

ITEM # AAMPO 1

DATE: 05-28-19

**AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)  
TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: AMENDMENT TO THE FEDERAL FISCAL YEAR 2019 - 2022  
TRANSPORTATION IMPROVEMENT PROGRAM**

**BACKGROUND:**

The Federal Fiscal Year 2019 – 2022 Transportation Improvement Program (FFY 19-22 TIP) was adopted by the Transportation Policy Committee in July of 2018. During the development of the program, the MPO was working with the Iowa DOT to **implement Federally required performance-based planning and programming targets** as required by the Fixing America's Surface Transportation Act (FAST Act). In September of 2018, the Transportation Policy Committee took action to adopt a series of targets for the following areas: transit asset management, roadway safety, pavement and bridge condition, system performance and freight reliability. The MPO has since been requested to update our TIP to reflect the most current information regarding the mandated performance target areas.

**A comment period was opened on March 26, 2019 and concluded on May 10, 2019. No requested changes were received to the proposed amendments during the comment period.**

**ALTERNATIVES:**

1. Approve the amended FFY 2019 – 2022 Transportation Improvement Program.
2. Approve the amended FFY 2019 – 2022 Transportation Improvement Program, with Transportation Policy Committee modifications.

**ADMINISTRATOR'S RECOMMENDED ACTION:**

The Ames Area MPO Transportation Technical Committee has reviewed and now recommends approval of the proposed amendments to the FFY 2019 - 2022 Transportation Improvement Program.

Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, thereby approving the amendment to the FFY 2019 - 2022 Transportation Improvement Program for submission to the Iowa Department of Transportation.



# FY 2019 - 2022 Transportation Improvement Program

The Ames Area MPO prepared this report with funding from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the Ames Area MPO member governments. These contents are the responsibility of the Ames Area MPO. The U.S. government and its agencies assume no liability for the contents of this report or for the use of its contents. **The Ames Area MPO approved this document on the 10<sup>th</sup> of July, 2018 and amended May 28, 2019.** Please call (515) 239-5160 to obtain permission to use.



## Final

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## The FY 2019-2022 Transportation Improvement Program

### About the Transportation Improvement Program

The Fiscal Year 2019-2022 Transportation Improvement Program (FY 19-22 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 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 Planning Area

#### Area Background

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

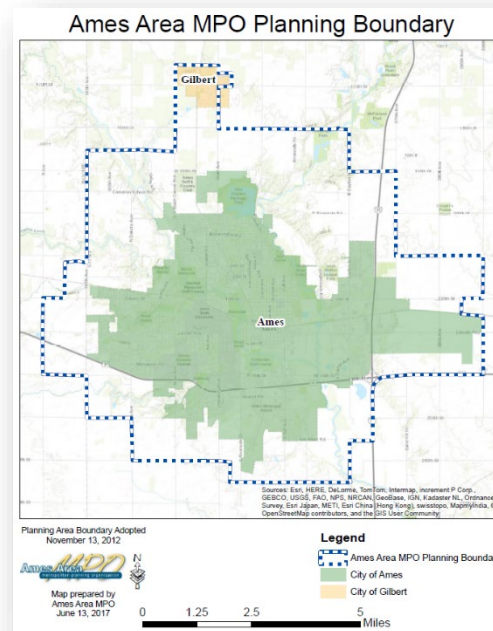
expanded to encompass this area in its entirety. The Ames Area MPO approved the current Metropolitan Planning Area boundary on November 13, 2012. The City of Gilbert and Iowa State University were added to the Transportation Policy Committee on March 26, 2013.

#### Definition of Area

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.



## Planning Process

### Introduction

The Transportation Improvement Program serves as a list of DOT and locally sponsored federal-aid eligible and Swap surface transportation improvements within the Ames-Gilbert region. The regional TIP will be consolidated into the State Transportation Improvement Program (STIP) along with the other 26 planning agencies in the State of Iowa.

Projects in the Ames Area TIP must be consistent with the long range transportation plan, known as Ames Mobility 2040. The Transportation Improvement Program is approved by the Ames Area MPO Transportation Policy Committee.

### Performance-Based

The Federal Surface Transportation Bill, known as FAST Act, requires State and MPO agencies to develop performance measures to carry out a performance-based planning process. The Ames Area MPO will implement required metrics in coordination with the Iowa Department of Transportation. The MPO will be responsible to report on the following areas of performance:

- Safety
- Pavement, Bridge, System Performance, Freight
- Transit Asset 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). This bill included requirements for performance based planning and performance management and set seven national goals. The Ames Area MPO must establish and use a performance-based approach to transportation decision making to support the national goals.

### Key Terms:

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

### Safety

The safety measures are:

- 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

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) 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.

#### Pavement and Bridge

The pavement and bridge measures are:

- 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

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 report. 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 STOP 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.

### System and Freight Reliability

The system performance and freight measures are:

- 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

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 report. 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.

### Transit Asset Management

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.

The transit asset management targets are:

- 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.

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

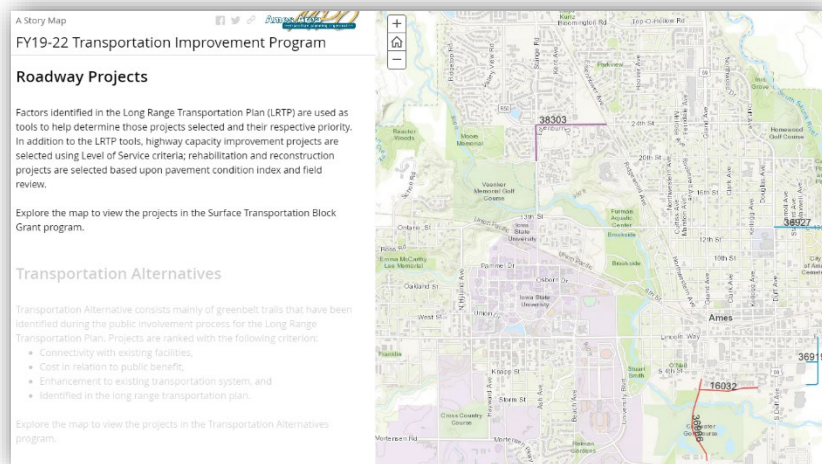
## Public Participation

The Transportation Improvement Program was developed in coordination with MPO member agencies, regional stakeholders, and members of the public. The following activities were hosted by the MPO to prepare the FY19-22 TIP.

- August/September 2017,
  - MPO reviews regional ICAAP grant applications
- February/March 2018,
  - MPO solicits area agencies for regional STBG and STBG-TAP applications
- May 17, 2018,
  - Transportation Technical Committee review
- May 18, 2018,
  - Public input session at the Ames City Hall
- May 22, 2018,
  - Transportation Policy Committee draft review
- July 10, 2018,
  - Transportation Policy Committee public hearing and adoption.



Postings for meetings are performed in accordance with our approved Public Participation Plan. Draft documents are available on the Ames Area MPO website at [www.aampo.org](http://www.aampo.org) and include a map of roadway projects by programmed fiscal year. Notice of meetings were posted at the Ames City Hall and on the Ames Area MPO website as 'News'.



*Public Comment Web App*

## Network Operations and Maintenance

The capital investment and other measures necessary to preserve the existing transportation system, as well as operations, maintenance, modernization, and rehabilitation of existing and future transportation facilities are annually reviewed and programmed. Preservation, operating, and maintenance costs are included as a priority for funding. Maintenance and rehabilitation projects are also included in the AAMPO LRTP. In addition

to STBG funding, the City of Ames utilizes RUTF, Local Option Sales Tax, and General Obligation funding for system preservation projects. A program is also included in the City of Ames 2018-2023 CIP to address shared use path maintenance. The LRTP and Land Use Policy Plan (LUPP) both use an intersection efficiency standard of Level of Service (LOS) C.

## Title VI Compliance

The Ames Area MPO adheres to the City of Ames's Title VI of the Civil Rights Act of 1964 Compliance Plan. The AAMPO carries out its transportation planning processes without regard to race, color, or national origin. The Compliance Plan provides information on the Ames Area MPO Title VI compliance policies, complaint procedures, and a form to initiate the complaint process for use by members of the public. For more information or to file a complaint or concern, please contact the AAMPO Administrator at the City of Ames Public Works Administration Office at 515-239-5160.

## Self Certification

The AAMPO Transportation Policy Committee certified that transportation planning activities in the Ames metropolitan area are being carried out in accordance with governing Federal regulations, policies and procedures. This certification was approved at the meeting on March 27, 2018. A copy of the document is included in Appendix B.

### Fiscal Constraint

The Iowa DOT 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. The MPO is also provided DOT statewide 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.

In 2017, the State of Iowa authorized local jurisdictions to "swap" federal funds with the Iowa DOT in exchange for Primary Road Funding on a dollar-for-dollar basis. The exchange is anticipated to reduce project costs and delays for local jurisdictions by eliminating some Federal requirements. Federal and State laws, including environmental review, will still be applicable regardless of funding. Ames will pursue utilizing swap funds for all eligible projects.

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*Additional insight into the Iowa DOT's programming process can be found at the Office of Program Management's Five-Year Program webpage at*

*[http://iowadot.gov/program\\_management/five-year-program](http://iowadot.gov/program_management/five-year-program)*

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The AAMPO FY 2019 programming targets are \$1,751,615 for STBG, \$89,000 for STBG-TAP and \$68,000 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% per year. The Ames City Council has

programmed these projects in the City of Ames 2018-2023 Capital Improvement Program for the local funding allocation. These funds are generated from the City of Ames annual Road Use Tax Fund (RUTF) distribution, Local Option Sales Tax, and General Obligation (GO) Bonds. The transit program does not have targets, and thus the requests involve significant costs in the anticipation of maximizing the amounts received.

The following include a list of Federal and State funding programs which would be included in the TIP.

#### *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)*
- *Surface Transportation Block Grant Program (STBG)*
- *Transportation Alternatives Setaside Program (TAP)*
- *Federal Lands Access Program (FLAP) and 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*

Financial Constraint Summary Tables

<b>Table 1 Summary of Costs and Federal Aid</b>								
Federal Aid Program	2019		2020		2021		2022	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
PL	\$121,000	\$97,000	\$121,000	\$97,000	\$121,000	\$97,000	\$121,000	\$97,000
STBG	\$13,295,000	\$5,900,000	\$529,000	\$225,000	\$539,000	\$225,000	\$555,000	\$225,000
TAP	\$1,235,000	\$399,000	\$521,000	\$160,000	\$500,000	\$159,000	\$681,000	\$159,000
NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ	\$2,745,000	\$2,196,000	\$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	\$1,500,000	\$900,000	\$4,900,000	\$3,490,000	\$4,200,000	\$1,600,000

<b>Table 2 STBG/STBG-Swap Fiscal Constraint Table</b>				
	2019	2020	2021	2022
Unobligated Balance (Carryover)	\$5,667,154	\$1,586,769	\$2,220,769	\$304,769
STBG/SWAP target	\$1,751,615	\$1,691,000	\$1,731,000	\$1,731,000
STBG-TAP-Flex target	\$68,000	\$68,000	\$68,000	\$0
<b>Subtotal</b>	<b>\$7,486,769</b>	<b>\$3,345,769</b>	<b>\$4,019,769</b>	<b>\$2,035,769</b>
Programmed funds	\$5,900,000	\$1,125,000	\$3,715,000	\$1,825,000
<b>Balance</b>	<b>\$1,586,769</b>	<b>\$2,220,769</b>	<b>\$304,769</b>	<b>\$210,769</b>

<b>Table 3 STBG-TAP Fiscal Constraint Table</b>				
	2019	2020	2021	2022
Unobligated Balance (Carryover)	\$466,286	\$156,286	\$85,286	\$15,286
STBG-TAP target	\$89,000	\$89,000	\$89,000	\$89,000
STBG-TAP-Flex target	\$0	\$0	\$0	\$68,000
<b>Subtotal</b>	<b>\$555,286</b>	<b>\$245,286</b>	<b>\$174,286</b>	<b>\$172,286</b>
Programmed funds	\$399,000	\$160,000	\$159,000	\$159,000
<b>Balance</b>	<b>\$156,286</b>	<b>\$85,286</b>	<b>\$15,286</b>	<b>\$13,286</b>

<b>Table 4</b>				
<b>Forecasted Operations and Maintenance (O&amp;M) Costs on the Federal-Aid System Table</b>				
Source: 2017 City Street Finance Report				
	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
City of Ames Total Operations	\$648,502	\$674,443	\$701,420	\$729,477
City of Ames Total Maintenance	\$1,654,507	\$1,720,688	\$1,789,515	\$1,861,096
City of Gilbert Total Operations	\$54,036	\$56,197	\$58,445	\$60,783
City of Gilbert Total Maintenance	\$58,880	\$61,235	\$63,685	\$66,232
Iowa DOT Total Operations and Maintenance	\$692,713	\$724,933	\$748,995	\$773,262
<b>Total O&amp;M</b>	<b>\$3,108,639</b>	<b>\$3,237,496</b>	<b>\$3,362,060</b>	<b>\$3,490,850</b>

<b>Table 5</b>				
<b>Forecasted Non-Federal Aid Revenue Table</b>				
Source: 2017 City Street Finance Report				
	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
City of Ames Total RUTF Receipts	\$7,917,455	\$8,234,153	\$8,563,519	\$8,906,060
City of Ames Total Other Road Monies Receipts	\$7,089,966	\$7,373,565	\$7,668,507	\$7,975,247
City of Ames Total Receipts Service Debt	\$13,469,354	\$14,008,128	\$14,568,453	\$15,151,192
City of Gilbert Total RUTF Receipts	\$145,284	\$151,095	\$157,139	\$163,424
City of Gilbert Total Other Road Monies Receipts	\$37,378	\$38,873	\$40,428	\$42,045
City of Gilbert Total Receipts Service Debt	\$0	\$0	\$0	\$0
<b>Total Non-Federal Aid Road Fund Receipts</b>	<b>\$28,659,436</b>	<b>\$29,805,814</b>	<b>\$30,998,046</b>	<b>\$32,237,968</b>

<b>Table 6</b>				
<b>Iowa DOT Five Year Program Funding</b>				
<b>Revenues</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Primary Road Fund	\$671,500,000	\$665,300,000	\$671,000,000	\$673,400,000
TIME-21	\$132,700,000	\$135,000,000	\$135,000,000	\$135,000,000
Miscellaneous	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000
Federal Aid	\$357,200,000	\$365,700,000	\$365,700,000	\$365,700,000
<b>Total</b>	<b>\$1,186,400,000</b>	<b>\$1,191,000,000</b>	<b>\$1,196,700,000</b>	<b>\$1,199,100,000</b>
<b>Statewide Allocations</b>				
Operation & Maintenance	\$339,700,000	\$355,500,000	\$367,300,000	\$379,200,000
Consultant Services	\$80,000,000	\$80,000,000	\$80,000,000	\$80,000,000
Contract Maintenance	\$31,400,000	\$31,400,000	\$31,400,000	\$31,400,000
Railroad Crossing Protection	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
Miscellaneous Programs	\$34,800,000	\$34,800,000	\$34,800,000	\$34,800,000
<b>Total</b>	<b>\$490,900,000</b>	<b>\$506,700,000</b>	<b>\$518,500,000</b>	<b>\$530,400,000</b>
<b>Funds Available for ROW/Construction</b>	<b>\$695,500,000</b>	<b>\$684,300,000</b>	<b>\$678,200,000</b>	<b>\$668,700,000</b>

## FY 2018 Project Status Report

<i>TPMS #</i>	<i>Project Number</i>	<i>Location</i>	<i>Type of Work</i>	<i>Status</i>	<i>Total Project Cost</i>	<i>Total Federal Aid</i>	<i>Sponsor</i>
36986	STP-U-0155(697)-70-85	South Grand Avenue, from 0.1 miles north of S. 16th Street north 0.54 miles to S 5th Street.	Grade and Pave, Bridge new	<b>Delayed to FFY 2019</b>	\$ 12,500,000	\$ 3,500,000	City of Ames
35644	STP-U-0155(696)-70-85	13th Street, from Ridgewood Avenue east 0.31 miles to Harding Avenue	Pavement Rehab	<b>Let 03/18</b>	\$ 1,480,000	\$ 1,060,000	City of Ames
16032	STP-U-0155(690)-70-85	South Grand Avenue and S 5th Street from S Grand Avenue east 0.12 miles west of S Duff Avenue	Grade and Pave	<b>Let 04/18</b>	\$ 3,040,000	\$ 2,396,000	City of Ames
34019	IMX-35()-02-85	I-35: US 30 to County Road E29 (NB)	Pavement Rehab, Traffic Signs	<b>Let 10/17</b>	\$ 3,812,000	\$ 3,431,000	Iowa DOT District 1
14980	STP-E-0155(684)-8V-85	In the City of Ames, Skunk River Trail, From Bloomington Road to Ada Hayden Park	Ped/Bike Grade & Pave	<b>Let 06/18</b>	\$ 544,000	\$ 320,000	City of Ames
14983	STP-E-0155(SE16TH)-70-85	In the City of Ames, Skunk River Trail: From SE 16th Street to East Lincoln Way	Ped/Bike Grade & Pave	<b>Delayed to FFY 2020</b>	\$ 521,000	\$ 160,000	City of Ames
21260	STP-E-0155(SE16TH)-8V-85	In the City of Ames, Skunk River Trail: From SE 16th Street to East Lincoln Way	Ped/Bike Structures, Ped/Bike Miscellaneous	<b>Summer 2018</b>	\$ 835,000	\$ 240,000	City of Ames
34581	STP-A-0155(694)-86-85	Ames Traffic Network Master Plan	Planning Study	<b>Summer 2018</b>	\$ 100,000	\$ 80,000	City of Ames
34214	RGPL-PA22(RTP)-PL-00	Transportation Planning	Trans Planning	<b>Ongoing</b>	\$ 119,000	\$ 95,000	AAMPO

## Project Selection

### About the Project Selection Process

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

### Surface Transportation Block Grant Program (STBG)

Factors identified in the Long Range Transportation Plan (LRTP) are used as tools to help determine those projects selected and their respective priority. In addition to the LRTP tools, highway capacity improvement projects are selected using Level of Service criteria; rehabilitation and reconstruction projects are selected based upon pavement condition index and field review. A STBG application form shall be submitted to be considered to receive federal-aid funding. This form can be requested from the Ames Area MPO staff or downloaded from the Ames Area MPO website at [www.aampo.org](http://www.aampo.org). Projects which are eligible to utilize the Iowa STBG-SWAP funds will be programmed as such after being selected through the STBG project selection process.

### Transportation Alternative (STBG-TAP)

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

A TA application form shall be submitted to be prioritized and submitted for recommendation. Submitted projects are ranked with the following criterion:

- Connectivity with existing facilities,
- Cost in relation to public benefit,
- Enhancement to existing transportation system, and
- Identified in the long range transportation plan. Applications for TA projects can be requested from the Ames Area MPO staff or downloaded directly from the Iowa Department of Transportation website.

### Other Programs

Bridge projects consist of necessary repairs recommended by the biennial Iowa Department of Transportation (IDOT) bridge inspections. The IDOT requires these inspections for bridges within the local jurisdictions of the Ames Area MPO. A Candidate List is created by the IDOT Office of Local Systems based on priority points ranking. Local agencies and the Ames Area MPO work with the IDOT on programming necessary bridge projects based on priority and available funding.

The Transit Board selects operating projects for CyRide as identified in the approved Passenger Transportation Plan (PTP), which serves as a needs assessment for all regional human and health service agencies. The Transit Board also approves matching funds for capital projects based upon identified route expansions.

All projects are consistent with the approved Ames Mobility 2040 Long Range Transportation Plan.

### Revising the TIP

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

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

### Amendments

Amendments are major changes involving the following:

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

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

### Administrative Modifications

Administrative Modifications are minor changes involving the following:



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

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

## Federal Transit Administration Section

### FY 2019 Transportation Improvement Program Project Justification

The following transit projects identified within the draft FY 2019 – 2022 TIP were included within the Passenger Transportation Plan (PTP) Update, meeting the requirements to have the Enhanced Mobility for Seniors and Individuals with Disabilities formulized federal funding within an approved PTP prior to TIP approval. The following narrative describes the projects within the initial year of the plan.

#### General Operations

This funding supports the day-to-day transit operations of the Ames Transit Authority from Ames' urbanized area federal apportionment, Transit Intensive Cities, and State Transit Assistance funding.

#### Contracted Paratransit (Dial-A-Ride) Service

According to federal regulations, public transit agencies providing fixed-route transit service in their community must also provide door-to-door transportation service within a  $\frac{3}{4}$  mile area of that fixed-route service. Therefore, CyRide purchases transportation service for its Dial-A-Ride operations in order to meet this ADA requirement. This requirement has been expanded to the entire city limits of Ames.

#### Automated Vehicle Announciators

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 at a 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 safety instead of having to take one hand off the wheel to speak into the intercom system every few blocks.

### Heavy Duty Bus Replacement

Eight large forty-foot buses have exceeded FTA guidelines for useful life. Bus numbers are 07117, 00956, 00958, 07133, 07124, 07132, 07129, 07123. These units will be replaced with 40' heavy-duty buses, equipped with cameras. These replacement vehicles will be ADA accessible.

### Bus Wash & HVAC Equipment

The bus wash lane and equipment was originally built in 2002 and will be removed and replaced with a new wash system with HVAC improvements. The current bus washer is now 16 years old, has cycled more than 125,622 times, and past the point where the equipment can be repaired as the manufacturer is no longer in business and parts are no longer readily available when the equipment fails.

Specifically, CyRide's architect recommends the following be removed and replaced for this project: 1) Removal of existing bus wash equipment, including sprayer and brush assembly and frame, and removal of existing bus water reclaim system, 2) The existing floor pits are anticipated to remain, with some upgrades and repairs to plumbing systems, 3) Replacement of existing water service pipe and installation of new pressure reducer, 4) Installation of new bus wash system, including new water reclaim, new reverse osmosis system and new blower system, 5) Ventilation upgrades, included new exhaust fans and makeup air and ducts above the bus wash bay, 6) Electrical upgrades to accommodate new bus wash equipment and HVAC improvements; elevate to flood proof, 7) Replacement of two existing corroded hollow metal doors and frames, 8) Replacement of manual overhead fire door to an electric overhead fire door, 9) Refinishing existing adjacent concrete block walls and ceilings and 10) Lighting improvements to wash area.

## Appendix A: FFY 2019 – 2022 TPMS Printout

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		
<b>STBG - Surface Transportation Block Grant Program</b>									
Story - 85									
16032 Ames	STP-U-0155(690)--70-85 DOT Letting: 11/20/2018 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	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	Grade and Pave	--	Regional FA SWAP	2,000 0	0 0	0 0	0 0	2,000 0	--
<b>PA NOTE:</b> 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									
36986 Ames	STP-U-0155(697)--70-85 DOT Letting: 12/18/2018 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 FA SWAP	3,500 0	0 0	0 0	0 0	3,500 0	--
<b>PA NOTE:</b> 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									
16103 MPO-22 / AAMPO	RGPL-PA22(LRTP)--ST-85 Ames MPO Planning: STP Funds for Transportation Planning	0 MI --	Project Total Federal Aid	500 400	0 0	0 0	0 0	500 400	TA
Final TIP Approved	Trans Planning	--	Regional FA SWAP	400 0	0 0	0 0	0 0	400 0	--
35617 MPO-22 / AAMPO	RGTR-PA22Q--ST-85 CyRide: Vehicle Purchase	0 --	Project Total Federal Aid	0 0	529 225	0 0	0 0	529 225	TA
Final TIP Approved	Transit Investments	--	Regional FA SWAP	0 0	225 0	0 0	0 0	225 0	--
36918 MPO-22 / AAMPO	RGTR-PA22Q--ST-85 CyRide: Vehicle Replacement	0 --	Project Total Federal Aid	0 0	0 0	539 225	0 0	539 225	TA
Final TIP Approved	Transit Investments	--	Regional FA SWAP	0 0	0 0	225 0	0 0	225 0	--
38304 MPO-22 / AAMPO	RGTR-0155Q--ST-85 CyRide: Vehicle Replacement	0 --	Project Total Federal Aid	0 0	0 0	0 0	555 225	555 225	TA
Final TIP Approved	Transit Investments	--	Regional FA SWAP	0 0	0 0	0 0	225 0	225 0	--

Ames Area MPO  
FFY 2019 – 2022 Transportation Improvement Program

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R.		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		
<b>SWAP-STBG - SWAP - STBG equivalent</b>									
Story - 85									
35616 Ames	<b>STBG-SWAP-0155()--SG-85</b> 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	1,500 0	0 0	0 0	1,500 0	
Final TIP Approved	Pave	--	Regional FA SWAP	0 0	900 900	0 0	0 0	900 900	--
36919 Ames	<b>STBG-SWAP-0155()--SG-85</b> 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	0 0	2,400 0	0 0	2,400 0	
Final TIP Approved	Grade and Pave	0:0:00	Regional FA SWAP	0 0	0 0	1,890 1,890	0 0	1,890 1,890	--
36927 Ames	<b>STBG-SWAP-0155()--SG-85</b> 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	0 0	2,500 0	0 0	2,500 0	
Final TIP Approved	Pavement Rehab	0:0:00	Regional FA SWAP	0 0	0 0	1,600 1,600	0 0	1,600 1,600	--
38303 Ames	<b>STBG-SWAP-0155()--SG-85</b> 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	0 0	4,200 0	4,200 0	
Final TIP Approved	Grade and Pave	0:0:00	Regional FA SWAP	0 0	0 0	0 0	1,600 1,600	1,600 1,600	--
<b>STBG-TAP - Transportation Alternatives</b>									
Story - 85									
37446 Ames	<b>TAP-U-0155(699)--8I-85 DOT Letting: 02/19/2019</b> In the city of Ames, SW greenbelt trail, from Beedle Drive East .94 Miles to Intermodal Facility	0.94 MI --	Project Total Federal Aid	400 159	0 0	0 0	0 0	400 159	TA
Final TIP Approved	Ped/Bike Grade & Pave	--	Regional FA SWAP	159 0	0 0	0 0	0 0	159 0	--
21260 Ames	<b>TAP-U-0155(SE16TH)--8I-85</b> Skunk River Trail: From SE 16th Street to East Lincoln Way	1.033 MI --	Project Total Federal Aid	835 240	0 0	0 0	0 0	835 240	TA
Final TIP Approved	Ped/Bike Structures, Ped/Bike Miscellaneous	--	Regional FA SWAP	240 0	0 0	0 0	0 0	240 0	--
14983 Ames	<b>TAP-U-0155(SE16th)--8I-85</b> In the City of Ames, Skunk River Trail: From SE 16th Street to East Lincoln Way	1 MI --	Project Total Federal Aid	0 0	521 160	0 0	0 0	521 160	TA
Final TIP Approved	Ped/Bike Grade & Pave	--	Regional FA SWAP	0 0	160 0	0 0	0 0	160 0	--
<b>DOT NOTE:</b> Project eligible for FHWA TAP funding									

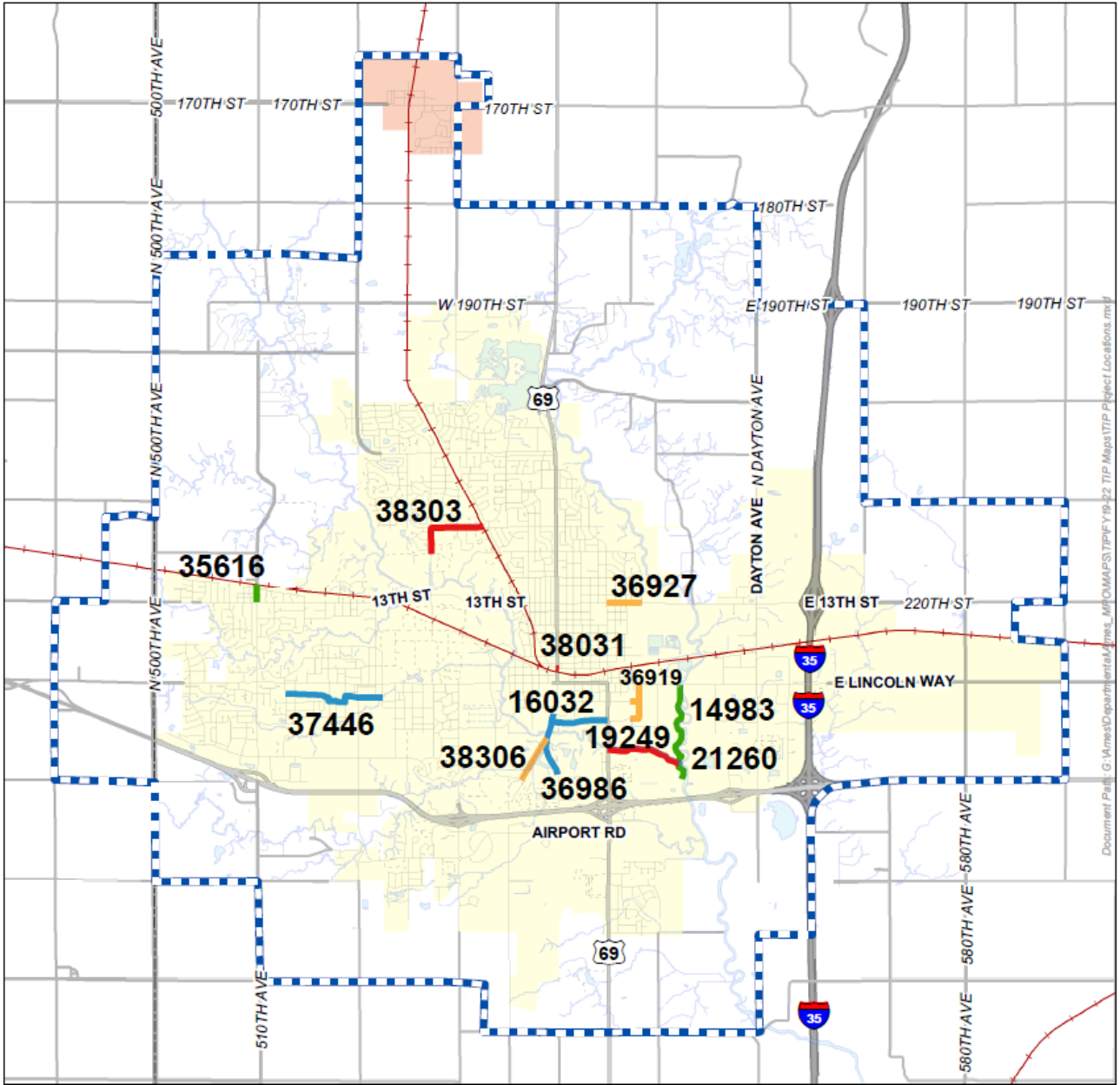
Ames Area MPO  
FFY 2019 – 2022 Transportation Improvement Program

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		
Story - 85 (continued)									
38306 Ames	<b>TAP-U-0155()</b> -- <b>8I-85</b> 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 FA SWAP	0 0 0 0	0 0 0 0	500 159 159 0	0 0 0 0	500 159 159 0	TA --
19249 Ames	<b>TAP-U-0155()</b> -- <b>8I-85</b> Squaw Creek: From Skunk River to S. Duff Avenue Ped/Bike Grade & Pave	0.78 MI -- 0:0:0	Project Total Federal Aid Regional FA SWAP	0 0 0 0	0 0 0 0	0 0 0 0	681 159 159 0	681 159 159 0	TA --
<b>PL - Metropolitan Planning</b>									
Story - 85									
34214 MPO-22 / AAMPO Final TIP Approved	<b>RGPL-PA22(RTP)</b> -- <b>PL-85</b> VARIOUS Trans Planning	0 -- --	Project Total Federal Aid Regional FA SWAP	121 97 0 0	121 97 0 0	121 97 0 0	121 97 0 0	484 388 0 0	TA --
<b>PRF - Primary Road Funds</b>									
Story - 85									
38031 DOT-D01-MPO22 Final TIP Approved	<b>BRFN--69()</b> -- <b>39-85</b> US 69: GRAND AVE IN AMES 0.1 MI N OF LINCOLN WAY Bridge Deck Overlay	0 MI -- --	Project Total Federal Aid Regional FA SWAP	0 0 0 0	0 0 0 0	0 0 0 0	265 0 0 0	265 0 0 0	TA --

# FY 2019 - 2022 Transportation Improvement Program

## Project Location Map

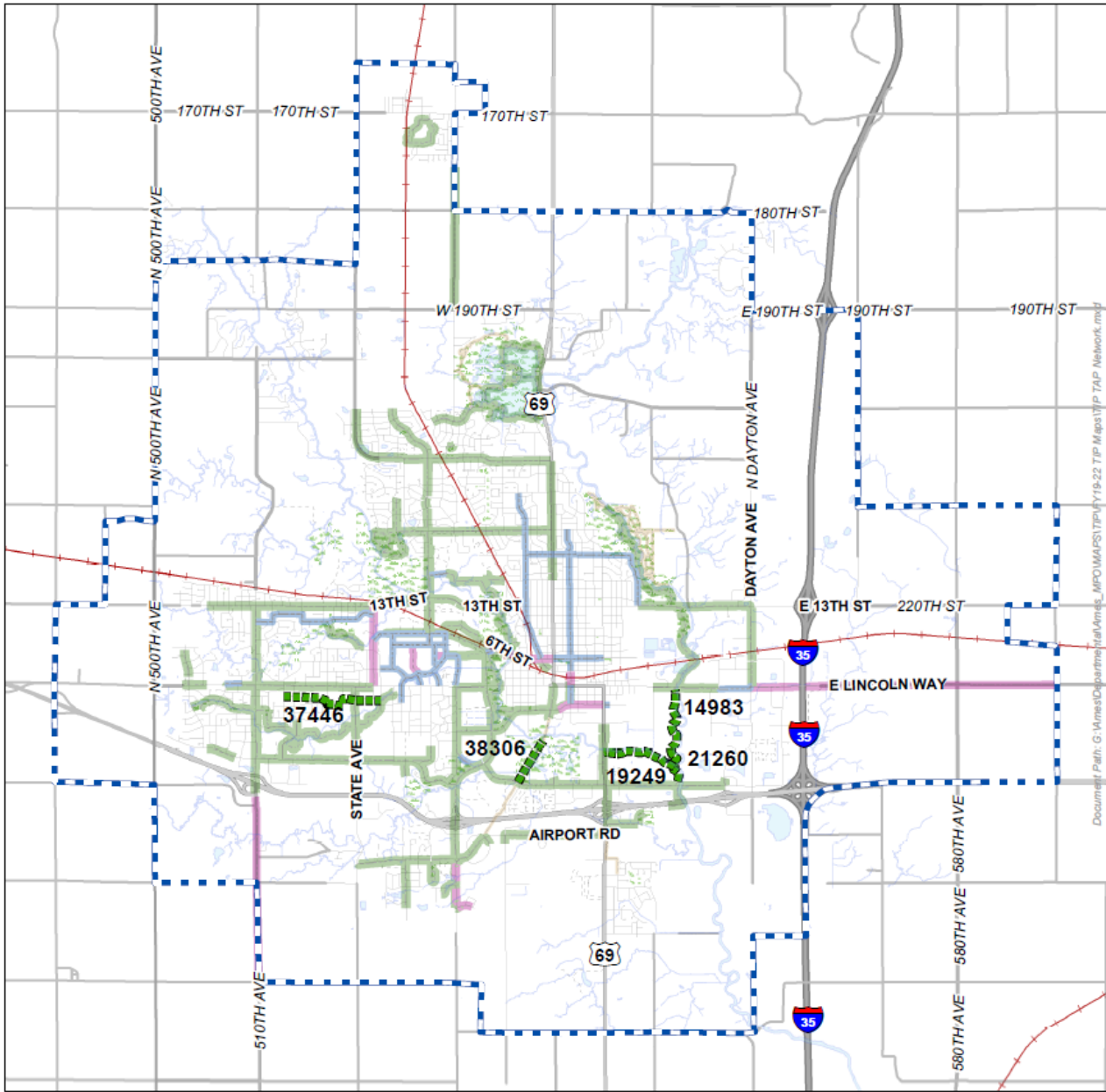
- Legend**
-  AMES MPO BOUNDARY
  - Program Year**
  -  2019
  -  2020
  -  2021
  -  2022
  -  City of Gilbert
  -  City of Ames



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# FY 2019 - 2022 Transportation Improvement Program

## Non-Motorized Project Location Map



- Legend**
- Ames Area MPO Boundary
  - Transportation Alternative Projects**
  - Future Shared Use Path
  - Existing Bike and Trail Network**
  - Nature Trail
  - Dedicated On Street Facility
  - Shared Lane Bike Facility
  - Shared Use Path
  - Parks



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Ames Area MPO  
FFY 2019 – 2022 Transportation Improvement Program

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY19	FY20	FY21	FY22
5339	Ames	2837 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00956	<b>Total</b>	493,300			
				<b>FA</b>	419,305			
				<b>SA</b>				
5339	Ames	2838 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00958	<b>Total</b>	493,300			
				<b>FA</b>	419,305			
				<b>SA</b>				
STA, 5307	Ames	914 Operations Misc	General Operations	<b>Total</b>	12,118,870	12,218,688	36,070,005	13,215,633
				<b>FA</b>	2,406,365	2,496,000	25,958,410	2,699,674
				<b>SA</b>	805,748	837,978	871,497	906,257
5310	Ames	919 Operations Misc	Contracted Paratransit Service	<b>Total</b>	187,500	196,875	206,719	217,055
				<b>FA</b>	150,000	157,500	165,375	173,644
				<b>SA</b>				
5339	Ames	5088 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07133	<b>Total</b>	493,300			
				<b>FA</b>	419,305			
				<b>SA</b>				
5339	Ames	5089 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07124	<b>Total</b>	493,300			
				<b>FA</b>	419,305			
				<b>SA</b>				
5339	Ames	5090 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07132	<b>Total</b>	493,300			
				<b>FA</b>	419,305			
				<b>SA</b>				
5339	Ames	5091 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07129	<b>Total</b>	493,300			
				<b>FA</b>	419,305			
				<b>SA</b>				
5339	Ames	5092 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07123	<b>Total</b>	493,300			
				<b>FA</b>	419,305			
				<b>SA</b>				
5339	Ames	4659 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07117	<b>Total</b>	493,300			
				<b>FA</b>	419,305			
				<b>SA</b>				
5310	Ames	5100 Capital Expansion	Annunciators	<b>Total</b>	147,095	125,000	125,000	125,000
				<b>FA</b>	117,676	100,000	100,000	100,000
				<b>SA</b>				
PTIG	Ames	5101 Capital Replacement	Bus Wash & HVAC Equipment	<b>Total</b>	743,284			
				<b>FA</b>				
				<b>SA</b>	594,627			
5339	Ames	4672 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, BioDiesel Unit #: 00333	<b>Total</b>		115,960		
				<b>FA</b>		98,566		
				<b>SA</b>				
5339	Ames	4673 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, BioDiesel Unit #: 00334	<b>Total</b>		115,960		
				<b>FA</b>		98,566		
				<b>SA</b>				
5339	Ames	4674 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, BioDiesel Unit #: 00335	<b>Total</b>		115,960		
				<b>FA</b>		98,566		
				<b>SA</b>				

Ames Area MPO  
FFY 2019 – 2022 Transportation Improvement Program

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY19	FY20	FY21	FY22
5339	Ames	4675 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, BioDiesel Unit #: 00336	<b>Total</b>		115,960		
				<b>FA</b>		98,566		
				<b>SA</b>				
5339	Ames	4678 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, BioDiesel Unit #: 00337	<b>Total</b>		115,960		
				<b>FA</b>		98,566		
				<b>SA</b>				
5339	Ames	4679 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, BioDiesel Unit #: 00338	<b>Total</b>		115,960		
				<b>FA</b>		98,566		
				<b>SA</b>				
5310	Ames	920 Capital Replacement	Associated Transit Improvements	<b>Total</b>		50,000	50,000	50,000
				<b>FA</b>		40,000	40,000	40,000
				<b>SA</b>				
5339	Ames	1895 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00953	<b>Total</b>		513,032		
				<b>FA</b>		436,077		
				<b>SA</b>				
5339	Ames	1899 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00948	<b>Total</b>		513,032		
				<b>FA</b>		436,077		
				<b>SA</b>				
5339	Ames	1901 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00957	<b>Total</b>		513,032		
				<b>FA</b>		436,077		
				<b>SA</b>				
5339	Ames	2836 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07125	<b>Total</b>		513,032		
				<b>FA</b>		436,077		
				<b>SA</b>				
5339	Ames	2839 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00954	<b>Total</b>		513,032		
				<b>FA</b>		436,077		
				<b>SA</b>				
5339	Ames	2840 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00955	<b>Total</b>		513,032		
				<b>FA</b>		436,077		
				<b>SA</b>				
5309, 5339	Ames	3314 Capital Expansion	Maintenance Facility Expansion	<b>Total</b>		5,000,000	22,183,200	
				<b>FA</b>		4,000,000	17,746,560	
				<b>SA</b>				
STP, 5339	Ames	4042 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00785	<b>Total</b>		513,032		
				<b>FA</b>		436,077		
				<b>SA</b>				
5339	Ames	4043 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00762	<b>Total</b>		513,032		
				<b>FA</b>		436,077		
				<b>SA</b>				
5339	Ames	4044 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00778	<b>Total</b>			533,553	
				<b>FA</b>			453,520	
				<b>SA</b>				
5339	Ames	4045 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00763	<b>Total</b>			533,553	
				<b>FA</b>			453,520	
				<b>SA</b>				

Ames Area MPO  
FFY 2019 – 2022 Transportation Improvement Program

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY19	FY20	FY21	FY22
5339	Ames	4046 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00779	<b>Total</b>			533,553	
				<b>FA</b>			453,520	
				<b>SA</b>				
5339	Ames	4047 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00793	<b>Total</b>			533,553	
				<b>FA</b>			453,520	
				<b>SA</b>				
5339	Ames	4048 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00700	<b>Total</b>			533,553	
				<b>FA</b>			453,520	
				<b>SA</b>				
5339	Ames	4049 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00792	<b>Total</b>			533,553	
				<b>FA</b>			453,520	
				<b>SA</b>				
5339	Ames	4662 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07119	<b>Total</b>			533,553	
				<b>FA</b>			453,520	
				<b>SA</b>				
5339	Ames	4660 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07120	<b>Total</b>			533,553	
				<b>FA</b>			453,520	
				<b>SA</b>				
5339	Ames	4661 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07118	<b>Total</b>				554,895
				<b>FA</b>				471,661
				<b>SA</b>				
5339	Ames	5097 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 970	<b>Total</b>				554,895
				<b>FA</b>				471,661
				<b>SA</b>				
5339	Ames	5098 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 977	<b>Total</b>				554,895
				<b>FA</b>				471,661
				<b>SA</b>				
5339	Ames	5099 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 975	<b>Total</b>				554,895
				<b>FA</b>				471,661
				<b>SA</b>				
5339	Ames	4663 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 07121	<b>Total</b>				554,895
				<b>FA</b>				471,661
				<b>SA</b>				
5339	Ames	4664 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 972	<b>Total</b>				554,895
				<b>FA</b>				471,661
				<b>SA</b>				
5339	Ames	4665 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 974	<b>Total</b>				554,895
				<b>FA</b>				471,661
				<b>SA</b>				
5339	Ames	4666 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 971	<b>Total</b>				554,895
				<b>FA</b>				471,661
				<b>SA</b>				

## Appendix B: Ames Area MPO Self Certification

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

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

- (1) 23 U.S.C. 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;
- (2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR 93);
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109-59) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27,37, and 38, and USDOT implementing regulation;
- (8) Older Americans Act, as amended (42 U.S.C. 6101);
- (9) 23 U.S.C. 324, regarding prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27, regarding discrimination against individuals with disabilities.

For AAMPO:



John Haila, Chair  
Transportation Policy Committee

5/10/2018  
Date

## Appendix C: Approval

### RESOLUTION NO. 18-409

#### RESOLUTION APPROVING FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CITY OF AMES


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

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

NOW, THEREFORE, BE IT RESOLVED by the Ames Area Metropolitan Planning Organization Transportation Policy Committee that the Federal Fiscal Year 2019-2022 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 10<sup>th</sup> day of July, 2018.

  
\_\_\_\_\_  
Diane R. Voss, City Clerk

  
\_\_\_\_\_  
John A. Haila, Mayor

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

Resolution declared adopted and signed by the Mayor this 10<sup>th</sup> day of July, 2018.