher, to adopt the AAMPO 2015-2040 Long-Range Transportation Plan.


Vote on Motion: 8-0. Motion declared carried unanimously.

ADJOURNMENT: Moved by Clinton, seconded by Goodman, to adjourn the AAMPO Policy Committee meeting at 6:31 p.m.

Vote on Motion: 8-0. Motion declared carried unanimously.



Diane R. Voss, City Clerk



Ann H. Campbell, Mayor

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

AMES, IOWA

JUNE 14, 2016

The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee meeting was called to order by Ames Mayor and voting member Ann Campbell at 6:00 p.m. on the 14th day of June, 2016, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law. Other voting members present were: Bronwyn Beatty-Hansen, City of Ames; Gloria Betcher, City of Ames, Amber Corrieri, City of Ames; Tim Gartin, City of Ames; Chris Nelson, City of Ames; Peter Orazem, City of Ames; Wayne Clinton, Story County; and Cole Staudt, Ames Transit Agency. AAMPO Administrator John Joiner, City of Ames Transportation Planner Tony Filippini, and Garrett Pedersen, representing the Iowa Department of Transportation, were also present.

HEARING ON AMENDMENT TO FISCAL YEAR (FY) 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP): AAMPO Administrator John Joiner advised that the proposed Amendment involves changing the funding amount and timing for the Interstate 35: U. S. 30 Interchange Project. Currently, the Project includes \$10,471,000 in federal funds with a total project cost of \$16,404,000. It is proposed to shift to FY 2016-2019 with \$22,890,000 of federal funds and a total project cost of \$30,103,000. It was noted that this Project is under the jurisdiction of the Iowa Department of Transportation (DOT) and does not involve any local funds.

According to Administrator Joiner, a public input session was held on June 3, 2016, and no comments were received.

The hearing was opened by Ms. Campbell. No one asked to speak, and the hearing was closed.

Moved by Nelson, seconded by Clinton, to approve the Amendment.

Vote on Motion: 9-0. Motion declared carried unanimously.

Moved by Beatty-Hansen, seconded by Staudt, to approve the FY 2016-2019 TIP.

Vote on Motion: 9-0. Motion declared carried unanimously.

DRAFT FY 2017-2020 TIP: Administrator Joiner stated that, in order to receive funds for transportation improvement projects, projects have to be part of the approved statewide Plan. The first step in that process is to develop a Draft TIP. The 2017-2020 Draft includes projects for street improvements, CyRide improvements, and trail projects.

Mr. Joiner advised that, in January 2016, the AAMPO distributed applications for new funding for both STP and TAP projects. Three applications were received and have been incorporated into the 2017-2020 Draft Program. The Draft is due to the Iowa DOT by July 15, 2016. Four projects under the STP Program have been included:

1. North Dakota Avenue (Ontario Street to UPRR)
The federal fund request totals \$680,000 of the total project cost of \$1,000,000.

2. Vehicle Replacement for CyRide
The federal fund request totals \$225,000 of the total project cost of \$528,686.

Mr. Orazem asked what vehicles would be replaced. Transit Director Sheri Kyras advised that buses would be purchased.


3. 13th Street (UPRR to Harding Avenue)
The federal fund request totals \$1,060,000 of the total project cost of \$1,480,000.

4. Grand Avenue Extension
The federal fund request totals \$2,300,000 of the total project cost of \$17,450,000.

Moved by Betcher, seconded by Orazem, to approve the Draft 2017-2020 TIP.
Vote on Motion: 9-0. Motion declared carried unanimously.

Moved by Betcher, seconded by Orazem, to set the date of public hearing for July 12, 2016.
Vote on Motion: 9-0. Motion declared carried unanimously.

ADJOURNMENT: Moved by Staudt, seconded by Clinton, to adjourn the AAMPO Transportation Policy Committee meeting at 6:07 p.m.
Vote on Motion: 9-0. Motion declared carried unanimously.



Diane R. Voss, City Clerk



Ann H. Campbell, Mayor