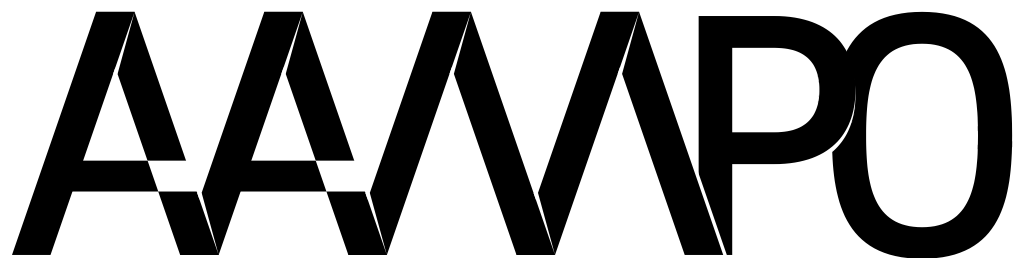


FINAL FFY 2022-2025 Transportation Improvement Program



AMES AREA METROPOLITAN PLANNING ORGANIZATION

AMES | GILBERT | STORY | BOONE

The Ames Area Metropolitan Planning Organization prepared this report with funding from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the Ames Area MPO member governments. These contents are the responsibility of the Ames Area MPO. The U.S. government and its agencies assume no liability for the contents of this report or for the use of its contents. The Ames Area MPO approved this document on July 13, 2021. Please call (515) 239-5160 to obtain permission to use.

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Introduction

Document Overview

The Federal Fiscal Year 2022 - 2025 Transportation Improvement Program (TIP) 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, covering at least four years, which reflects the investment priorities established in the metropolitan transportation plan. The Ames Area Metropolitan Planning Organization (AAMPO) develops a new TIP annually in coordination with the Iowa Department of Transportation (DOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the City of Ames, the City of Gilbert, Story County, Boone County, Ames Transit Agency (CyRide), other local agencies and stakeholders, as well as the public. The Ames Area TIP is included in the State Transportation Improvement Program (STIP), which is developed by the Iowa Department of Transportation.

AAMPO Overview and Planning Area

AAMPO 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 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 (shown in Figure 1). The City of Gilbert and Iowa State University were added to the Transportation Policy Committee on March 26, 2013.

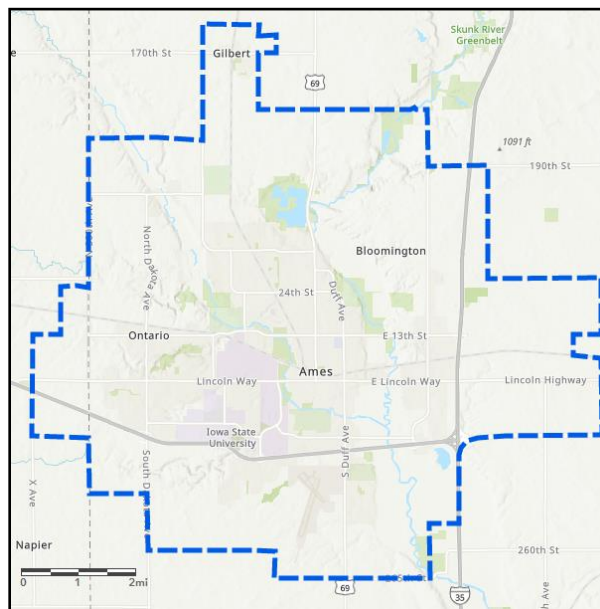


Figure 1: AAMPO Boundary (Adopted Nov 13, 2012)

The Ames Area MPO provides and coordinates various transportation planning and improvement efforts throughout the Ames urban area.

Ames is in central Iowa and is served by Interstate 35, US Highway 30, and US Highway 69. Surface transportation needs are met through over 251 centerline miles of streets. The community has a very progressive transit system, CyRide, which typically carries approximately six million bus passengers per year. In FY 2020, CyRide’s ridership dropped to four and a half million passengers due to the COVID-19 pandemic. CyRide believes ridership levels will increase back to approximately six million passengers by the end of FY 2022. While most 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, 104 aircraft operations occur per day at the Ames Municipal Airport. Railroads provide freight service to the area by dual east-west mainline tracks and a northern agricultural spur.

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, Federal Highway Administration, Federal Transit Administration, and Iowa State University serve as advisory, non-voting, representatives.

Transportation Policy Committee Membership		
<i>Representative Agency</i>	<i>Member</i>	<i>Representative Agency Role</i>
City of Ames (Chair)	John Haila	Mayor
City of Ames	Bronwyn Beatty-Hansen	Council Member
City of Ames	Gloria Betcher	Council Member
City of Ames	Amber Corrieri	Council Member
City of Ames	Tim Gartin	Council Member
City of Ames	David Martin	Council Member
City of Ames	Rachel Junck	Council Member
Boone County	Bill Zinnel	Board of Supervisors
Story County	Linda Murken	Board of Supervisors
Ames Transit Agency (CyRide)	Jacob Ludwig	CyRide Board Member
City of Gilbert	Jonathan Popp	Mayor
Iowa Dept. of Transportation ‡	Andy Loonan	District 1 Transportation Planner
Iowa Dept. of Transportation ‡	Zac Bitting	Metropolitan and Regional Planning Coordinator
Iowa Dept. of Transportation ‡	Cindy Shearer	Statewide Planning Support
Federal Highway Administration ‡	Darla Hugaboom	Iowa Division Community Planner
Federal Highway Administration ‡	Sean Litteral	Planning and Development Team Leader
Federal Transit Administration ‡	Gerri Doyle	Region 7 Community Planner
Iowa State University ‡	Cathy Brown	Director for Planning Services

‡ Non-voting

Transportation Technical Committee

The Transportation Technical Committee (TTC) consists of technical personnel from various agencies involved in transportation issues within the planning area. The TTC 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.

Transportation Technical Committee Membership		
<i>Representative Agency</i>	<i>Member</i>	<i>Representative Agency Role</i>
City of Ames (Chair)	Damion Pregitzer	Traffic Engineer
City of Ames (Vice-Chair)	Kelly Diekmann	Director of Planning & Housing
City of Ames	Justin Clausen	Operations Manager
City of Ames	Justin Moore	Planner
City of Ames	Tracy Peterson	Municipal Engineer
Ames Transit Agency (CyRide)	Barb Neal	Transit Director
Iowa State University	Sarah Lawrence	Campus Planner
Boone County	Scott Kruse	County Engineer
Story County	Darren Moon	County Engineer
Ames Community School Dist.	Gerry Peters	Facilities Director
Ames Economic Development Commission	Dan Culhane	President & Chief Executive Officer
City of Ames ‡	John Joiner	Public Works Director
City of Ames ‡	Kyle Thompson	Transportation Planner
Iowa Dept. of Transportation ‡	Andy Loonan	District 1 Transportation Planner
Iowa Dept. of Transportation ‡	Zac Bitting	Metropolitan and Regional Planning Coordinator
Iowa Dept. of Transportation ‡	Cindy Shearer	Statewide Planning Support
Federal Highway Administration ‡	Darla Hugaboom	Iowa Division Community Planner
Federal Highway Administration ‡	Sean Litteral	Planning and Development Team Leader
Federal Transit Administration ‡	Gerri Doyle	Region 7 Community Planner

‡ Non-voting

Public Participation

This document was developed in coordination with AAMPO member agencies, regional stakeholders, and members of the public using the process described in the [AAMPO Public Participation Plan](#). This process includes strategies to disseminate information about the project selection process and provides opportunities for interested parties to provide information to the policy committee.

Website

The Ames Area MPO utilizes its website at www.aampo.org to make 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. There is a subpage of the website dedicated to the [Transportation Improvement Program](#). Here, both current and past versions of Transportation Improvement Programs can be found, and public meetings and comment opportunities are posted.

Outreach

Anyone may sign-up to receive notifications of news and events published from the MPO with our e-notification system. During the development of this program, users received e-notifications pertaining to FFY 2022-2025 TIP public meetings, public comment periods, and draft documents.

Additionally, AAMPO utilizes local publications, such as the Ames Tribune, to publicize public input opportunities and public hearing dates.

Public Involvement Opportunities

There were three primary opportunities for public involvement and feedback including:

- **Public Open House:** An open house provided members of the public the opportunity to drop-in to view projects, meet with staff, and leave comments on the proposed program. The event, hosted on May 26, 2021, was held virtually via a Microsoft Teams meeting due to COVID-19 restrictions. No formal presentation was given allowing for visitors to come and go at any time during the event.
- **Public Comment Period:** A public comment period was made available from May 26, 2021 to June 30, 2021. The draft TIP document was made available online and members of the public could submit their comments on the draft document or listed projects via email or via mail. Public comments received by staff are shown in **Appendix E**.
- **Public Hearing:** During the July 13, 2021 Transportation Policy Committee meeting, a public hearing was held prior to final adoption of this TIP. This hearing provided time for anyone to address the committee prior to consideration and adoption of the TIP. Public participants could join the meeting via Zoom. Transportation Policy Committee meetings are currently livestreamed on Ames Channel 12 and on YouTube.

Performance-Based Planning

Overview

With the passing of the Moving Ahead for Progress in the 21st-Century (MAP-21) transportation bill, and continuing in the FAST-Act, states and MPOs are required to use performance-based transportation planning practices. MPO Transportation Improvement Programs are required to document compliance with each of the performance-based planning categories including safety (PM1), pavement and bridge (PM2), system and freight reliability (PM3), transit asset management, and transit safety.

Safety (PM1)

Compliance with safety performance-based planning requirement began May 27, 2018 for MPOs. MPOs can choose to support the DOT safety targets or the MPOs can set their own unique targets. Rather than setting its own safety targets, AAMPO has chosen to support the Iowa DOT's safety targets as published in the most recent [Iowa Highway Safety Improvement Program Annual Report](#) and shown in **Table 1**. 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 DOT's TIP.

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 AAMPO, 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.

Table 1: Safety (PM1) Targets (adopted by AAMPO on 09/22/20)

Performance Measure	Five Year Rolling Averages	
	2015-2019 Baseline	2017-2021 Target
Number of Fatalities	342.0	336.8
Fatality Rate – per 100 million VMT	1.019	0.983
Number of Serious Injuries	1,420.0	1,370.8
Serious Injury Rate – per 100 million VMT	4.230	4.002
Non-Motorized Fatalities and Serious Injuries	132.6	131.0

Pavement and Bridge (PM2)

Compliance with PM2 performance-based planning requirements began on May 20, 2019 for MPOs. MPOs can choose to support the DOT PM2 targets, or they can set their own unique targets. Rather than setting its own pavement and bridge targets, the AAMPO has chosen to support the Iowa DOT’s pavement and bridge targets as submitted in the most recent [baseline period performance report](#) and shown in **Table 2**. 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 began to integrate the pavement and bridge performance targets.

The Iowa DOT conferred with numerous stakeholder groups, including the AAMPO 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 Iowa Transportation Commission approves the funding for these categories, the 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.

Table 2: Pavement and Bridge (PM2) Targets (adopted by AAMPO on 09/25/18)

Performance Measure	2017 Baseline	4 Year Targets
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%

System and Freight Reliability (PM3)

Compliance with PM3 performance-based planning requirements began on May 20, 2019 for MPOs. MPOs can choose to support the DOT PM3 targets or MPOs can set their own unique targets. Rather than setting its own system and freight reliability targets, the AAMPO has chosen to support the Iowa DOT's system and freight reliability targets as submitted in the most recent [baseline period performance report](#) and shown in **Table 3**. 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 AAMPO, 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.

Table 3: System and Freight Reliability (PM3) Targets (adopted by AAMPO on 03/23/21)

Performance Measure	2017 Baseline	4 Year Targets
Percent of the person-miles traveled on the Interstate that are reliable	100%	98.5%
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	1.21

Transit Asset Management

Compliance with transit asset management performance-based planning requirements began on October 1, 2018. MPOs can choose to support the targets set by their local urban transit provider or set their own unique targets. The AAMPO has chosen to support the targets set by the region’s transit provider, CyRide as shown in **Table 4**. CyRide publishes these targets in their own TAM plan which they review and amend, if needed, each fall by October 1st. The infrastructure performance measure element which FTA requires is limited to rail fixed guideway assets of which there is not any rail passenger service with Ames.

Table 4: Transit Asset Management Targets (adopted by AAMPO on 03/23/21)

TAM Performance Measure Class	2020 Target	2020 Year-End Results	2021 Performance Target	2022	2023	2024	2025
Revenue Vehicles Articulated Buses	0%	0%	0% of fleet exceeds CyRide's ULB of 15 yrs.	0%	0%	0%	0%
Revenue Vehicles 40'-60' Buses	33%	47%	42% of fleet exceeds CyRide's ULB of 15 yrs.	30%	33%	26%	42%
Revenue Vehicles Cutaways	67%	56%	22% of fleet exceeds FTA ULB of 8 yrs.	0%	0%	0%	0%
Revenue Vehicles Minivans	0%	0%	0% of fleet exceeds FTA ULB of 8 yrs.	0%	0%	0%	0%
Equipment Shop Trucks	0%	29%	0% of fleet exceeds CyRide's ULB of 10 yrs.	0%	0%	0%	0%
Facilities Admin./Maint.Facility	0%	0%	0% of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%
Facilities Ames Intermodal Facility	0%	0%	0% of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%

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 (i.e. CyRide) 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.

Transit Safety

Compliance with transit safety performance-based planning requirements begins on July 20, 2021. MPOs can choose to support the targets set by their local urban transit provider or set their own unique targets. AAMPO has chosen to support the targets set by the region’s transit provider, CyRide as shown in **Table 5**. CyRide publishes these targets in their Public Transportation Agency Safety Plan (PTASP), which will be certified each year.

Table 5: Transit Safety Targets (adopted by AAMPO on 03/23/21)

Mode of Transit Service	Fatalities (Total)	Fatalities (per 100 thousand VRM)	Injuries (Total)	Injuries (per 100 thousand VRM)	Safety Events (Total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/Failures)
Fixed Route Bus	0	0	3	0.22	5	0.37	33,000
Paratransit	0	0	1	2.6	1	2.6	38,450

Public transit projects included in the STIP align with the transit safety planning and target setting processes undertaken by the transit agencies and MPOs. While the Iowa DOT aided with the development of the initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state’s public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, 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.

Regional Transportation Goals

In AAMPO’s latest Metropolitan Transportation Plan, [Forward 45](#), a performance-based transportation planning approach was utilized by tying in the regional vision of the transportation system with the aforementioned federally-required metrics and federally-required planning processes. The six primary region-specific goals, identified from public input, were accessibility, safety, substantiality, efficiency & reliability, placemaking, and preservation. The [Forward 45 Report](#) provides a detailed explanation of the regional goals and objectives as well as the performance-based planning approach utilized in the identification, selection, and prioritization of projects.

The vision statement stated in Forward 45 is:

*“The Ames area future transportation plan delivers **safe, efficient and reliable** solutions that are **accessible** to all users. The plan focuses on **preserving** the existing network and shaping the public realm through **placemaking**, while providing long-term **sustainability**.”*

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.

No part of the Ames Area is within nonattainment; therefore, it is not subject to air quality conformity requirements. 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 clean air in Iowa’s transportation system.

Project Selection

Overview

This Transportation Improvement Program (TIP) serves as a list of federal-aid eligible and Swap surface transportation improvements within the Ames region from the federal fiscal years 2022 to 2025. Projects in the Ames Area MPO's TIP must be consistent with the latest regional Metropolitan Transportation Plan, [Forward 45](#). The final AAMPO TIP, approved by the AAMPO Transportation Policy Committee, will be consolidated into the State Transportation Improvement Program (STIP) along with the programs from the other planning agencies in the State of Iowa.

Projected identified in this TIP utilize, or are based upon, several different sources of federal funding. While AAMPO is responsible for the regional selection of projects eligible for STBG and TAP funding, which the undermentioned selection procedure discussions will focus on, there are several other Federal and State funding programs which are listed and described in **Appendix C**.

Regional Applications

AAMPO solicits regional applications for two primary transportation funding programs: Surface Transportation Block Grant (STBG) and Iowa's Transportation Alternatives Program (TAP). For projects to be eligible for these applications, they must conform with the latest regional Metropolitan Transportation Plan, [Forward 45](#). Both these applications are made available on the AAMPO website at www.aampo.org. A notification email is also sent out to contacts from all the AAMPO regional member agencies that are eligible to apply. These applications are due annually on March 31st. The application templates for both STBG and TAP can be found in **Appendix D**.

STBG Selection Criteria

STBG funds are typically awarded to projects which improve capacity through construction, reconstruction, and rehabilitation of the highway network. However, Transit capital projects are also eligible for STBG funds. Projects must be listed in, or conform with, the latest Metropolitan Transportation Plan. All projects are evaluated and prioritized within the Metropolitan Transportation Plan using a performance-based planning process (see page 11). This evaluation is heavily weighed when determining whether to award STBG funding to a project. Staff will make an initial review of all received STBG applications. Next, the Transportation Technical Committee (TTC) collectively reviews and recommends to the Transportation Policy Committee which projects should be selected.

TAP Selection Criteria

Regional TAP funds are generally awarded to smaller-scale projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects. Like the STBG funding selection process, TAP projects must conform to the latest Metropolitan Transportation Plan (MTP) and the performance-based evaluation results in the MTP are weighed heavily in the TAP selection process. TAP projects should provide connectivity with existing facilities, provide a reasonable cost in relation to public benefit, and enhance the current transportation system. Like the STBG funding selection process, staff

makes an initial review of the received applications. Next, the Transportation Technical Committee (TTC) reviews and recommends to the Transportation Policy Committee which projects should be selected.

Transit Projects

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 for this use. 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 transit projects identified in the FFY 2022-2025 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. Please refer to pages 24-32 for the transit project justifications for FFY 2022 as well as the list of transit projects programmed for FFY 2022-2025.

FFY 2021 Project Status Report

It is required to provide a status report for all federal-aid and Swap funded highway projects included in the first fiscal year or the previous TIP. This status report indicates whether the project was authorized/let, is being rolled over to the current TIP, or if the project is being removed from programming. This status report is useful for monitoring the progress being made in implementing the MPO's transportation program. See **Table 6** for the project status report for FFY 2021.

Table 6: FFY 2021 Project Status Summary

Funding Source	TPMS ID	Project Description	Federal-Aid	Total Cost	Local Sponsor	Status
STBG	21005	CyRide: Vehicle Replacement	\$225,000	\$850,000	CyRide	Authorized
SWAP-STBG	36919	Cherry Ave (E Lincoln Way – SE 5 th St)	\$1,890,000	\$2,400,000	City of Ames	Roll-Over to FFY 2022
SWAP-STBG	36927	E 13 th St (Duff – Meadowlane Ave)	\$1,600,000	\$2,500,000	City of Ames	Letting on 5/18/21
TAP	38306	Vet Med Trail (S Grand Ave – S 16 th St)	\$159,000	\$500,000	City of Ames	Letting on 9/21/21
TAP	21260	Skunk River Trail (SE 16 th St – E Lincoln Way)	\$240,000	\$835,000	City of Ames	Remove
TAP	14983	Skunk River Trail (SE 16 th St – E Lincoln Way)	\$160,000	\$521,000	City of Ames	Roll-Over to FFY 2022
SWAP-CMAQ	45239	1 st Phase of Ames Traffic Signal Master Plan	\$1,176,548	\$1,470,685	City of Ames	Roll-Over to FFY 2022
CMAQ	45554	CyRide: Transit Operations for Various Routes	\$432,363	\$540,456	CyRide	Authorized
PL	34214	Trans Planning	\$101,897	\$126,5897	AAMPO	Authorized

Financial Analysis

Overview

Projects programmed in the current TIP must demonstrate fiscal constraint. This section focuses on demonstrating that the program is fiscally constrained as well as documents nonfederal-aid revenues and expected operations and maintenance costs on the federal-aid system. All project costs are adjusted into year of expenditure dollars using an assumed annual inflation rate of 4 percent. This same inflation rate is used to project revenues and operations and maintenance costs. PL funds are shown to remain constant through the 4-year period and are based on the first fiscal year's target.

The Iowa DOT provides AAMPO with STBG/STBG-Swap, TAP, and STBG/TAP Flex funding targets for each of the four years in this program. The Iowa DOT also provides information from their five-year program including estimated statewide revenues/allocations and funds available for right-of-way and construction. Lastly, Iowa DOT provides forecasted non-federal-aid revenues as well as operations and maintenance data for the federal-aid system. See the following section for more detail on the Iowa DOT's programming process regarding expenditures and funding.

The Ames City Council has programmed city sponsored projects in the City of Ames 2021-2026 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 either through formula or discretionary funding.

Iowa DOT O&M Estimated Expenditures and Funding

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 estimate 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 is 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 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, bridge programs, and other various grant programs. Implementation of a federal aid swap will increase the amount of federal funds that are utilized by the Iowa DOT.

The following webpage provides additional insight into the DOT’s programming process and can be found at https://iowadot.gov/program_management/Five-Year-Program.

Fiscal Tables

The following describes each of the seven fiscal tables presented in this document:

Table 7 & Table 8: These tables summarize the total project costs and associated federal-aid amounts by funding program. **Table 7** focuses on federal-aid programs while **Table 8** focuses on SWAP programs.

Table 9 & Table 10: These tables demonstrate fiscal constraint for their respective funding programs. **Table 9** summarizes the STBG/STBG-Swap program while **Table 10** summarizes the STBG-TAP program. This incorporates the programmed project costs from Tables 7 and 8 as well as the funding targets provided by the Iowa DOT.

Table 11 & Table 12: These tables summarize projections based upon information provided in the 2019 City Street Finance Report by the Iowa DOT. This includes forecasted operations and maintenance data on the federal-aid system (**Table 11**) and forecasted non-federal-aid revenues (**Table 12**). The base year for the data was 2020. The shown projections utilize the assumed annual inflation rate of 4 percent.

Table 13: **Table 13** shows the Iowa DOT’s Five-Year Program funding amounts including statewide revenues, allocations, and funds available for right-of-way and construction.

Table 7: Summary of Costs and Federal-Aid

PROGRAM	2022		2023		2024		2025	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
PL	\$126,575	\$101,260	\$126,575	\$101,260	\$126,575	\$101,260	\$126,575	\$101,260
STBG	\$850,000	\$225,000	\$850,000	\$225,000	\$1,350,000	\$625,000	\$850,000	\$225,000
TAP	\$1,443,000	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG-HBP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Table 8: Summary of Costs and SWAP-Aid

PROGRAM	2022		2023		2024		2025	
	Total Cost	SWAP	Total Cost	SWAP	Total Cost	SWAP	Total Cost	SWAP
CMAQ-SWAP	\$3,220,685	\$2,576,548	\$0	\$0	\$0	\$0	\$0	\$0
STBG-SWAP	\$8,100,000	\$4,390,000	\$2,400,000	\$1,680,000	\$0	\$0	\$3,880,000	\$2,814,000

Table 9: STBG/STBG-Swap Fiscal Constraint

	2022	2023	2024	2025
UNOBLIGATED BALANCE (CARRYOVER)	\$3,305,943	\$387,575	\$206,575	\$1,311,575
STBG/SWAP TARGET	\$1,696,632	\$1,664,000	\$1,664,000	\$1,664,000
STBG-TAP-FLEX TARGET	\$0	\$66,000	\$66,000	\$66,000
SUBTOTAL	\$5,002,575	\$2,117,575	\$1,936,575	\$3,041,575
PROGRAM FUNDS	\$4,615,000	\$1,911,000	\$625,000	\$3,039,000
BALANCE	\$387,575	\$206,575	\$1,311,575	\$2,575

Table 10: TAP Fiscal Constraint

	2022	2023	2024	2025
UNOBLIGATED BALANCE (CARRYOVER)	\$425,637	\$19,513	\$105,513	\$191,513
TAP TARGET	\$86,414	\$86,000	\$86,000	\$86,000
STBG-TAP-FLEX TARGET	\$67,462	\$0	\$0	\$0
SUBTOTAL	\$579,513	\$105,513	\$191,513	\$277,513
PROGRAM FUNDS	\$560,000	\$0	\$0	\$0
BALANCE	\$19,513	\$105,513	\$191,513	\$227,513

Table 11: Forecasted Operations and Maintenance (O&M) Costs on the Federal-Aid System

SOURCE: 2019 CITY STREET FINANCE REPORT	2022	2023	2024	2025
CITY OF AMES TOTAL OPERATIONS	\$949,048	\$982,942	\$1,016,837	\$1,050,731
CITY OF AMES TOTAL MAINTENANCE	\$1,752,781	\$1,815,380	\$1,877,980	\$1,940,579
CITY OF GILBERT TOTAL OPERATIONS	\$5,126	\$5,309	\$5,492	\$5,675
CITY OF GILBERT TOTAL MAINTENANCE	\$6,632	\$6,868	\$7,105	\$7,342
IOWA DOT TOTAL OPERATIONS AND MAINTENANCE	\$721,450	\$743,461	\$767,713	\$791,761
TOTAL O&M	\$3,435,036	\$3,553,961	\$3,675,127	\$3,796,089

Table 12: Forecasted Non-Federal-Aid Revenue

SOURCE: 2019 CITY STREET FINANCE REPORT	2022	2023	2024	2025
CITY OF AMES TOTAL RUTF RECEIPTS	\$8,531,528	\$8,836,226	\$9,140,923	\$9,445,621
CITY OF AMES TOTAL OTHER ROAD MONIES RECEIPTS	\$6,254,512	\$6,477,888	\$6,701,263	\$6,924,639
CITY OF AMES TOTAL RECEIPTS SERVICE DEBT	\$17,205,214	\$17,819,686	\$18,434,158	\$19,048,630
CITY OF GILBERT TOTAL RUTF RECEIPTS	\$156,552	\$162,144	\$167,735	\$173,326
CITY OF GILBERT TOTAL OTHER ROAD MONIES RECEIPTS	\$25,589	\$26,503	\$27,416	\$28,330
CITY OF GILBERT TOTAL RECEIPTS SERVICE DEBT	\$0	\$0	\$0	\$0
TOTAL NON-FEDERAL-AID ROAD FUND RECEIPTS	\$32,173,396	\$33,322,445	\$34,471,495	\$35,620,545

Table 13: Iowa DOT Five-Year Program Funding

	(\$ MILLIONS)			
REVENUES	2022	2023	2024	2025
PRIMARY ROAD FUND	\$724.00	\$726.30	\$732.50	\$737.00
TIME-21	\$135.00	\$135.00	\$135.00	\$135.00
MISCELLANEOUS	\$25.00	\$25.00	\$25.00	\$25.00
FEDERAL AID	\$372.70	\$372.70	\$372.70	\$372.70
TOTAL	\$1,256.70	\$1,259.00	\$1,265.20	\$1,269.70
STATEWIDE ALLOCATIONS	2022	2023	2024	2025
OPERATIONS & MAINTENANCE	\$354.00	\$364.80	\$376.70	\$388.50
CONSULTANT SERVICES	\$85.00	\$85.00	\$85.00	\$85.00
CONTRACT MAINTENANCE	\$35.90	\$36.40	\$36.90	\$37.40
RAILROAD CROSSING PROTECTION	\$5.00	\$5.00	\$5.00	\$5.00
MISCELLANEOUS PROGRAMS	\$45.60	\$45.80	\$46.10	\$46.30
TOTAL	\$525.50	\$537.00	\$549.70	\$562.20
FUNDS AVAILABLE FOR ROW/CONSTRUCTION	2022	2023	2024	2025
TOTAL	\$731.20	\$722.00	\$715.50	\$707.50

Highway Program (FFY 2022 – 2025)

Overview

The following pages contains a complete list of projects utilizing FHWA-based funds programmed for FFY 2022 through FFY 2025. These projects are shown on a map in **Figure 2**.

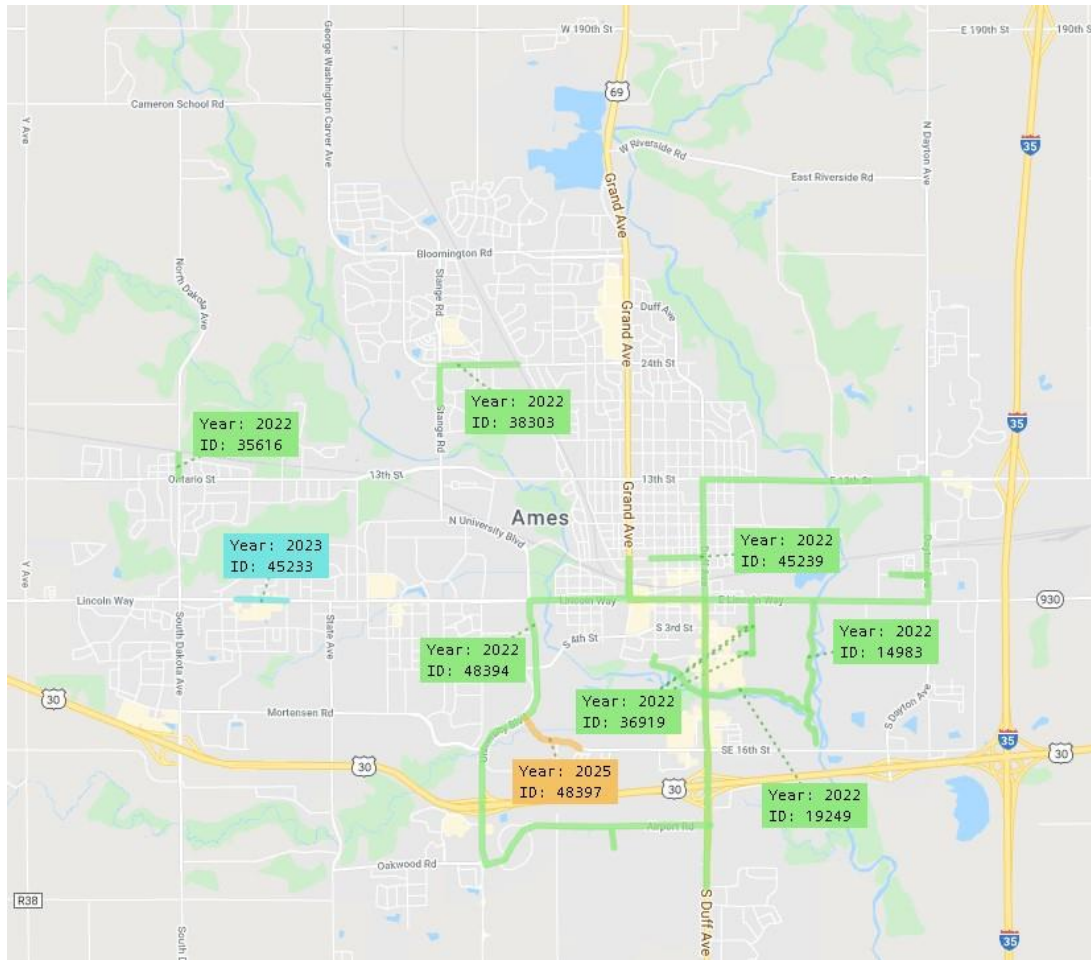


Figure 2: Project Locations (by Project ID)

Programmed Highway Projects

PL

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
34214	RGPL-PA22(RTP)--PL-85	TIP Approved	Total	\$126,575	\$126,575	\$126,575	\$126,575	\$506,300
MPO 22 / AAMPO	Trans Planning		Federal Aid	\$101,260	\$101,260	\$101,260	\$101,260	\$405,040
	Trans Planning		Regional Swap					

PRF

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38031	BRFN-69()--39-85	TIP Approved	Total	\$238,000				\$238,000
Iowa Department of Transportation	US69: GRAND AVE IN AMES 0.1 MIN OF LINCOLN WAY Bridge Deck Overlay		Federal Aid					
			Regional Swap					
45416	IMN-35()--0E-85	TIP Approved	Total	\$836,000				\$836,000
Iowa Department of Transportation	I-35: US 30 AND CO RD E15 INTERCHANGE RAMPS Pavement Rehab		Federal Aid					
			Regional Swap					
48489	NHSN-30()--2R-85	TIP Approved	Total	\$100,000				\$100,000
Iowa Department of Transportation	US30: EB EXIT RAMP AT US 69 INTERCHANGE IN AMES Pavement Rehab		Federal Aid					
			Regional Swap					
45391	IMN-35()--0E-85	TIP Approved	Total		\$2,800,000			\$2,800,000
Iowa Department of Transportation	I-35: US 30 TO CO RD D59 (SB)		Federal Aid					
			Regional Swap					

STBG

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38304	RGTR-0155)--ST-85	TIP Approved	Total	\$850,000				\$850,000
MPO 22 / AAMPO	CyRide: Vehicle Replacement		Federal Aid	\$225,000				\$225,000
	Transit Investments		Regional	\$225,000				\$225,000
			Swap					
37442	RGTR-0155)--ST-85	TIP Approved	Total		\$850,000			\$850,000
MPO 22 / AAMPO	CyRide Vehicle Replacement		Federal Aid		\$225,000			\$225,000
	Transit Investments		Regional		\$225,000			\$225,000
			Swap					
48395	RGPL-PA22)--ST-85	TIP Approved	Total			\$500,000		\$500,000
MPO 22 / AAMPO	Ames MPO Planning: STP Funds for Transportation Planning (LRTP)		Federal Aid			\$400,000		\$400,000
	Trans Planning		Regional			\$400,000		\$400,000
			Swap					
45238	RGTR-0155)--ST-85	TIP Approved	Total			\$850,000		\$850,000
MPO 22 / AAMPO	CyRide: Vehicle Replacement		Federal Aid			\$225,000		\$225,000
	Transit Investments		Regional			\$225,000		\$225,000
			Swap					
48396	RGTR-0155)--ST-85	TIP Approved	Total				\$850,000	\$850,000
MPO 22 / AAMPO	In the city of Ames, CyRide: Vehicle Replacement		Federal Aid				\$225,000	\$225,000
	Transit Investments		Regional				\$225,000	\$225,000
			Swap					

STBG-TAP

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
19249	TAP-U-0155)--8I-85	TIP Approved	Total	\$922,000				\$922,000
Ames	In the city of Ames, Ioway Creek: From Skunk River to S. 5th St		Federal Aid	\$400,000				\$400,000
	Ped/Bike Grade & Pave		Regional	\$400,000				\$400,000
			Swap					
14983	TAP-U-0155(SE16th)--8I-85	TIP Approved	Total	\$521,000				\$521,000
Ames	In the city of Ames, Skunk River Trail: From Ioway Creek to East Lincoln Way		Federal Aid	\$160,000				\$160,000
	Ped/Bike Grade & Pave		Regional	\$160,000				\$160,000
			Swap					

DOT Note: Project eligible for FHWA TAP funding

SWAP-CMAQ

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
48394	ICAAP-SWAP-0155)--SH-85	TIP Approved	Total	\$1,750,000				\$1,750,000
Ames	In the city of Ames, Second Phase Deployment Ames Traffic Signal Master Plan		Federal Aid					
	Traffic Signals		Regional					
			Swap	\$1,400,000				\$1,400,000
45239	ICAAP-SWAP-0155(702)--SH-85	TIP Approved	Total	\$1,470,685				\$1,470,685
Ames	In the city of Ames, First Phase Deployment Ames Traffic Signal Master Plan		Federal Aid					
	Traffic Signals		Regional					
			Swap	\$1,176,548				\$1,176,548

SWAP-STBG

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
36919	STBG-SWAP-0155(705)--SG-85	TIP Approved	Total	\$2,400,000				\$2,400,000
Ames	In the city of Ames, On Cherry Avenue, from E Lincoln Way South .4 Miles to Southeast 5th Street,	12/21/2021	Federal Aid					
	Grade and Pave		Regional	\$1,890,000				\$1,890,000
			Swap	\$1,890,000				\$1,890,000
38303	STBG-SWAP-0155(706)--SG-85	TIP Approved	Total	\$4,200,000				\$4,200,000
Ames	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,	1/19/2022	Federal Aid					
	Grade and Pave		Regional	\$1,600,000				\$1,600,000
			Swap	\$1,600,000				\$1,600,000
35616	STBG-SWAP-0155(707)--SG-85	TIP Approved	Total	\$1,500,000				\$1,500,000
Ames	In the city of Ames, On North Dakota Avenue, from Ontario Street North 0.17 Miles to Union Pacific Railroad Tracks	1/19/2022	Federal Aid					
	Pave		Regional	\$900,000				\$900,000
			Swap	\$900,000				\$900,000
45233	STBG-SWAP-0155)--SG-85	TIP Approved	Total		\$2,400,000			\$2,400,000
Ames	In the city of Ames, on Lincoln Way, from Dotson Dr to S Franklin Ave		Federal Aid					
	Grade and Pave		Regional		\$1,686,000			\$1,686,000
			Swap		\$1,686,000			\$1,686,000
48397	STBG-SWAP-0155)--SG-85	TIP Approved	Total				\$3,880,000	\$3,880,000
Ames	In the city of Ames, On S 16TH ST, from University Blvd to Apple Pl		Federal Aid					
	Pavement Widening		Regional				\$2,814,000	\$2,814,000
			Swap				\$2,814,000	\$2,814,000

Transit Program (FFY 2022-2025)

Overview

The following pages contains a complete list of projects utilizing FTA-based funds programmed for FFY 2022 through FFY 2025. The justification for transit projects shown in FFY 2022 is also provided.

Programmed Transit Projects

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY22	FY23	FY24	FY25
5339	Ames	3314 Capital Expansion	Maintenance Facility Expansion	Total	3,500,000		6,250,000	
				FA	2,800,000		5,000,000	
				SA				
5339	Ames	4661 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 09075	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	4663 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00954	Total	517,615			
				FA	439,973			
				SA				
5339	Ames	4664 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00953	Total	517,615			
				FA	439,973			
				SA				
5339	Ames	4665 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 09072	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	4666 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 09074	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	5097 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 09070	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	5098 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 09071	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	5099 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 09077	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	5555 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 09073	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	5563 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 09076	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	5564 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel, Electric Unit #: 00950	Total	870,000			
				FA	739,500			
				SA				
5339	Ames	5565 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel, Electric Unit #: 00952	Total	870,000			
				FA	739,500			
				SA				
5339	Ames	5566 Capital Replacement	Heavy Duty Articulated Bus Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00951	Total	568,750			
				FA	483,438			
				SA				
5339	Ames	5567 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel, Electric Unit #: 00949	Total	870,000			
				FA	739,500			
				SA				

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY22	FY23	FY24	FY25
5307	Ames	5568 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Electric Unit #: 00504	Total	870,000			
				FA	739,500			
				SA				
5307	Ames	5569 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel, Electric Unit #: 00501	Total	870,000			
				FA	739,500			
				SA				
STP	Ames	5575 Capital Expansion	Heavy Duty Articulated Bus Diesel, UFRC, VSS, Low Floor, BioDiesel	Total	281,250	281,250		
				FA	225,000	225,000		
				SA				
5310	Ames	6012 Operations Misc	Annunciator Annual Service Fees	Total	142,116	95,000	95,000	95,000
				FA	113,693	76,000	76,000	76,000
				SA				
5339	Ames	6015 Capital Replacement	Heavy Duty Articulated Bus Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00502	Total	568,750			
				FA	483,438			
				SA				
5307	Ames	6016 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor, Electric Unit #: 00503	Total	870,000			
				FA	739,500			
				SA				
5339	Ames	6017 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00188	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	6018 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00186	Total	512,709			
				FA	435,803			
				SA				
5339	Ames	6019 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00189	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	6020 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00187	Total	512,710			
				FA	435,803			
				SA				
5310	Ames	6488 Capital Replacement	Light Duty Bus (176" wb) Unit #: 07654	Total	96,000			
				FA	81,600			
				SA				
5310	Ames	6489 Capital Replacement	Conversion Van Unit #: 07655	Total	63,261			
				FA	53,772			
				SA				
5310	Ames	6490 Capital Expansion	Infotainment LED Signage	Total	44,634			
				FA	35,707			
				SA				
PTIG	Ames	6493 Capital Rehabilitation	HVAC Improvements Phase III - Tire Shop, Paint/Body Shop, Bus Vehicle Exhaust	Total	510,618			
				FA				
				SA	408,494			
5307	Ames	6495 Operations Other	Miscellaneous Equipment (Chargers & Dispensers)	Total	300,000			
				FA	240,000			
				SA				

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY22	FY23	FY24	FY25
5307	Ames	6496 Capital Rehabilitation	Bus Storage Rehabilitation	Total	54,986			
				FA	43,989			
				SA				
5307	Ames	6511 Operations Expansion	West Ames Service Modifications (Yr. 3)	Total	400,465			
				FA	320,372			
				SA				
5307	Ames	6512 Operations Expansion	Cherry Night Service (Yr. 2)	Total	41,930			
				FA	33,544			
				SA				
5307	Ames	6513 Operations Expansion	Lilac Midday Service (Yr. 2)	Total	39,569			
				FA	31,655			
				SA				
5307	Ames	6514 Operations Expansion	Brown Night Service (Year 2)	Total	37,480			
				FA	29,984			
				SA				
STA, 5307	Ames	914 Operations Misc	General Operations	Total	12,540,004	13,041,604	13,563,268	14,105,798
				FA	7,000,000	2,700,000	2,800,000	2,900,000
				SA	869,019	900,000	900,000	900,000
5310	Ames	919 Capital Misc	Contracted Paratransit Service	Total		162,500	162,500	162,500
				FA		130,000	130,000	130,000
				SA				
5310	Ames	920 Capital Replacement	Associated Transit Improvements	Total		50,000	50,000	50,000
				FA		40,000	40,000	40,000
				SA				
5339	Ames	6022 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00418	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6469 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00419	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6470 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00420	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6471 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00421	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6472 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00422	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6473 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00423	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6474 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00424	Total		528,091		
				FA		448,877		
				SA				

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY22	FY23	FY24	FY25
5339	Ames	6475 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00425	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6476 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00429	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6477 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00430	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6478 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00431	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6479 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00432	Total		528,091		
				FA		448,877		
				SA				
STP	Ames	6480 Capital Other	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, Electric	Total			281,250	
				FA			225,000	
				SA				

FFY 2022 Transit Project Justifications

General Operations (5307/STA)

This funding supports the day-to-day transit operations of the Ames Transit Authority from Ames' urbanized area formula apportionment, Small Transit Intensive Cities (STIC), and State Transit Assistance (STA) funding. Please note that CARES, CRRSSA and ARPA which total approximately \$14 million in 5307 funding, were not required to be placed into the TIP if utilized towards CyRide's operating expenses.

Infotainment LED signage (5310)

In the fall 2019, CyRide integrated automated vehicle annunciator (AVA) system synced with voice annunciators (audible announcements only) to help keep all passengers, disability or not, better informed of where the bus is located along the bus route(s). This system was in response to a request from Iowa State University's Alliance for Disability Awareness group which communicated their desire to have more bus stops announced throughout the Ames' community. Bus drivers must comply with the Americans with Disability Act (ADA) laws and manually announce major transit locations along transit routes along with any stops the public request. CyRide then added visual LED signage within each bus to deploy visual signage within each bus mirroring the LED audible stop announcements. The bigger infotainment LED signage allows more information to be displayed for this visual signage on CyRide's articulated buses while also allowing advertising on these vehicles. This project will be deployed in FY2022 and is over and beyond ADA requirements.

Annunciator Annual Service Fees (5310)

CyRide plans to utilize portions of its elderly & disabled funding towards its annual service fees for the automatic annunciator system to ensure compliance with its ADA announcement requirements. This is a non-traditional project but will allow compliance with the ADA law and improve awareness of where the bus is within the community for passenger's knowledge.

Light Duty Bus Replacement (5310)

One light duty 176" wheelbase bus leased to HIRTA for CyRide's Dial-A-Ride service has exceeded FTA guidelines for useful life. Bus number of this unit is #07654. This unit will be replaced with light duty 176" wheelbase low-floor bus, equipped with cameras. This replacement vehicle will be ADA accessible.

Conversion Van Replacement (5310)

One minivan leased to HIRTA for CyRide's Dial-A-Ride service has exceeded FTA guidelines for useful life. Bus number of this unit is #07655 and is an MV1 which is no longer manufactured. CyRide will purchase a conversion van to replace this smaller minivan, equipped with cameras. This replacement vehicle will be ADA accessible.

Heavy Duty Forty-Foot Bus Replacement (5339)

Fourteen large forty-foot buses have exceeded FTA guidelines for useful life. Buses are identified as: 09075, 00954, 00953, 09072, 09074, 09070, 09071, 09077, 09073, 09076, 00188, 00186, 00189, 00187. These units, if ranked high enough within the state's PTMS process, will be replaced with 40' heavy-duty low-floor buses. These replacement vehicles will all be ADA accessible.

Heavy Duty Articulated Bus Expansion (STBG, 5339)

Currently, CyRide has six articulated buses within its bus fleet, with two more currently being procured, with a goal to attain a total of ten to operate on its #23 Orange route. Two additional articulated buses will complete the goal of having ten articulated buses within CyRide's fleet for this bus route. Specifically, the #23 Orange route transit route carries the highest number of passengers of any route in the State of Iowa at nearly 1.8 million passengers. 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 or through a direct national discretionary federal award for an articulated (60-foot) bus expansion within the fleet. Forty-foot buses specifically identified to be replaced and upgraded to an articulated bus through a federal award are: 00951 and 00502. The Ames Area Metropolitan Planning Organization has approved funding at \$225,000 for FY2022 for this upgrade.

Heavy Duty Forty-Foot Battery Electric Bus Replacement (5339, 5307)

Six large diesel forty-foot diesel buses have exceeded FTA guidelines for useful life and will be replaced with battery electric buses. Three will be requested with formula funding and the other three with federal discretionary funding. Bus numbers are: 00950, 00952, 00949, 00504, 00501, and 00503. If funded, this will further CyRide's efforts throughout the Ames community making it even more sustainable. All battery electric buses will be ADA accessible.

Miscellaneous Equipment (5307)

To support additional battery electric bus purchases, CyRide plans on installing additional charging equipment and dispensers to adequately charge these vehicles throughout the facility.

Bus Storage Rehabilitation (5307)

To support additional battery electric bus purchases within the fleet, CyRide plans on rehabilitating the facility with additional electrical wiring between the transformer and the charging equipment as necessary to charge these new vehicles.

Heating, Ventilation and Air Conditioning Facility Projects (PTIG)

CyRide is requesting phase three of its heating, ventilation and air conditioning projects from the Iowa DOT under its public transit infrastructure grant (PTIG) program specifically for:

- Tire Shop HVAC Replacement

- Bus Vehicle Exhaust Improvements
- Paint Booth & Body Shop HVAC Replacement.

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 plans to continue additional HVAC work into FY2023 for a final improvement project under phase three.

Maintenance Facility Expansion (5339)

CyRide will be requesting earmark funding to expand its current bus storage facility to house up to fourteen buses currently parked outside under cover. Parking buses outside the facility is contrary to CyRide’s lease with Iowa State University which states that all vehicles must be parked inside. Construction of additional bus storage is needed at this time to keep its large vehicles in a state of good repair throughout the year and extend their useful life (FTA defines this at 12 years) to the maximum extent possible (20+ years) when CyRide typically attains funding for replacement.

West Ames Changes (ICAAP/5307)

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 third year request of funding for these additional services for West Ames funded through Iowa’s Clean Air Attainment Program (ICAAP) at 50 percent.

#11 Cherry Night Service (ICAAP/5307)

This project supports additional service frequency for the #11 Cherry Night service. This service was implemented in the fall 2019 in adding additional service changes to the CyRide 2.0 redesigned service. This is the second year request of funding for this additional service for #11 Cherry Night service 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.

#12 Lilac Mid-day Service (ICAAP/5307)

This project supports additional service frequency for the #12 Lilac Midday service. This service was implemented in the fall 2019 in adding additional service changes to the CyRide 2.0 redesigned service. This is the second-year request of funding for these additional service for #12 Lilac Midday service 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.

#6 Brown Night Service (ICAAP/5307)

This project supports additional service frequency for the #6 Brown Night service after 8:00 p.m. between North Grand Mall and ISU Towers Residential Association. This service was implemented in

the fall 2019 in adding additional service changes to the CyRide 2.0 redesigned service. This is the second-year request of funding for these additional service for #6 Brown Night service 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.

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 that may involve 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 continues until the next policy committee meeting. The Transportation Policy Committee meets on an as needed basis, providing a 3–4-week public comment period for amendments. Public comments are shared with the Transportation Policy Committee and action is taken on the amendment.

Administrative Modifications

Administrative modifications are minor changes that may involve 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: Any changes to the scope require an amendment and cannot be approved through an administrative modification.

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

Appendix B – Self-Certification of Planning Activities

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

March 23, 2021
Date

Appendix C – List of Federal and State Funding Programs

Federal Funding Sources

Projects identified in TIPs utilize, or are based upon, several different sources of federal funding. The primary sources of FHWA funding to Iowa, which are in part used to fund local efforts, include:

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ).** CMAQ provides flexible funding for transportation projects and programs tasked with helping to meet the requirements of the Clean Air Act. These projects can include those that reduce congestion and improve air quality.
- **Demonstration funding (DEMO).** Demonstration funding is a combination of different programs and sources. The FHWA administers discretionary programs through various offices representing special funding categories. An appropriation bill provides money to a discretionary program, through special congressionally directed appropriations or through legislative acts, such as the American Recovery and Reinvestment Act of 2009 (ARRA).
- **Highway Safety Improvement Program (HSIP).** This is a core federal-aid program that funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on public roads. A portion of this funding is targeted for use on local high-risk rural roads and railway-highway crossings.
- **Metropolitan Planning Program (PL).** FHWA provides funding for this program to the State of Iowa based on urbanized area population. The funds are dedicated to support transportation planning efforts in urbanized areas with a population of 50,000 or greater. For programming purposes MPOs should program only the new PL target provided by the Systems Planning Bureau. Any carryover funds identified by Systems Planning need not be added to, or subtracted from, the PL target.
- **National Highway Performance Program (NHPP).** NHPP funds are available to be used on projects that improve the condition and performance of the National Highway System (NHS), including some state and U.S. highways and interstates.
- **State Planning and Research (SPR).** SPR funds are available to fund statewide planning and research activities. A portion of SPR funds are provided to RPAs to support transportation planning efforts.

- **Surface Transportation Block Grant Program (STBG).** This program is designed to address specific issues identified by Congress and provides flexible funding for projects to preserve or improve the condition/performance of transportation facilities, including any federal-aid highway or public road bridge. STBG funding may be utilized on:
 - Roadway projects on federal-aid routes
 - Bridge projects on any public road
 - Transit capital improvements
 - TAP eligible activities
 - Planning activities

Iowa targets STBG funding to each of its 27 MPOs and RPAs on an annual basis for programming based on regional priorities. Iowa has implemented a Swap program that allows MPOs and RPAs, at their discretion, to swap targeted federal STBG funding for state Primary Road Fund dollars.

Iowa also targets a portion of its STBG funding directly to counties for use on county bridge projects. Iowa's Swap program swaps federal STBG funding for state Primary Road Fund dollars. These funds can be used on either on-system or off-system bridges however off-system bridge investments must be continued to maintain the ability to transfer the federal STBG set-aside for off system bridges.

- **Transportation Alternatives Set-Aside Program (TAP).** This program is a setaside from the STBG program. The TAP program provides funding to expand travel choices and improve the transportation experience. Transportation Alternatives Program projects improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure. Projects can include creation of bicycle and pedestrian facilities, and the restoration of historic transportation facilities, among others. It is important to note that some types of projects eligible under the SAFETEA-LU program Transportation Enhancements are no longer eligible, or have modified eligibility, under the TAP. All projects programmed with TAP funds should be verified to ensure compatibility with TAP eligibility.
- **Federal Lands Access Program (FLAP) and Tribal Transportation Program (TTP).** The FLAP Program provides funding for projects that improve access within, and to, federal lands. The FLAP funding will be distributed through a grant process where a group of FHWA, Iowa DOT, and local government representatives will solicit, rank, and select projects to receive funding. The TTP provides safe and adequate transportation and public road access to and within Indian reservations and Indian lands. Funds are distributed based on a statutory formula based on tribal population, road mileage, and average tribal shares of the former Tribal Transportation Allocation Methodology.

- **National Highway Freight Program (NHFP).** NHFP funds are distributed to states via a formula process and are targeted towards transportation projects that benefit freight movements. Ten percent of NHFP funds will be targeted towards non-DOT sponsored projects.

Iowa DOT-Administered Grant Program Funding Sources

In addition to the federal funding sources listed above, the Iowa DOT administers several grant programs that are funded, in part, with the federal sources identified above. Projects awarded grant funding must be documented in the region's TIP. These grant awards are distributed through an application process. State administered grant programs include:

- **City Bridge Program.** A portion of STBG funding dedicated to local bridge projects is set aside for the funding of bridge projects within cities. STBG funding is swapped for state Primary Road Fund dollars. Eligible projects need to be classified as structurally deficient or functionally obsolete. Projects are rated and prioritized by the Local Systems Bureau with awards based upon criteria identified in the application process. Projects awarded grant funding are subject to a federal-aid obligation limitation of \$1 million.
- **Highway Safety Improvement Program – Secondary (HSIP-Secondary).** This program is funded using a portion of Iowa's Highway Safety Improvement Program apportionment and funds safety projects on rural roadways. Federal HSIP funding targeted towards these local projects is swapped for Primary Road Fund dollars.
- **Iowa Clean Air Attainment Program (ICAAP).** The ICAAP funds projects that are intended to maximize emission reductions through traffic flow improvements, reduced vehicle-miles of travel, and reduced single-occupancy vehicle trips. This program utilizes \$4 million of Iowa's CMAQ apportionment. Funding targeted towards these local projects is eligible to be swapped for Primary Road Fund dollars should be project be for road or bridge construction.
- **Recreational Trails Program.** This program provides federal funding for both motorized and nonmotorized trail projects and is funded through a takedown from Iowa's TAP funding. The decision to participate in this program is made annually by the Iowa Transportation Commission.
- **Iowa's Transportation Alternatives Program (TAP).** This program targets STBG funding to MPOs and RPAs to award to locally sponsored projects that expand travel choices and improve the motorized and non-motorized transportation experience.

Federal and State Transit Funding Programs

Like the FHWA programs listed above, the transit funding authorized by the FAST-Act is managed in several ways. The largest amount is distributed, by formula, to states and large metropolitan areas. Other program funds are discretionary, and some are earmarked for specific projects. Program funds include:

- **Metropolitan Transportation Planning program (Section 5303 and 5305).** FTA provides funding for this program to the state based on its urbanized area populations. The funds are dedicated to support transportation planning projects in urbanized areas with more than 50,000 persons.
- **Statewide Transportation Planning program (Section 5304 and 5305).** These funds come to the state based on population and are used to support transportation planning projects in nonurbanized areas. They are combined with the Section 5311 funds and allocated among Iowa's RPAs.
- **Urbanized Area Formula Grants program (Section 5307).** FTA provides transit operating, planning and capital assistance funds directly to local recipients in urbanized areas with populations between 50,000 and 200,000. The funding is suballocated from the State for transit agencies serving a population of this size. Assistance amounts are based on population and density figures and transit performance factors for larger areas. Local recipients must apply directly to the FTA.
- **Bus and Bus Facilities Program (Section 5339).** This formula program provides federal assistance for major capital needs, such as fleet replacement and construction of transit facilities. All transit systems in the state are eligible for this program.
- **Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310).** Funding is provided through this program to increase mobility for the elderly and persons with disabilities. Part of the funding is administered along with the nonurbanized funding with the remaining funds allocated among urbanized transit systems in areas with a population of less than 200,000. Urbanized areas with more than 200,000 in population receive a direct allocation.
- **Nonurbanized Area Formula Assistance Program (Section 5311).** This program provides capital and operating assistance for rural and small urban transit systems serving under 50,000 in population. Fifteen percent of these funds are allocated to intercity bus projects. A portion of the funding is also allocated to support rural transit planning. The remaining funds are

combined with the rural portion (30 percent) of Section 5310 funds and allocated among regional and small urban transit systems based on their relative performance in the prior year.

- **Rural Transit Assistance Program (RTAP) (Section 5311(b)(3)).** This funding is used for statewide training events and to support transit funding fellowships for regional and small urban transit staff or planners.
- **TAP Flexible funds.** Certain Title 23 funds may be used for transit purposes. Transit capital assistance is an eligible use of STBG funds. Transit capital and startup operating assistance is an eligible use of ICAAP funds. When ICAAP and STBG funds are programmed for transit projects, they are transferred to the FTA. The ICAAP funds are applied for and administered by the Iowa DOT's Public Transit Bureau. STBG funds for small urban and regional transit systems are also administered the Public Transit Bureau.
- **State Transit Assistance (STA).** All public transit systems are eligible for State funding. These funds can be used by the public transit system for operating, capital, or planning expenses related to the provision of open-to-the-public passenger transportation. The majority of the funds received in a fiscal year are distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year.
 - **STA Special Projects.** Each year up to \$300,000 of the total STA funds are set aside to fund "special projects." These can include grants to individual systems to support transit services that are developed in conjunction with human services agencies. Grants can also be awarded to statewide projects that improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc. This funding is also used to mirror the RTAP to support individual transit training fellowships for large urban transit staff or planners.
 - **STA Coordination Special Projects.** Funds provide assistance with startup of new services that have been identified as needs by health, employment, or human services agencies participating in the passenger transportation planning process.
- **Public Transit Infrastructure Grant Fund.** This is a state program that can fund transit facility projects that involve new construction, reconstruction, or remodeling. To qualify, projects must include a vertical component.



	Match Source	Amount	Assured or Anticipated (Date Anticipated)
1.	█	█	█
2.	█	█	█
3.	█	█	█

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions █
 █
 █

Are any other federal funds involved in this project? Yes No

If yes, please explain the source and conditions █
 █
 █

Will this project be open to the public? Yes No

Estimated Project Development Schedule

Design	Start Date	█	Completion Date	█
Land Acquisition	Start Date	█	Completion Date	█
Construction	Start Date	█	Completion Date	█
<u>Noninfrastructure</u>	Start Date	█	Completion Date	█

Has any part of this project been started? Yes No

If yes, explain: █
 █
 █
 █

Documentation and Narrative Information

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative write the corresponding letter shown below.

- A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Surface Transportation Program projects must have a direct relationship to the intermodal transportation system, either as it exists or as it is planned. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. Assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received.
- B. A DETAILED MAP identifying the location of the project.
- C. A SKETCH-PLAN of the project, including cross sections of roadways.
- G. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.



The award of STBG funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the _____

_____	_____
Signature	Date
_____	_____
Typed Name and Title	Date

Please send one copy of the application with the supportive documentation to:

Ames Area Metropolitan Planning Organization
515 Clark Avenue
Ames, Iowa 50010



ATTACHMENT A

Itemized breakdown of total project costs guidelines.

Construction Costs – these may be based on historical averages for entire projects of similar size and scope. Examples include:

- Typical cost / mile of trail (i.e. \$200,000 per mile for moderate terrain and limited number of structures)
- Typical cost / square foot of bridge deck
- Typical cost / traffic signal upgrade (i.e. \$163,000 per lump sum signal bid item)
- Typical cost / lineal foot of sidewalk

Design / Inspection Costs – these may be estimated based on the following typical percentages of construction costs:

- 8-10% for preliminary up through final design and letting activities
- 12-15% for construction inspection activities

Right-of-way Acquisition Costs – these may be estimated based on the following:

- Impact and description of impact
- Typical cost / square foot for permanent right-of-way
- Typical cost / square foot for temporary easements

Utility and Railroad Costs – these may be estimated based on the following:

- Impact and description of impact
- Typical cost / linear foot of relocated or reconstructed facility (track, pipe, electrical lines, etc.)
- Typical cost / installation (RR switches, utility poles, transformers, control boxes, etc.)

Indirect Costs -- if indirect costs are involved, e.g., wages:

- Estimated hours
- Estimated hourly rate, salary
- Estimated fringe, direct
- Other direct cost estimate
- Other indirect cost estimate

The Ames Area MPO utilizes Iowa DOT Form 240004 for its regional TAP applications. This form can be found at the following link:

- [Iowa DOT Form 240004](#)

Appendix E – Public Comments

1. Comment by Hector A. received on June 30, 2021 via email:

“The following is my public comment on the Transportation Improvement Program. Thank you for giving us this opportunity!

STBG-TAP

#19249 & #14983 Bike Paths: Thank you very much for including these bike trails! I use the bike trails through ISU and Brookside Park for many of my commutes, so I am thankful that you are including more bike paths!

SWAP-CMAQ

#48394 & #45394 Traffic Signals: I was thinking, is it truly necessary to have traffic signals? What if instead of modernizing the traffic signals, we instead implemented some road diets to shrink these roads to 2 lanes with stop signs at the intersections? With slower speeds and cars stopping before entering the intersection, there would hopefully be less risk of injury without the need for an expensive traffic light system.

SWAP-STBG

#36919 Cherry Avenue Extension: I would like to register my strong opposition to this project. What financial or social benefit will this provide to the city? In the Capital Improvement Plan, it only notes that it would improve traffic, which, while nice, is not guaranteed to happen (because of induced demand) and even if it did happen, the City does not necessarily get revenue from reduced traffic. Furthermore, this would be a road built through a floodplain, a place where we should not have any development to begin with. Please, please do not build this road, as it will be a waste of taxpayer dollars.

#35616: I think this would be a good opportunity to narrow this street. Narrow streets with slower speeds are safer, more pedestrian-friendly, and cheaper to maintain, saving the City money in the long run.

#35616: I think the City should consider turning this into a two-lane road with slower speeds. The narrower road will be cheaper to maintain, and the slower speeds will increase safety.

#45233 Lincoln Way: I live near this road, and it would be amazing if the City narrowed and slowed Lincoln Way into a two-lane street with on-street parking, and use some of the newly freed-up space for a protected bike lane. The rest of the space could be divided into narrow lots and sold to make small homes and businesses, making a charming street like Main Street. We

would save money on maintenance, dramatically increase safety, and get tax revenue from these new businesses.

#48397 S 16th Pavement Widening: Please do not widen S 16th street. What financial benefit will it give to the city? Will people spend more money at stores because they have another lane? I don't think so. Widening streets is expensive and makes them more unsafe, because drivers feel more confident driving at high speeds. While it would be nice to have less traffic, widening roads is unlikely to make traffic better because of induced demand. Ames has reached the point at which further auto-oriented road construction will no longer help with traffic issues. It is more important to invest in alternatives to the automobile so that we can transport more people more efficiently.

Thank you very much for putting together this plan!"