

FINAL

Federal Fiscal Years 2020 – 2023 Transportation Improvement Program

Ames Area Metropolitan Planning Organization

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INTRODUCTION

The Federal Fiscal Year 2020 - 2023 Transportation Improvement Program is the short-range implementation program for Federally funded and regionally significant transportation projects. The TIP is a requirement of 23 CFR 450.326 for metropolitan planning organizations to develop a program reflecting the investment priorities established in the long-range transportation plan covering at least four (4) years. The Ames Area MPO develops a new TIP annually in cooperation with the Iowa Department of Transportation and CyRide. The Ames Area TIP is included into the State Transportation Improvement Program (STIP), which is developed by the Iowa Department of Transportation.

The TIP can be found online at:

<https://www.cityofames.org/government/aampo/tip>

The STIP can be found online at:

https://iowadot.gov/program_management/statewide-transportation-improvement-program-stip

Role of the TIP

The Transportation Improvement Program (TIP) is a public document developed of planned transportation improvements within the Ames Area MPO planning boundary that are expected to utilize Federal-aid funds. Each project must include specific information detailing the project including the scope, year-of-expenditure cost, funding sources, and location. Projects included in the program are those receiving Federal funds or are considered regionally significant. Local projects not using Federal funds to construct them may not be listed in the program.

The TIP is a short-range plan and is considered a tool for implementing the long-range transportation plan. Projects must be identified in the long-range plan prior to being listed in the TIP, and a project can not receive Federal funds unless it is contained in the TIP.

Ames Area MPO Organization

The Ames Area MPO was officially designated the MPO of the Ames urbanized area by the Governor of Iowa in March 2003. This designation was the result of the Ames urbanized area having a population of greater than 50,000 in the 2000 census. As a result of the 2010 Census, the urbanized areas of Ames and Gilbert were combined into one urbanized area, therefore requiring the Metropolitan Planning Area to be expanded to encompass this area in its entirety. The Ames Area MPO approved the current Metropolitan Planning Area boundary on November 13, 2012. The City of Gilbert and Iowa State University were added to the Transportation Policy Committee on March 26, 2013.

Ames is located in central Iowa and is served by Interstate 35, U.S. Highway 30, and U.S. Highway 69. Surface transportation needs are met through over 248 centerline miles of streets. The community has a very progressive transit system, CyRide, which carries over six million bus passengers per year. While the majority of transit users have Iowa State University ties, CyRide serves the entire Ames community.

The Ames Area MPO area includes the Ames Municipal Airport, which serves general aviation needs for business, industry, and recreation users. On average 119 aircraft operations occur per day at the

Ames Municipal Airport. Railroad provides freight service to the area by dual east-west mainline tracks and a northern agricultural spur.

The Ames Area MPO provides continuity of various transportation planning and improvement efforts throughout the Ames urban area. The City of Ames serves as the fiscal agent for the Ames Area MPO.

The Ames Area MPO consists primarily of two standing committees: The Transportation Policy Committee and the Transportation Technical Committee.

TRANSPORTATION POLICY COMMITTEE

The Transportation Policy Committee (TPC) is the policy setting board of the MPO and the membership consists of local officials. Voting membership on the committee includes city and county governments located, wholly or partially, in the Ames Area MPO planning boundary as well as the local transit agency. Currently the TPC membership includes: City of Ames, City of Gilbert, CyRide, Boone County, and Story County. The Iowa Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and Iowa State University serve as advisory, non-voting, representatives.

TRANSPORTATION TECHNICAL COMMITTEE

The Transportation Technical Committee (TTC) consists of technical personnel from various agencies involved in transportation issues within the planning area. The Transportation Technical Committee formulates the procedural details of the Transportation Planning Work Program. The committee reviews and monitors the output of various MPO activities identified in the work program and makes recommendations to the policy committee. The committee is also responsible for assisting in developing the short and long-range transportation plans. The Iowa Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration serve as advisory, non-voting, representatives.

Public Participation in the Planning Process

This document was developed in coordination with MPO member agencies, regional stakeholders, and members of the public. The MPO planning process includes strategies to disseminate information about the project selection process and provides opportunities for interested parties to provide information to the policy committee.

EDUCATION AND INFORMATION

WEBSITE

The Ames Area MPO utilizes the MPO website at <https://www.aampo.org> to make draft documents, maps, and other materials accessible anytime of any day in a format that is adaptable to mobile devices and website text which can be translated into any language available through translation services.

E-NOTIFICATION

Anyone with an e-mail address may sign-up for receiving notifications of news and events published from the MPO with our e-notification system. During the development of this program, approximately 160 users receive e-notifications, including announcements of FFY 20-23 TIP public meetings, public comment periods, and draft documents.

PUBLIC INVOLVEMENT OPPORTUNITIES

PUBLIC OPEN HOUSE

An open house provides members of the public to drop-in to view projects, meet with staff, and leave comments on the proposed program. The event hosted on May 21, 2019, was held on the first floor of Ames City Hall, accessible by multiple CyRide bus routes, free parking, and bike parking. No formal presentation was given allowing for visitors to come and go at any time during the event.

PUBLIC COMMENT PERIOD

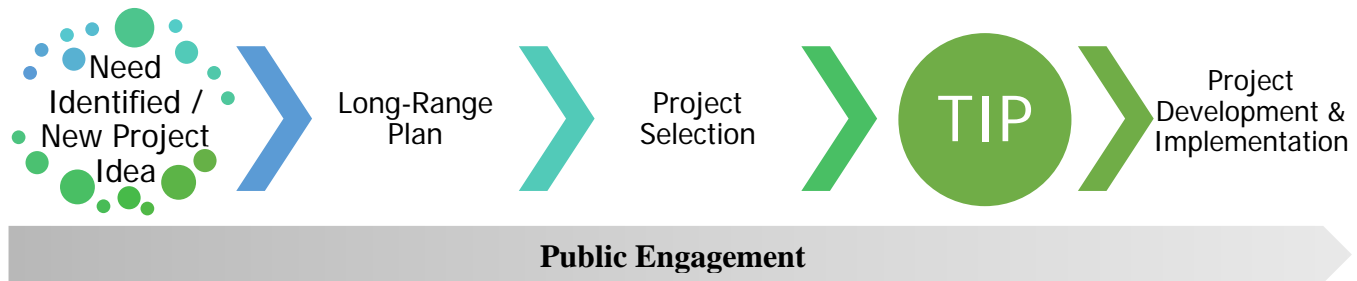
During the comment period, the draft document and maps of the proposed projects are available online or in hardcopy at the Ames Area MPO office.

TRANSPORTATION POLICY COMMITTEE HEARINGS

The Transportation Policy Committee hearings provide time for anyone of the public to address the committee prior to consideration of the program. The meetings are livestreamed on Ames Channel 12 and on Facebook. Meetings are also made available on-demand on the City of Ames website, on the City of Ames Facebook page, and on the City of Ames YouTube channel.

PROGRAM DEVELOPMENT

The Transportation Improvement Program (TIP) serves as a list of DOT and locally sponsored federal-aid eligible and Swap surface transportation improvements within the Ames-Gilbert region. Projects in the Ames Area TIP must be consistent with the long-range transportation plan, known as Ames Mobility 2040. The final document, approved by the Transportation Policy Committee, will be consolidated into the State Transportation Improvement Program (STIP) along with the other 26 planning agencies in the State of Iowa.



Performance Based Planning and Performance Management

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). The Federal government established a seven national goals through MAP-21, and maintained in subsequent Federal legislation, with the purpose of improving decision-making through performance-based planning and programming.

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

National Goals

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Project Delivery

Regional Goals

- Connected, Efficient, and Reliable
- Safety
- Environment
- Accessibility
- Economy and Goods Movement
- Asset Management

ROAD SAFETY

Goal: Significant reduction in traffic fatalities and serious injuries on all public roads.

Performance Measures

Goal Area	Road Safety
Performance Measures	<ul style="list-style-type: none"> • Number of Fatalities • Rate of Fatalities per 100 million VMT • Number of Serious Injuries • Rate of Serious Injuries per 100 million VMT • Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

Performance Targets

Rather than setting its own safety targets, the Ames Area MPO has chosen to support the Iowa DOT’s safety targets as published in the most recent Iowa Highway Safety Improvement Program Annual Report. The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP)¹ projects within the MPO boundary that are included in the DOT’s Transportation Improvement Program.

Any Iowa DOT Sponsored HSIP projects within the MPO area were selected based on the strategies included in the Strategic Highway Safety Plan and 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. The Iowa DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasure 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.

Performance Measure	Five Year Rolling Averages	
	2013-2017 Baseline	2015-2019 Targets ²
Number of Fatalities	338.0	353.6
Fatality Rate – per 100 million VMT	1.027	1.047
Number of Serious Injuries	1,498.8	1,483.7
Serious Injury Rate – per 100 million VMT	4.568	4.391
Non-Motorized Fatalities and Serious Injuries	146.4	149.8

*Ames Area MPO Targets adopted September 25, 2018

¹ https://iowadot.gov/systems_planning/fpmam/IA-HSIP-2018-AnnualReport.pdf

² Methodology for Iowa DOT FHWA Safety Targets https://iowadot.gov/systems_planning/fpmam/Iowa-2015-2019-safety-targets.pdf

TRANSIT SAFETY

Goal: Improve safety of all public transportation systems, specifically in the areas of fatalities, injuries, safety events (ex.: collisions, derailments), and system reliability.

Performance Measures

Goal Area	Transit Safety
Performance Measures	<ul style="list-style-type: none"> • Number of Fatalities • Number of Serious Injuries • Safety Events • System Reliability

Performance Targets

CyRide's Safety Plan, due by July 20, 2020, will include processes and procedures to implement Safety Management Systems (SMS) at CyRide to anticipate future risks and detect problems before safety issues occur. This plan, which will be re-certified each year thereafter, will include strategies for minimizing the exposure of the public, personnel, and property to unsafe conditions and again include safety performance targets. SMS will support a data-based framework to identify and analyze safety hazards and risks to prioritize resources towards the mitigation of these issues. As CyRide's Safety Plan and safety performance targets are established for FY2021, this information will be shared annually with the Ames Area MPO as projects are prioritized within the Ames Area MPO's LRTP, TPWP and TIP.

PAVEMENT AND BRIDGE

Goal: Maintain the condition of pavement and bridges in a state of good repair.

Performance Measures

Goal Area	Pavement and Bridge
Performance Measures	<ul style="list-style-type: none"> • Percent of Interstate pavements in Good condition • Percent of Interstate pavements in Poor condition • Percent of non-Interstate NHS pavements in Good Condition • Percent of non-Interstate NHS pavements in Poor condition • Percent of NHS bridges classified as in Good condition • Percent of NHS bridges classified as in Poor condition

Performance Targets

Rather than setting its own pavement and bridge targets, the Ames Area MPO has chosen to support the Iowa DOT's pavement and bridge targets as submitted in the most recent baseline

period performance report³. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

Any Iowa DOT sponsored pavement and bridge projects within the MPO area were determined in alignment with the Iowa Transportation Asset Management Plan (TAMP) and the pavement and bridge performance measures. The TAMP connects Iowa in Motion 2045 and system/modal plans to Iowa DOT's Five-Year Program and the STIP. Iowa in Motion 2045 defines a vision for the transportation system over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and helps ensure that investments in the Five-Year Program and STIP are consistent with Iowa DOT's longer-term vision. Starting in 2019, the TAMP will also integrate the pavement and bridge performance targets.

The Iowa DOT conferred with numerous stakeholder groups, including the Ames Area MPO and local owners of NHS assets, as part of its target setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future condition. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict bridge and pavement needs and help determine the amount of funding needed for stewardship of the system. The TAMP discusses the major investment categories that the Commission allocates funding through. Once the Commission approves the funding for these categories, Iowa DOT recommends the allocation of the funds to specific projects using the processes described in the TAMP. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in the TAMP.

Performance Measure	2017 Baseline	4 Year Targets ⁴
Percentage of pavements of the Interstate System in Good condition	N/A	49.4%
Percentage of pavements of the Interstate System in Poor condition	N/A	2.7%
Percentage of pavements of the non-Interstate NHS in Good condition	50.9%	46.9%
Percentage of pavements of the non-Interstate NHS in Poor condition	10.6%	14.5%
Percentage of NHS bridges classified as in Good condition	48.9%	44.6%
Percentage of NHS bridges classified as in Poor condition	2.3%	3.2%

*Ames Area MPO Targets adopted September 25, 2018

³ 2018 Baseline Performance Period Report https://iowadot.gov/systems_planning/fpmam/2018-Baseline-Performance-Period-Report.pdf

⁴ Methodology Iowa DOT Pavement and Bridge Performance Measures https://iowadot.gov/systems_planning/fpmam/2018-2021-Pavement-Bridge-Targets.pdf

TRANSIT ASSET MANAGEMENT

Goal: Maintain the condition of public transit assets in a state of good repair.

Performance Measures

Goal Area	Transit Asset Management
Performance Measures	<ul style="list-style-type: none"> • Equipment: Percent of non-revenue vehicles met or exceeded Useful Life Benchmark • Rolling Stock: Percentage of revenue vehicles met or exceeded Useful Life Benchmark • Facilities: Percentage of assets with condition rating below 3.0 on FTA TERM scale • Infrastructure: (Not applicable)

Performance Targets

Public transit capital projects included in the STIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state’s public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rolling stock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in Iowa Code chapter 924. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit Manager’s Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

CyRide, the transit agency within the Ames Area MPO, has established their own TAM plan and targets which they review and amend, if needed, each fall by October 1st. In March 2019, the Ames Area MPO adopted these transit asset management targets that also match CyRide TAM targets. The infrastructure performance measure element which FTA requires is limited to rail fixed guideway assets of which there is not any rail passenger with Ames.

Performance Measure	2019 Targets	2020 Targets	2021 Targets	2022 Targets	2023 Targets
Rolling Stock – 40’-60’ Buses Percentage of fleet exceeding CyRide’s ULB of 15 years	35%	35%	39%	37%	36%
Rolling Stock – Cutaways Percentage of fleet exceeding FTA ULB of 8 years	67%	89%	89%	0%	0%
Equipment – Shop Trucks Percentage of fleet exceeding CyRide’s ULB of 10 years	0%	0%	0%	0%	0%
Facilities – Admin./Maintenance Percentage of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%	0%
Facilities – Ames Intermodal Facility Percentage of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%	0%

*Ames Area MPO Targets adopted March 26, 2019

SYSTEM AND FREIGHT RELIABILITY

Goal: Achieve a significant reduction in congestion on the National Highway System.

Performance Measures

Goal Area	System and Freight Reliability
Performance Measures	<ul style="list-style-type: none"> • Percent of person-miles traveled on the Interstate that are reliable • Percent of person-miles traveled on the non-Interstate NHS that are reliable • Truck Travel Time Reliability Index

Performance Targets

Rather than setting its own system and freight reliability targets, the Ames Area MPO has chosen to support the Iowa DOT's system and freight reliability targets as submitted in the most recent baseline period performance report⁵. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

The Iowa DOT conferred with numerous stakeholder groups, including the Ames Area MPO, as part of its target setting process. Variability within the existing travel time dataset was used to forecast future condition. Projects focused on improving pavement and bridge condition also often help improve system reliability and freight movement. Additional projects focused specifically on improving these areas of system performance are developed in alignment with the target-setting process for related performance measures, and the freight improvement strategies and freight investment plan included in the State Freight Plan. This plan includes a detailed analysis and prioritization of freight bottlenecks, which are locations that should be considered for further study and possibly for future improvements. The process also involved extensive input from State, MPO, RPA, and industry representatives. State projects identified in the freight investment plan and programmed in the STIP were highly-ranked freight bottlenecks.

Performance Measure	2017 Baseline	4 Year Targets ⁶
Percent of the person-miles traveled on the Interstate that are reliable	100%	99.5%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable	N/A	95.0%
Truck Travel Time Reliability (TTTR) Index	1.12	1.14

*Ames Area MPO Targets adopted September 25, 2018

⁵ 2018 Baseline Performance Period Report https://iowadot.gov/systems_planning/fpmam/2018-Baseline-Performance-Period-Report.pdf

⁶ Methodology Iowa DOT System Performance and Freight Measures https://iowadot.gov/systems_planning/fpmam/2018-2021-System-Performance-Freight-Targets.pdf

Air Quality

The Clean Air Act requires the United States Environmental Protection Agency (EPA) to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards (NAAQS) are the pollutant limits set by the Environmental Protection Agency; they define the allowable concentration of pollution in the air for six different pollutants: Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter, Ozone, and Sulfur Dioxide.

The Clean Air Act specifies how areas within the country are designated as either “attainment” or “non-attainment” of an air quality standard and provides the EPA the authority to define the boundaries of nonattainment areas. For areas designated as non-attainment for one or more National Ambient Air Quality Standards, the Clean Air Act defines a specific timetable to attain the standard and requires that non-attainment areas demonstrate reasonable and steady progress in reducing air pollution emissions until such time that an area can demonstrate attainment.

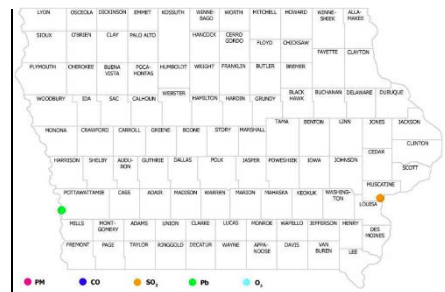


Figure 1. Iowa Non-Attainment Areas (2015)⁷

The Ames Area MPO does not exceed the National Ambient Air Quality Standards and is considered an attainment area.

The Ames area is not subject to air quality conformity requirements, therefore updating the long-range transportation plan every five years. However, the Ames Area MPO will perform activities to monitor and promote air quality issues in the region. The State of Iowa provides grant opportunities through the Iowa Clean Air Attainment Program (ICAAP) to promote air quality in Iowa’s transportation system.

Counties Designated "Nonattainment" or "Maintenance" for Clean Air Act's National Ambient Air Quality Standards (NAAQS) *

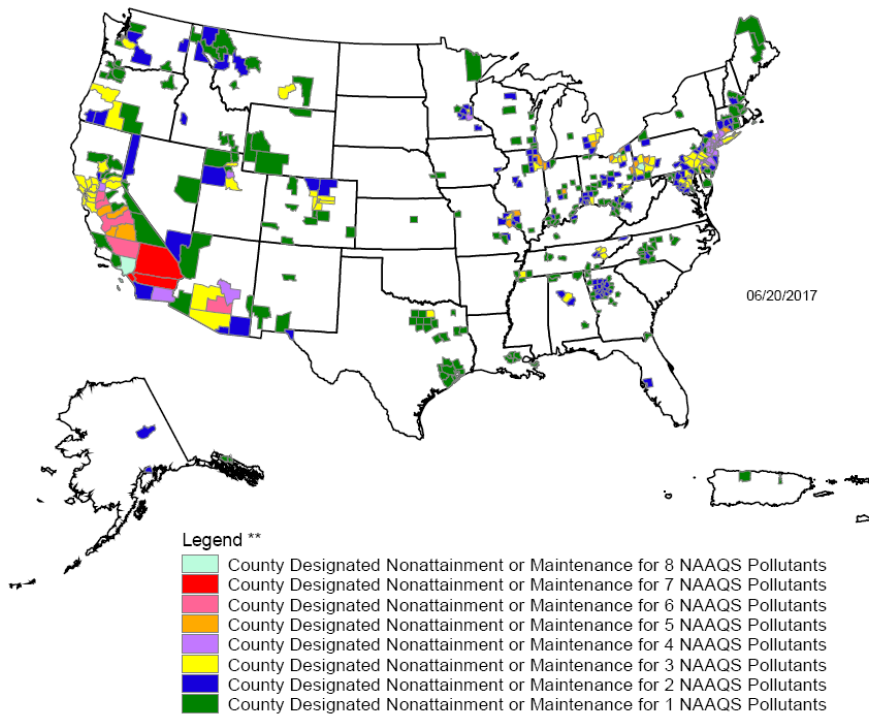


Figure 2. U.S. Green Book

⁷ Iowa Department of Natural Resources, Ambient Air Quality Improvements in Iowa, <https://www.iowadnr.gov/airmonitoring>

Regional Transportation Goals

During the planning process of the Ames Mobility 2040 Long Range Transportation Plan, the community identified six goals to guide the plan. Each goal had a number of objectives identified along with a measure to rank the effectiveness of the project towards reaching the regional goals.



A baseline was identified for each per performance measure for both 2015, the year of the plan, and 2040, the planning horizon year of the plan. The baseline served as the measure to evaluate potential projects to determine if the project would contribute to reaching the regional target.

CONNECTED, EFFICIENT, AND RELIABLE

Goal: Provide a connected transportation system that offers efficient and reliable mobility options for all modes of travel

Performance Measures

Goal Area	Connected, Efficient, and Reliable
Performance Measures	<ul style="list-style-type: none"> System Reliability / Reliability Index 80 (RI₈₀) Miles of On-Street Bicycle Facilities

Performance Targets

Performance Measure	2015 Baseline	2040 E+C Baseline	2040 Targets
System Reliability / Reliability Index 80 (RI ₈₀)	Arterial System: RI ₈₀ = 1.20 Freeway System: RI ₈₀ = 1.03	N/A	Address reliability issues at the two (2) NHS segments with poorest reliability
Miles of On-Street Bicycle Facilities	3.9 Miles On-Street Lanes / Paved Shoulders 57 Miles Shared-Use Paths / Sidepaths	11.1 Miles On-Street Lanes / Paved Shoulders 66 Miles Shared-Use Paths / Sidepaths	Increase the segment-mileage of on-street bicycle facilities by 100% compared to current levels

SAFETY

Goal: Provide a safe transportation system

Performance Measures

Goal Area	Safety
Performance Measures	<ul style="list-style-type: none"> Serious Injury / Fatal Crashes

Performance Targets

Performance Measure	2015 Baseline	2040 E+C Baseline	2040 Targets
Serious Injury / Fatal Crashes	< 2.6 fatal crashes/year < 20 major injury crashes/year	N/A	Address safety issues at five (5) locations with highest crash rates or most serious injury / fatal crashes.

ENVIRONMENT

Goal: Consider and mitigate the impacts of the transportation system on the natural and built environment

Performance Measures

Goal Area	Environment
Performance Measures	<ul style="list-style-type: none"> • VMT per Household • VHT per Household • Transit Mode Share

Performance Targets

Performance Measure	2015 Baseline	2040 E+C Baseline	2040 Targets
VMT per Household	41.6 daily VMT per household	49.7 daily VMT per household	2040 VMT per household grows by 10% or less compared to 2010 levels.
VHT per Household	1.00 daily VHT per household	1.28 daily VHT per household	2040 VHT per household grows 20% or less compared to 2010 levels.
Transit Mode Share	12.5% of all modeled (auto and transit) trips	12.0% of all modeled (auto and transit) trips	2040 transit mode share is higher than 2010 transit mode share.

ACCESSIBILITY

Goal: Provide an accessible transportation system that fits within the context of its surroundings and preserves community character

Performance Measures

Goal Area	Accessibility
Performance Measures	<ul style="list-style-type: none"> Household and Employment Proximity to Transit EJ Proximity to Transit Household and Employment Proximity to Bicycle Facilities EJ Proximity to Bicycle and Pedestrian Facilities

Performance Targets

Performance Measure	2015 Baseline	2040 E+C Baseline	2040 Targets
Household and Employment Proximity to Transit	Households: 74% Access; Employment: 77% Access	Households: 63% Access; Employment: 65% Access	Maintain housing and jobs proximity (¼ mile walk distance) within 5% of 2010 levels.
EJ Proximity to Transit	82% of EJ households	82% of EJ households	Maintain levels of transit proximity (within ¼ of a route) to EJ households within 5% of non-EJ households.
Household and Employment Proximity to Bicycle Facilities	Households: 75% Access; Employment: 67% Access	Households: 73% Access; Employment: 67% Access	Increase the percentage of employment and households within ¼ mile of bicycle facilities by 25%.
EJ Proximity to Bicycle and Pedestrian Facilities	88% of EJ households	88% of EJ households	Provide higher levels of bicycle facility proximity (within ¼ mile of a facility) to EJ households than non-EJ households.

ECONOMY AND GOODS MOVEMENT

Goal: Provide a transportation system that supports the regional economy and efficiently moves goods

Performance Measures

Goal Area	Economy and Goods Movement
Performance Measures	<ul style="list-style-type: none"> LOS / Congested Miles of Primary Freight Corridors

Performance Targets

Performance Measure	2015 Baseline	2040 E+C Baseline	2040 Targets
LOS / Congested Miles of Primary Freight Corridors	0.5 Miles	2.0 Miles	2040 congested miles of NHS lower than 2010

ASSET MANAGEMENT

Goal: Maintain transportation infrastructure in a state-of-good-repair

Performance Measures

Goal Area	Asset Management
Performance Measures	<ul style="list-style-type: none"> Pavement Condition Index (PCI) Bridge Condition (NBI Ratings) Transit State of Good Repair

Performance Targets

Performance Measure	2015 Baseline	2040 E+C Baseline	2040 Targets
Pavement Condition Index (PCI)	105 lane miles of state and Arterial/Collector Roads rated “poor”	N/A	Reconstruct federal-aid roadways rated poor.
Bridge Condition (NBI Ratings)	3 Structurally Deficient Bridges	N/A	Reconstruct structurally deficient bridges.
Transit State of Good Repair	10.9 years avg. vehicle age	35.9 years avg. vehicle age	Maintain avg. fleet age at 15 years old or newer.

Project Selection

Projects are selected from the Ames Mobility 2040 plan for awarding regional transportation funding. Projects identified for in the short-term (years 2016-2025) are prioritized for regional funds. The MPO solicits two applications for the two primary transportation programs: Surface Transportation Block Grant and Iowa's Transportation Alternatives Program.

SURFACE TRANSPORTATION BLOCK GRANT

The Surface Transportation Block Grant (STBG) is generally awarded to regional projects which improve capacity through construction, reconstruction and rehabilitation of the highway network. Projects are evaluated in the long-range plan based on the six goals of the plan.

IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM

Iowa's Transportation Alternatives Program (TAP) projects mainly consist of greenbelt trails. TAP projects are evaluated with the following criteria:

- Connectivity with existing facilities
- Cost in relation to public benefit
- Enhancement to existing transportation system
- Identified in the long-range transportation plan.

Applications for both STBG and TAP are made available on the Ames Area MPO website and distributed to MPO member agencies and to a publicly available e-mail distribution list.

Other programs include bridge projects consisting of necessary repairs recommended by the biennial Iowa Department of Transportation (Iowa DOT) bridge inspections. The Iowa DOT requires these inspections for bridges within the local jurisdiction of the Ames Area MPO. A candidate list is created by the Iowa DOT Office of Local Systems based on priority points ranking. Local agencies and the Ames Area MPO work with the Iowa DOT on programming necessary bridge projects based on priority and available funding.

APPLICATIONS FOR SUBMITTING PROJECTS

Instructions for submitting projects for STBG or TAP regional funds are posted by the first of the year on the MPO website. A news notification is distributed to members of the Transportation Technical Committee along with anyone who has signed up for e-notifications on the MPO website. In January 2019, 153 e-notifications were distributed for each the STBG application announcement and the TAP application announcement.

Federal Transit Administration Planning Process

In addition to FHWA program projects, the TIP includes all projects which Federal Transit Administration (FTA) funding may be utilized. A portion of Federal fuel tax revenue is placed in the mass transit account of the Federal Highway Trust Fund. These funds, along with General Fund appropriations, are reserved for transit purposes and are administered by the Federal Transit Administration. The transit portion of the TIP was developed in cooperation with CyRide, the urban transit operator in the Ames Area MPO planning area. The following transit projects identified in the FFY 2020-2023 TIP were included within the Passenger Transportation Plan (PTP), meeting the requirement to have the Enhanced Mobility for Seniors and Individuals with Disabilities formulated Federal funding within an approved PTP prior to TIP approval. The following narrative describes the projects within the initial year of the plan.

FFY 2020 PROJECT JUSTIFICATION

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 Transit Assistance funding.

CONTRACTED PARATRANSIT (DIAL-A-RIDE) SERVICES

According to Federal regulations, public transit agencies providing fixed-route transit service in their community must also provide door-to-door transportation services 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 the American Disability Act (ADA) requirement. This service has been expanded to provide services beyond ADA to the entire city limits of Ames.

AUTOMATED VEHICLE ANNUNCIATORS

Bus drivers must comply with the Americans with Disability Act (ADA) and manually announce major transit locations along transit routes along with any stops the public request. In 2017, CyRide began working with Iowa State University's Alliance for Disability Awareness group which has communicated their desire for drivers to announce all bus stops throughout the Ames' community without customers needing to verbally make a request to the driver. CyRide plans to automate this process over the next several years by purchasing an automated vehicle annunciator (AVA) system synced with LED signage to help keep all passengers, disability or not, better informed of where the bus is located along the bus route(s). Such a system would be over and beyond what is required for ADA.

An AVA system will make riding the bus more convenient and provide independence to hearing or visually disabled passengers. Automated announcements will make the announcements more uniformly stated across the transit system by having the stops announced in a similar method and consistent volume to be heard over loud noise inside and outside the buses. An AVA system will also allow CyRide's drivers to focus on operating the vehicle safely instead of having to take one hand off the wheel to speak into the intercom system every few blocks. The overall annunciator deployment is approximately \$1 million therefore; the funding has been identified across several years.

WEST AMES ROUTE CHANGES

This project supports additional service frequency for the #1 Red, #7 Purple and #11 Cherry (rebranded 1A) bus routes as well as a new bus route, #12 Lilac, located in West Ames. These changes were implemented in the fall 2018 through CyRide 2.0 service changes after a year-long transit service study. This is the first year request of funding for these additional services for West Ames funded through Iowa's Clean Air Attainment Program (ICAAP) at 50 percent. ICAAP can potentially fund up to three years of funding for new transit projects.

HEAVY DUTY BUS EXPANSION

This project supports an expansion bus for the new #12 Lilac service in West Ames funded via CMAQ/ICAAP funding. This bus will be a 40' heavy-duty bus, equipped with cameras. This bus will also be ADA accessible.

HEAVY DUTY BUS REPLACEMENTS

Eleven large forty-foot buses have exceeded FTA guidelines for useful life. Bus numbers are: 07177, 07133, 07124, 00956, 07132, 07129, 07123, 00958, 00957, 00954, and 00953. These units will be replaced with 40' heavy-duty buses, equipped with cameras. These replacement vehicles will be ADA accessible.

LIGHT DUTY BUS REPLACEMENTS

Six light duty 176" wheelbase buses have exceeded FTA guidelines for useful life. Bus numbers are: 00333, 00334, 00335, 00336, 00337 and 00338. These units will be replaced with light duty 176" wheelbase buses, equipped with cameras. These replacement vehicles will be ADA accessible.

HEAVY DUTY ARTICULATED BUS EXPANSION

Currently, CyRide has six articulated buses within its bus fleet with a goal to attain a total of ten to operate on its #23 Orange Route. Specifically, this transit route carries the highest number of passengers of any route in the State of Iowa at nearly 1.8 million passengers. Over the next few years, CyRide will add Surface Transportation Block Grant (STBG) funding to an already approved contract for a 40-foot bus (federally funded with either CMAQ or 5339) awarded through the Iowa DOT and upgrade the purchase to an articulated (60-foot) bus expansion. The Ames Area Metropolitan Planning Organization has approved funding at \$225,000 beginning in FY2020.

HEATING, VENTILATION AND AIR CONDITIONING FACILITY PROJECTS

CyRide has requested heating, ventilation and air conditioning projects (four replacement and one expansion project) from the Iowa DOT under its public transit infrastructure grant (PTIG) program. These updates will provide substantial benefits to employees by providing better heating/cooling as well as ventilation and fresh air throughout the maintenance facility as recommended through a "Diesel Particulate Exposures at CyRide Bus Garage" study conducted in 2006. At that time, the study noted that the ventilation rates needed to be increase throughout the facility to decrease diesel particulate exposures and concentrations by a factor of four. CyRide has already updated two areas of the facility with improved HVAC and this will continue this effort.

The request includes the following areas:

- #1 Multi-stack Unit Replacement (14 years old)
- #2 Bus Wash HVAC Equipment Replacement (17 years old)
- #3 Southwest Bus Storage HVAC Replacement (30 years old)
- #4 Shop Area Office HVAC Improvements (expansion)
- #5 Restroom/Storage 1983 RTU-12 Replacement (36 years old)

MAINTENANCE FACILITY EXPANSION

CyRide will be requesting BUILD funding to proceed with planning requirements towards readying itself toward construction of a second bus maintenance/storage facility to accommodate a total bus fleet of 125 buses – 65 at the new facility with the remainder at the present location. Currently, buses are parking outside the facility which is contrary to CyRide’s lease with Iowa State University. Additionally, CyRide is landlocked and needing more space to store (park) and maintain buses and allow for future expansion of transit service within the Ames community. One of the critical issues is that maintenance (shop) stops servicing buses at 5 p.m. even though service is continued until midnight. The shop area is located directly in the middle of the facility and once buses are fueled and serviced for the evening, they are stored, i.e. parked, in the facility until service begins the next morning. Parked buses, after being fueled and serviced for the evening; restrict access to the shop and any mechanical issues are deferred until the next day due to not being able to access the shop to be fixed. Therefore, even though CyRide’s services continue until midnight or beyond on most days throughout the year, buses cannot be repaired until the majority of buses are carefully unpacked from the facility the following day. Therefore, if there is a mechanical breakdown on a bus during night service, the bus is towed back to the facility and not serviced until the following day when the mechanics can drive the bus into the shop for repair. The BUILD planning request will be for real estate market analysis, environmental (NEPA) and historical analysis, land purchase on a preferred site and preliminary building design.

FINANCIAL ANALYSIS

Forecasts of Available Revenue

Projects in the Transportation Improvement Program are fully-funded projects using Federal transportation funds or are regionally significant transportation projects. The TIP must demonstrate that all projects are within available funding amounts. The Ames Area MPO allocates regional transportation funds through the STBG, Iowa's TAP, and STBG-TAP-Flex programs. However, projects may also receive Federal or State funds through competitive grants.

REGIONAL TRANSPORTATION FUNDING

The Iowa Department of Transportation Office of Program Management provides the Ames Area MPO estimated STBG/STBG-Swap, Iowa's TAP, and STBG-TAP-Flex funding targets for each of the four years in the program. The MPO is also provided DOT statewide revenue estimates.

The FFY 2020 programming targets are \$1,795,089 for STBG, \$87,363 for Iowa's TAP, and \$66,772 for STBG-TAP-Flex. The project costs shown in the TIP are in year-of-expenditure (YOE) dollars. This is accomplished by developing an estimate of costs in the current bidding environment and then applying an inflation factor of 4 percent per year.

The Ames City Council has programmed city sponsored projects in the City of Ames 2019-2024 Capital Improvements Plan (CIP) 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; therefore, the requests involve significant costs in the anticipation of maximizing the amounts received.

OTHER FEDERAL AND STATE FUNDING PROGRAMS

Transportation projects within the Ames region may also receive funding through Federal or State grant programs.

FEDERAL GRANT PROGRAMS

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Demonstration funding (DEMO)
- Highway Safety Improvement Program (HSIP)
- Metropolitan Planning Program (PL)
- National Highway Performance Program (NHPP)
- State Planning and Research (SPR)
- Federal Lands Access Program (FLAP)
- Tribal Transportation Program (TTP)

- National Highway Freight Program (NHFP)

STATE ADMINISTERED GRANT PROGRAMS

- City Bridge Program
- Highway Safety Improvement Program – Secondary (HSIP-Secondary)
- Iowa Clean Air Attainment Program (ICAAP)
- Recreational Trail Program
- Iowa's Transportation Alternatives Program

FEDERAL AND STATE TRANSIT FUNDING PROGRAMS

- Metropolitan Transportation Planning Program (Section 5303 and 5305)
- Statewide Transportation Planning Program (Section 5304 and 5305)
- Urbanized Area Formula Grants Program (Section 5307)
- Bus and Bus Facilities Program (Section 5339)
- Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)
- Nonurbanized Area Formula Assistance Program (Section 5311)
- Rural Transit Assistance Program (RTAP) (Section 5311(b)(3))
- TAP Flexible Funds
- State Transit Assistance (STA)
 - STA Special Projects
 - STA Coordination Special Projects
- Public Transit Infrastructure Grant Fund

IOWA DEPARTMENT OF TRANSPORTATION REVENUE ESTIMATES

Each year prior to development of the Iowa DOT's Five-Year Program and the Statewide Transportation Improvement Program both state and Federal revenue forecasts are completed to determine the amount of funding available for programming. These forecasts are a critical component in the development of the Five-Year Program and as such are reviewed with the Iowa Transportation Commission. The primary sources of state funding to the DOT are the Primary Road Fund and TIME-21 Fund. These state funds are used for the operation, maintenance and construction of the Primary Road System. The amount of funding available for operations and maintenance are determined by legislative appropriations. Additional funding is set aside for statewide activities including engineering costs. The remaining funding is available for right of way and construction activities associated with the highway program.

Along with the state funds, the highway program utilizes a portion of the Federal funds that are allocated to the state. A Federal funding forecast is prepared each year based on the latest apportionment information available. This forecast includes the various Federal programs and identifies which funds are allocated to the Iowa DOT for programming and which funds are directed to locals through the MPO/RPA planning process, Highway Bridge Program and various grant programs. Implementation of a Federal aid swap will increase the amount of Federal funds that are utilized by the Iowa DOT.

More information about the Program Management Bureau's Five-Year Program can be found online at:

https://iowadot.gov/program_management/five-year-program

Fiscal Constraint Tables

Table 1 Summary of Costs and Federal Aid (in \$1,000)

PROGRAM	2020		2021		2022		2023	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
PL	\$125.00	\$100.00	\$125.00	\$100.00	125.00	\$100.00	\$125.00	\$100.00
STBG	\$13,595.00	\$5,725.00	\$832.00	\$225.00	\$865.00	\$225.00	\$850.00	\$225.00
TAP	\$1,756.00	\$559.00	\$500.00	\$159.00	\$681.00	\$159.00	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$10,404.00	\$8,324.00	\$9,141.00	\$7,313.00
CMAQ	\$2,745.00	\$2,196.00	\$0	\$0	\$0	\$0	\$0	\$0
STBG-HBP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SWAP-HBP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG-SWAP	\$0	\$0	\$4,900.00	\$0	\$5,700.00	\$0	\$0	\$0

Table 2 STBG/STBG-Swap Fiscal Constraint

	2020	2021	2022	2023
UNOBLIGATED BALANCE (CARRYOVER)	\$7,702,020	\$2,438,881	\$483,881	\$1,886,881
STBG/SWAP TARGET	\$1,795,089	\$1,693,000	\$1,693,000	\$1,693,000
STBG-TAP-FLEX TARGET	\$66,772	\$67,000	\$0	\$67,000
SUBTOTAL	\$9,063,881	\$4,198,881	\$2,176,881	\$2,111,881
PROGRAM FUNDS	\$6,625,000	\$3,715,000	\$1,825,000	\$225,000
BALANCE	\$2,438,881	\$483,881	\$1,886,881	\$1,886,881

Table 3 STBG-TAP Fiscal Constraint

	2020	2021	2022	2023
UNOBLIGATED BALANCE (CARRYOVER)	\$569,504	\$97,867	\$25,867	\$20,867
TAP TARGET	\$87,363	\$87,000	\$87,000	\$87,000
STBG-TAP-FLEX TARGET	\$0	\$0	\$67,000	\$0
SUBTOTAL	\$656,867	\$184,867	\$179,867	\$107,867
PROGRAM FUNDS	\$559,000	\$159,000	\$159,000	\$0
BALANCE	\$97,867	\$25,867	\$20,867	\$107,867

Table 4 Forecasted Operations and Maintenance (O&M) Costs on the Federal-Aid System

SOURCE: 2018 CITY STREET FINANCE REPORT	2020	2021	2022	2023
CITY OF AMES TOTAL OPERATIONS	\$2,733,942	\$2,843,299	\$2,957,031	\$3,075,312
CITY OF AMES TOTAL MAINTENANCE	\$5,493,443	\$5,713,181	\$5,941,708	\$6,179,377
CITY OF GILBERT TOTAL OPERATIONS	\$58,896	\$61,252	\$63,702	\$66,250
CITY OF GILBERT TOTAL MAINTENANCE	\$57,345	\$59,638	\$62,024	\$64,505
IOWA DOT TOTAL OPERATIONS AND MAINTENANCE	\$842,317	\$832,112	\$858,783	\$885,917
TOTAL O&M	\$9,185,943	\$9,509,483	\$9,883,249	\$10,271,361

Table 5 Forecasted Non-Federal Aid Revenue

SOURCE: 2018 CITY STREET FINANCE REPORT	2020	2021	2022	2023
CITY OF AMES TOTAL RUTF RECEIPTS	\$7,824,287	\$8,137,259	\$8,462,749	\$8,801,259
CITY OF AMES TOTAL OTHER ROAD MONIES RECEIPTS	\$8,814,653	\$9,167,239	\$9,533,929	\$9,915,286
CITY OF AMES TOTAL RECEIPTS SERVICE DEBT	\$19,132,963	\$19,898,282	\$20,694,213	\$21,521,982
CITY OF GILBERT TOTAL RUTF RECEIPTS	\$143,575	\$149,318	\$155,291	\$161,502
CITY OF GILBERT TOTAL OTHER ROAD MONIES RECEIPTS	\$15,461	\$16,079	\$16,722	\$17,397
CITY OF GILBERT TOTAL RECEIPTS SERVICE DEBT	\$ 0	\$ 0	\$ 0	\$ 0
TOTAL NON-FEDERAL AID ROAD FUND RECEIPTS	\$35,930,939	\$37,368,177	\$38,862,904	\$40,417,420

Table 6 Iowa DOT Five-Year Program Funding

	(\$ MILLIONS)			
REVENUES	2020	2021	2022	2023
PRIMARY ROAD FUND	\$687.70	\$693.80	\$703.20	\$703.20
TIME-21	\$135.00	\$135.00	\$135.00	\$135.00
MISCELLANEOUS	\$25.00	\$25.00	\$25.00	\$25.00
FEDERAL AID	\$389.20	\$365.70	\$365.70	\$365.70
TOTAL	\$1,236.90	\$1,219.50	\$1,228.90	\$1,228.90
STATEWIDE ALLOCATIONS	2020	2021	2022	2023
OPERATIONS & MAINTENANCE	\$363.20	\$358.80	\$370.30	\$382.00
CONSULTANT SERVICES	\$82.50	\$82.50	\$82.50	\$82.50
CONTRACT MAINTENANCE	\$31.40	\$31.40	\$31.40	\$31.40
RAILROAD CROSSING PROTECTION	\$5.00	\$5.00	\$5.00	\$5.00
MISCELLANEOUS PROGRAMS	\$34.80	\$34.80	\$34.80	\$34.80
TOTAL	\$516.90	\$512.50	\$524.00	\$535.70
FUNDS AVAILABLE FOR ROW/CONSTRUCTION	2020	2021	2022	2023
TOTAL	\$720.00	\$707.00	\$704.90	\$693.20

FFY 2019 PROJECT STATUS REPORT

	TPMS	Location	In \$1,000s		Status	Sponsor
			Awarded	Total		
STBG	16032	In Ames, S Grand Ave from Squaw Creek Dr South 0.1 mile to S 5 th St., and S 5 th St. from S Grand to S Duff	2,396	3,040	Rolled over to FFY 2020	City of Ames
STBG	36986	In Ames, S Grand Ave. from 0.1 miles north of S 16 th St North 0.54 miles to S 5 th Street	5,300	12,500	Rolled over to FFY 2020	City of Ames
STBG	16103	STBG Funds from planning	400	500	Authorized	City of Ames
TAP	37446	In Ames, SW greenbelt trail from Beedle Dr. east 0.94 miles to Intermodal Facility	159	400	Rolled over to FFY 2020	City of Ames
TAP	21260	In Ames, Skunk River Trail from SE 16 th St to East Lincoln Way	240	835	Rolled over to FFY 2020	City of Ames
PL	34214	Transportation Planning Funds	97	121	Ongoing	City of Ames

CHANGING AN APPROVED 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 (STIP). 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 for a project, which can happen throughout the year. Projects programmed through the STBG-SWAP program will be included in the TIP as informational items and modifications to these projects will be pursued using the following revision processes as outlined.

Changes to the TIP are classified as either **amendments** or **administrative modifications** and are subject to different AAMPO Transportation Policy Committee and public review procedures.

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 the 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 Transportation Policy Committee and a public comment period is opened, which lasts until the next policy committee meeting (the Transportation Policy Committee meets on an as needed basis, giving a 3-4 week public comment period). Public comments are shared with the Transportation Policy Committee and action is taken on 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 does not increase the Federal aid by more than \$2 million from the original amount.

Schedule Changes: Changes in schedule for 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 scope require an amendment.

Administrative modifications are processed internally and are shared with the Transportation Policy Committee and the public as information items.

HIGHWAY PROGRAM FOR FEDERAL FISCAL YEARS 2020 – 2023 SNIP

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Swap STBG									
Story - 85									
36919 Ames	STBG-SWAP-01550--SG-85 In the city of Ames, On Cherry Avenue, from E Lincoln Way South .4 Miles to Southeast 5th Street,	0.498 --	Project Total Federal Aid	0 0	2,400 0	0 0	0 0	2,400 0	
Final TIP Approved	Grade and Pave	0:0:00	Regional Swap	0 0	1,890 1,890	0 0	0 0	1,890 1,890	--
36927 Ames	STBG-SWAP-01550--SG-85 In the city of Ames, On East 13th Street, from Duff Avenue East .4 Miles to Meadowlane Avenue,	0.356 --	Project Total Federal Aid	0 0	2,500 0	0 0	0 0	2,500 0	
Final TIP Approved	Pavement Rehab	0:0:00	Regional Swap	0 0	1,600 1,600	0 0	0 0	1,600 1,600	--
38303 Ames	STBG-SWAP-01550--SG-85 In the city of Ames, On Stange Rd and 24TH ST, from Blankenburg Dr North .4 Miles to 24th ST and East .8 Miles to RR,	0.788 --	Project Total Federal Aid	0 0	0 0	4,200 0	0 0	4,200 0	
Final TIP Approved	Grade and Pave	0:0:00	Regional Swap	0 0	0 0	1,600 1,600	0 0	1,600 1,600	--
35616 Ames	STBG-SWAP-01550--SG-85 In the city of Ames, On North Dakota Avenue, from Ontario Street North 0.17 Miles to Union Pacific Railroad Tracks	0 --	Project Total Federal Aid	0 0	0 0	1,500 0	0 0	1,500 0	
Final TIP Approved	Pave	--	Regional Swap	0 0	0 0	900 900	0 0	900 900	--
National Highway Performance Program									
Story - 85									
38248 DOT-D01-MPO22	NHSX-300--3H-85 US 30: 0.5 MI E OF I-35 TO E OF 590TH AVE	0 --	Project Total Federal Aid	0 0	0 0	10,404 8,324	9,141 7,313	19,545 15,637	TA
Final TIP Approved	Grading,Right of Way	--	Regional Swap	0 0	0 0	0 0	0 0	0 0	--
Surface Transportation Block Grant Program									
36986 Ames	STP-U-0155(697)--70-85 DOT Letting: 10/15/2019 In the city of Ames, On SOUTH GRAND AVE, from 0.1 miles north of S. 16th Street North .54 Miles to S 5th Street,	0.54 MI --	Project Total Federal Aid	12,500 5,300	0 0	0 0	0 0	12,500 5,300	TA
Final TIP Approved	Grade and Pave,Bridge New	0:0:00	Regional Swap	3,500 0	0 0	0 0	0 0	3,500 0	--
PA NOTE: Phase 2 of two phase project. Total STBG for both phases is \$5,500,000 (\$2,000,000 on Phase 1 TPMS 16032). Total Project Cost \$17,450,000 through FY19/20									

Highway Program

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Story - 85									
16032 Ames	STP-U-0155(690)--70-85 DOT Letting: 07/16/2019 In City of Ames, On S Grand Ave from Squaw Creek Dr south 0.1 mile to S 5th St, and S 5th St from S Grand east to S Duff Grade and Pave	0.64 MI --	Project Total Federal Aid	3,040 2,396	0 0	0 0	0 0	3,040 2,396	TA
Final TIP Approved		--	Regional Swap	2,000 0	0 0	0 0	0 0	2,000 0	--
PA NOTE: Phase 1 of two phase project. Total STBG for both phases is \$5,500,000 (\$3,500,000 on Phase 2 TPMS 36986). Total Project Cost \$17,450,000 through FY19/20									
35617 MPO-22 / AAMPO Final TIP Approved	RGTR-PA220--ST-85 CyRide: Vehicle Purchase Transit Investments	0 --	Project Total Federal Aid Regional Swap	800 225 225 0	0 0 0 0	0 0 0 0	0 0 0 0	800 225 225 0	TA --
36918 MPO-22 / AAMPO Final TIP Approved	RGTR-PA220--ST-85 CyRide: Vehicle Replacement Transit Investments	0 --	Project Total Federal Aid Regional Swap	0 0 0 0	832 225 225 0	0 0 0 0	0 0 0 0	832 225 225 0	TA --
38304 MPO-22 / AAMPO Final TIP Approved	RGTR-01550--ST-85 CyRide: Vehicle Replacement Transit Investments	0 --	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	865 225 225 0	0 0 0 0	865 225 225 0	TA --
37442 MPO-22 / AAMPO Final TIP Approved	RGTR-01550--ST-85 CyRide Vehicle Replacement Transit Investments	0 --	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	0 0 0 0	850 225 225 0	850 225 225 0	TA --
STBG - Iowa's Transportation Alternatives Program									
Story - 85									
14983 Ames	TAP-U-0155(SE16th)--8I-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	521 160	0 0	0 0	0 0	521 160	TA
Final TIP Approved		--	Regional Swap	160 0	0 0	0 0	0 0	160 0	--
DOT NOTE: Project eligible for FHWA TAP funding									
21260 Ames	TAP-U-0155(SE16TH)--8I-85 Skunk River Trail: From SE 16th Street to East Lincoln Way Ped/Bike Structures, Ped/Bike Miscellaneous	1.033 MI --	Project Total Federal Aid	835 240	0 0	0 0	0 0	835 240	TA
Final TIP Approved		--	Regional Swap	240 0	0 0	0 0	0 0	240 0	--

Highway Program

FFY 2020-2023 Transportation Improvement Program | AAMPO

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R.		Pgm'd Amounts in 1000's				Total	STIP#
				FY20	FY21	FY22	FY23		
Story - 85 (continued)									
37446 Ames Final TIP Approved	TAP-U-0155(699)--8I-85 DOT Letting: 01/22/2020 In the city of Ames, SW greenbelt trail, from Beedle Drive East .94 Miles to Intermodal Facility Ped/Bike Grade & Pave	0.94 MI -- --	Project Total Federal Aid Regional Swap	400 159 159 0	0 0 0 0	0 0 0 0	0 0 0 0	400 159 159 0	TA --
38306 Ames Final TIP Approved	TAP-U-0155(0)--8I-85 In the city of Ames, On Vet Med Trail, from S Grand Ave South .53 Miles to S 16th St, Ped/Bike Grade & Pave	0.533 -- 0:0:00	Project Total Federal Aid Regional Swap	0 0 0 0	500 159 159 0	0 0 0 0	0 0 0 0	500 159 159 0	TA --
19249 Ames Final TIP Approved	TAP-U-0155(0)--8I-85 Squaw Creek: From Skunk River to S. Duff Avenue Ped/Bike Grade & Pave	0.78 MI -- 0:0:0	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	681 159 159 0	0 0 0 0	681 159 159 0	TA --
Metropolitan Planning									
Story - 85									
34214 MPO-22 / AAMPO Final TIP Approved	RGPL-PA22(RTP)--PL-85 VARIOUS Trans Planning	0 -- --	Project Total Federal Aid Regional Swap	125 100 0 0	125 100 0 0	125 100 0 0	125 100 0 0	500 400 0 0	TA --
Primary Road Funds									
Story - 85									
38175 DOT-D01-RPA11 Final TIP Approved	STPN--35(0)--2J-85 I-35: US 30 INTERCHANGE IN AMES Erosion Control,Traffic Signs	0 MI -- --	Project Total Federal Aid Regional Swap	950 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	950 0 0 0	TA --
39359 DOT-D01-MPO22 Final TIP Approved	IMN--35(0)--0E-85 I-35: SE RAMP OF THE US 30 INTERCHANGE Grading,Right of Way	0 MI -- --	Project Total Federal Aid Regional Swap	0 0 0 0	76 0 0 0	0 0 0 0	0 0 0 0	76 0 0 0	TA --
38031 DOT-D01-MPO22 Final TIP Approved	BRFN--69(0)--39-85 US 69: GRAND AVE IN AMES 0.1 MI N OF LINCOLN WAY Bridge Deck Overlay	0 MI -- --	Project Total Federal Aid Regional Swap	0 0 0 0	0 0 0 0	265 0 0 0	0 0 0 0	265 0 0 0	TA --

TRANSIT PROGRAM FOR FEDERAL FISCAL YEARS 2020 – 2023

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY20	FY21	FY22	FY23
5339	Ames	1895 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07117	Total	493,300			
				FA	419,305			
				SA				
5339	Ames	1899 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07133	Total	493,300			
				FA	419,305			
				SA				
5339	Ames	1901 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07124	Total	493,300			
				FA	419,305			
				SA				
5339	Ames	2836 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00956	Total	493,300			
				FA	419,305			
				SA				
5339	Ames	2839 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07132	Total	493,300			
				FA	419,305			
				SA				
5339	Ames	2840 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07129	Total	493,300			
				FA	419,305			
				SA				
5339	Ames	3314 Capital Expansion	Maintenance Facility Expansion	Total	615,000	6,300,166		
				FA	461,250	5,000,000		
				SA				
5339	Ames	4042 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07123	Total	493,300			
				FA	419,305			
				SA				
5339	Ames	4043 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00958	Total	493,300			
				FA	419,305			
				SA				
5310	Ames	5100 Capital Expansion	Annunciators	Total	147,095	125,000		
				FA	117,676	100,000		
				SA				
5339	Ames	5549 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00957	Total	493,300			
				FA	419,305			
				SA				
5339	Ames	5550 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00954	Total	493,300			
				FA	419,305			
				SA				
5339	Ames	5551 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00953	Total	493,300			
				FA	419,305			
				SA				
5307	Ames	5552 Capital Expansion	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel	Total	493,300			
				FA	394,640			
				SA				
5307	Ames	5554 Operations Expansion	West Ames Route Changes	Total	385,260			
				FA	308,208			
				SA				

Transit Program

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY20	FY21	FY22	FY23
5339	Ames	4672 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, BioDiesel Unit #: 00333	Total	111,500			
				FA	94,775			
				SA				
5339	Ames	4673 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, BioDiesel Unit #: 00334	Total	111,500			
				FA	94,775			
				SA				
5339	Ames	4674 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, BioDiesel Unit #: 00335	Total	111,500			
				FA	94,775			
				SA				
5339	Ames	4675 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, BioDiesel Unit #: 00336	Total	111,500			
				FA	94,775			
				SA				
5339	Ames	4678 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, BioDiesel Unit #: 00337	Total	106,100			
				FA	90,185			
				SA				
5339	Ames	4679 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, BioDiesel Unit #: 00338	Total	106,100			
				FA	90,185			
				SA				
5307	Ames	5575 Capital Expansion	Heavy Duty Articulated Bus Diesel, UFRC, VSS, Low Floor, BioDiesel	Total	281,250	281,250	281,250	281,250
				FA	225,000	225,000	225,000	225,000
				SA				
PTIG	Ames	5583 Capital Replacement	HVAC Facility Projects	Total	634,510			
				FA				
				SA	507,608			
PTIG	Ames	5613 Operations Expansion	HVAC Facility Projects	Total	16,863			
				FA				
				SA	13,490			
STA, 5307	Ames	914 Operations Misc	General Operations	Total	12,118,870	12,603,625	13,107,770	13,632,081
				FA	2,502,620	2,602,724	2,706,833	2,815,106
				SA	808,075	840,398	874,014	908,975
5310	Ames	919 Operations Misc	Contracted Paratransit Service	Total	187,500	187,500	187,500	187,500
				FA	150,000	150,000	150,000	150,000
				SA				
5310	Ames	920 Capital Replacement	Associated Transit Improvements	Total		50,000	50,000	140,000
				FA		40,000	40,000	40,000
				SA				
5339	Ames	4662 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00955	Total		513,032		
				FA		436,077		
				SA				
5339	Ames	5616 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 00778	Total		805,000		
				FA		620,000		
				SA				
5339	Ames	5617 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor Unit #: 00779	Total		805,000		
				FA		620,000		
				SA				

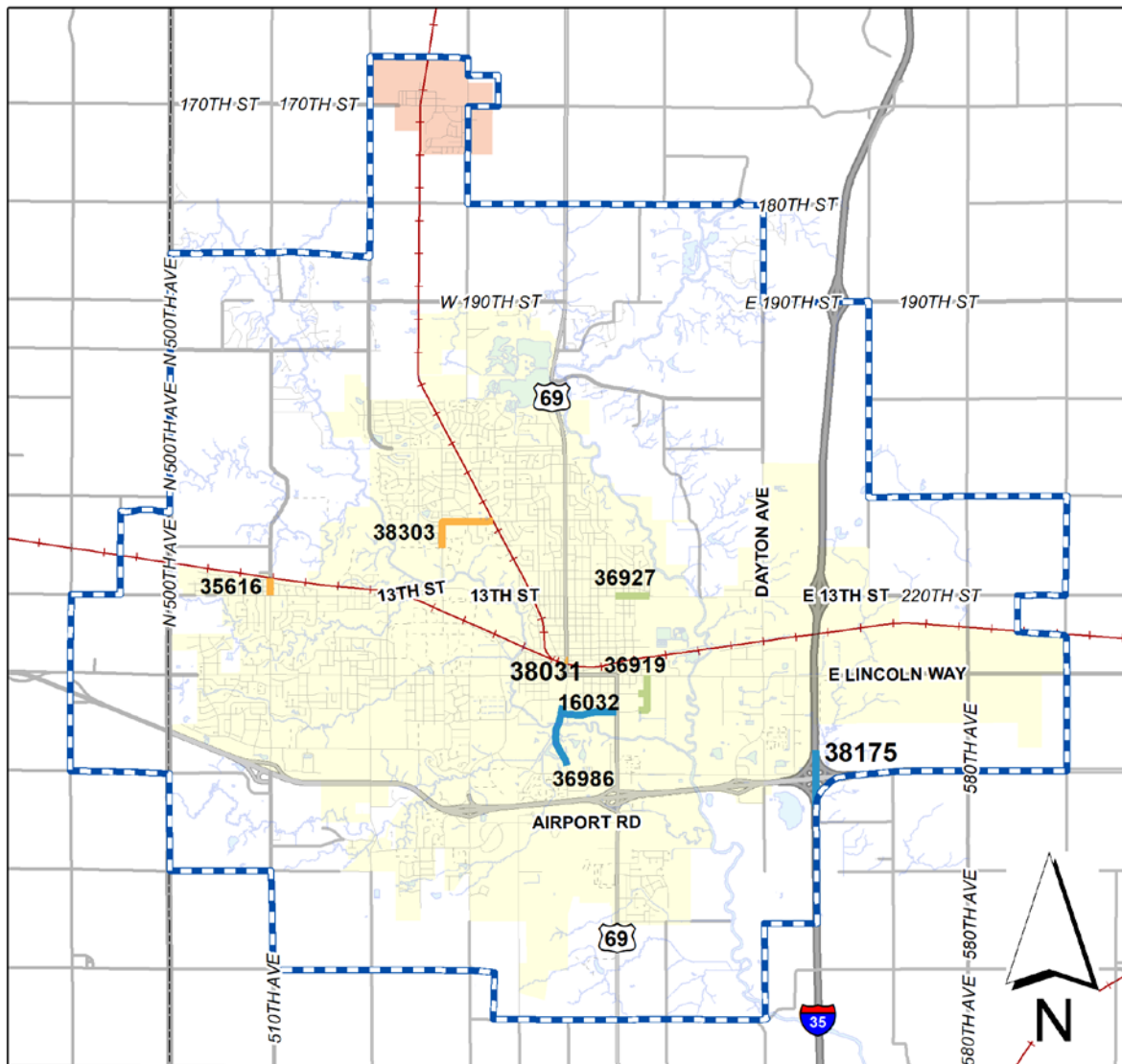
Transit Program

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY20	FY21	FY22	FY23
5339	Ames	5620 Capital Expansion	Charging Stations, Dispensers, Transformer, Parts/Tools (BEB Project)	Total		172,000		
				FA		125,000		
				SA				
5339	Ames	5621 Capital Rehabilitation	Battery Electric Bus Facility Construction	Total		152,200		
				FA		129,370		
				SA				
5339	Ames	5622 Capital Other	Batter Electric Bus Project Management	Total		145,000		
				FA		116,000		
				SA				
5339	Ames	5623 Capital Other	Batter Electric Bus Project Trainnig	Total		10,600		
				FA		9,010		
				SA				
5339	Ames	5624 Capital Rehabilitation	Engineering & Design - Battery Electric Bus Projectg	Total		48,000		
				FA		40,800		
				SA				
5339	Ames	4044 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07125	Total		513,032		
				FA		436,077		
				SA				
5339	Ames	4045 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00948	Total		513,032		
				FA		436,077		
				SA				
5339	Ames	4046 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00778	Total		513,032		
				FA		436,077		
				SA				
5339	Ames	4047 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00785	Total		513,032		
				FA		436,077		
				SA				
5339	Ames	4048 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00762	Total		513,032		
				FA		436,077		
				SA				
5339	Ames	4049 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00779	Total		513,032		
				FA		436,077		
				SA				
5339	Ames	4660 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00972	Total		513,032		
				FA		436,077		
				SA				
5339	Ames	4661 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00974	Total			533,553	
				FA			453,520	
				SA				
5339	Ames	5097 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00976	Total			533,553	
				FA			453,520	
				SA				
5339	Ames	5098 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00973	Total			533,553	
				FA			453,520	
				SA				

Transit Program

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY20	FY21	FY22	FY23
5339	Ames	5099 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00950	Total			533,553	
				FA			453,520	
				SA				
5339	Ames	4663 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00970	Total			533,553	
				FA			453,520	
				SA				
5339	Ames	4664 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00971	Total			533,553	
				FA			453,520	
				SA				
5339	Ames	4665 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00975	Total			533,553	
				FA			453,520	
				SA				
5339	Ames	4666 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00977	Total			533,553	
				FA			453,520	
				SA				
5339	Ames	5555 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00952	Total				577,092
				FA				490,528
				SA				
5339	Ames	5563 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00951	Total				577,092
				FA				490,528
				SA				
5339	Ames	5564 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00949	Total				577,092
				FA				490,528
				SA				
5339	Ames	5565 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00501	Total				577,092
				FA				490,528
				SA				
5339	Ames	5566 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00502	Total				577,092
				FA				490,528
				SA				
5339	Ames	5567 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00503	Total				577,092
				FA				490,528
				SA				
5339	Ames	5568 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00504	Total				577,092
				FA				490,528
				SA				
5339	Ames	5569 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00188	Total				577,092
				FA				490,528
				SA				
5339	Ames	5570 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, BioDiesel Unit #: 00390	Total				139,915
				FA				118,928
				SA				
5339	Ames	5571 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, BioDiesel Unit #: 00391	Total				139,915
				FA				118,928
				SA				

Project Location Maps



FFY 2020 - 2023 Transportation Improvement Program

Roadway Project Location Map

Legend

Program Year

FFY 2020

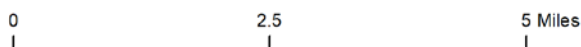
FFY 2021

FFY 2022

Ames Area MPO Boundary

City of Gilbert

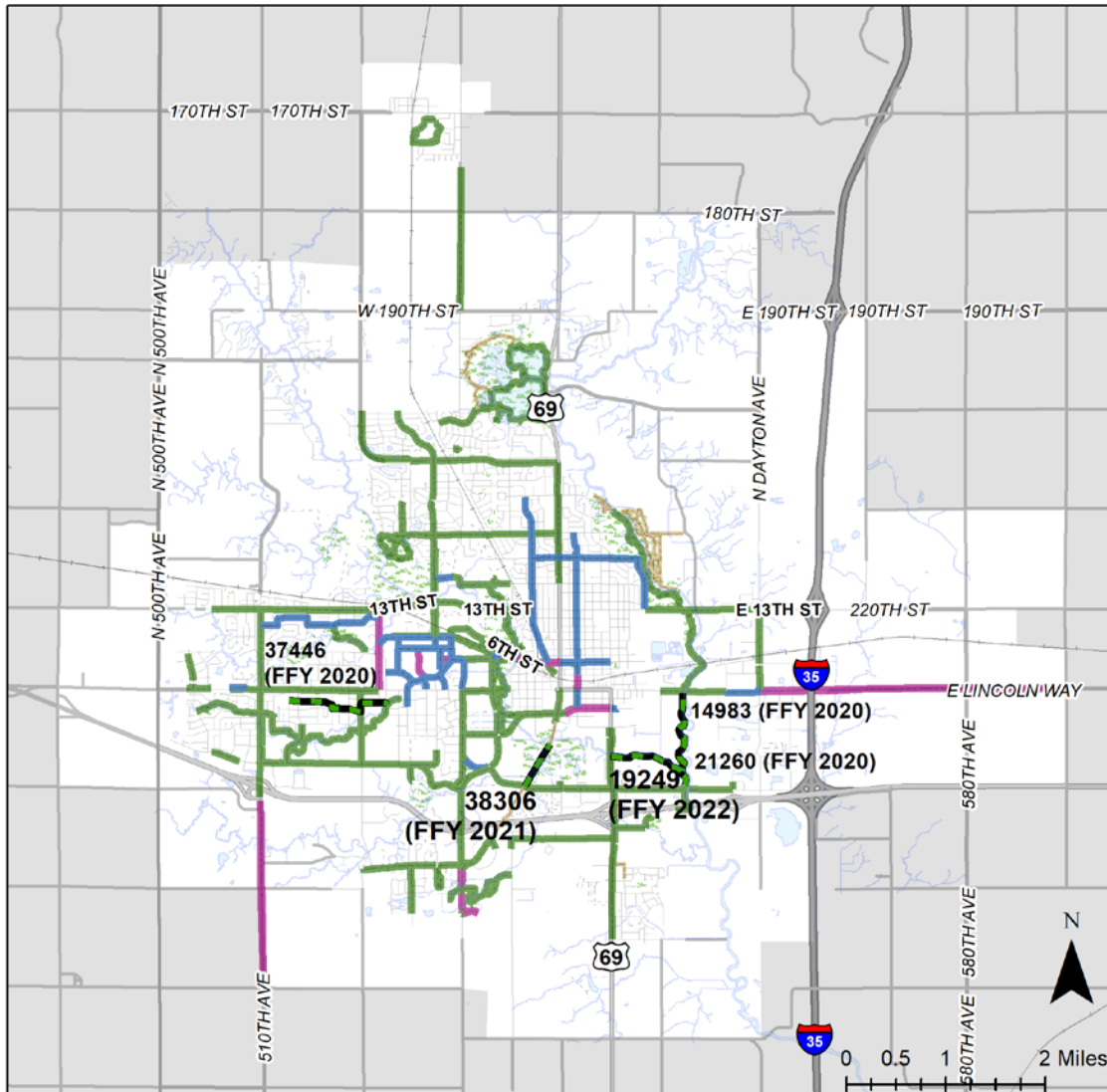
City of Ames



Date Saved: 5/22/2019
Author: Tony Filippini



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Legend

Transportation Alternative Projects

— Programmed Regional Projects

Existing Bike and Trail Network

— Nature Trail

— Dedicated Bike Lane

— Shared Lane Bike Route

— Shared Use Path

**FFY 2020 - 2023
Transportation
Improvement
Program**

**Transportation Alternatives (TAP)
Project Location Map**

Date Saved: 5/10/2019
Author: Tony Filippini



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SELF-CERTIFICATION OF THE MPO PLANNING PROCESS

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:


 John Haila, Chair
 Transportation Policy Committee

3/26/2019
 Date

RESOLUTION OF APPROVAL

RESOLUTION NO. 19-329

RESOLUTION APPROVING FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CITY OF AMES, IOWA

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 (30-C) transportation planning process pursuant to 23 CFR 450.114 (c); and,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Ames, Iowa, that the Federal Fiscal Year 2020-2023 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 9th day of July, 2019.



Diane R. Voss, City Clerk



John A. Haila, Chair

Introduced by:	Nelson	
Seconded by:	Olson	
Voting aye:	Beatty-Hansen, Betcher, Bibiloni, Corrieri, Gartin, Haila, Nelson, Olson	
Voting nay:	None	Absent: Martin, Popp, Zinnel

Resolution declared adopted and signed by the Chair this 9th day of July, 2019.