



FY 2017 -
2020

Transportation Improvement Program

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Ames Area
metropolitan planning organization

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Project Selection

Introduction

The Ames Area Metropolitan Planning Organization (AAMPO) uses a 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.

Surface Transportation Block Grant Program (STBG)

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 STBG application form shall be submitted along with all STBG 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)

Transportation Alternative Projects consists mainly of greenbelt trails that have been identified during the public involvement process for the Long Range Transportation Plan 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.

Other

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 Local Systems 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 Ames Mobility 2040 Long Range Transportation Plan.

FY 2016 Project Status Report

TPMS #	Project Number	Location	Type of Work	Status	Total Project Cost	Total Federal Aid	Sponsor
32738	STP-U-0155(691)--70-85	In the City of Ames, On 13th ST, from Furman Aquatic Center east .29 Miles to Union Pacific Railroad,	Pavement Rehab	Authorized, 2016 Construction	\$ 1,460,000	\$ 1,060,000	City of Ames
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	Project Delayed, Federal Funds Removed	\$ 100,000	\$ -	City of Ames
16032	STP-U-0155(690)--70-85	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 Intersection	Grade and Pave, New Bridge	January 2017 Letting	\$ 17,730,000	\$ 4,300,000	City of Ames
14980	STP-E-0155(684)--8V-85	In the City of Ames, Skunk River Trail, From Bloomington Road to Ada Hayden Park	Ped/Bike Grade & Pave	October 2016 Letting	\$ 474,000	\$ 250,000	City of Ames
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	Authorized, Under Construction	\$ 721,000	\$ 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
34214	RGPL-PA22(RTP)--PL-00	Transportation Planning	Trans Planning	Ongoing	\$ 111,000	\$ 89,000	AAMPO
22016	IIM--35)--13-85	I35: US 30 Interchange in Ames	Pave, New Bridge, Grading	Authorized, 2016 Construction	\$ 30,103,000	\$ 22,890,000	IDOT Dist. 1
29713	BRM-0155(685)--8N-85	In the City of Ames, On 6th Street, Over Squaw Creek	Bridge Replacement	Authorized, Under 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

Fiscal Constraint

The Ames Area MPO FY 2017 programming targets are \$1,607,098 for STBG, \$89,722 for TAP, and \$69,131 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 2016-2021 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

Summary of Costs and Federal Aid								
Federal Aid Program	2017		2018		2019		2020	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
Surface Transportation Block Grant Program (STBG)	\$2,422,000	\$1,292,000	\$18,930,000	\$5,360,000	\$500,000	\$400,000	\$1,529,000	\$905,000
Highway Bridge Replacement (STP-HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Alternatives Program (TAP)	\$1,379,000	\$560,000	\$521,000	\$160,000	\$0	\$0	\$448,000	\$140,000
National Highway Performance Program (NHPP)	\$0	\$0	\$3,609,000	\$3,249,000	\$0	\$0	\$0	\$0
Metropolitan Planning (PL)	\$113,000	\$90,000	\$113,000	\$90,000	\$113,000	\$90,000	\$113,000	\$90,000
Congestion Mitigation and Air Quality Improvement(CMAQ)	\$1,451,000	\$1,161,000	\$0	\$0	\$0	\$0	\$0	\$0
Primary Road Funds (PRF)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Table 2 STBG Fiscal Constraint Table				
	2017	2018	2019	2020
Unobligated Balance (Carryover)	\$4,695,847	\$5,080,076	\$1,396,176	\$2,672,276
Region STBG Target	\$1,607,098	\$1,607,100	\$1,607,100	\$1,607,100
Region TAP Flex Target	\$69,131	\$69,000	\$69,000	\$69,000
Subtotal	\$6,372,076	\$6,756,176	\$3,072,276	\$4,348,376
Programmed STP Funds	\$1,292,000	\$5,360,000	\$400,000	\$905,000
Balance	\$5,080,076	\$1,396,176	\$2,672,276	\$3,443,376

Table 3 TAP Fiscal Constraint Table				
	2017	2018	2019	2020
Unobligated Balance (Carryover)	\$609,427	\$139,149	\$69,149	\$159,149
Region TAP Target	\$89,722	\$90,000	\$90,000	\$90,000
TAP Flex Target	\$0	\$0	\$0	\$0
Subtotal	\$699,149	\$229,149	\$159,149	\$249,149
Programmed TAP Funds	\$560,000	\$160,000	\$0	\$140,000
Balance	\$139,149	\$69,149	\$159,149	\$109,149

Table 4						
Forecasted Operations and Maintenance (O&M) Costs on the Federal-Aid System Table						
Source: 2015 City Street Finance Report						
	2015	2016	2017	2018	2019	2020
City of Ames Total Operations	\$466,506	\$485,166	\$504,573	\$524,756	\$545,746	\$567,576
City of Ames Total Maintenance	\$1,074,882	\$1,117,877	\$1,162,592	\$1,209,096	\$1,257,460	\$1,307,758
City of Gilbert Total Operations	\$1,507	\$1,567	\$1,630	\$1,695	\$1,763	\$1,833
City of Gilbert Total Maintenance	\$11,400	\$11,856	\$12,330	\$12,823	\$13,336	\$13,870
Total O&M	\$1,554,295	\$1,616,467	\$1,681,125	\$1,748,370	\$1,818,305	\$1,891,038

Table 5						
Forecasted Non-Federal Aid Revenue Table						
Source: 2015 City Street Finance Report						
	2015	2016	2017	2018	2019	2020
City of Ames Total RUTF Receipts	\$6,131,328	\$6,376,581	\$6,631,644	\$6,896,910	\$7,172,787	\$7,459,698
City of Ames Total Other Road Monies Receipts	\$4,291,366	\$4,463,021	\$4,641,541	\$4,827,203	\$5,020,291	\$5,221,103
City of Ames Total Receipts Service Debt	\$13,354,772	\$13,888,963	\$14,444,521	\$15,022,302	\$15,623,194	\$16,248,122
City of Gilbert Total RUTF Receipts	\$112,509	\$117,009	\$121,690	\$126,557	\$131,620	\$136,884
City of Gilbert Total Other Road Monies Receipts	\$13,221	\$13,750	\$14,300	\$14,872	\$15,467	\$16,085
City of Gilbert Total Receipts Service Debt	\$0	\$0	\$0	\$0	\$0	\$0
Total Non-Federal Aid Road Fund Receipts	\$23,903,196	\$24,859,324	\$25,853,697	\$26,887,845	\$27,963,358	\$29,081,893

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 STBG 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 2016-2021 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 May 17, 2016; a public input session was held at the Ames City Hall on June 3, 2016; Transportation Policy Committee draft review on June 14, 2016; and a Transportation Policy Committee public hearing on July 12, 2016. 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 22, 2016. A copy of the document is attached in Appendix C.

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”.

Amendment

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 2017 Transportation Improvement Program FTA Project Justification

The following transit projects identified within the draft FY2017-2020 TIP were included within the 2017 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 ¾ mile area of that fixed-route service. Therefore, CyRide purchases transportation service for its Dial-A-Ride operations in order to meet this ADA requirement. This requirement has been expanded to the entire 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.

Building Security System

CyRide plans to upgrade its current office building security camera system implemented in 2008 and expand this system to the maintenance garage areas over a two year period in FY2017 and FY2018. The current security system has electronic access at all doors of the administration building available to employees' via a personal key fob. Exterior doors of the entire maintenance garage, storage and shop, would also have this type of electronic access added throughout the facility. The only open door accessible to the public would be the front door of the administration building available only during weekday office hours.

Re-roof Maintenance Facility

The roof on the maintenance storage facility built in 1983 is currently 17 years old and in need of replacement as it is past its useful life. This portion of the roof was reconstructed in 1999 with a black rubber membrane and ballast to protect the membrane from ultraviolet light damage. Additionally, the 27 skylights on the roof were reused in 1999 and are therefore original to the building when they were installed in 1983 and are currently 33 years-old. The skylights show extreme deterioration due to the ultraviolet damage and are demonstrating leaks among the perimeter of these structures.

New skylights are recommended to be completely replaced within this roof reconstruction as the existing skylights are extremely brittle and will likely expose the new roof system to future leaks if reinstalled. CyRide wishes to replace this roof with a mechanically fastened PVC system with a thicker white membrane that will better repel ultraviolet rays.

Heavy Duty Bus Replacement

Eight buses have exceeded FTA guidelines for useful life. Bus numbers are 00716, 00715, 00711, 00712, 00713, 00717, 00146. These units will be replaced with 40' heavy-duty buses, equipped with cameras. These replacement vehicles will be ADA accessible.

Light Duty Bus Replacement

Six light-duty buses have exceeded FTA guidelines for useful life. Bus numbers are 00337, 00338, 00334, 00335, 00336, and 00333. These units will be replaced with either 158" wheelbase or 176" wheelbase light-duty buses depending on their current size, equipped with cameras. These replacement vehicles will be ADA accessible.

Maintenance Pits

The seven oil/water separation pits within the original section of CyRide's facility are 33 years old, past their useful life and in need of replacement. These pits are currently crumbling near the edges of the grates and need to be replaced before vehicles risk falling through these critical areas. Doing this replacement ensures water and oil flow dripping from the vehicles drain properly in the future.

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 final year of funding 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 final year of funding this project through Iowa's Clean Air Attainment Program (ICAA) funding.

Plum Route (Weekday)

CyRide added a new route in 2015-2016 called the #9 Plum Route operated 20-minute service on ISU class weekdays between S. 16th/Duff and Iowa State University campus. The #9 Plum route serves high residential areas (The Grove, Laverne, Pleasant Run and Copper Beech) along S. 16th Street. This route also provides 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 travels as follows: 16th St – University Blvd – Wallace – Osborn – Bissell – Union (past the Memorial Union & Knoll) – Lincoln Way – University – S. 16th – Buckeye. CyRide is requesting a second year of funding for this project through Iowa's Clean Air Attainment Program (ICAA) funding at 50 percent. ICAAP can potentially fund up to three years of funding for new transit projects.

Appendix A: FFY 2017 – 2020 TPMS Printouts

Appendix B: Ames Area MPO Self Certification

Appendix C: Approval