



FY 2018 - 2021 Transportation Improvement Program



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Final

Amended January 9, 2018, May 22, 2018

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Federal Highway Administration Section

Project Selection

Introduction

The Ames Area Metropolitan Planning Organization (AAMPO) uses a project selection criteria system as a means of prioritizing submitted projects. The AAMPO selects regional surface transportation projects submitted to the AAMPO for inclusion in the Transportation Improvement Program (TIP). These projects are reviewed by staff, the Transportation Technical Committee (TTC) and Transportation Policy Committee (TPC). Approved projects are programmed in the TIP based on the recommendation of the TTC and staff. The TIP also includes projects awarded with State and Federal funds as applicable through the respective grant program.

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 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 (TA)

Transportation Alternative consists mainly of greenbelt trails that have been identified during the public involvement process for the Long Range Transportation Plan. Trail segments shown in the plan are sized proportionately based upon estimated construction costs.

A TA application form shall be submitted to be prioritized and submitted for recommendation. Submitted projects are 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.

Applications for TA projects can be requested from the Ames Area MPO staff or downloaded directly from the Iowa Department of Transportation website.

Other Programs

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 2017 Project Status Report

TPMS #	Project Number	Location	Type of Work	Status	Total Project Cost	Total Federal Aid	Sponsor
34214	RGPL-PA22(RTP)--PL-00	Transportation Planning	Trans Planning	Ongoing	\$ 113,000	\$ 90,000	AAMPO
34245	STP-A-PA22()-86-85	#2 Green / #6 brown / #3 Blue Service Expansion & Bus Expansion	Transit Investments	Pending FTA Approval	\$ 204,000	\$ 163,000	CyRide
34580	STP-A-PA-22()-86-85	#9 Plum Weekday Route Expansion & Bus Expansion	Transit Investments	Pending FTA Approval	\$ 732,000	\$ 586,000	CyRide
34581	STP-A-0155(694)--86-85	Ames Traffic Network Master Plan	Planning Study	Let FFY 2021	\$ 100,000	\$ 80,000	City of Ames
36925	STP-A-PA22()-86-85	#2 Green / #6 brown / #3 Blue Service Expansion & Bus Expansion	Transit Investments	Pending FTA Approval	\$ 127,000	\$ 102,000	CyRide
36926	STP-A-PA22()-86-85	#9 Plum Weekday Route Expansion & Bus Expansion	Transit Investments	Pending FTA Approval	\$ 288,000	\$ 230,000	CyRide
34019	IMX-35()-02-85	I-35: US 30 to CO RD E29 (NB)	Pavement Rehab, Traffic Signs	FHWA Approved	\$ 3,762,000	\$ 3,386,000	Iowa DOT District 1
19961	STP-U-0155(693)--70-85	In the City of Ames, S 3rd St / S 4th St: From Squaw Creek to South Duff Avenue	Pavement Rehab	Authorized - Under Construction	\$ 2,422,000	\$ 1,292,000	City of Ames
21260	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	Rolled Over into Current TIP	\$ 835,000	\$ 240,000	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	Rolled Over into Current TIP	\$ 544,000	\$ 320,000	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	Federal Funds Removed from project	\$ 983,000	\$ -	Story CCB

Fiscal Constraint

The Ames Area MPO FY 2018 programming targets are \$1,592,485 for STBG and \$66,545 for STBG 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 2017-2022 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	2018		2019		2020		2021	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
Surface Transportation Block Grant Program (STBG)	\$16,525,000	\$6,560,000	\$500,000	\$400,000	\$2,029,000	\$1,125,000	\$5,939,000	\$3,715,000
Highway Bridge Replacement (STP-HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Alternatives Program (TAP)	\$1,379,000	\$560,000	\$0	\$0	\$448,000	\$140,000	\$0	\$0
National Highway Performance Program (NHPP)	\$3,812,000	\$3,431,000	\$0	\$0	\$0	\$0	\$0	\$0
Metropolitan Planning (PL)	\$119,000	\$95,000	\$119,000	\$95,000	\$119,000	\$95,000	\$119,000	\$95,000
Congestion Mitigation and Air Quality Improvement(CMAQ)	\$861,000	\$689,000	\$0	\$0	\$0	\$0	\$0	\$0
Primary Road Funds (PRF)	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0

	2018	2019	2020	2021
Unobligated Balance (Carryover)	\$5,052,534	\$151,564	\$1,458,564	\$2,073,564
Region STBG Target	\$1,592,485	\$1,639,000	\$1,672,000	\$1,712,000
Region STBG TAP Flex Target	\$66,545	\$68,000	\$68,000	\$68,000
Subtotal	\$6,711,564	\$1,858,564	\$3,198,564	\$3,853,564
Programmed STP Funds	\$6,560,000	\$400,000	\$1,125,000	\$3,715,000
Balance	\$151,564	\$1,458,564	\$2,073,564	\$138,564

Table 4						
Forecasted Operations and Maintenance (O&M) Costs on the Federal-Aid System Table						
Source: 2016 City Street Finance Report						
	2016	2017	2018	2019	2020	2021
City of Ames Total Operations	\$1,300,776	\$1,352,807	\$1,406,919	\$1,463,196	\$1,521,724	\$1,582,593
City of Ames Total Maintenance	\$1,141,806	\$1,187,478	\$1,234,977	\$1,284,376	\$1,335,752	\$1,389,182
City of Gilbert Total Operations	\$9,169	\$9,536	\$9,917	\$10,314	\$10,726	\$11,155
City of Gilbert Total Maintenance	\$12,980	\$13,499	\$14,039	\$14,601	\$15,185	\$15,792
Total O&M	\$2,464,731	\$2,563,320	\$2,665,853	\$2,772,487	\$2,883,387	\$2,998,722

Table 5						
Forecasted Non-Federal Aid Revenue Table						
Source: 2016 City Street Finance Report						
	2016	2017	2018	2019	2020	2021
City of Ames Total RUTF Receipts	\$7,286,851	\$7,578,325	\$7,881,458	\$8,196,716	\$8,524,585	\$8,865,568
City of Ames Total Other Road Monies Receipts	\$8,530,756	\$8,871,986	\$9,226,866	\$9,595,940	\$9,979,778	\$10,378,969
City of Ames Total Receipts Service Debt	\$19,587,899	\$20,371,415	\$21,186,272	\$22,033,722	\$22,915,071	\$23,831,674
City of Gilbert Total RUTF Receipts	\$133,713	\$139,062	\$144,624	\$150,409	\$156,425	\$162,682
City of Gilbert Total Other Road Monies Receipts	\$30,436	\$31,653	\$32,920	\$34,236	\$35,606	\$37,030
City of Gilbert Total Receipts Service Debt	\$0	\$0	\$0	\$0	\$0	\$0
Total Non-Federal Aid Road Fund Receipts	\$35,569,655	\$36,992,441	\$38,472,139	\$40,011,024	\$41,611,465	\$43,275,924

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 2017-2022 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.

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

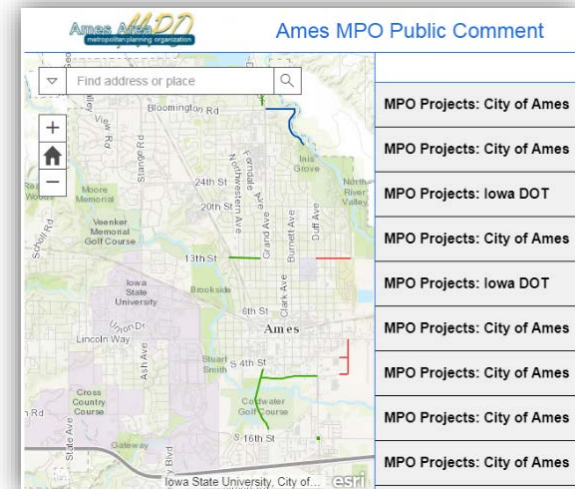
The AAMPO Policy Committee certified that transportation planning activities in the Ames metropolitan area are being carried out in accordance with governing Federal regulations, policies and procedures. This certification was at the meeting

on March 28, 2017. A copy of the document is attached in Appendix B.

Public Participation Process

The draft Transportation Improvement Program follows a process of Transportation Technical Committee review on May 18, 2017; a public input session was held at the Ames City Hall on May 19, 2017; Transportation Policy Committee draft review on May 23, 2017; and a Transportation Policy Committee public hearing on July 11, 2017. 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.



Public Comment Web App

Performance Measures

Performance based planning and performance management became a focus for State and regional transportation planning with the signing of the 2012 surface transportation bill Moving Ahead for Progress in the 21st Century (MAP-21). This bill included requirements for performance based planning and performance management and set seven national goals. The Ames Area MPO must establish and use a performance-based approach to transportation decision making to support the national goals.

Key Terms:

- **Goal:** a broad statement the describes a desired end state
- **Objective:** a specific, measurable statement that supports achievement of a goal
- **Performance Measures:** metric used to assess progress towards meeting an objective
- **Target:** specific level of performance that is desired to be achieved within a certain timeframe

Safety

The safety measures are:

1. Number of Fatalities
2. Rate of Fatalities per 100 million VMT
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-Motorized Fatalities and Non-motorized Serious Injuries

Rather than setting its own 2014-2018 safety targets, the Ames Area MPO has chosen to support the Iowa Department of Transportation safety targets as published in the Iowa Highway Safety Improvement Program 2017 Annual Report. The MPO

supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the Iowa DOT Transportation Improvement Program. Any Iowa DOT sponsored HSIP projects within the MPO area were selected based on safety performance measures and were approved by the Iowa Transportation Commission. The Iowa DOT conferred with numerous stakeholder groups, including the Ames Area MPO, as part of its target setting process. Working in partnership with local agencies, Iowa DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. Iowa DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present. The Iowa DOT continues to utilize a systemic safety improvement process rather than relying on “hot spot” safety improvements.

Pavement, Bridge, System Performance, Freight

The pavement and bridge measures are:

1. Percent of Interstate pavements in Good condition
2. Percent of Interstate pavements in Poor condition
3. Percent of non-Interstate NHS pavements in Good Condition
4. Percent of non-Interstate NHS pavements in Poor condition
5. Percent of NHS bridges classified as in Good condition
6. Percent of NHS bridges classified as in Poor condition

The system performance and freight measures are:

1. Percent of person-miles traveled on the Interstate that are reliable

2. Percent of person-miles traveled on the non-Interstate NHS that are reliable
3. Truck Travel Time Reliability Index

Transit Asset Management

The transit asset management measures are:

1. Equipment: Percent of non-revenue vehicles met or exceeded Useful Life Benchmark
2. Rolling Stock: Percentage of revenue vehicles met or exceeded Useful Life Benchmark
3. Facilities: Percentage of assets with condition rating below 3.0 on FTA TERM scale

In May 2017, the Ames Area MPO adopted transit asset management measures. The first Transit Asset Management Plan is due in October 2018. With the adoption of this plan, performance measure elements will be included in regional transportation planning documents.

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 2018 Transportation Improvement Program FTA Project Justification

The following transit projects identified within the draft FY2018-2021 TIP were included within the 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, 00717, 00713, 00144, 00145. These units will be replaced with 40' heavy-duty buses, equipped with cameras. These replacement vehicles will be ADA accessible.

Heavy Duty Bus Expansion

The System Redesign that was recently adopted by the CyRide Board is adding new several new service routes including: 25 Gold, 11 Cherry, 12 Lilac where large buses would operate. It is not clear whether the current administration plans to provide an infrastructure package in the near future. If this comes to fruition, four new buses would provide additional expansion possibilities for these routes in lieu of CyRide purchasing "used" buses to expand service. These new vehicles would be ADA accessible if purchased.

In-Ground Hoist Replacements

Three new hoists would provide substantial benefit to CyRide in allowing continued maintenance of federal/state funded buses to keep them in a state of good repair. Two of the hoists are 34 years old and the third 28 years old. The useful life for in-ground hoists is typically 20 years and each have corrosion beyond

repair making it difficult to move the hoists into place to work on different size vehicles. Additionally, all three hoists rely on one central “trunk” line to supply its fluid. Therefore, a ruptured line or other failed parts on the hydraulic pump makes all three hoists inoperable. New hoist technology will be autonomous and operate independently so if something failed on one of the pumps, mechanics could still work on the other two hoists as each would have its own individual hydraulic system. Performing timely preventive maintenance on vehicles is a federal requirement therefore the replacement of these hoists is critical in the near 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 2018 – 2021 TPMS Printout

Appendix B: Ames Area MPO 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 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27,37, and 38, 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

3-28-17
Date

Appendix C: Approval

RESOLUTION NO. 17-430

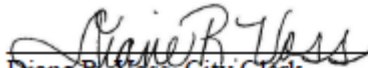
RESOLUTION APPROVING FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CITY OF AMES

WHEREAS, the Ames Area Metropolitan Planning Organization is the designated Metropolitan Planning Organization (MPO) for the Ames Metropolitan Area; and,

WHEREAS, the Transportation Policy Committee, in cooperation with the state, is conducting a continuing, cooperative, and comprehensive (3-C) transportation planning process pursuant to 23 CFR 450.114 (c).

NOW, THEREFORE, BE IT RESOLVED by the Ames Area Metropolitan Planning Organization Transportation Policy Committee that the Federal Fiscal Year 2018-2020 Transportation Improvement Program is hereby approved, and submittal of the document to the Iowa Department of Transportation for inclusion in its Statewide Transportation Improvement Program is hereby further approved.

ADOPTED THIS 11th day of July, 2017.


Diane R. Voss, City Clerk


Ann H. Campbell, Chair

Introduced by: Corrieri
Seconded by: Beatty-Hansen
Voting aye: Beatty-Hansen, Betcher, Campbell, Corrieri, Gartin, Nelson, Orazem
Voting nay: None
Absent: Zinnel, Popp, Olson, Gregory

Resolution declared adopted and signed by the Mayor this 11th day of July, 2017.