

**AGENDA
REGULAR MEETING OF THE AMES AREA
METROPOLITAN PLANNING ORGANIZATION (AAMPO)
TRANSPORTATION POLICY COMMITTEE AND
REGULAR MEETING OF THE AMES CITY COUNCIL
COUNCIL CHAMBERS - CITY HALL*
OCTOBER 27, 2020**

***DUE TO THE COVID-19 PANDEMIC, THIS CITY COUNCIL MEETING WILL BE CONDUCTED AS AN ELECTRONIC MEETING. IF YOU WISH TO PROVIDE INPUT ON ANY ITEM, YOU MAY DO SO AS A VIDEO PARTICIPANT BY GOING TO:**

<https://zoom.us/j/826593023>

**OR BY TELEPHONE BY DIALING: US:1-312-626-6799 or toll-free: 1-888-475-4499
Zoom Meeting ID: 826 593 023**

YOU MAY VIEW THE MEETING ONLINE AT THE FOLLOWING SITES:

<https://www.youtube.com/ameschannel12>

<https://www.cityofames.org/channel12>

or watch the meeting live on Mediacom Channel 12

NOTICE TO THE PUBLIC: The Mayor and City Council welcome comments from the public during discussion. If you wish to speak, please see the instructions listed above. The normal process on any particular agenda item is that the motion is placed on the floor, input is received from the audience, the Council is given an opportunity to comment on the issue or respond to the audience concerns, and the vote is taken. On ordinances, there is time provided for public input at the time of the first reading.

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

CALL TO ORDER: 6:00 p.m.

1. Hearing on Final Metropolitan Transportation Plan - "Forward 45":
 - a. Resolution approving Plan

POLICY COMMITTEE COMMENTS:

ADJOURNMENT:

REGULAR CITY COUNCIL MEETING**

**The Regular City Council Meeting will immediately follow the meeting of the Ames Area Metropolitan Planning Organization Transportation Policy Committee.

PROCLAMATION:

1. Proclamation for “Lung Cancer Awareness Month,” November 2020

CONSENT AGENDA: All items listed under the Consent Agenda will be enacted by one motion. There will be no separate discussion of these items unless a request is made prior to the time the Council members vote on the motion.

2. Motion approving payment of claims
3. Motion approving Minutes of Special Joint City Council and Student Government meeting held October 13, 2020, and Regular City Council meeting held October 13, 2020
4. Motion approving Report of Change Orders for period October 1 - 15, 2020
5. Motion approving Class E Liquor License Premise Update - Kum & Go #1113, 2801 E. 13th Street - **Pending Final Inspection**
6. Motion approving a New 12 month Class C Liquor License with a Class B Wine Permit and Outdoor Service - Ichiban Japanese Restaurant, 117 Welch Ave - **Pending Final Inspection and DRAM Shop**
7. Resolution approving Quarterly Investment Report for the Period Ending September 30, 2020
8. Resolution setting date of public hearing for December 8, 2020, regarding the Amendment to the 28E Agreement between the City of Ames and the City of Nevada pertaining the establishment of a division line between corporate boundaries
9. Resolution approving Amendment of Aircraft Hangar Site Lease 25-year lease extension with bridge period for Hap’s Air Service
10. 2019/20 Traffic Signal Program (Lincoln Way and Beach):
 - a. Resolution approving 50-year Traffic Signal Easement from Iowa State University for the portion of signal equipment on Iowa State property and authorize City staff to approve any de minimis changes required by the Attorney General and Board of Regents offices
 - b. Resolution approving preliminary plans and specifications for 2019/20 Traffic Signal Program; setting December 2, 2020, as bid due date and December 8, 2020, as date of public hearing
11. Resolution approving preliminary plans and specifications for Inis Grove Park Sidewalk Project; setting December 2, 2020, as bid due date and December 8, 2020, as date of public hearing
12. Resolution approving Agreement for the 2020/21 Regional Count Program (Traffic Data Service and Analytical Platform) with StreetLight Data, Inc., of San Francisco, California, in an amount not to exceed \$64,900
13. Resolution approving contract and bond for Unit 8 Turbine Generator Overhaul
14. Resolution approving contract and bond for 2018/19 Shared Use Path System Expansion (Trail Connection South of Lincoln Way)
15. Resolution accepting completion of 2018/19 Water System Improvements (Burnett & Murray)
16. Resolution accepting completion of 2014/15 Storm Water Facility Rehabilitation Program (Somerset Subdivision)

PUBLIC FORUM: This is a time set aside for comments from the public on topics of City business other than those listed on this agenda. Please understand that the Council will not take any action on your comments at this meeting due to requirements of the Open Meetings Law, but may do so at a future meeting. The Mayor and City Council welcome comments from the public; however, at no

time is it appropriate to use profane, obscene, or slanderous language. The Mayor may limit each speaker to three minutes.

PLANNING & HOUSING:

17. Baker Subdivision (321 State Avenue) Low-Income Housing Tax Credit (LIHTC) Development Proposals:
 - a. Resolution selecting partner on a LIHTC application and development of the site at 321 State Avenue with affordable multi-family housing and directing staff to prepare an Agreement
18. Domani Subdivision, First Addition:
 - a. Resolution approving Development Agreement
 - b. Resolution approving Final Plat

PUBLIC WORKS:

19. Resolution approving Airport Master Plan

HEARINGS:

20. Hearing on proposed text amendments regarding the new flood plain maps, updated definitions, and amended terminology used in Chapter 9 of the *Ames Municipal Code*:
 - a. First passage of Ordinance
21. Hearing on zoning text amendments regarding the extension of building features into required setbacks:
 - a. Motion to continue hearing to November 10, 2020
22. Hearing on the Environmental Information Document for the North River Valley Well Field and Pipeline Project:
 - a. Resolution authorizing the Mayor to sign the IDNR Environmental Information Document on behalf of the City of Ames
23. Hearing on Unit 8 Boiler Repair:
 - a. Motion accepting the report of bids and delaying award
24. Hearing on Baker Subdivision Geothermal Heat Pump System:
 - a. Motion accepting the report of bids and delaying award
25. Hearing on Amended Major Site Development Plan, which is part of the Integrated Site Plan for 3619 Stange Road:
 - a. Resolution approving Amended Major Site Development Plan, with stipulations

ORDINANCE:

26. First passage of ordinance repealing the following Urban Revitalization Areas, effective 12-31-2020 for each of the following:
 - a. South Lincoln “Sub-Area”/Neighborhood Urban Revitalization Area, established 09-23-03 by Ordinance No. 3733
 - b. 405 & 415 Hayward Avenue Urban Revitalization Area, established 11-20-2007 by Ordinance No. 3932
 - c. 517 Lincoln Way Urban Revitalization Area, established 02-24-2015 by Ordinance No. 4209

- d. Roosevelt School Site and City of Ames Park 921 9th Street Urban Revitalization Area established 11-12-2013 by Ordinance No. 4162, and Program Policy established by Resolution No. 13-265
And additionally by establishing a sunset date of 12-31-2021 for each of the following:
 - a. Walnut Ridge, 3505 and 3515 Lincoln Way Urban Revitalization Area, established 04-26-16 by Ordinance No. 4254
 - b. 2700, 2702, 2718, and 2728 Lincoln Way; 112 and 114 South Hyland Avenue; and 115 South Sheldon Avenue Urban Revitalization Area, established 12-13-2016 by Ordinance No. 4284

DISPOSITION OF COMMUNICATIONS TO COUNCIL:

COUNCIL COMMENTS:

ADJOURNMENT:

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

**SUBJECT: APPROVAL OF 2045 METROPOLITAN TRANSPORTATION
PLAN “FORWARD 45”**

BACKGROUND:

On July 14, 2020, the Ames Area MPO Policy Committee was given a presentation on the progress of the 2045 Metropolitan Transportation Plan (MTP). At that meeting, the MPO’s consultant, HDR, reviewed the public input process for the plan, the “universe of alternatives” list of potential projects, and the performance measures (scoring criteria) for the plan.

On September 8, 2020, the Ames Area MPO Policy Committee was given a presentation from HDR that included the performance measures and resultant project scoring. An overview of the funding summary to show the estimated budget for the next 25 years of federally aided transportation improvements was shown. The Policy Committee had the opportunity to give direction to HDR and staff for any desired changes to the plan.

STATUS UPDATE:

The Draft 2045 MTP was presented to the Policy Committee and was approved on September 22, 2020. A 30-day public comment period then began following the Policy Committee meeting which was closed on October 22, 2020. All comments received from public and oversight/partner agencies were minor and were incorporated into the final document. See attachment for a list of all comments.

ALTERNATIVES:

1. Approve the Final 2045 Metropolitan Transportation Plan
2. Approve the Final 2045 Metropolitan Transportation Plan with Modifications

ADMINISTRATOR’S RECOMMENDED ACTION:

It is important to note that the development of the plan has followed Federal performance-based planning requirements. In following the Federally mandated MTP development process, these requirements provide a framework on how projects are included (or not) in the plan and the timing of those projects. Project prioritization must follow this framework and individual projects that rank lower through these performance measures cannot be randomly given a higher priority. Giving a project higher priority that is contrary to the performance-based ranking would violate Federal process causing the plan to be rejected.

The Final Metropolitan Transportation Plan addresses all received feedback since the approval of the draft document. Therefore, the Administrator recommends that the Transportation Policy Committee adopt Alternative No. 1 as described above.

Forward 2045 Metropolitan Transportation Plan

Ames Area Metropolitan
Planning Organization

OCTOBER 27, 2020



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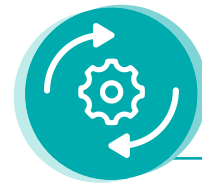
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Chapter 1

Introduction and Goals



Chapter 1 Introduction and Goals

Introduction

Ames Area Metropolitan Planning Organization

The Ames Area Metropolitan Planning Organization (AAMPO) is a federally-mandated organization that is responsible for the expenditures for transportation projects and programs that are based on a comprehensive, cooperative, and continuing planning process. AAMPO was designated as the MPO of the Ames urbanized area in 2003, when the population exceeded 50,000. Since its designation, the MPO has expanded its boundary to include the City of Gilbert. The current MPO planning area, shown in **Figure 1-1**, was approved in 2012.

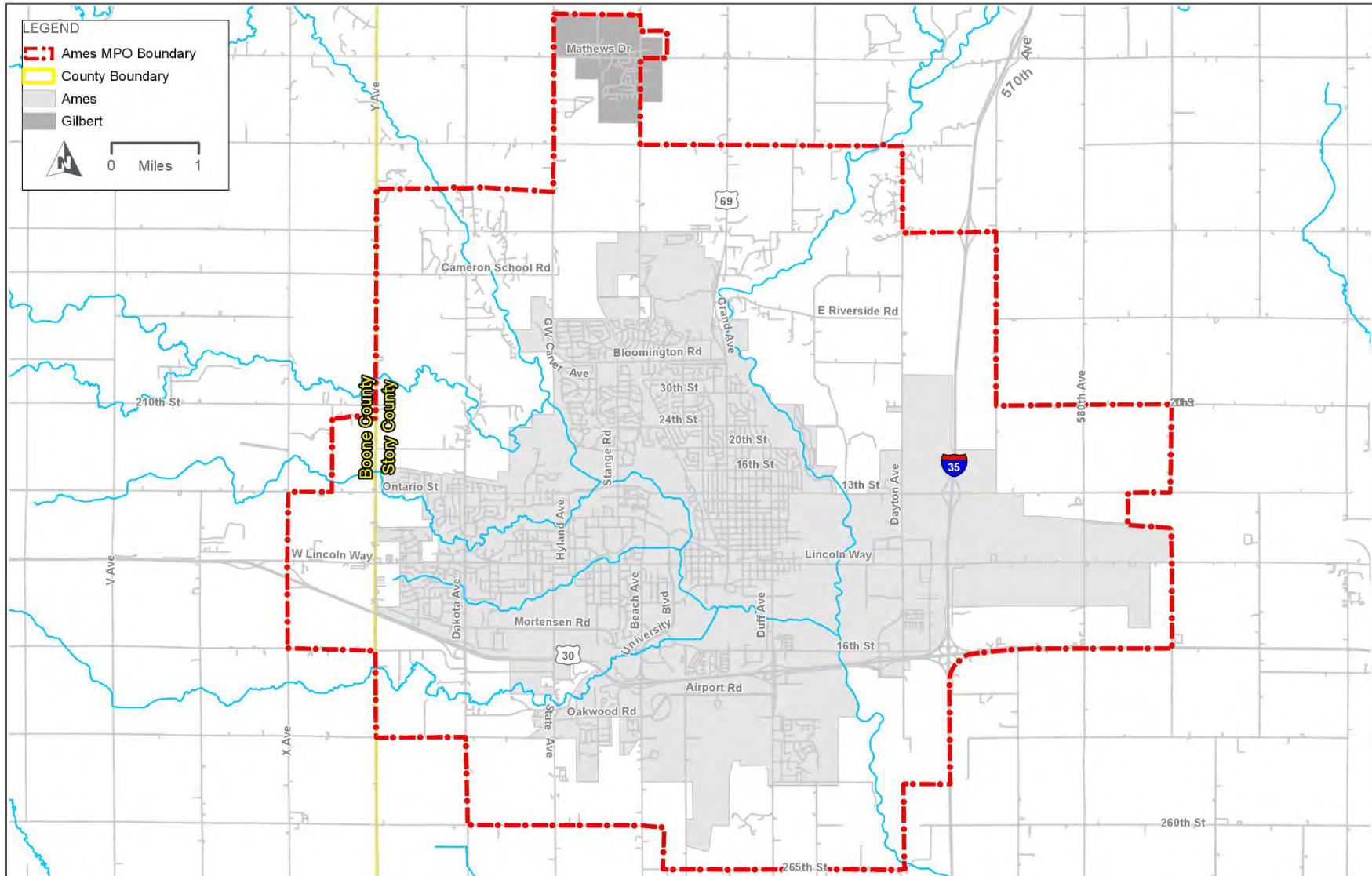
In addition to the Cities of Ames and Gilbert, there are seven other member jurisdictions comprising AAMPO:

- Story County
- Boone County
- CyRide (Ames transit agency)
- Iowa State University
- Iowa Department of Transportation
- Federal Highway Administration
- Federal Transit Administration

Two committees govern AAMPO:

- **Transportation Policy Committee (TPC):** Provides policy direction for the development of regional long-range transportation planning and selects projects within the metropolitan area for inclusion in a short-range Transportation Improvement Program (TIP). The TPC consists of the City of Ames mayor and city council, Boone and Story County representatives, a CyRide representative, and a City of Gilbert Representative. Non-voting representatives from the Iowa Department of Transportation (DOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Iowa State University are also TPC members.
- **Transportation Technical Committee (TTC):** Serves as the technical advisory body to the TPC and consists of professionals representing various transportation-related agencies within the MPO area, including the City of Ames, Story and Boone Counties, Iowa DOT, FHWA, FTA, and Iowa State University.

Figure 1-1: AAMPO Planning Area



Metropolitan Transportation Plan

AAMPO is updating its Metropolitan Transportation Plan (MTP), Forward 2045. This Plan acts as the framework for guiding the MPO's transportation investments and policy decisions over the next 25 years by identifying a regional vision for the multi-modal transportation system through stakeholder and community input. Goals and objectives, based on this vision, were developed to articulate the actionable strategies available to the MPO for realizing this vision. Included in Forward 2045 is a prioritized list of multimodal system improvements that fit within the fiscal constraints of AAMPO based on anticipated future funding.

Performance-Based Planning

Forward 2045 is a performance-based document that supports AAMPO's continuing system performance goals and targets through the application of FHWA performance management techniques. These techniques are used to inform transportation investments and policy decisions that support national, state, and local transportation goals. Performance-based planning relies on the ongoing monitoring of the transportation system, which enables AAMPO to monitor the progress made towards its regional vision. Forward 2045 utilizes this performance-based approach and ties the regional vision for the transportation system to Federal planning requirements, the conditions of the existing system, and state and local agencies. Through the continual monitoring of the system, the AAMPO will be able to constantly gauge progress made towards the MTP goals and objectives.



The Forward 2045 Vision

The Vision Statement for Forward 2045 was developed early in the MTP process and was based on input given by the community during the Public Visioning Open House event (for more information on Forward 2045 public engagement, check out **Appendix A**).

Based on the input from community members, the vision statement for Forward 2045 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**.”*



Related Planning Efforts



Ames Plan 2040 (Comprehensive Plan):

The Ames Plan 2040 serves as an update to the City of Ames' current Comprehensive Plan. Ames Plan 2040 will re-focus the City's vision for its land use planning and decision-making as the community seeks to manage anticipated growth through the year 2040. Under the unifying themes of Sustainability, Health, Choices, and Inclusivity, Ames Plan 2040 reinforces Forward 2045 through supporting the MTP's goals for a financially and environmentally sustainable future transportation system that provides safe and efficient multi-modal transportation operations.



AAMPO 2020-2024 Final Passenger Transportation Plan:

AAMPO's 2020-2024 Final Passenger Transportation Plan (PTP) was coordinated by the MPO with the purpose of enhancing transportation access throughout the MPO region by working to allocate public transportation resources in the most efficient manner possible, while meeting the needs of residents who rely on public transit. A major element of the PTP is the identification of public transit projects and strategies funded with Federal FTA funds, which are received by the MPO for disbursement to the public transit operators in the region.



CyRide Transit Asset Management Plan (TAM):

CyRide's TAM Plan outlines the structure in which asset management policy and goals address public transit equipment and facilities, as well as providing accountability and visibility for furthering the understanding of asset management practices to ensure the safe and reliable provision of public transit services. A major element of the TAM Plan is the identification and reporting of transit operations performance and performance targets for CyRide's bus fleet, equipment, and other public transit facilities per Federal requirement.





Complete Street Ames:

Complete Streets Ames formalizes a context-sensitive planning and design approach to developing a street network that is safer, more comfortable, and more useful for all modes. The plan shifts transportation priorities to be more encompassing of bicycle, pedestrians, and transit, guides design decisions, and increases consistency in transportation design. The Complete Streets Policy articulated in the Plan applies to all existing and future public roads, as well as transportation projects funded by Federal, state, and/or local sources. As such, projects presented in Forward 2045 and located within the boundaries of the City of Ames are subject to the Complete Streets Policy.



State Transportation Asset Management Plan (TAMP):

The Iowa DOT's TAMP seeks to identify the optimal strategies for managing existing transportation infrastructure through the most cost-effective approaches available. The TAMP inventories existing assets and presents a series of investment strategies based on the financial plan developed for the state's transportation assets. The goals of the TAMP include planning for the maintenance and expansion of the transportation system more cost-effectively, improving system performance, delivering to Iowa DOT customers the best value for each dollar spent, and enhancing Iowa DOT's credibility and accountability in stewardship of its transportation assets.



Strategic Highway Safety Plan (SHSP):

The Iowa DOT's SHSP is a statewide-coordinated plan providing a comprehensive framework for improving safety on public roads. The SHSP identifies goals, objectives, and emphasis areas for Federal, state, and local stakeholders to work towards the vision of Zero Fatalities.



Iowa State Freight Plan:

The Iowa DOT's State Freight Plan serves as a supplement to the state's long-range transportation plan, Iowa in Motion 2045. The State Freight Plan provides an in-depth overview of existing and future freight conditions, strategic goals and objectives for freight in Iowa, a freight system investment plan, and an outline of how the state's freight plan supports national economic goals related to freight.



Iowa In Motion 2045:

Iowa in Motion 2045 is the state's long-range transportation plan that addresses Federal requirements while presenting a statewide transportation financial and investment plan. The Plan is updated every 5 years so that trends, forecasts, and factors effecting the transportation system are current and best reflect the conditions of the state's system. Iowa In Motion 2045 sets the statewide perspective for planning efforts, which then shapes how MPOs and Regional Planning Affiliations shape their local planning efforts.



Forward 2045 Goals and Objectives

The transportation goals and objectives presented in the MTP guide the vision for how the future multi-modal system should operate while reflecting the values of the community. These goals and objectives were developed based on input received during the public engagement process, FAST-Act goal areas, and the Metropolitan Planning Factors set forth under 23 U.S.C 450.306(b)(1). **Table 1-1** shows the major goal areas and objectives that were identified for inclusion in this MTP.

Forward 2045 Goals and Federal Metropolitan Planning Factors

As part of the MTP update, AAMPO is federally-required to develop the plan through a performance-driven and outcome-based approach. To guide MPO's through a planning process that is continuous, cooperative, and comprehensive, 10 Metropolitan Planning Factors that must be met during the MTP were identified by Federal government under 23 CFR 450.306.¹ **Table 1-2** shows a matrix that illustrates how the six goal areas shown in Table 1-1 align with the Metropolitan Planning Factors listed below:

1. Support the economic vitality of the metropolitan area
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system across modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

¹ 23 CFR § 450.306 - Scope of the metropolitan transportation planning process.

Table 1-1: Forward 2045 Goal Areas







Goal Area	Description
 Accessible	The ease of connecting people to goods and services in the Ames area, as well as providing choices for different modes of transportation (i.e. car, bike, bus, etc.)
 Safe	Reducing the risk of harm to users of the Ames transportation system
 Sustainable	Reducing or eliminating negative environmental impacts from the Ames transportation system and promoting financially sustainable investments
 Efficient & Reliable	Provide for the efficient and reliable movement of people, service, and goods
 Placemaking	Integrating the transportation system with land use to create well-designed places and complete communities
 Preservation	Maintain the existing transportation system in a state of good repair

Table 1-2: Forward 2045 Goals and Objectives Alignment with Federal Metropolitan Planning Factors







Goal	Objectives	Federal Planning Factors									
		1 - Economic Vitality	2 - Safety	3 - Security	4 - Accessibility and Mobility for People and Freight	5 - Environment and Energy Conservation, Quality of Life, Economic Development	6 - System Integration and Connectivity for People and Freight	7 - Efficient Operation and Management	8 - Preserve the Existing Transportation System	9 - System Resiliency and Reliability; Reduce or Mitigate Stormwater Impacts	10 - Enhance Travel and Tourism
Accessible											
	Improve walk, bike, and transit system connections				▲	▲	▲				▲
	Provide appropriate arterial and collector spacing				▲		▲	▲			
	Improve bicycle and pedestrian access to CyRide routes				▲	▲	▲				
	Provide improved access to transit for transit dependent, disabled, and disadvantaged populations				▲	▲	▲				
	Incorporate bicycle, pedestrian, and transit-friendly infrastructure in new developments				▲	▲	▲				
Safe											
	Reduce number and rate of crashes		▲								
	Reduce the number of bicycle and pedestrian crashes		▲								
	Reduce number and rate of serious injury and fatal crashes		▲								
	Identify strategies and projects that improve user safety for all modes		▲								
	Prioritize projects that improve the Ames Area Safe Routes to School Program		▲								
Sustainable											
	Reduce transportation impacts to natural resources					▲				▲	
	Make transportation infrastructure more resilient to natural and manmade events					▲				▲	
	Limit transportation system emissions of greenhouse gases					▲				▲	
	Promote financially sustainable transportation system investments	▲				▲				▲	
	Promote transportation decisions that follow State of Iowa Smart Planning Principles					▲				▲	

Table 1-2: Forward 2045 Goals and Objectives Alignment with Federal Metropolitan Planning Factors con't.

Goal	Objectives	Federal Planning Factors									
		1 - Economic Vitality	2 - Safety	3 - Security	4 - Accessibility and Mobility for People and Freight	5 - Environment and Energy Conservation, Quality of Life, Economic Development	6 - System Integration and Connectivity for People and Freight	7 - Efficient Operation and Management	8 - Preserve the Existing Transportation System	9 - System Resiliency and Reliability; Reduce or Mitigate Stormwater Impacts	10 - Enhance Travel and Tourism
Efficient and Reliable											
	Identify context-sensitive strategies and projects that improve traffic flow in corridors with high levels of peak period congestion.				▲			▲			
	Maintain acceptable travel reliability on Interstate and principal arterial roadways				▲			▲			
	Provide frequent transit service to high trip generation locations				▲	▲		▲			
	Increase the regional share of trips made by walking, biking, and transit					▲		▲			
	Improve freight system reliability	▲			▲			▲			
	Identify technology solutions to enhance system operation			▲	▲			▲			
Placemaking											
	Provide transportation strategies and infrastructure that support current adopted plans				▲	▲	▲				
	Increase the percentage of population and employment within close proximity to transit and/or walking and biking system	▲				▲					
	Provide transportation investments that fit within their context			▲			▲				
	Connect activity centers and adjoining developments with complete streets	▲			▲	▲	▲				▲
Preservation											
	Maintain NHS routes in good condition while minimizing routes in poor condition								▲		
	Maintain NHS bridges in good condition while minimizing bridges in poor condition								▲		



Chapter 2 Regional Trends



Chapter 2 Regional Trends

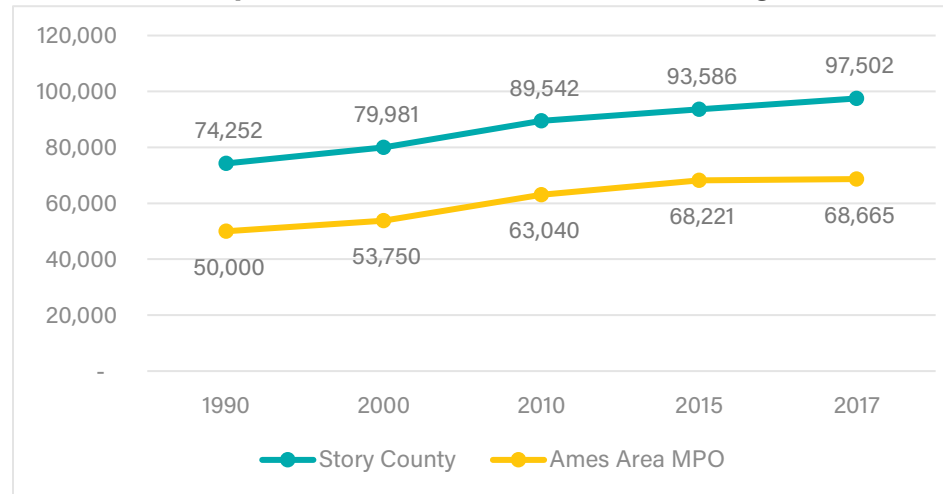
As the Ames area continues to grow, the accompanying demographic changes could have substantial influence on how the regional transportation system operates in the future. Continued shifts in population and employment could exacerbate the need to provide a variety of modal options that match the needs of all residents living and working in the region. This chapter provides an overview of the historical population and employment trends in the region as well as a snapshot of the current demographic profile of the Ames Urbanized Area.

Historical Regional Trends

Historic Population and Employment Growth Trends

Population levels in the Ames Area increased from an estimated 50,000 in 1990 to over 68,000 in 2017. During this same time period, the population of Story County increased by nearly 25,000 people, as shown in **Figure 2-1**.

Figure 2-1: Historical Population Growth for the AAMPO Region and Story County*

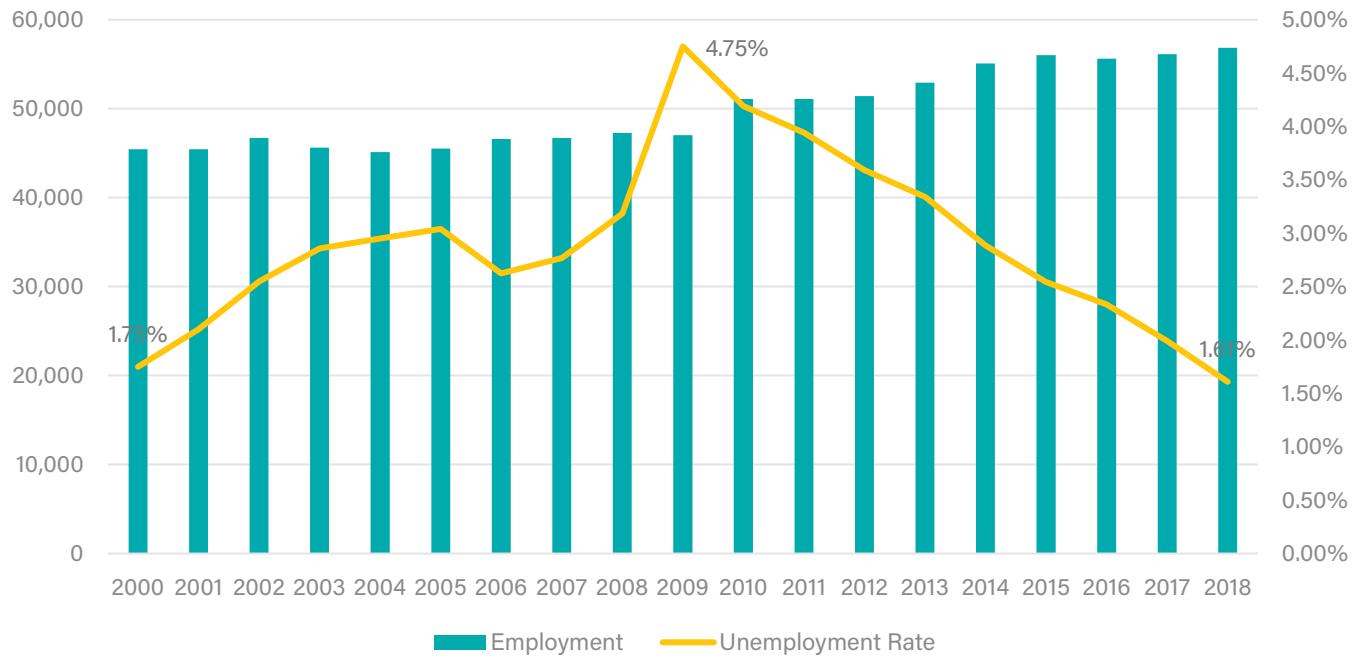


Source: US Census Bureau, Woods and Poole, HDR

*A small portion of Boone County falls within the MPO planning area

Employment in the Ames Metropolitan Statistical Area experienced steady growth between 2000 and 2018, while the unemployment rate peaked at 4.75% in 2009 before declining to 1.61% in 2018. **Figure 2-2** displays the employment and unemployment rate trends during this 19-year period.

Figure 2-2: Employment and Unemployment Rates for the Ames Metropolitan Statistical Area, 2000-2018

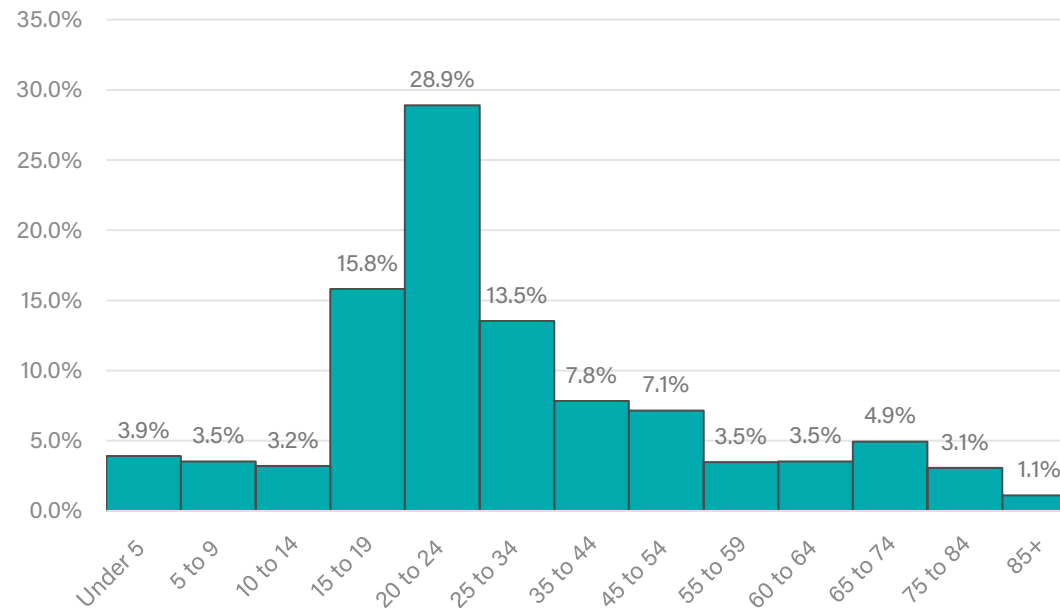


Source: ACS 2013-2017 5-Year Estimates

Current Demographics

The population for the Ames Urbanized Area is estimated to be 66,511, which is an increase of roughly 6,000 people since the year 2010. The median age of Ames Area residents is 23 years old, which reflects the largest share of residents, 28.9%, that comprise the age range of 20 to 24. **Figure 2-3** below presents the proportion of Ames residents by age group. Being home to Iowa State University (ISU), the City of Ames has a significant portion of its population who are students as enrollment at ISU in the year 2017 totaled 35,993. This population distribution results in unique challenges and needs for AAMPO to address in its transportation planning processes.

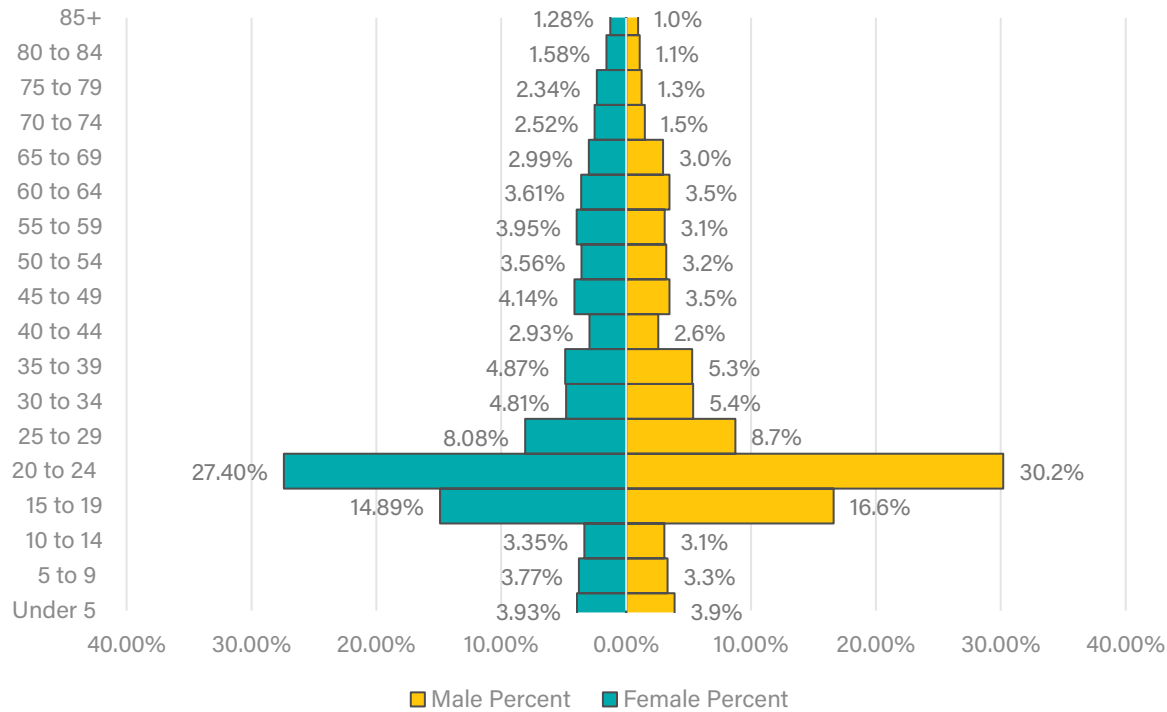
Figure 2-3. Population Cohorts by Age, Ames Urbanized Area



Source: ACS 2013-2017 5-Year Estimates

Males make up 53.4% of the Ames Urbanized Area population while 46.6% are female. As previously mentioned, the largest age group of residents is 20 years to 24 years; 27.4% of the male population falls into this age range while 30.2% of females are between 20 and 24 years. 14.9% of males in the Ames Urbanized Area are aged 15 to 19 years while 16.6% of females are in this age cohort. **Figure 2-4** illustrates the population pyramid for the Ames Urbanized Area.

Figure 2-4. Population Pyramid, Ames Urbanized Area



Source: ACS 2013-2017 5-Year Estimates

As shown in **Table 2-1**, 83% of the Ames Urbanized Area population identifies as White or Caucasian while 10% identifies as Asian. Hispanic or Latino residents comprise 3.4% of the population while 2.6% identifies as Black or African American. **Table 2-2** contains the number households with limited English-speaking proficiency by language spoken at home.

Table 2-1: Population of Ames Urbanized Area by Race

Race	People	Percent
White	55,234	83.04%
Black or African American	1,737	2.61%
Asian	6,719	10.10%
Hispanic or Latino	2,281	3.43%
American Indian or Alaska Native	157	0.24%
Native Hawaiian or Pacific Islander	43	0.06%
Other	336	0.51%

Source: ACS 2013-2017 5-Year Estimates

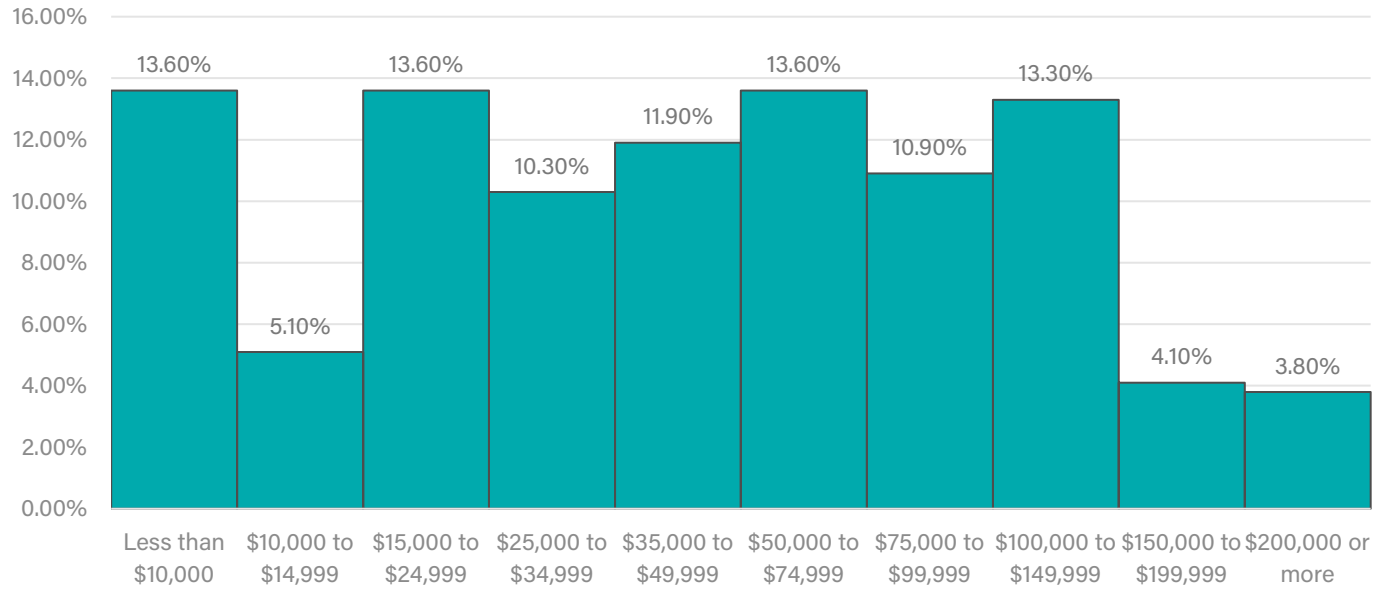
Table 2-2: Households with Limited English-Speaking Proficiency

Language Spoken	Number of Households	Percent
Limited English-speaking households-Spanish	37	0.14%
Limited English-speaking households-Other Indo-European languages	32	0.12%
Limited English-speaking households-Asian and Pacific Island languages	1,025	3.98%
Limited English-speaking households-Other languages	116	0.45%

Source: ACS 2013-2017 5-Year Estimates

The median household income for Ames residents in 2017 dollars is \$43,214, while the median family income is \$85,833. **Figure 2-5** shows the proportion of Ames households by 2017 income. Percentages of age cohorts living below the poverty level are shown in **Table 2-3**.

Figure 2-5: Household Incomes of Residents in the Ames Urbanized Area



Source: ACS 2013-2017 5-Year Estimates

Table 2-3: Percent of Households Living Below the Poverty Level

Age Cohort	Population for whom poverty status is determined	Percent below poverty level
Under 18 years	8,049	9.1%
18 to 64 years	43,026	36%
65 years and over	5,876	3.2%

Source: ACS 2013-2017 5-Year Estimates

41% of individuals employed in the Ames Urbanized Area are employed in the educational services, health care, and social assistance industry. The second highest share of Ames workers are employed in the arts, entertainment, and recreation, and accommodation and food services industry. The smallest share of Ames workers are employed in the wholesale trade industry. **Table 2-4** summarizes occupation by industry for the Ames Urbanized Area.

Table 2-4: Occupation by Industry for the Ames Urbanized Area

Industry	Percent
Agriculture, forestry, fishing and hunting, and mining	1.79%
Construction	3.81%
Manufacturing	8.29%
Wholesale trade	1.40%
Retail trade	9.69%
Transportation and warehousing, and utilities	1.89%
Information	1.75%
Finance and insurance, and real estate and rental and leasing	3.68%
Professional, scientific, and management, and administrative and waste management services	7.84%
Educational services, and health care and social assistance	41.12%
Arts, entertainment, and recreation, and accommodation and food services	11.85%
Other services, except public administration	3.20%
Public administration	3.69%

Source: ACS 2013-2017 5-Year Estimates

69% of workers aged 16 years or older commute to work alone in a private vehicle. Walking and the use of public transit (excluding taxi cabs) are used for commuting purposes at much higher rates when compared to the proportions of United States residents who use these modes for commuting; the ACS 2017 5-Year data indicate that 9.6% of Ames residents walk to work while 8.1% use public transit. For the national share of walking and public transit commuters, these figures are 2.7% and 5.1%, respectively. **Table 2-5** summarizes the means of transportation to work for both Ames Area residents and national averages.

Table 2-5: Means to Work for Residents of the Ames Urbanized Area

Means to Work	Ames Urbanized Area	United States
Drove Alone	69.1%	76.4%
Carpool	5.3%	9.2%
Public Transportation (excluding taxi)	8.1%	5.1%
Walk	9.6%	2.7%
Bike	3.3%	0.6%
Taxi, Motorcycle, or Other Means	0.6%	1.2%
Work from Home	4.0%	4.7%

Source: ACS 2013-2017 5-Year Estimates

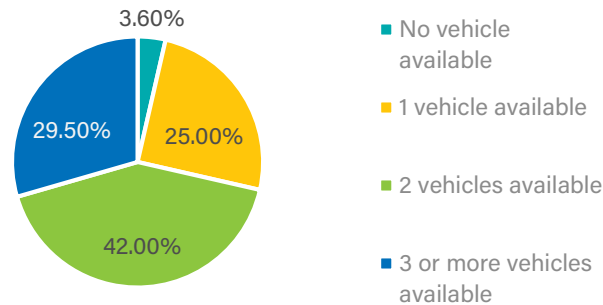
For over half of the workers in the Ames Urbanized Area, it takes less than 15 minutes for their daily commute to work, while approximately three-quarters of Ames residents have a commute that takes less than 20 minutes. **Table 2-6** summarizes travel times to work for Ames commuters. Additional data related to commuting trends in the Ames Urbanized Area show that 42% households have 2 vehicles available while 29.5% have three or more available, as seen in **Figure 2-6**.

Table 2-6: Travel Time to Work for Ames Urbanized Area Residents

Travel Time to Work	Ames Urbanized Area
Less than 10 minutes	24.60%
10 to 14 minutes	28.70%
15 to 19 minutes	20.60%
20 to 24 minutes	9.10%
25 to 29 minutes	2.00%
30 to 34 minutes	3.70%
35 to 44 minutes	3.40%
45 to 59 minutes	5.90%
60 or more minutes	2.00%

Source: ACS 2013-2017 5-Year Estimates

Figure 2-6: Household Car Ownership, Ames Urbanized Area



Socioeconomic Conditions and Transportation Planning in the AAMPO Region

The socioeconomic characteristics of Ames area residents impact current and future transportation needs and demands in the AAMPO region. Transportation costs can be a large portion of typical household expenses, so understanding the socioeconomic conditions of AAMPO area residents informs the required modal balance of transportation needs. From an equity perspective, economically disadvantaged residents are often more reliant on transit, bicycling, and/or walking for their daily work or school trips to meet their mobility needs. Additionally, the high student population is more transit-dependent, due the relative concentration of their trip destinations on the ISU campus and limited parking and student car ownership as illustrated below.

A comparison of regional commuting patterns for fixed-route transit usage between the student and non-student population for work commutes is shown in **Table 2-7**. The comparison was based on the Public Use Microdata (PUMAS) program administered by the U.S. Census Bureau for Story and Boone Counties. According the to the PUMAS data, roughly 14.5% of students use transit to reach their place of employment while only 1.5% of non-student workers commute via transit.

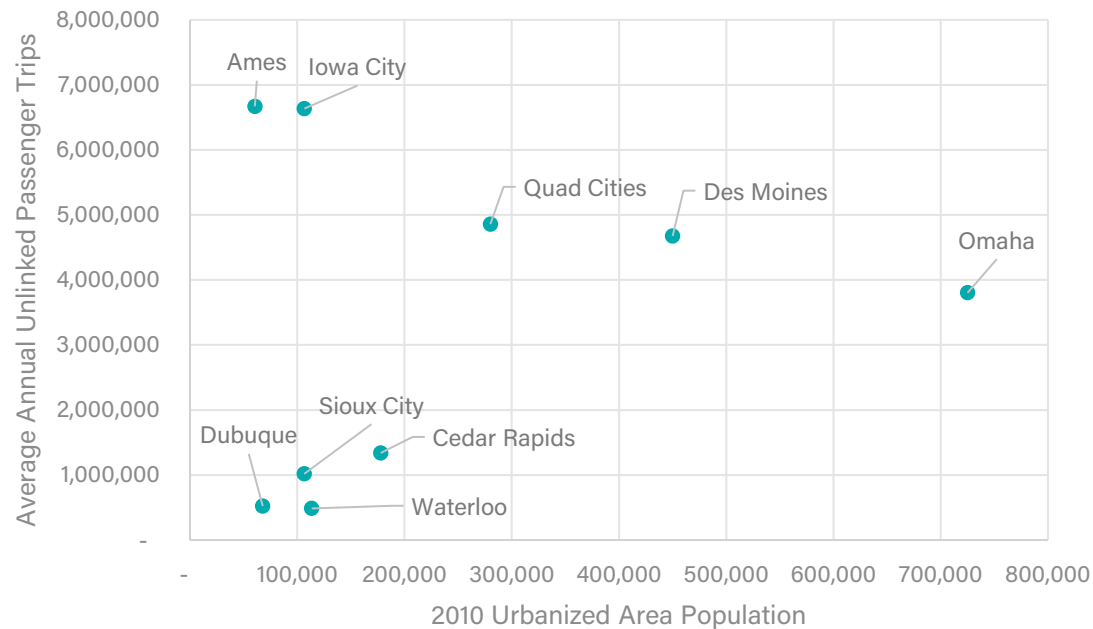
Table 2-7: Student vs. Non-Student Transit Usage for Commuting

Commute Mode	Students	Non-Students
Transit commuters	2,376	656
Non-Transit commuters	13,945	45,683
Total Commuters	16,321	46,339
Percent Transit Commuters	14.6%	1.4%

Source: Public Use Microdata, 2018

Comparing fixed route transit usage between AAMPO’s CyRide system with transit systems for Iowa’s other major metropolitan areas highlights the importance of this mode for residents, especially the student population, within the region. As **Figure 2-7** shows, CyRide’s average annual fixed route passenger trip level was the highest among all other public transit providers in the state during the years 2014-2018. Iowa City’s transit provider recorded a similar level of fixed route trips during this time period; similar to Ames, the City of Iowa City is home to a large student population who rely on fixed route transit.

Figure 2-7: Average Fixed Route Trips for Iowa's Public Transit Providers, 2014-2018



Source: National Transit Database

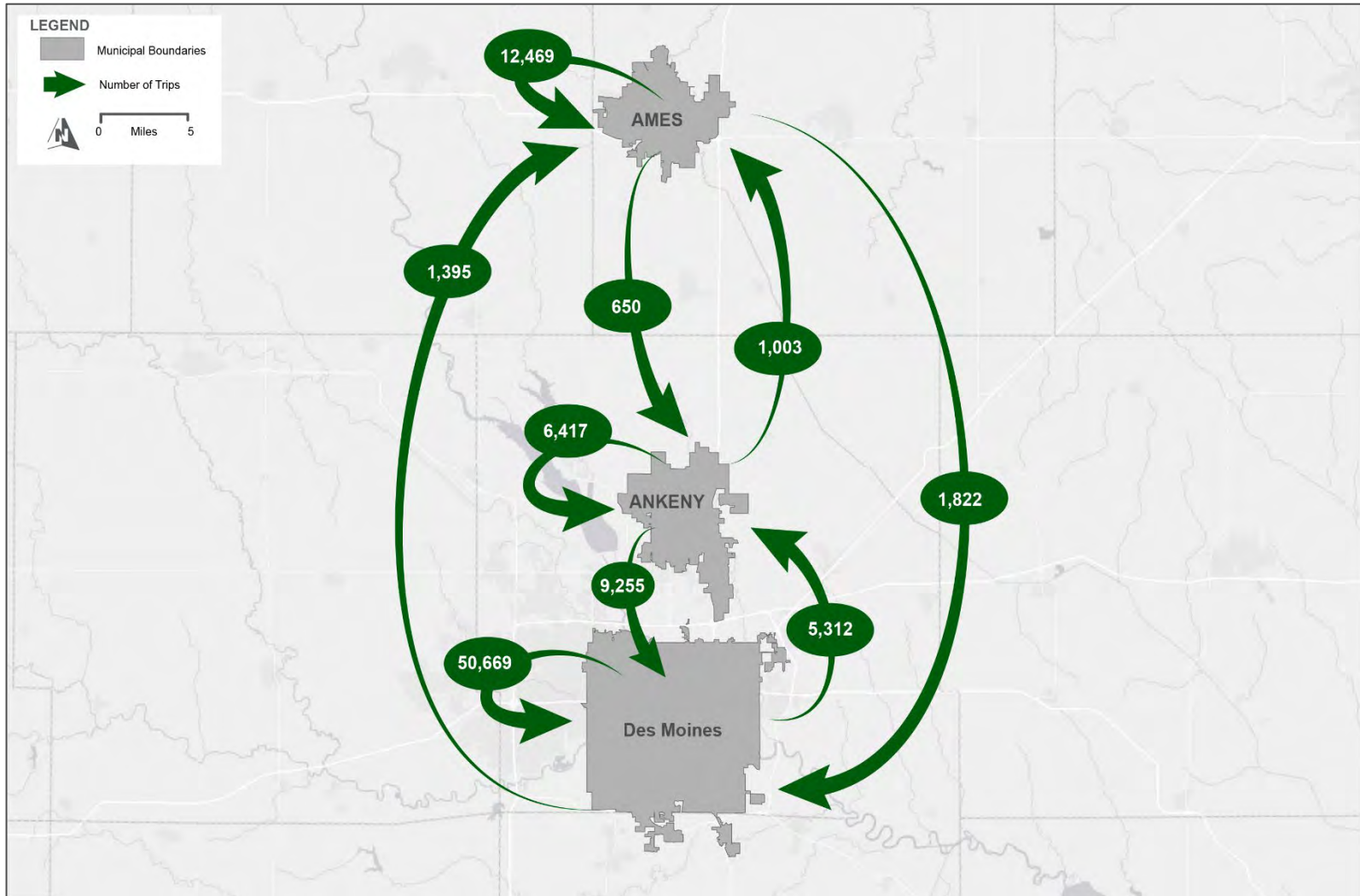
Inter-City Commute Patterns

Inter-city commute patterns were obtained from the United States Census Bureau's Longitudinal Household-Employer Dynamics (LEHD) Program, which compiles Federal, State, and Census Bureau data on employers and employees to allow for more detailed information pertaining to local economies.² LEHD data for the Cities of Ames, Ankeny, and Des Moines were reviewed to identify inter-city commuting patterns between these metropolitan areas located along the Interstate 35 Corridor.

As seen in **Figure 2-8**, the LEHD data indicates that the largest number of trips occurs within the boundaries of Des Moines, Ames, and Ankeny. The city with the largest flow of inbound travel is Des Moines, likely due to its higher population and greater concentration of economic and educational opportunities. Significant flow occurs along the Ankeny-Des Moines segment in both directions. The Ankeny-Des Moines segment sees between 1,300-1,800 commuters and the Ankeny-Ames segment sees between 600-1,000.

² United States Census Bureau. Longitudinal Household-Employer Dynamics Program. <https://lehd.ces.census.gov/>

Figure 2-8: Regional Commuting Patterns





Chapter 3

Existing System Performance



Chapter 3 Existing System Performance

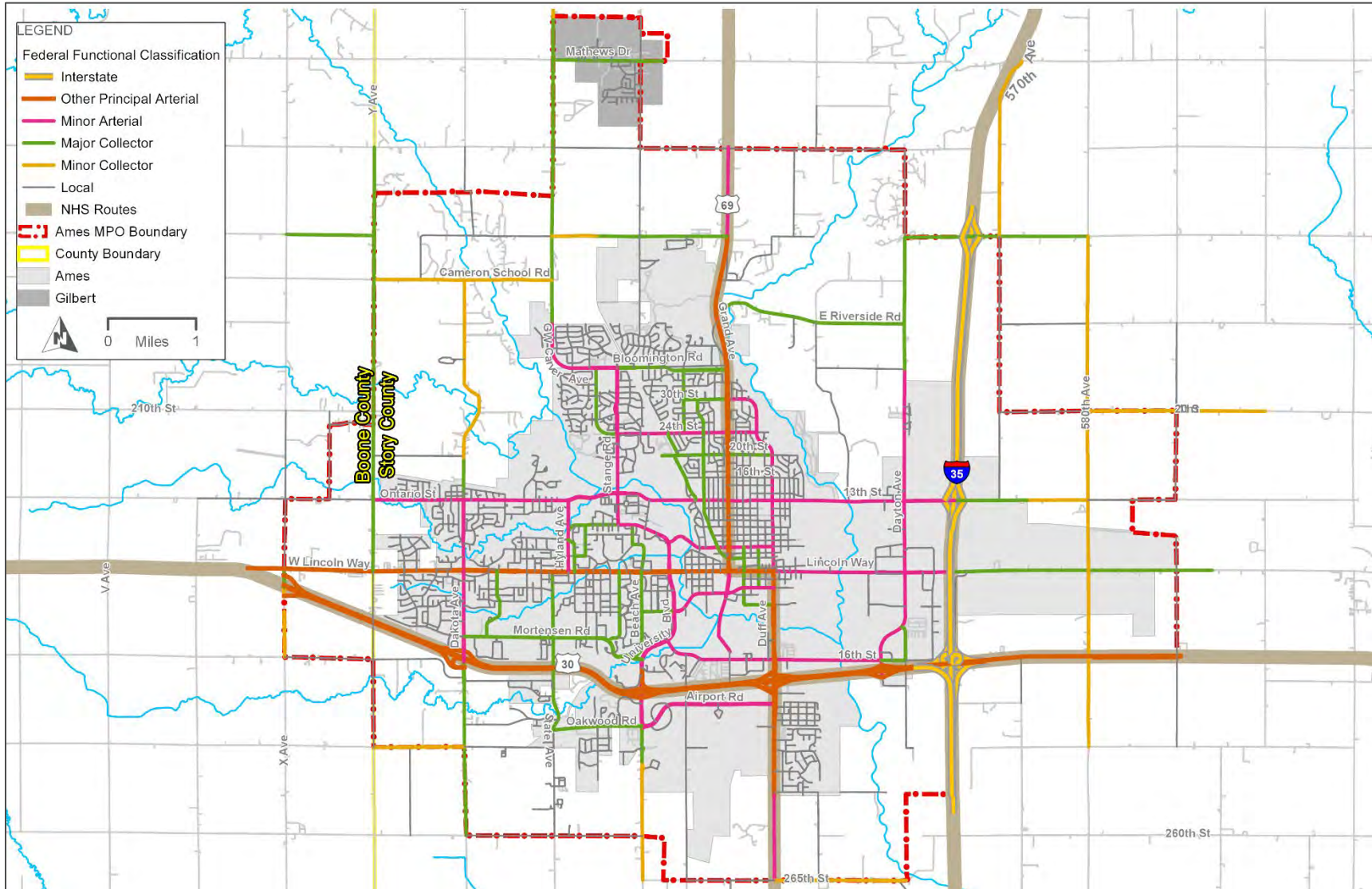
Roadway System Conditions

The evaluation of traffic operations, including peak period congestion, travel reliability, and bridge and pavement conditions was conducted to assess the existing conditions of the AAMPO roadway system.

Roadway Classifications

Roadways within the Ames Area MPO boundary are classified according to a Federal functional classification system developed by the Federal Highway Administration (FHWA). This system is used to determine which roads are eligible for federal transportation funds. The functional classifications for AAMPO roadways are presented in **Figure 3-1**.

Figure 3-1: Functional Classifications for the AAMPO Roadways



Traffic Operations

Existing traffic operations were reviewed from two different perspectives:

- Peak period travel conditions
- Passenger and freight travel reliability

Peak Period Traffic Operations

Peak period travel conditions focused on evaluating congestion levels during typical peak period conditions. These travel conditions are described using a standard vehicular Level of Service (LOS) classification that ranges from A, or free flow traffic, to F, or complete gridlock. **Figure 3-2** provides a definition for each LOS category.

Figure 3-2: Level of Service Definitions

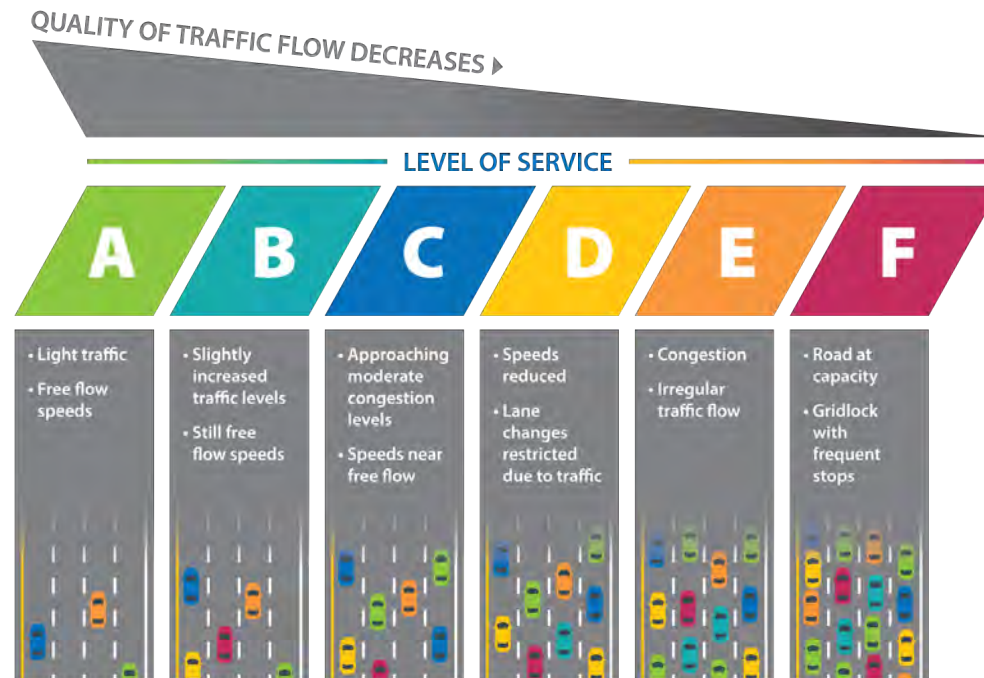
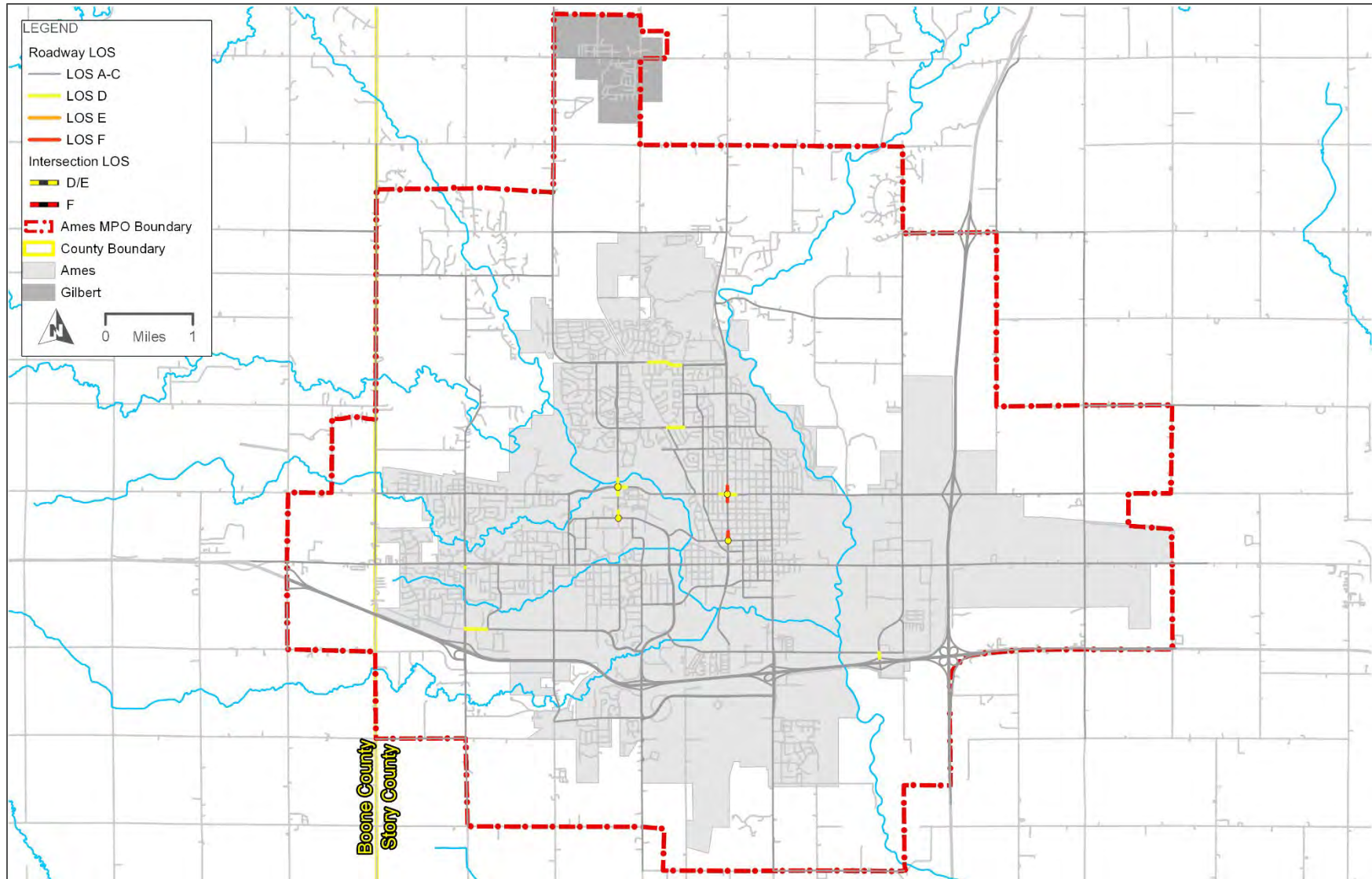


Figure 3-3 shows the existing peak period traffic operations for AAMPO.

Figure 3-3: Existing Peak Period Traffic Operations



For the existing AAMPO roadway system, over 98% of functionally-classified roads are operating at LOS C or better as shown in **Table 3-1**. Just over 1% are operating at LOS D, while less than half of one percent are operating at LOS F. The peak period traffic operations analysis demonstrates that the MPO's existing roadway system operates well during the peak period and congestion throughout the region is limited.

Table 3-1: Summary of Functionally-Classified Roads by Peak Hour Level of Service

Level of Service	Percent of Lane Miles
LOS A/B/C	98.5%
LOS D	1.1%
LOS E	0.0%
LOS F	0.4%

Travel Reliability

Passenger Vehicle Travel Reliability

Travel reliability looks at how predictable travel times are for passenger vehicles and freight trucks in a corridor. The metric used to describe travel reliability for passenger vehicles is Level of Travel Time Reliability (LOTTR) and is used only for corridors located on the NHS.

Within the AAMPO region, the least reliable corridors are:

- **Duff Avenue:** From Lincoln Way to 265th Street
- **Lincoln Way:** From Grand Avenue to S Dayton Avenue
- **Grand Avenue:** From 170th Street to 30th Street / Duff Avenue

In 2017 and 2018, 100% of the Interstate segments were considered reliable. The AAMPO non-Interstate NHS contained unreliable road segments during this same period, but saw improvement between 2017 and 2018. For the non-Interstate NHS, the annual percentage of person-miles traveled that are reliable were 87.8% in 2017 and 96.6% in 2018. **Figure 3-5** shows the LOTTR for all NHS routes in the AAMPO area.

Freight Travel Reliability

A metric similar to LOTTR is used to describe highway freight reliability in a corridor. This metric is referred to as Truck Travel Time Reliability Index (TTTR); only Interstate routes are analyzed for TTTR. The most recent data for highway freight travel reliability indicates that the AAMPO region does not have any unreliable corridors for highway freight travel, as all TTTR levels recorded were below the target of 1.5. In 2017, the average regional TTTR was 1.10 and rose to 1.12 in 2018. TTTR peaked slightly during the winter months of 2017-2018, but was still well below 1.5 as seen in **Figure 3-4**. For reference, the values 0.0 through 1.5 pertain to TTTR levels. Lower values represent higher reliability, and any TTTR over 1.5 would be considered an unreliable corridor.

Figure 3-4: Monthly TTTR for the AAMPO Region, 2017-2018

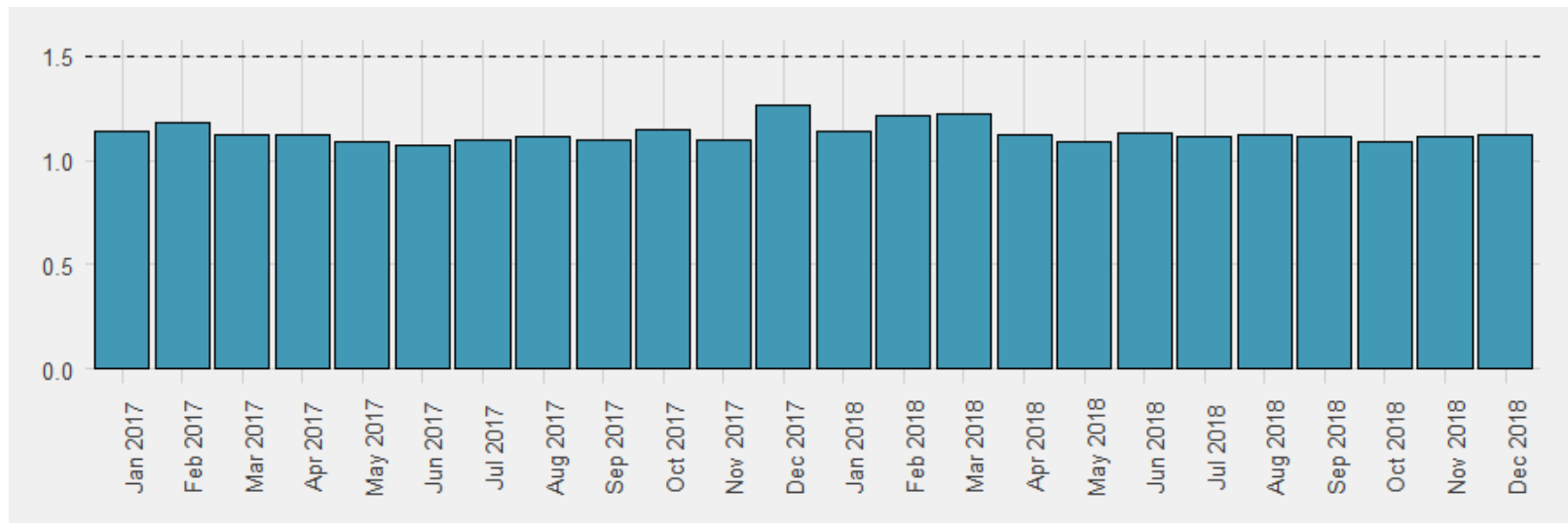
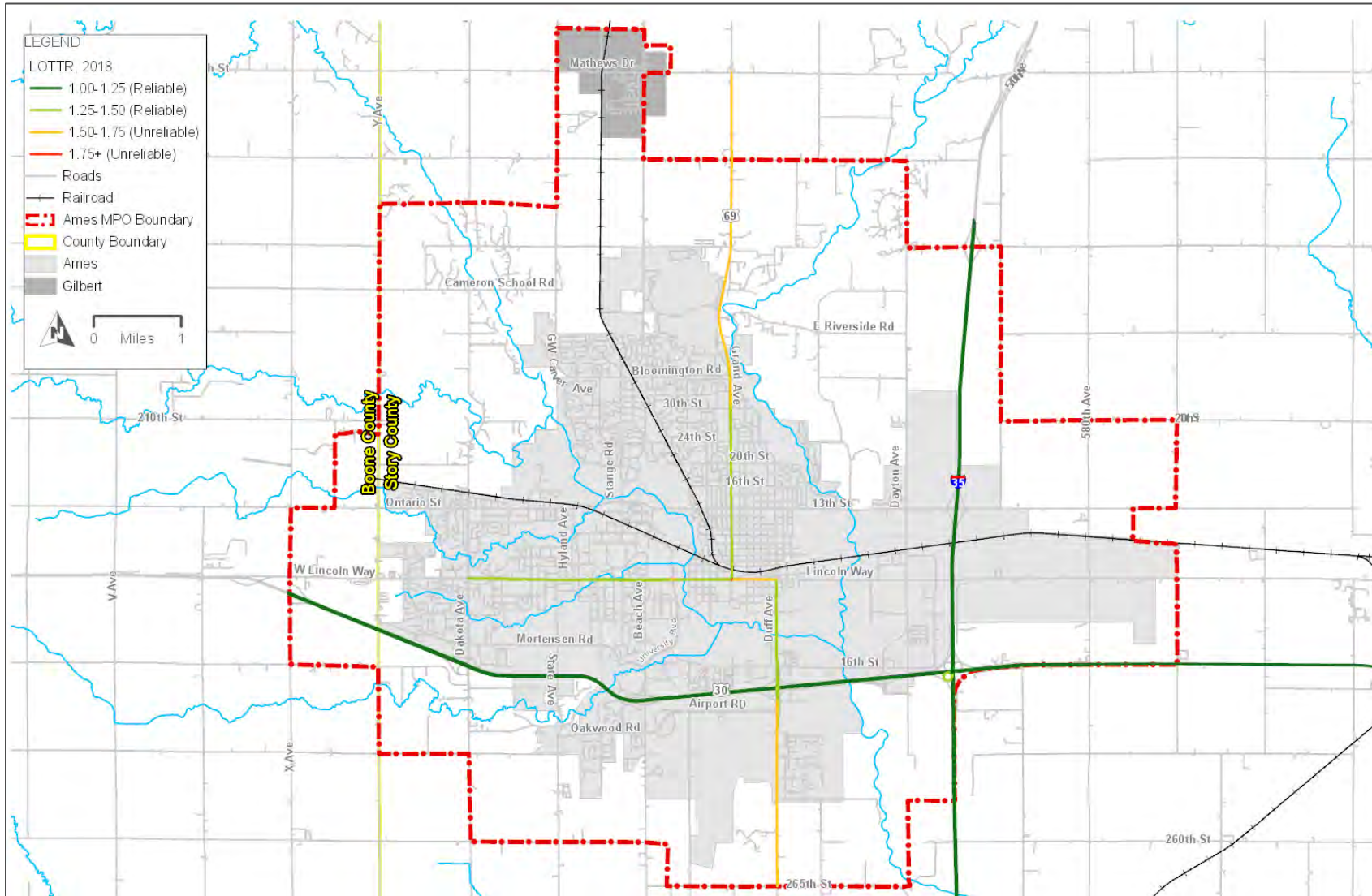


Figure 3-5: Passenger Vehicle Travel Reliability, 2018



System Condition

AAMPO Bridge Conditions

There are 58 bridges in the AAMPO boundary, and 20 of these structures are located on the NHS. **Table 3-2** presents the condition of all bridges in the AAMPO region, as well as the condition of NHS structures.

For AAMPO bridges, most are in Fair condition, 37, while 2 bridges are in Poor condition and the remaining 19 reported as being in Good condition. The locations of the bridges rated as Poor are:

- **W 190th Street:** Northwest of Ames, over Squaw Creek
- **Ken Maril Road:** Southeast Ames, over the Skunk River

Figure 3-6 shows AAMPO bridges and their conditions.

Table 3-2: Condition of AAMPO Bridges

Bridge Ratings	Interstate and non-Interstate NHS Bridges	All AAMPO Bridges
Good	4	19
Fair	16	37
Poor	0	2

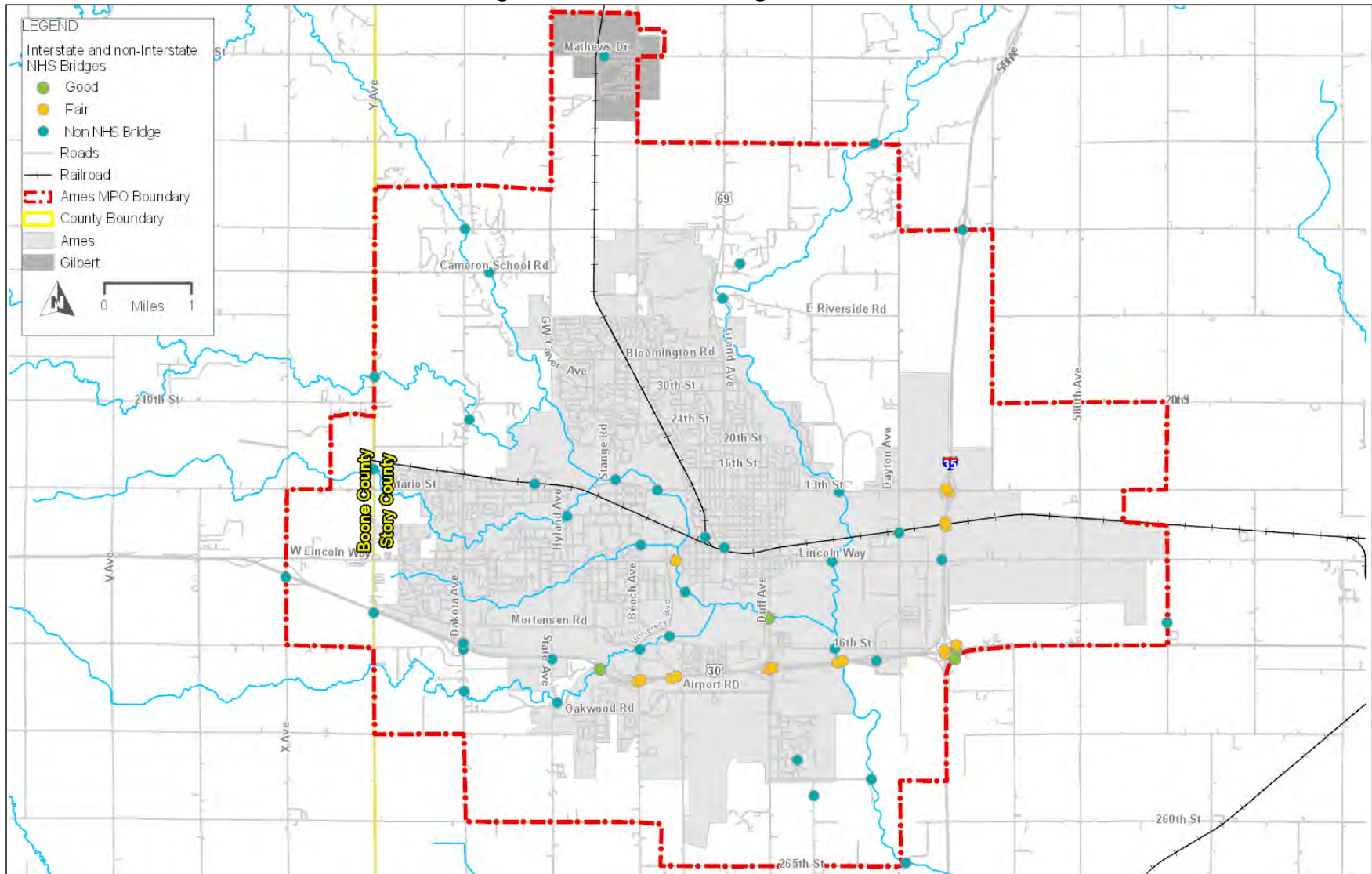
Source: National Bridge Inventory

Table 3-3 displays conditions of Interstate and non-Interstate NHS bridges as well as non-NHS bridge by deck area (in square meters). For those bridges located on the Interstate or non-Interstate NHS, 15% of total deck area is rated as being in Good condition while the remaining 85% of total deck area is classified as being in Fair condition. For all AAMPO bridges, a greater share of the total deck area is rated as being in Good condition while roughly 2/3rds of the total deck area is in Fair condition. The two bridges in Poor condition, as identified above, make up 1% of the total deck area.

Table 3-3: AAMPO Bridge Condition by Total Deck Area

Bridge Rating	Interstate and non-Interstate NHS Bridges	% of Total Deck Area	All AAMPO Bridges	% of Total Deck Area
Good	2,239.93	15%	12,201.61	31%
Fair	13,131.21	85%	26,533.33	68%
Poor	-		463.65	1%
Total	15,371.14		39,198.59	

Figure 3-6: AAMPO Bridge Locations



AAMPO Pavement

The majority of pavement in the AAMPO region is in Fair or Good condition, as shown in **Table 3-4** and **Table 3-5**. For NHS routes, only 4% of pavement is in Poor condition while the remaining pavement is in Fair condition or better.

Table 3-4: Pavement Condition Ratings for Non-Interstate, Non-NHS Roads

Functional Classification	Pavement Condition Rating (CityPCI)		
	Poor	Fair	Good
Collector	13%	46%	41%
Local	22%	49%	28%
Minor Arterial	17%	25%	58%
Principal Arterial	24%	31%	45%
Total	21%	45%	35%

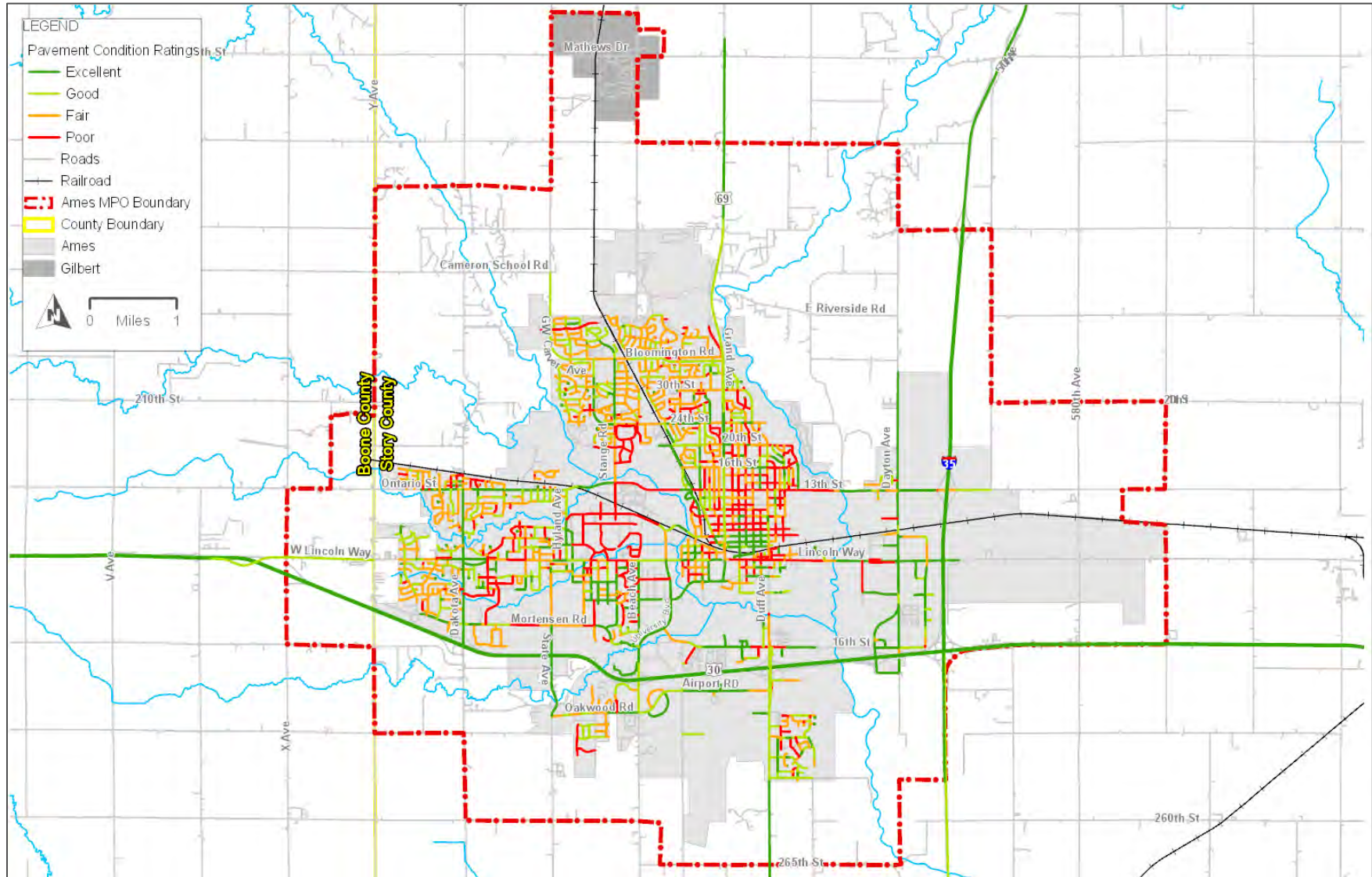
Source: AAMPO

Table 3-5: Pavement Condition Ratings for NHS Routes

Functional Classification	Pavement Condition						Total
	Poor		Fair		Good		
Interstate	0	0%	0	0%	56.71	100%	56.71
Non-Interstate NHS	4.37	4%	10.03	9%	97.46	87%	111.86
Total	4.37	3%	10.03	6%	154.17	91%	168.57

Source: AAMPO

Figure 3-7: Pavement Condition Ratings for AAMPO Roads

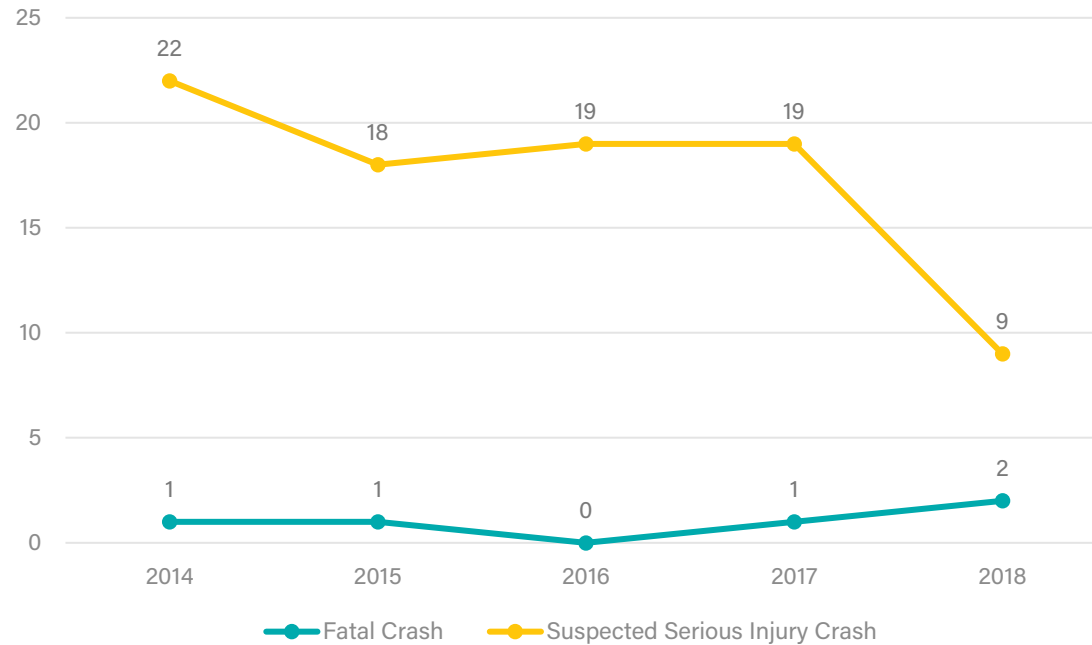


System Safety

Fatal and Serious Injury Crash Frequencies

The number of crashes resulting in fatalities on AAMPO roads has remained consistent, averaging 1 per year, while the number of crashes resulting in serious injuries has been declining since a 2014 level of 22, with an average of 17 per year. **Figure 3-8** shows the 5-year trend for these crash types for the years 2014 through 2018.

Figure 3-8: Fatal and Serious Injury Crashes, 2014-2018

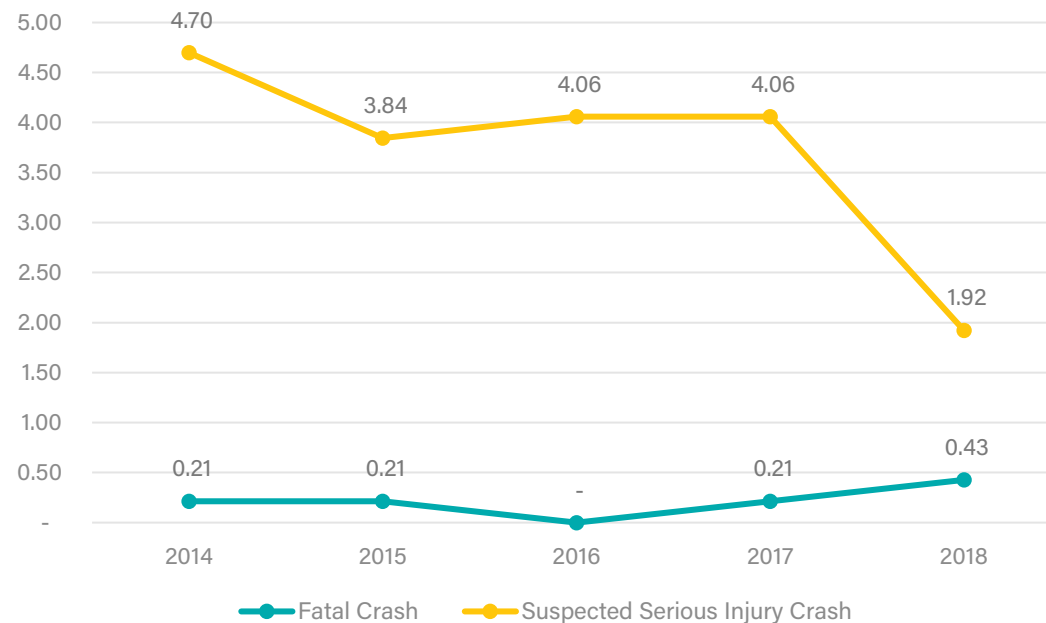


Source: Iowa DOT, Iowa Crash Analysis Tool (ICAT)

Fatal and Serious Injury Crash Rates per 100 Million VMT

Fatal crash rates per 100 million VMT stayed constant during the years 2014 through 2017, then saw a slight increase in the year 2018. The rates of serious injury crashes per 100 million VMT saw a significant decrease between 2014 and 2018, as these crash types became less frequent during the 5-year period. **Figure 3-9** summarizes the annual trend for fatal and serious crash rates per 100 million VMT between 2014 and 2018.

Figure 3-9: Fatal and Serious Crash Rates per 100 Million VMT, 2014-2018

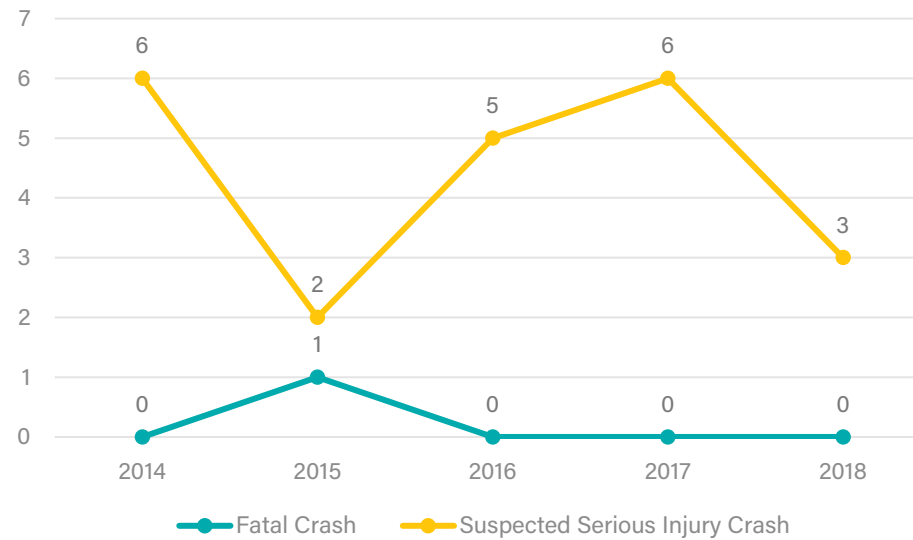


Source: Iowa DOT, Iowa Crash Analysis Tool (ICAT)

Non-motorized Fatal and Serious Injury Crash Frequencies

Fatalities resulting from crashes involving a non-motorized mode have been rare in the MPO area, averaging less than 1 per year between 2014 and 2018. Non-motorized crashes in which a serious injury occurred have fluctuated between a high of 6 in both 2014 and 2017, with a low of 2 in 2015. During 2014 to 2018, the MPO area averaged 4 non-motorized crashes per year that resulted in serious injury. **Figure 3-10** shows annual fatal and serious injuries related to non-motorized crashes between 2014 and 2018.

Figure 3-10: Non-Motorized Fatal and Serious Injury Crashes, 2014-2018



Source: Iowa DOT, Iowa Crash Analysis Tool (ICAT)

Bicycle and Pedestrian System Conditions

Existing Bicycle and Pedestrian System Network

AAMPO's existing bicycle and pedestrian system is comprised of several different types of on- and off-street facilities as shown in **Table 3-6** and on **Figure 3-11**.

Table 3-6: Existing Bicycle and Pedestrian Facilities

Facility Type	Length (miles)
Bike lanes	9
Paved shoulder	13
Signed bike routes / shared lanes	13
Paved sidepaths	60
Unpaved sidepaths	6

Source: AAMPO

EXAMPLES OF EXISTING ON- AND OFF-STREET BICYCLE FACILITIES IN THE REGION



The University Boulevard sidepath includes a landscape buffer.



Example of a sidepath adjacent to the motor vehicle lane.

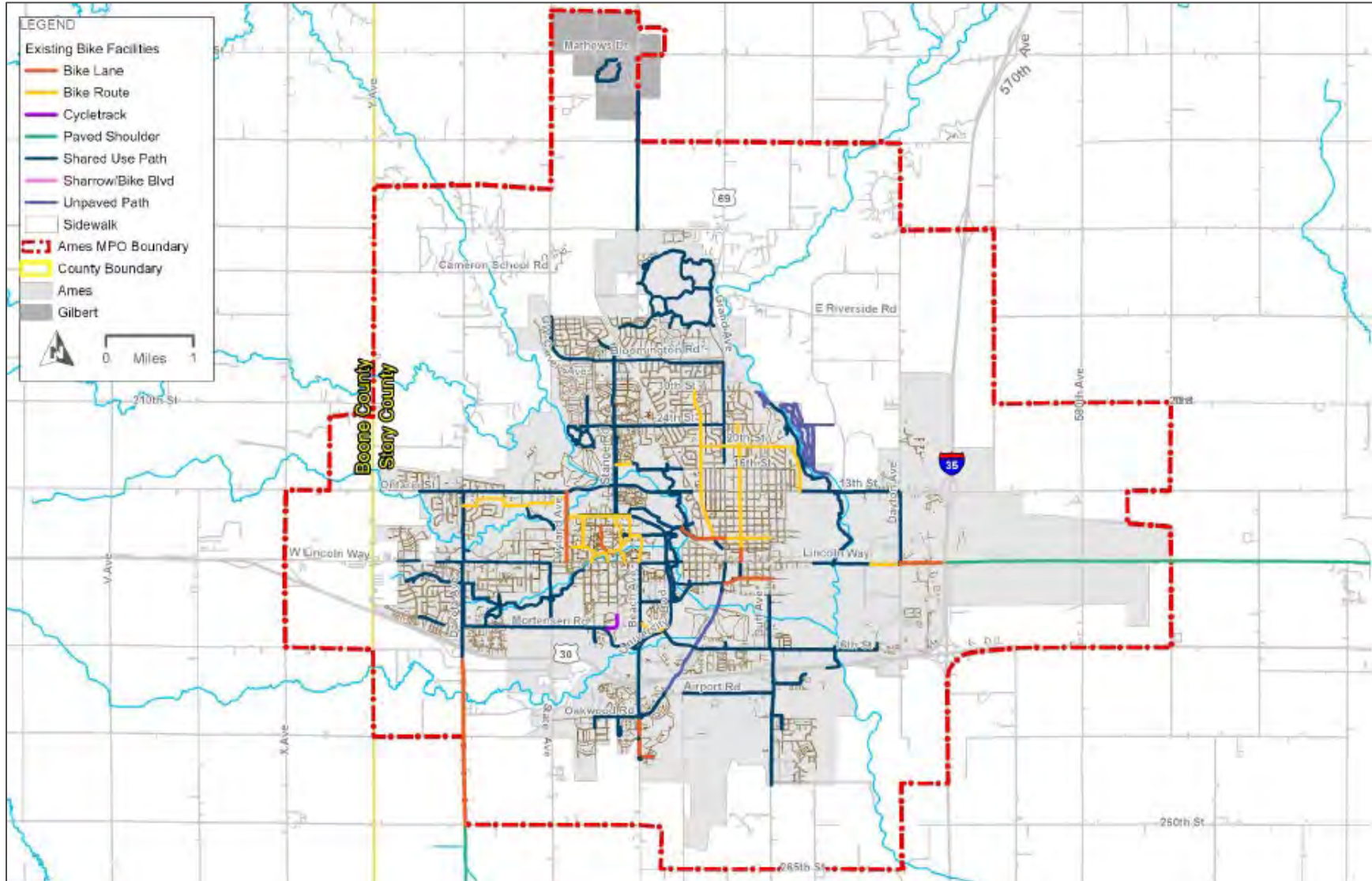


Examples of on-street facilities include bike lanes. Pictured is an example of bike lanes, which are on S 3rd Street/S 4th Street.



Example of sharrows, which are found on Pammel Drive on the ISU campus, which are restricted to transit, bike and pedestrian use only.

Figure 3-11: Existing Bicycle and Pedestrian Network



Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress (LTS) for the AAMPO region bicycle and pedestrian network ranked roads and intersections on a scale of 1 to 4, with 4 being the most stressful due to a number of roadway characteristics (for more information, **Appendix B**).

The resulting bicycle LTS shows that the more stressful roads in the region are:

- Lincoln Way
- Grand Avenue
- Duff Avenue
- 13th Street
- Dayton Avenue
- Stand Road
- George Washington Carver Avenue
- University Boulevard
- Beach Avenue
- Cameron School Road
- Ontario Street
- N and S Dakota Avenue
- Mortensen Road
- Oakwood Road
- Airport Road
- 16th Street

The intersections in the AAMPO region that considered to be more stressful for bicyclists are:

- South Dakota Avenue & Mortensen Road
- South Duff Avenue & Chestnut Street
- South Duff Avenue at US 30 westbound ramp terminal
- South Duff Avenue & 13th Street
- 13th Street & Meadowlane Avenue

Figure 3-12 shows the complete bicycle LTS for AAMPO roads and intersections



Transit System Conditions

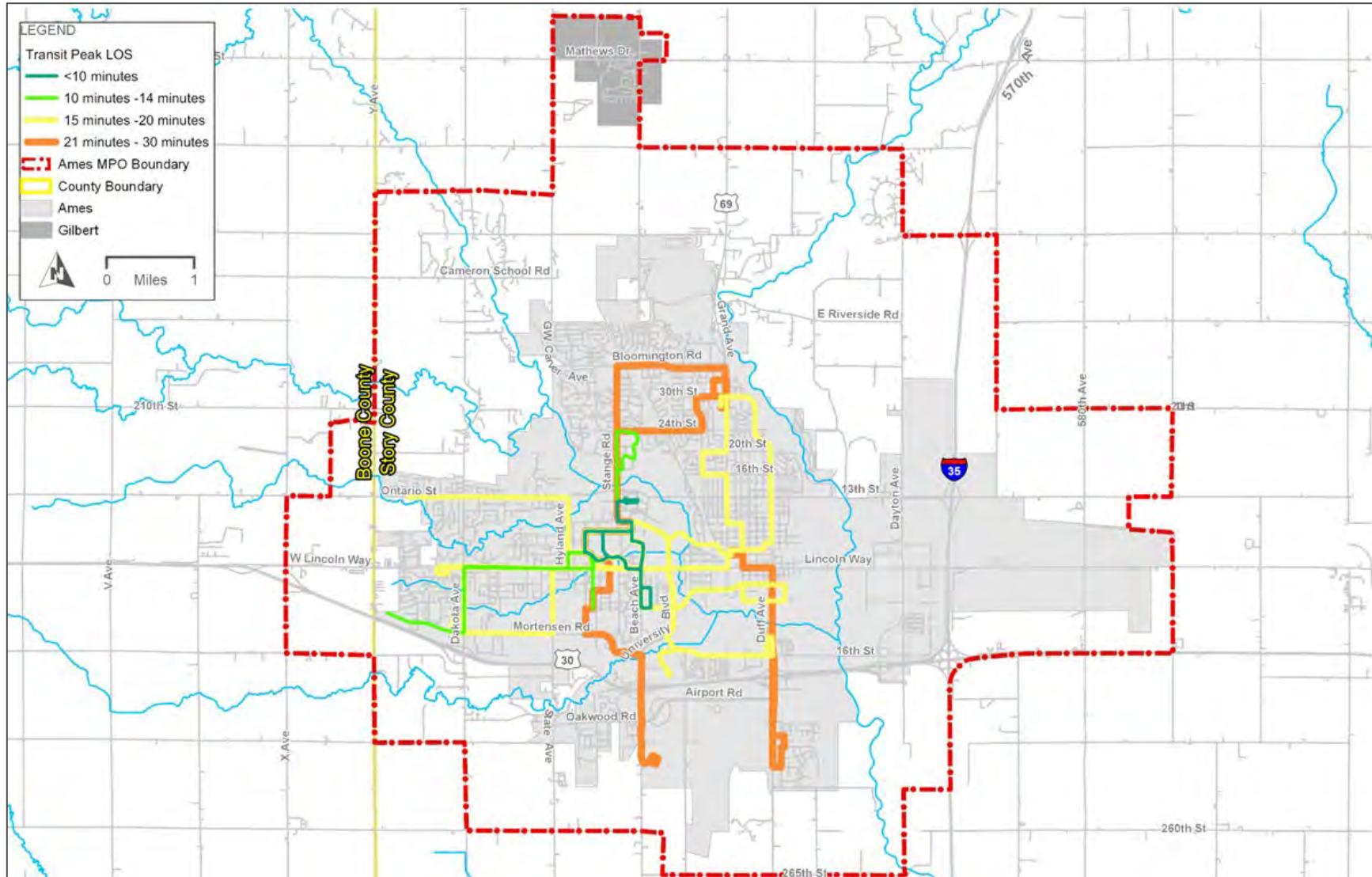
Transit Services

CyRide is the primary transit service provider in the AAMPO region and operates local bus and paratransit services to riders throughout the City of Ames. CyRide is a division of the City of Ames and operates in partnership with Iowa State University (ISU) and Iowa State University’s Government of the Student Body (GSB). Additional transit services in the MPO area are presented in **Table 3-7**, while **Figure 3-13** shows a map of CyRide’s current fixed routes.

Table 3-7: Transit Services in the AAMPO Region

Service	Description
CyRide	Primary transit provider in the MPO area, operating 13 fixed routes as well as paratransit services.
East Ames Service Extension (EASE)	On-demand, curb-to-curb service serving the eastern part of the City of Ames. Riders are picked up at Ames City Hall and dropped off at any location in the eastern part of the city.
Moonlight Express	Fare-free service with three routes and an additional door-to-door service for Ames residents living outside of other shuttle coverage areas. This service is offered during the University's Fall and Spring semesters
Paratransit	Door-to-door paratransit service operated by CyRide and contracted through Heart of Iowa Transit Agency (HIRTA), serving individuals with a disability who reside within the City of Ames.
Regional Public Transit Service	Additional service provided by HIRTA includes a regional door-to-door service throughout central Iowa.

Figure 3-13: CyRide Fall 2019 Route Network



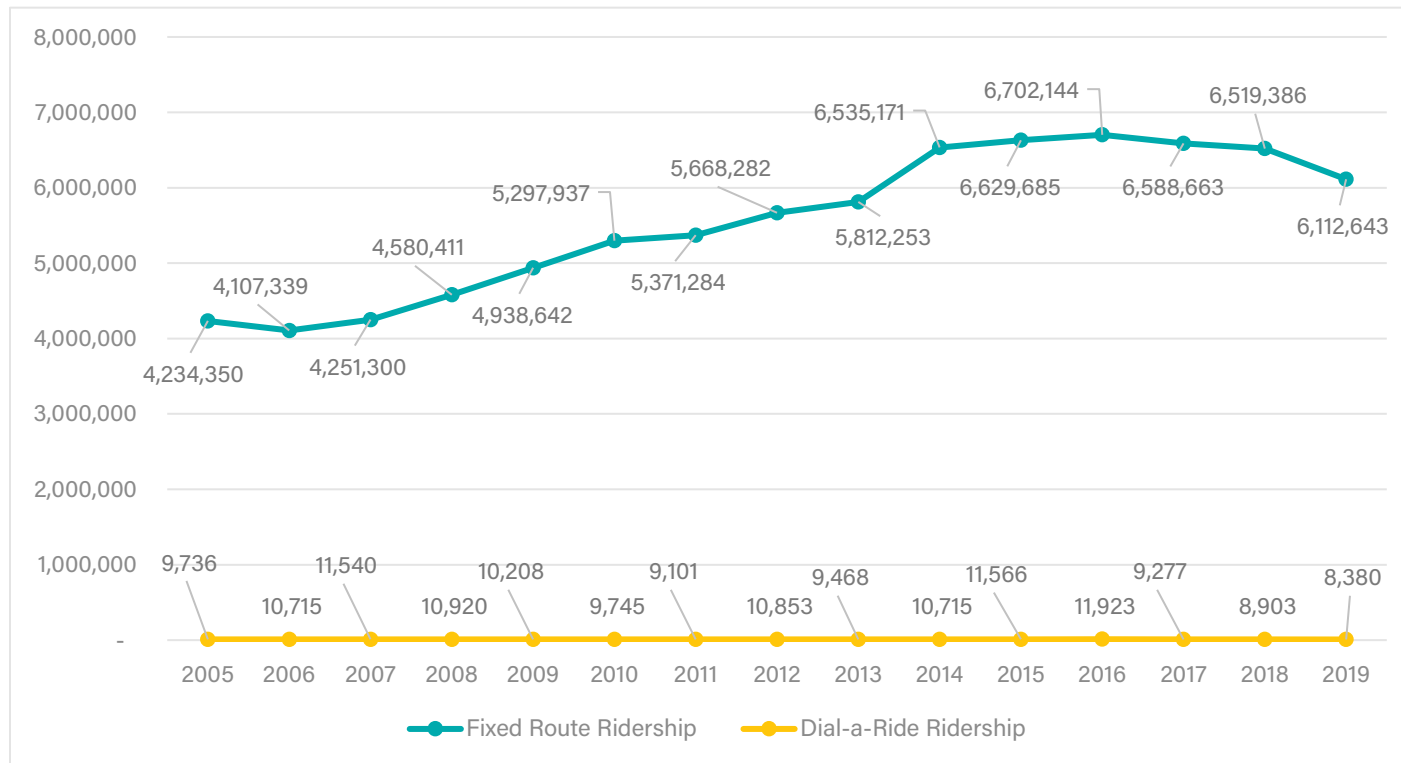
System and Route Performance

System Level Performance

Demand for fixed-route transit service in Ames grew continually from 2006-2016; however, in recent years overall ridership has declined as seen in **Figure 3-14**. Some other transit system-level trends include:

- Fixed-route service saw a 6.9% decrease in ridership in FY2019 compared to FY2018
- Dial-a-Ride service has fluctuated throughout the years but has seen a steady decrease between FY2016 to FY2019

Figure 3-14: Annual Fixed-Route and Paratransit Ridership, 2005-2019

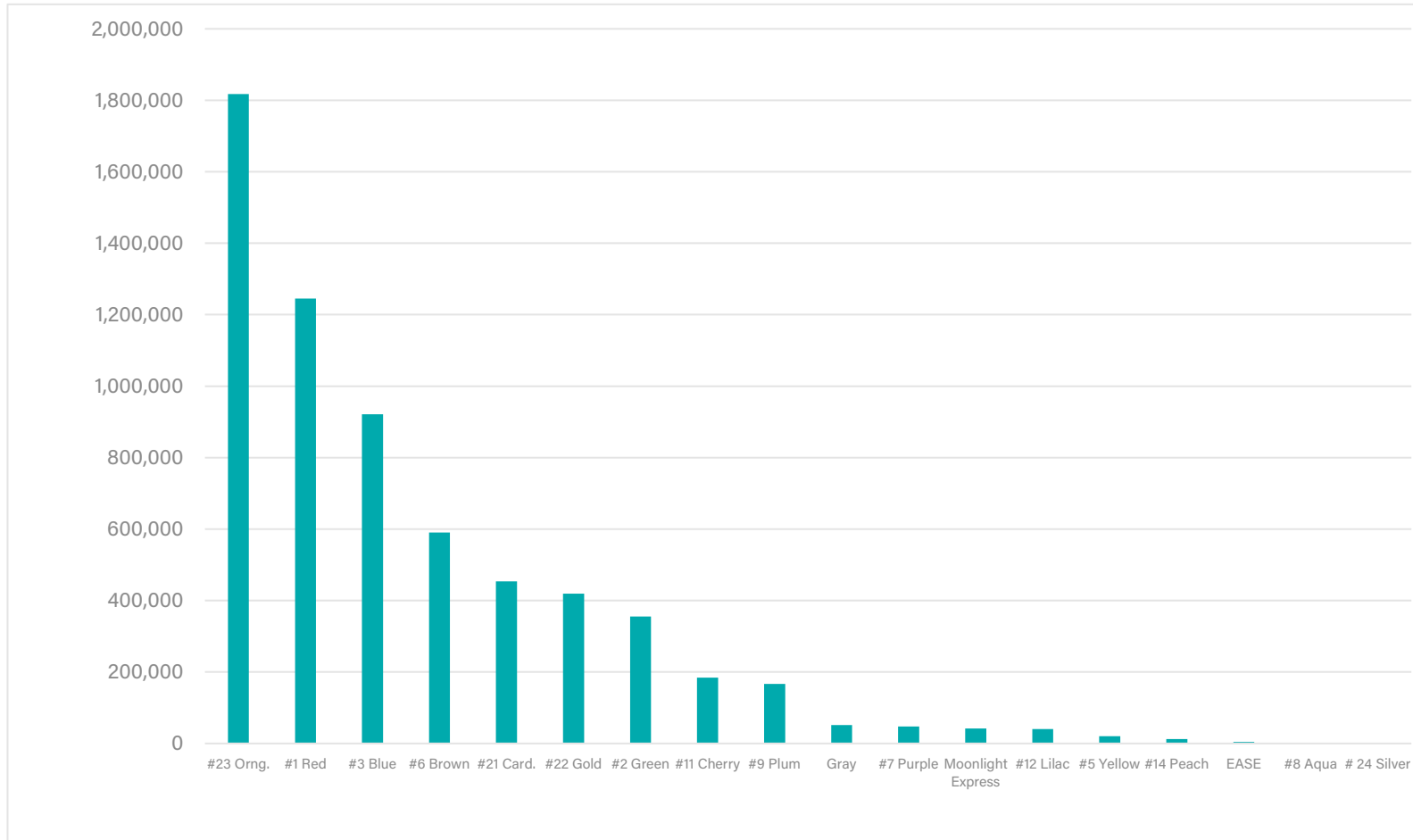


Source: CyRide

Route Level Performance

- Highest ridership routes: #23 Orange, #1 Red, #3 Blue-65% of trips made during FY2018
- Lowest ridership routes: #14 Peach, #5 Yellow, #12 Lilac-Less than 1% of trips made during FY2018

Figure 3-15: FY2018 CyRide Ridership per Route



Source: CyRide

Transit Level of Service

Level of Service Results

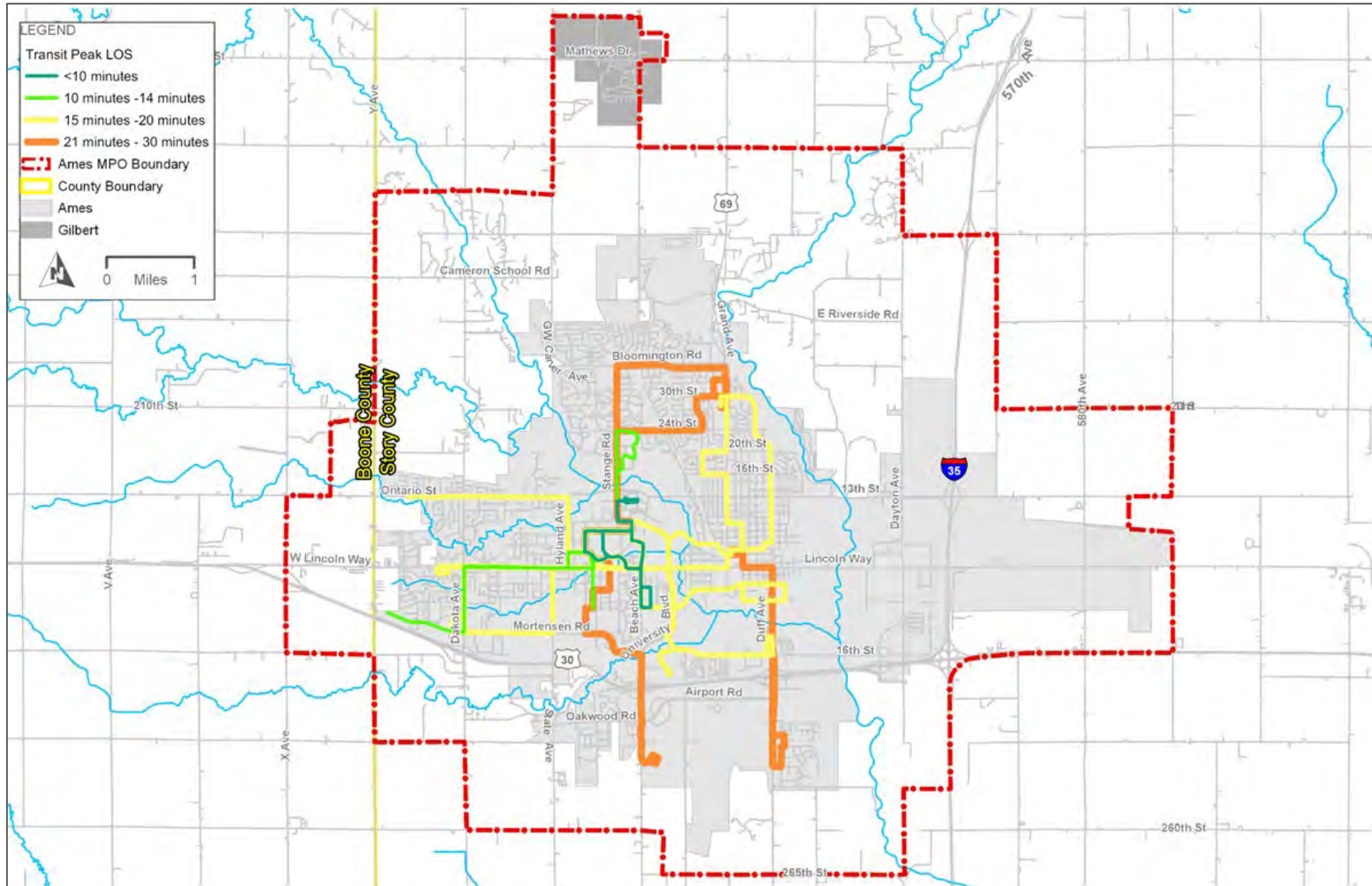
Transit level of service for CyRide's peak period (defined as 6 a.m. to 9 a.m. and 3 p.m. to 6 p.m. on weekdays), shown in **Figure 3-16**, identifies the fixed-routes that operate at the highest and lowest LOS.

- Highest LOS routes:
 - #23 Orange
 - #21 Cardinal
 - #11 Cherry
 - #25 Gold
- Lowest LOS routes:
 - #5 Yellow
 - #6 Brown
 - #14 Peach

Frequency (Minutes)	Description
<10	No bus schedule needed
10 - 14	Passengers may consult schedules
15 - 20	Passengers will consult schedules to minimize wait time
21 - 30	Passengers adapt travel to transit schedule
31 - 40	Provides minimal service to meet basic travel needs

Source: TCRP

Figure 3-16: Transit Peak Level of Service



Freight

Freight activities provide a foundation for the regional economy of the AAMPO area, as several critical state and national freight corridors are within the MPO boundary. In addition to the critical highway facilities located within the MPO area, several freight rail lines are operated in the region. This section of the plan will present an overview of the existing highway, rail, and pipeline freight system conditions.

Highway Freight

The efficient movement of goods is contingent upon a reliable freight network that is capable of maintaining multi-modal connections. Within the AAMPO boundary, there are 7 major freight routes that serve the industrial and manufacturing facilities within the region:

- Interstate 35
- U.S. Highway 30
- U.S. Highway 69
- S. Duff Avenue
- S. 16th Street (east of S. Duff Avenue)
- Lincoln Way (east of S. Duff Avenue)

Rail Freight

Union Pacific Railroad (UPRR) operates several freight lines within the AAMPO boundary. The east-west mainline track consists of two tracks that run through the City of Ames, north of Lincoln Way, while the north-south track is a single track that passes through the City of Gilbert and meets the east-west line just west of Grand Avenue and Lincoln Way.

Pipelines

There are 195.12 total miles of active pipelines in Story County, with 99.23 miles dedicated to gas transmission and the remaining 95.89 miles used for hazardous liquid mileage. In Boone County, there are 282.12 miles of active pipelines—253.32 miles of gas transmission pipeline and 28.81 miles of hazardous liquid pipeline.³



³ National Pipeline Mapping System, Active Pipeline Database

Existing Regional Connections

While private vehicle travel is the predominate mode within the AAMPO area, the reliability of the local transportation system is contingent upon its ability to remain balanced and maintain connections with other transportation modes. This section of the plan discusses the existing regional connections, including rail, aviation, and waterways.

Intercity Bus Service

Several operators provide intercity bus service between the City of Ames and other communities not served by aviation services. These intercity services are based at the Ames Intermodal Facility, located at Hayward Avenue and Chamberlain Street. Users can then connect to destinations in the MPO area that are served by the fixed route transit system. The current intercity bus services serving the AAMPO region are:

- **Jefferson Lines:** Jefferson Lines serves the I-35 corridor through the state of Iowa, offering daily bus service to destinations north and south of the City of Ames. Jefferson Lines also offers the College Connection service, which provides intercity bus service to college campuses across the Midwest.
- **Executive Express:** Executive Express provides one-way and round trip shuttle service to and from the Des Moines International Airport, picking up users at the Ames Intermodal Facility or the Quality Inn and Suites Starlight Village Conference Center located on E 13th Street. Executive Express also offers professional charter services.



Passenger Rail

While Union Pacific operates several freight lines in the AAMPO region, there are currently no passenger rail lines in operation. However, the Boone & Scenic Valley Railroad operates several seasonal passenger lines, such as the Wolf Dinner Train and the Santa Express. These lines operate between the City of Boone and Fraser, IA.

Amtrak offers passenger rail service from their stations located in Creston, IA and Osceola IA; the Creston station is located 106 miles south of the City of Ames while the Osceola station is located 85 miles to the south.

Aviation

Aviation services within the AAMPO boundary are provided by the Ames Municipal Airport, which is located two miles southeast of the City of Ames. While the airport is open to the public, the only service offered is general aviation; the nearest facility offering commercial aviation is the Des Moines International Airport, located approximately 40 miles south of the City of Ames. Executive Express, a shuttle service operated from the Des Moines International Airport, offers regular service to and from the City of Ames.

The Ames Municipal Airport is in the National Plan of Integrated Airport Systems (NPIAS), which is a biennial report developed by the Federal Aviation Administration that plans the five-year development needs for airports within the national system.⁴ Due to eligibility in the NPIAS, the Ames Municipal Airport is in consideration for being a recipient of FAA funding for facility improvements.

Airport operational statistics are available from Airnav.com. The main operational statistics for the Ames Municipal Airport include:

- 78 aircraft based on the field
 - 53 single engine airplanes
 - 7 multi-engine airplanes
 - 2 jet airplanes
 - 13 glider airplanes
 - 3 ultralight airplanes
- 92 aircraft operations per day
 - 56% transient general aviation
 - 37% local general aviation
 - 5% air taxi
 - 1% military

⁴ Iowa Aviation System Plan, <https://iowadot.gov/aviation/studiesreports/technicalreport/4%20-%20Chapter%201.pdf>

Waterways

A notable recreational waterway located in the AAMPO region is the Skunk River Water Trail. Beginning in Story City and passing through the City of Ames, this popular water trail provides a scenic route for paddlers of all skill levels. Numerous access points are found within the AAMPO boundary and offers residents an outdoor recreation activity for the spring and summer months.

Alternate Mobility Providers

Travelers within the AAMPO region have a slate of mobility options to choose from in addition to public transit and the bicycle and pedestrian network. Uber and Lyft, two popular ridehailing services, operate in Ames and allow users to connect with drivers via a smart phone application. The carsharing service Zipcar operates on the Iowa State University campus and is aimed towards providing students and university staff with a low-cost mobility option through providing vehicles that can be rented on an hourly basis; these vehicles are rented at an on-campus location and must be returned to the same location. Zipcar is available to the public, but users must be 18 years or older and hold a valid driver's license. Cyclone Cab provides a traditional taxi service within the City of Ames.

The State of the Existing System

Existing conditions on the AAMPO roadway system reflect a network that operates efficiently, with limited recurring peak hour congestion and reliable corridors for passenger and freight vehicles. Regional infrastructure is sound, with the majority of bridge structures and roadway pavement in good condition. In terms of safety, the number of fatal and serious injury crashes for cars and non-motorized modes have been steady or decreasing, while intersections with the highest crash frequencies and crash rates have been identified and safety countermeasures for these locations have been discussed.

A number of roads and intersections in the AAMPO were determined as higher stress for bicyclists, and these locations will be further evaluated when developing alternative projects for inclusion in the MTP. Fixed route and paratransit usage has been decreasing since its peak ridership in 2016, while the fixed routes that have recorded the highest levels of ridership continue to be those serving the ISU campus and central Ames. As the MPO looks to a more multi-modal future, building off the existing non-motorized facilities and developing connections with the existing CyRide routes can help reach this goal.

System Performance and Targets

Performance-based planning and performance management became a focus of State and regional transportation planning with the signing of the 2012 surface transportation bill Moving Ahead for Progress in the 21st Century (MAP-21). The Federal government established seven national goals through MAP-21, and then maintained in subsequent Federal legislation, with the purpose of improving decision-making through performance-based planning and programming. Federal Highway Administration has established required performance measures in 23 CFR 490.

System and Freight Reliability



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



Performance Targets: Rather than setting its own system and freight reliability targets, the Ames Area MPO has chosen to support the Iowa DOT's system and freight reliability targets as submitted in the most recent baseline period performance report (2018).

Table System and Freight Reliability Performance Measure	2018 Performance*	4 Year Target
Percent of person-miles traveled on the Interstate that are reliable	100%	99.50%
Percent of person-miles traveled on the non-Interstate NHS that reliable	96.60%	95%
Truck Travel Time Reliability (TTTR) Index	1.12	1.14

Source: AAMPO Draft Transportation Improvement Program, 2021-2024

*2018 Performance sourced from the NPMRDS

Pavement and Bridge



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



Performance Targets: Rather than setting its own pavement and bridge targets, the AAMPO has chosen to support the lowa DOT's pavement and bridge targets as submitted in the most recent baseline period performance report (2018).

TPavement Performance Measure	2018 Performance	4 Year Target
Percent of Interstate pavements in Good condition	100%	49.40%
Percent of Interstate pavements in Poor condition	0%	2.70%
Percent of non-Interstate NHS pavements in Good condition	87%	46.90%
Percent of non-Interstate NHS pavements in Poor condition	4%	14.50%

Source: AAMPO Draft Transportation Improvement Program, 2021-2024; City of Ames

Bridge Performance Measures	2018 Performance	4 Year Target
Percent of NHS bridges classified as in Good condition	15%	44.60%
Percent of NHS bridges classified as in Poor condition	0%	3.20%

Source: AAMPO Draft Transportation Improvement Program, 2021-2024; FHWA National Bridge Inventory

Road Safety



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



Performance Targets: Rather than setting its own safety targets, the AAMPO has chosen to support the Iowa DOT's safety targets as published in the most recent Iowa Highway Safety Improvement Program Annual Report.

Safety Performance Measures	2014-2018 AAMPO Performance*	2017-2021 Statewide Target
Number of Fatalities	1.0	336.8
Fatality rate per 100 million VMT	0.210	0.983
Number of Serious Injuries	17.4	1,370.8
Serious Injury rate per 100 million VMT	3.680	4.002
Non-Motorized Fatalities and Serious Injuries	4.6	131.0

Source: AAMPO Draft Transportation Improvement Program, 2021-2024; Iowa DOT ICAT Database

*2014-2018 Performance is for the Ames Area MPO only

Transit Asset Management



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



Performance Targets: CyRide, the transit agency within the Ames Area MPO, has established their own TAM plan and targets which they review and amend, if needed, each fall by October 1st. In March 2020, the Ames Area MPO adopted these transit asset management targets that also match CyRide transit asset management targets.

TAM Performance Measure Class	2019 Target	2019 Year-End Results	2020 Performance Target	2021	2022	2023	2024
Rolling Stock: 40'-60' Buses	35%	38%	33% of fleet exceeds CyRide's ULB of 15 yrs.	33%	33%	31%	33%
Rolling Stock: Cutaways	67%	67%	67% of fleet exceeds FTA ULB of 8 yrs.	89%	89%	0%	0%
Rolling Stock: Minivans	0%	0%	0% of fleet exceeds CyRide's ULB of 10 yrs.	0%	0%	0%	0%
Equipment: Shop Trucks	0%	50%	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%

Source: AAMPO Transportation Improvement Program, 2021-2024

Transit Safety

Transit safety performance measures and targets will be required for MPO TIPs and MTPs beginning July 20, 2021. CyRide is required to approve a Public Transportation Agency Safety Plan (PTASP) by December 31, 2020; after the approval of the PTASP, AAMPO has 180 day to adopt MPO transit safety targets. Should the MTP be amended any time after this date, the inclusion of the Transit Safety performance measures and targets will be required as part of the amendment.



Chapter 4

Future Trends and Needs



Chapter 4 Future Trends & Needs

Future System Performance

A performance analysis of the future AAMPO transportation system was conducted to better understand how projected household and employment growth will likely impact future year 2045 regional travel demand. This analysis was based on the Travel Demand Model (TDM) update that uses a base year of 2015 and was developed to support the Forward 2045 plan transportation decisions and investments.

Future Growth in the AAMPO Region

The steady growth in population and employment for the AAMPO region that was presented in Chapter 2 is consistent with the projected future regional household and job growth through the year 2045. While the estimated job and household growth levels are not indicative of how future land uses will be planned, zoned, and phased, they inform the travel parameters used in the future system performance analysis presented in this chapter.

Table 4-1 shows the region-wide changes in the number of households and jobs in the region between 2015 and 2045. These projected levels serve as the primary inputs in the AAMPO TDM, and their development is outlined in the **Appendix C**.

Table 4-1: Projected Regional Growth Trends, 2015-2045

	Households	Population	Employment
2015	26,179	68,221	43,297
2045	33,698	88,546	56,744
Growth	29%	30%	31%

Source: Ames Area MPO, City of Ames, Woods and Poole

As shown in the table, the population and number of households in the AAMPO region are projected to increase by 30% and 29%, respectively, between 2015 and 2045 while the number of jobs is anticipated to increase from a 2015 level of 43,297 to a 2045 level of 56,744. This marks an employment growth change of 31%.

Rather than use counts for the numbers of jobs per TAZ, the AAMPO TDM uses square footage of non-residential land uses as the input representing employment. Employment projections were converted to non-residential building square footages for various

development types to support the TDM. Growth in household and employment levels were allocated to the AAMPO's Traffic Analysis Zones (TAZs), which make up the geographical units employed in the TDM. Projected household growth by TAZ is shown in **Figure 4-1** while projected growth in non-residential land uses by TAZ is shown in **Figure 4-2**.

Figure 4-1: Projected Household Growth by TAZ, 2015-2045

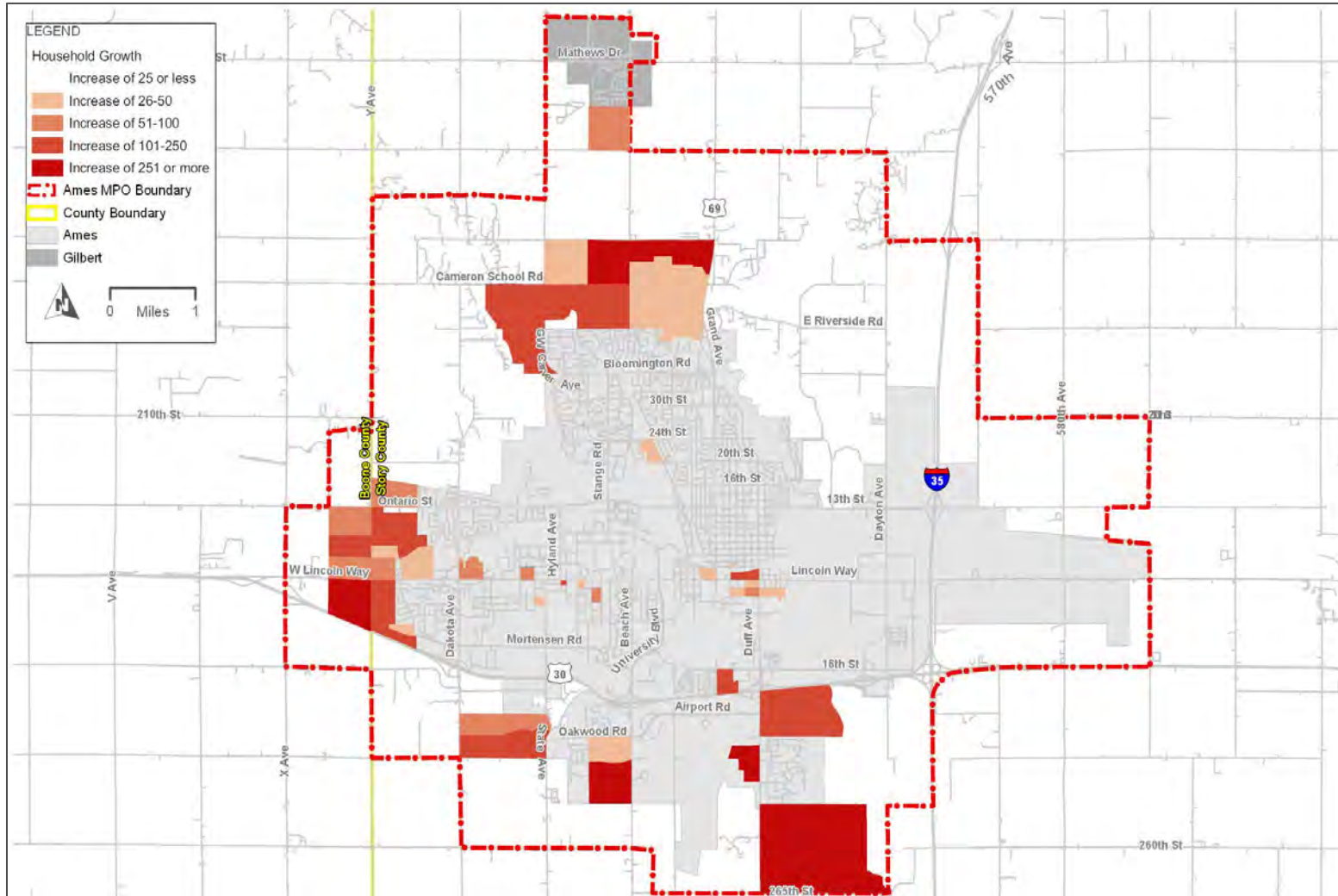
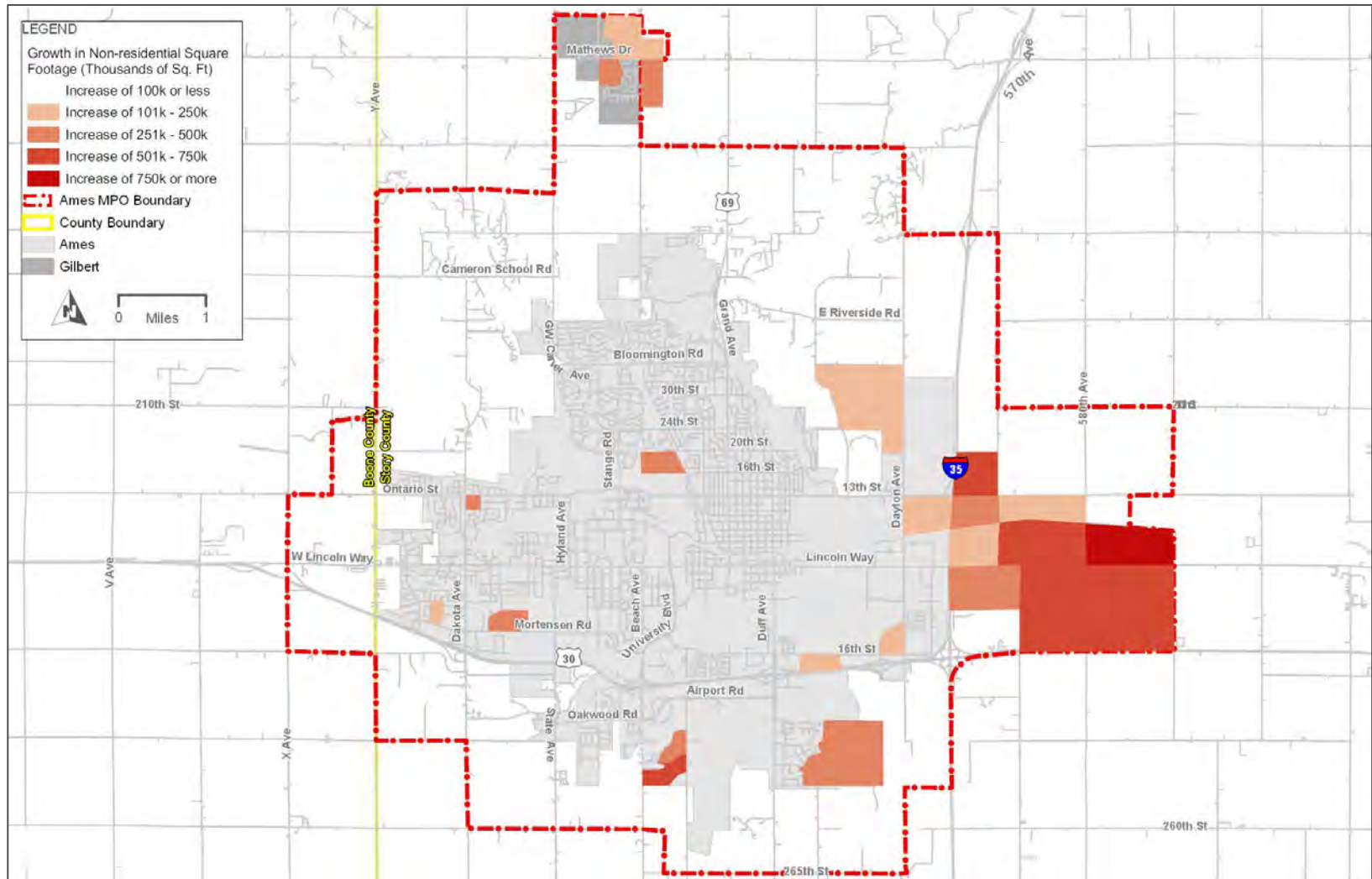


Figure 4-2: Growth of Non-Residential Land Use, 2015-2045



Travel Demand Model

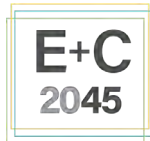
The TDM is a set of mathematical procedures and parameters that simulate daily travel based on residential and employment data. This tool is the primary method for assessing the conditions and performance of the future transportation system, which is done by predicting the number, purpose, origin and destination, and route of trips made on the system. The underlying idea of the TDM is that land use patterns influence the type and number of trips individuals take, with “trip” being defined as travel between two points for a specified purpose, i.e. home to work, home to school, or work to shopping.

AAMPO’s model network is comprised of the existing roadways and their characteristics, such as number of lanes, number of turn lanes limits, and speed limits. The geographic bounds of the AAMPO region are divided into Transportation Analysis Zones (TAZs), in which population, employment, and land use data are entered. These TAZs are then connected to one another via the model network and travel patterns are estimated.

In addition to being used to assess future traffic scenarios, TDM output is used in the alternatives development and evaluation process to aid in the identification of projects for inclusion in the fiscally constrained Plan. Several of the scoring metrics discussed in **Chapter 6** involve the TDM output.

2045 Existing plus Committed Baseline

System conditions for the year 2045 used an “existing plus committed” (E+C) network scenario. The E+C scenario is considered a “business-as-usual” scenario in that it assumes no improvements are made to the system beyond the current Transportation Improvement Program (TIP). For this E+C scenario, the existing roadway system plus the following major roadway projects are included:



- Grand Avenue extension, from S 5th Street to S 16th Street
- Cherry Avenue extension, from Lincoln Way to SE 5th Street
- Hoover Avenue and 30th Street to Duff Avenue and 16th Street road diet

Future Traffic Operations

Traffic volumes for the year 2045 were forecasted through comparing the volume output for the base year 2015 model with the output of the 2045 E+C scenario. The household and population data used to update the TDM was sourced from AAMPO, Iowa DOT and Woods and Poole Economics. The allocation of the 2045 household and employment data was based on future growth areas identified through the scenario planning activities of the City of Ames' 2040 Comprehensive Plan.

To account for deviations between 2015 base year modeled and observed traffic levels for 2015, a post-processing procedure was applied to the 2045 E+C traffic volumes. This post-processing procedure recognizes that the difference between the base year 2015 modeled traffic levels and observed 2015 traffic levels should be applied to the 2045 E+C modeled traffic volumes to forecast future traffic volumes. The traffic forecasts for the E+C 2045 network are compared to those for the base year 2015 network in **Figure 4-3**.

System-wide statistics based on the 2045 E+C model run are shown in **Table 4-2**. As shown in the table:

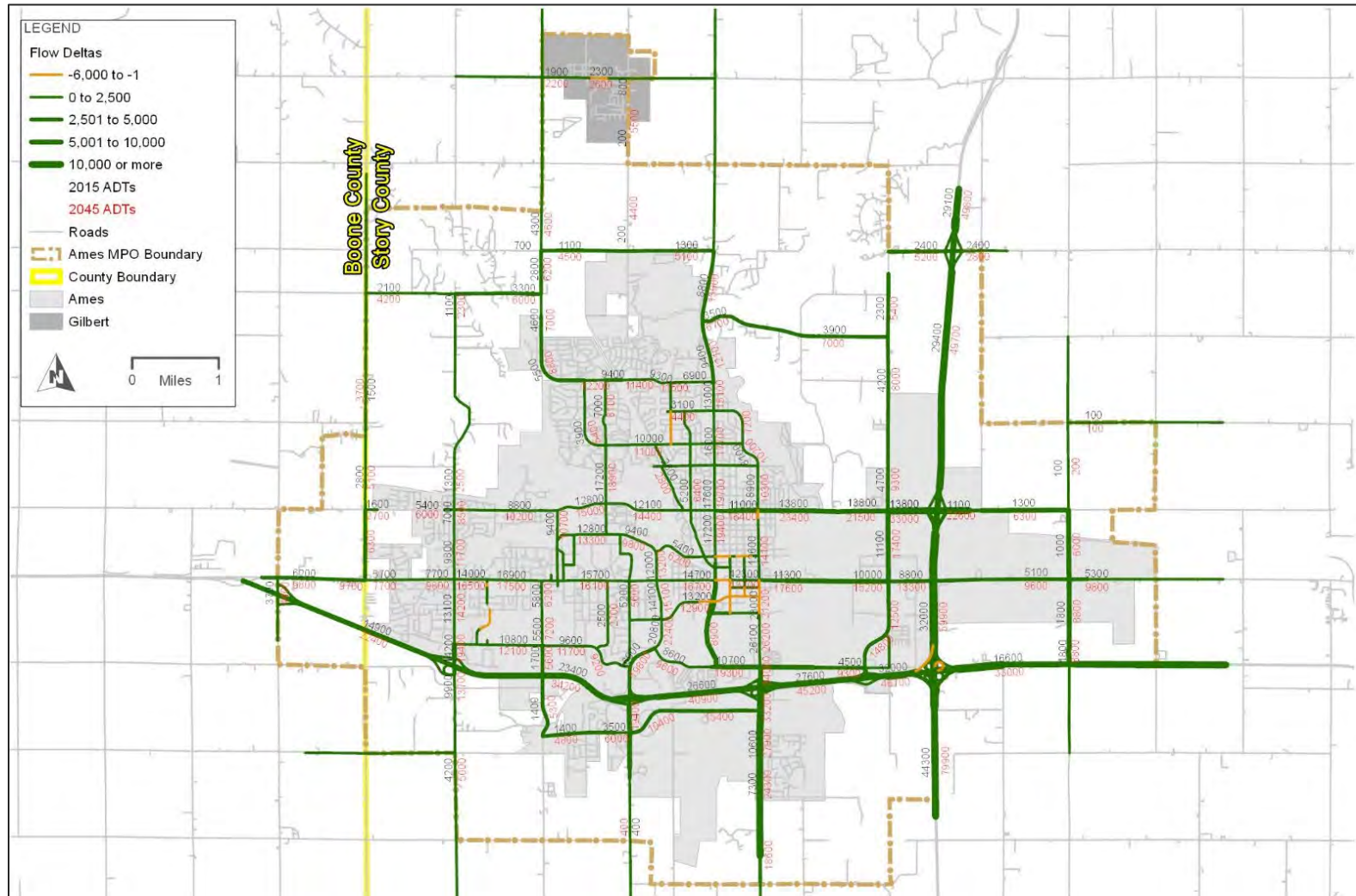
- Vehicle Miles Traveled (VMT) is predicted to increase by 53% during the 30-year period, which indicates that the average trip will be longer, in terms of distance, than trips taken today.
- Vehicle Hours Traveled (VHT) is predicted to increase by nearly 74% under the E+C scenario, which indicates that the average trip will be longer, in terms of time spent traveling, than trips taken today.
- The number of trips are predicted to increase by 31% during the 30-year period.
- Average trip lengths are expected to see a 16% increase, which is consistent with the anticipated growth of the urban area especially at the fringe areas identified as future high growth locations.
- Average travel speeds are expected to see a 12.5% decrease, as consistent with the observation that VHT is expected to outpace VMT. Decreasing average trip speeds indicate future roadway congestion.

Table 4-2: System Wide Statistics for the E+C 2045 Scenario

Performance Measure (Annual)	2015	2045	Change
Vehicle Miles Traveled (VMT)	468,226,535	714,556,026	52.6%
Vehicle Hours Traveled (VHT)	11,836,478	20,602,681	74.1%
Trips	154,187,813	202,555,211	31.4%
Average Trip Length (miles)	3.04	3.53	16.2%
Average Travel Speed (mph)	39.6	34.7	-12.5%

Source: Ames Area MPO Travel Demand Model

Figure 4-3: 2015 ADTs and Forecasted E+C 2045 ADTs



E+C 2045 Traffic Operations

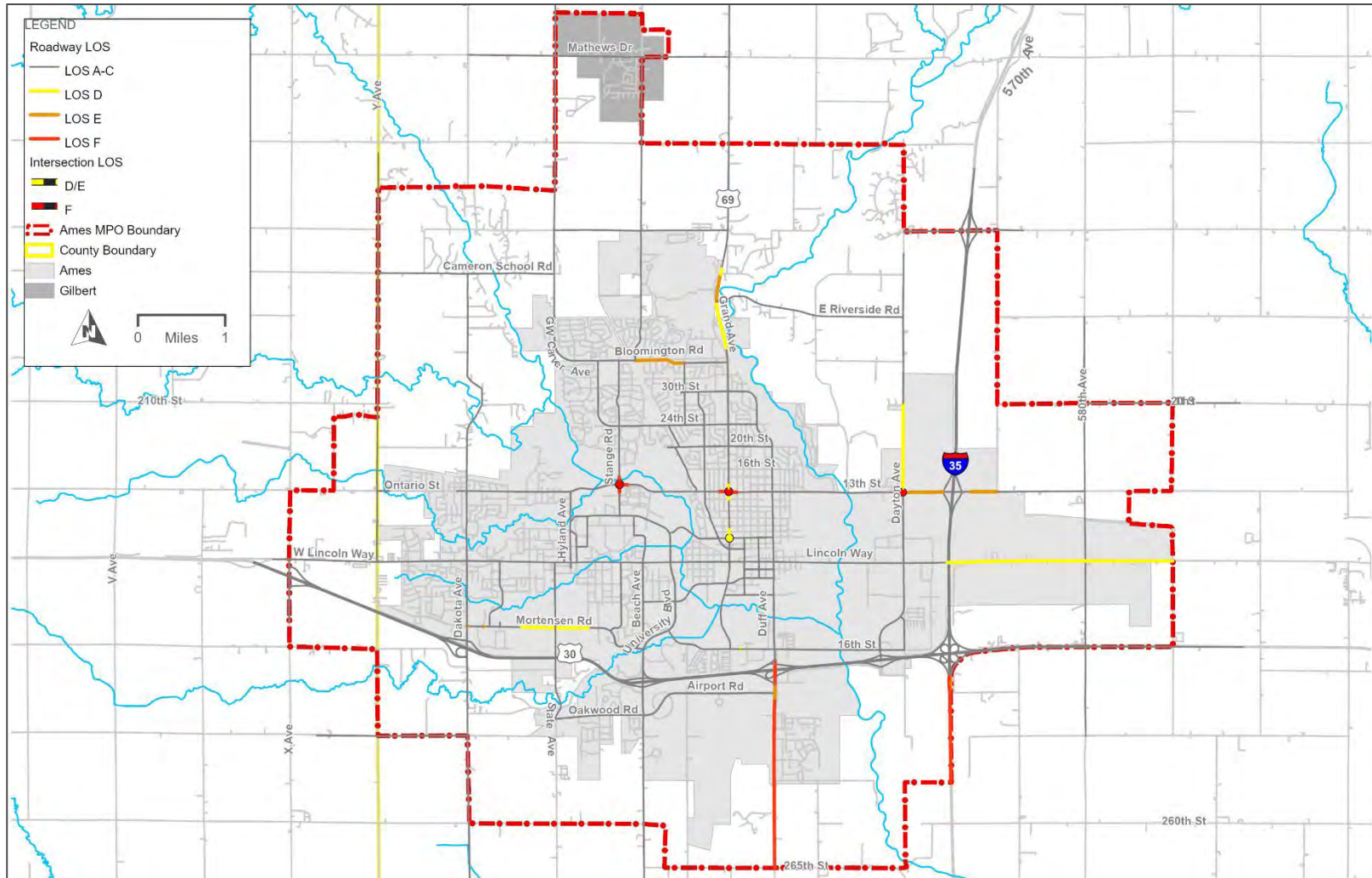
A planning-level assessment of peak hour traffic operations based on the E+C 2045 forecasts was conducted using the volume-to-capacity approach described in Chapter 4: Existing Conditions. The resulting assessment is shown in **Figure 4-4**. The corridors that are projected to exhibit LOS issues (level of service D or worse) under the E+C 2045 scenario are:

- S Duff Avenue, from Highway 30 to 265th Street
- I-35, south of Highway 30
- Mortensen Road, from Seagrave Boulevard to Welch Avenue
- Lincoln Way, from I-35 to 590th Avenue
- Bloomington Road, from Hyde Avenue to Hoover Avenue
- Grand Avenue, from north of Bloomington Avenue to Arrasmith Trail
- E 13th Street, from Dayton Avenue to 570th Avenue
- Dayton Avenue, from E 13th Street to USDA

The HCM approach used in the future traffic operations analysis identified intersections, in addition to roadway segments, that are projected to exhibit LOS issues under the E+C 2045 scenario. These intersections are:

- Stange Road and 13th Street
- Grand Avenue and 6th Street
- Grand Avenue and 13th Street
- Dayton Avenue and E 13th Street

Figure 4-4: Peak Hour Traffic Operations for the E+C 2045 Scenario



Future Multi-Modal System Opportunities

Population growth, employment growth, and future developments highlight where long-term expansions to the transit, bicycle, and pedestrian networks will be needed. New development in the City of Ames is anticipated in four key zones: North Ames, East Ames, South Ames, and West Ames. Infill development and growth in central Ames is concentrated in the Campustown/Lincoln Way corridor and Downtown Ames.

Active Transportation

Development of new residential neighborhoods and employment areas at the edge of the city provides opportunities to expand the active transportation network. High-priority gaps for long-term low-stress walking and biking facilities are:

- N North Ames:** Existing and planned biking and walking facilities on Stange Road and Hyde Avenue should continue between Bloomington Road and W 190th Street, connecting future residential and mixed-use areas.
- E East Ames:** Future employment and commercial centers can be served by facilities on: S 3rd Street east of Duff Avenue; 570th Avenue north of E Lincoln Way; 220th Street east of 570th Avenue; 580th Avenue.
- S South Ames:** Neighborhoods and Iowa State University (ISU) Research Park can be better linked to central Ames by facilities on: State Avenue south of Mortensen Road; Cedar Lane south of Oakwood Road; Ken Maril Road; 265th Street east of US 69; 550th Avenue between Ken Maril Road and 265th Street.
- W West Ames:** Existing and planned facilities should be extended into new neighborhoods on Mortensen Road and Ontario Street west of Idaho Avenue. 500th Avenue between US 30 and Ontario Street is a good candidate for a new bike and pedestrian connection.

As local roads are developed in the future growth areas, a complete streets approach should be applied to planning and design.

Figure 4-5 shows changes in land use that increase demand for walking and bicycling.

Transit

CyRide's existing network provides good coverage in the City of Ames. Student housing complexes and destinations on ISU's main campus will continue to generate high demand for transit. **Figure 4-6** shows future household density, and **Figure 4-7** shows land use of future developments. Note that on-campus housing is not classified as households (they are classified as "group quarters"), which explains the main campus' low residential density shown in **Figure 4-6**. There are opportunities for transit investment to support future population and employment growth in these locations and others, including the following:

- N North Ames:** Some development will occur outside the service area and in areas with low levels of existing service, including North Ames. Some of this development will be low density and may be difficult to serve effectively with traditional fixed-route transit service.
- E East Ames:** Jobs located in the eastern portion of Ames are a potential market with a limited level of existing service. However, these locations are also less dense in terms of land use than other areas in the city and may not support traditional fixed-route transit service.
- S South Ames:** New commercial development will likely occur along the South Duff corridor in the form of big box retail. There may be opportunities for improved connections from housing geared toward the general workforce to support employment growth at ISU Research Park.

Lincoln Way will remain an important transit corridor. Given existing activity levels oriented toward ISU, new transit demand will inevitably follow future higher-density multi-unit development anticipated for the western portion of Lincoln Way. Future demand in this area could lead to crowding on buses and will likely require higher levels of capital investment.

Figure 4-6: CyRide System and Household Density in 2045

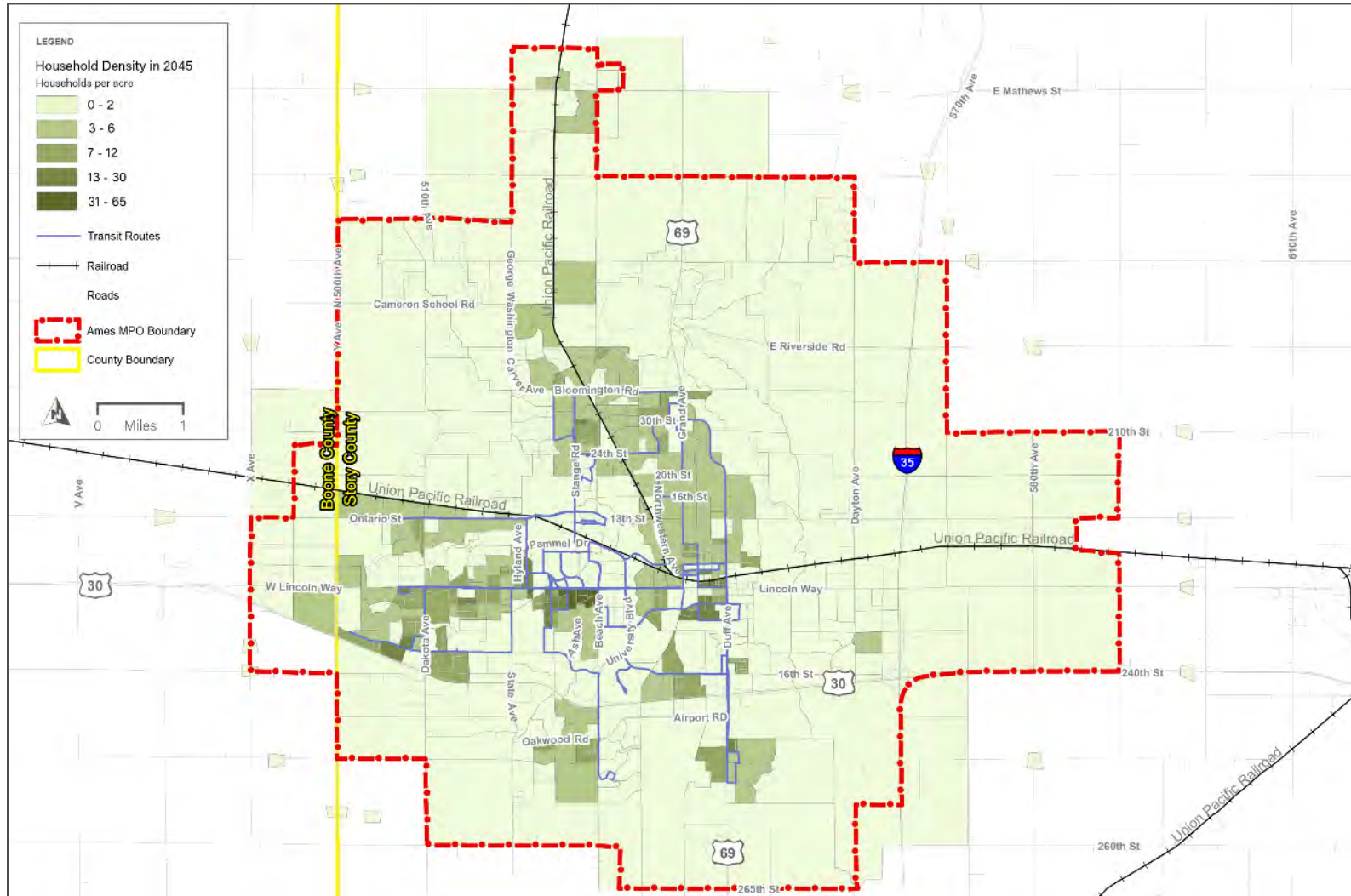
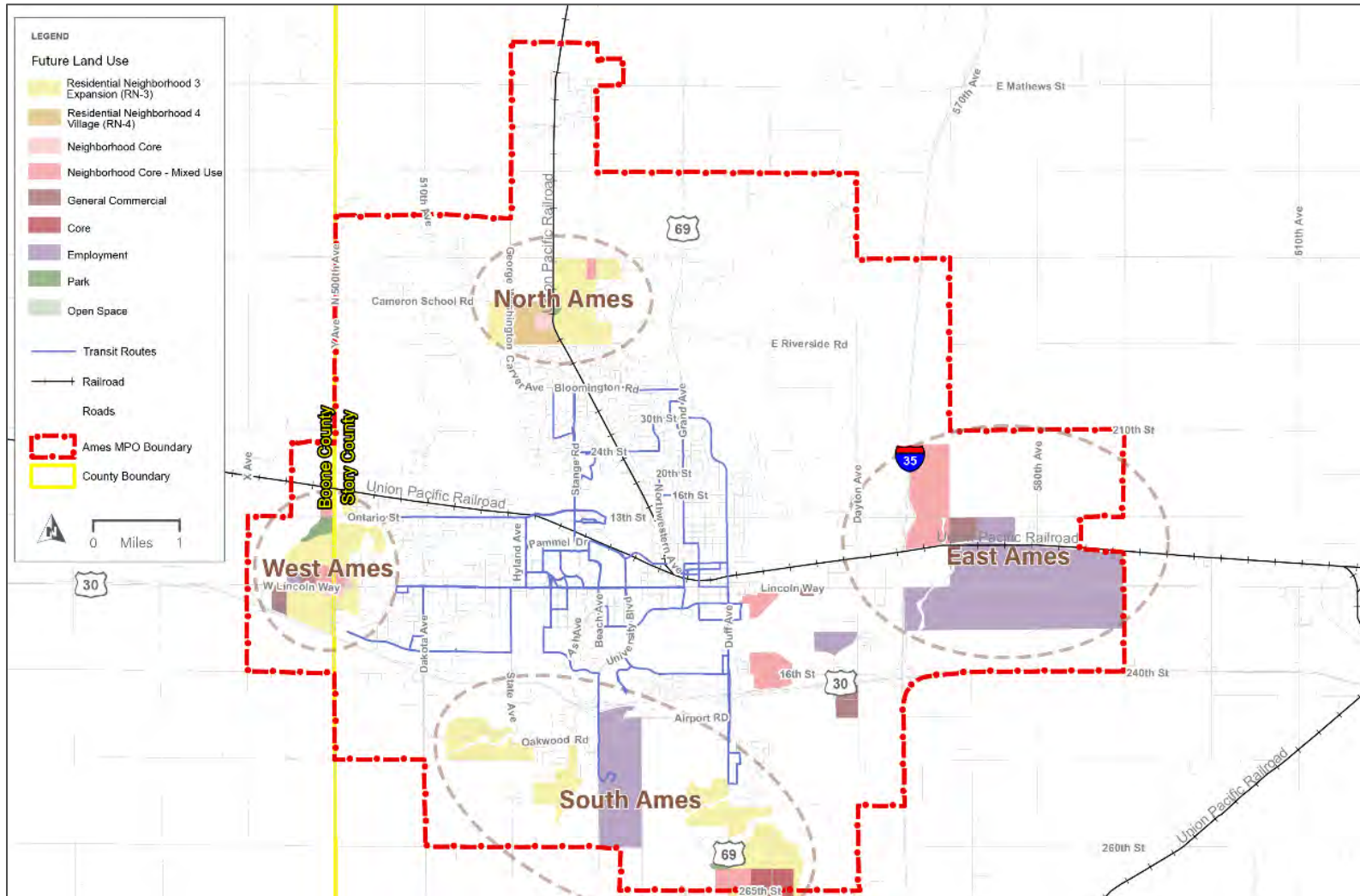


Figure 4-7: CyRide System and Future Land Use



Emerging Transportation Trends and Technology

Transportation is entering an era of unprecedented change. Emerging technologies are coming together at a rapid pace in ways that will shift the underlying assumptions about and operation of our transportation network. The key factors driving this change include connected and autonomous vehicles, electrification, and the emergence of alternate mobility devices for both people and goods.

These emerging technologies are coming closer to wide spread implementation. More autonomous features are being added to new vehicles, with highly advanced versions now testing across the country. Mobility disrupters such as e-bikes and scooters appeared in many cities practically overnight within the past 2 years. Every year brings broader electrification of all types of vehicles in our multimodal fleet. These may seem to be isolated examples of technology deployment, but are actually part of a greater set of trends driving this inevitable change.

Trends

The Accelerating Growth of Technology

The rapid pace of technological change has created planning challenges. While planning horizons typically extend 20 years and longer beyond plan adoption, the exponential growth of technological capabilities has created unanticipated disruption that would have been difficult to foresee and is likely to accelerate even more quickly.

Understanding the rate at which technology adoption grows is a central component to planning for transportation technology, and was first coined in 1936 by aeronautical engineer Theodore Wright⁵. Examining the growth of technologies throughout the last century, this concept has been the most accurate predictor of technology growth across industries.⁶

Wright's law describes exponential growth, the periodic doubling of technological progress within a given time increment. This type of growth is deceptive, as it may start small and appear to be making little progress but eventually the doubling effects produce tremendous growth in a relatively short amount of time. It is through the lens of exponential growth that we should be viewing the future of transportation-related technology and how soon these technologies will need to be addressed. Today's trends that may seem

⁵ Wright TP, (1936). "Factors affecting the costs of airplanes." *Journal of Aeronautical Sciences* 10: 302-328.

⁶ Nagy B, Farmer JD, Bui QM, Trancik JE (2013) Statistical Basis for Predicting Technological Progress. *PLoS ONE* 8(2): e52669. <https://doi.org/10.1371/journal.pone.0052669>

linear may in fact be exponential which may lead to technologies and capabilities that seemed unimaginable emerging within a short period of time.

New Mobility

Recent advances in technologies and business models have shaped a new category of transportation, often referred to as “new mobility.” These new modes, services, and infrastructure hold both opportunities and risks for our transportation system and our communities, offering greater access and more mobility options, but also creating challenges integrating these options into our transportation system. Many of these technologies are either here already or coming soon, but there is not always a firm understanding of how to implement them and what the full consequences will be.

The Forward 2045 plan has organized these broader new mobility technologies into four sets of trends, which are then tied to a series of potential strategies. These “new mobility” categories and related policy areas will be based upon the following definition:

New Mobility - A service, mode, transportation infrastructure, or a combination of these, that leverages new digital communication platforms and data to connect travelers to mobility options to move, share and use the transportation infrastructure.

The four key new mobility technology trends that will inform the technology and strategy analysis for the Ames Area are:



Autonomous: Vehicle automation for the purpose of transporting people and goods that can navigate and operate without assistance from a human driver or operator.



Connected: The ability to communicate real-time information between mobility modes, infrastructure, users, and any other component critical to the movement of people and goods.



Electric: Transportation that uses stored or transmitted electricity to power a vehicle instead of traditional internal combustion engines (ICE), usually by means of batteries, ultra-capacitors, or hydrogen fuel cells.



Shared: Transportation services and resources that are shared among users, either concurrently or one after another.

These technology areas are intended to address transportation and technology trends that may present future challenges and opportunities for the Ames Area. These technology trend policy areas are often overlapping, collaborative technologies and describe how we might capture the best aspects in the evolving transportation practices in the region.

Chapter 6 contains a discussion of the potential strategies available to AAMPO based on the four key new mobility technologies described above.



Autonomous

What is it?

Vehicle automation for the purpose of transporting people and goods. This technology can navigate and operate without assistance from a human driver or operator.

What are the trends?

Most major automobile manufacturers and tech companies are actively pursuing programs to develop autonomous vehicles as of 2020. These efforts are maturing rapidly. For example, it took Google's autonomous vehicle company Waymo approximately six years to drive a million miles, starting in 2009. Their autonomous vehicles now drive over a million miles per month, and over half of their 20 million total miles driven to date have been in the past year.⁷

Automation, a suite of technologies that enables a vehicle to operate independently of human intervention, does not lend itself to one form of vehicle, mode, or service model over another. This means autonomous vehicles could be privately-owned and operated similar to a single occupancy vehicle, or they could be part of a robo-taxi fleet that provides mobility by trip or subscription. Further, these technologies could be applied to transit vehicles such as buses and shuttles to enable lower operating costs and better service for



Source: HDR

⁷ <https://venturebeat.com/2020/01/06/waymos-autonomous-cars-have-driven-20-million-miles-on-public-roads/>

passengers. The future transportation opportunities and challenges from automation will depend on the forms it takes and how consumer preference and government policies shape the technology.

Full automation will enable different service models, including a Mobility as a Service (MaaS) model, where a traveler would pay for a service (transportation) instead of owning an actual vehicle. This trend could be one of the most significant advances in transportation since the mass adoption of the automobile, with consequences extending into land use, traffic, safety, employment, and cost of transportation. The full consequences of automation adoption will likely transform cities and regions. How these technologies will be deployed depends largely on what government policies are in place to direct these changes to the best possible outcomes for communities and individuals.

Several companies have begun development of technology that allows autonomous vehicles, such as scooters, to reposition themselves without human intervention, and the ability to meet travelers at their front door⁸. This technology could negatively impact right-of-way space and visibility and conflict with pedestrians and other vehicles, posing similar challenges to robotic delivery and MaaS curbside management issues.

Autonomous vehicles will also move goods, which could present challenges for cities and regions. Delivery robots are navigating city streets on a limited basis today, and their use will likely expand considerably. Companies such as Amazon, FedEx, and UPS have all been developing and testing ground-based robotic delivery systems. The grocery delivery service Nuro recently received National Highway Traffic Safety Administration (NHTSA) approval for fully autonomous delivery on public roads.⁹

⁸ <https://www.sightline.org/2019/12/27/zombie-scooters-are-coming/>

⁹ <https://www.nhtsa.gov/press-releases/nuro-exemption-low-speed-driverless-vehicle>



Connected

What is it?

The ability to communicate real-time information between mobility modes, infrastructure, users, and any other component critical to the movement of people and goods.

What are the trends?

5G and the Internet of Things are next-generation communication technologies that promise ubiquitous connectivity between all facets of transportation. Communications standards based on new technologies, such as Vehicle to Infrastructure (V2I), Vehicle to Vehicle (V2V), and Vehicle to Everything (V2X) are forming the basis of the digital connectivity needed to support future transportation modes and models. These technologies are being applied to a variety of applications, including transit, freight, and safety-critical features such as forward collision warning and forward intersection assist.

Data and information play an increasingly important role in mobility, working to enable MaaS systems, ensure safety-critical functions, and enable the system-wide management and optimization of our transportation network. Connectivity enables services and travelers to make informed decisions based on real-time information and forms the backbone of emerging transportation technologies such as Transportation Network Companies (TNC) and shared micromobility. Connectivity is an enabling set of technologies that can be used to leverage better transportation outcomes and should be coordinated to enable greater functionality for alternative modes such as micromobility or active mobility.

All of the major US cellular carriers have now launched some form of 5G cellular network. 5G is predicted to improve internet speeds 20-fold compared to the fastest network widely available now, 4G LTE.¹⁰



Source: United States Department of Transportation

¹⁰ <https://www.networkworld.com/article/3330603/5g-versus-4g-how-speed-latency-and-application-support-differ.html>



Electric

What is it?

Transportation vehicle or infrastructure that uses stored or transmitted electricity to power a vehicle instead of traditional internal combustion engines (ICE), usually by means of batteries, ultra-capacitors, or hydrogen fuel cells.

What are the trends?

Several key metrics will drive the adoption of battery-powered electric vehicles, which is the most popular commercialized type at this time. Since 2010, the battery cost per kWh has fallen approximately 87%. This trend is forecast to continue, making electric vehicles cost-competitive with ICE vehicles around 2024.¹¹ This drop in price will likely create a strong economic incentive to adopt electric vehicles, creating demand for charging facilities and infrastructure. The performance of batteries also continues to increase, which gives vehicles more range, shorter charging times, and longer battery life. Research group Bloomberg New Energy Finance (BNEF) estimates that by 2040, that 57% of all vehicle sales worldwide will be electric vehicles.¹²

ICE require fossil fuels to run while electric vehicles can utilize any number of domestic power sources to operate, including renewables like wind and solar, carbon-free sources like nuclear, and fossil fuels like natural gas and coal. Moving to electrified vehicle fleets means there is flexibility to add new and cleaner power sources as they become available, with the added benefit of eliminating tailpipe emissions and reducing roadway noise. However, increased demand for electric vehicles will spur increased demand for electricity, inducing further stress on electrical grids and related infrastructure necessary for transmission. A second, planning-related, challenge is the provision of charging stations. As EV fleets grow, so too will the



Source: Electrify America

¹¹ <https://about.bnef.com/blog/battery-pack-prices-fall-as-market-ramps-up-with-market-average-at-156-kwh-in-2019/>

¹² <https://about.bnef.com/electric-vehicle-outlook/#toc-viewreport>

need for publicly accessible charging stations. Many communities throughout the United States have begun considering the need for charging stations in their planning activities and are working towards ensuring these facilities are evenly distributed for all community members.



Shared

What is it?

Transportation services and resources that are shared among users, either concurrently or one after another.¹³

What are the trends?

Enabled by technologies such as wireless communications and smartphones, the trend toward shared mobility has continued to gain traction, especially in urbanized areas.¹⁴ The shared mobility trend encompasses both the sharing of vehicles and the sharing of trips and includes transit, microtransit, TNCs, docked and dockless scooters and bicycles, and carshare. Rapid adoption of shared personal mobility (such as bicycles or scooters) has been further accelerated by the introduction of dockless electric scooters, accounting for nearly 45% of shared personal mobility trips in 2018¹⁵. The trend toward a frictionless trip planning, ticketing, routing, and payment process is a typical feature of today's shared mobility services and modes. The trends toward shared mobility, however, are not occurring evenly across regions and modes. Shared modes and services work most efficiently in dense urban areas, which have seen the largest adoption rates, while suburban and rural areas may require innovative approaches and policies to develop shared mobility options.

While these modes may not be uniformly adopted, they do provide expanded access opportunities for many places. The movement toward shared mobility, along with other technologies such as automation, has led to the emerging concept of MaaS. In general, this describes the movement away from private-vehicle towards purchasing or contracting trips. Although the MaaS market is difficult



Source: Arlington, VA

¹³ <https://sharedusemobilitycenter.org/what-is-shared-mobility/>

¹⁴ <https://www.grandviewresearch.com/press-release/global-shared-mobility-market>

¹⁵ <https://nacto.org/shared-micromobility-2018/>

to pinpoint due to inconsistent definitions and methodologies, several data points indicate a high magnitude of growth over time: the MaaS market is projected to grow from \$39 billion (2017) to \$358 billion by 2025 (nearly a tenfold increase)¹⁶ and by 2025 it is expected that 18% of Americans will use TNCs like Uber and Lyft daily.¹⁷

Other Future Modal Considerations

Impacts of emerging transportation technologies are expected to change the manner in which individuals move through urban landscapes. While some of these technologies are starting to see implementation today, other trends have been shifting relationships between transportation systems and land uses. The major trend leading this shift is increasing consumer demand for home delivery of items, aka e-commerce, and the ability of distributors to meet this demand. With companies like Amazon marketing “same-day” delivery, more and more freight vehicles are entering urban areas to deliver e-commerce goods. This is leading to increased congestion, noise, pollution, and safety risks. Another challenge to planning posed by increased home delivery is the conflict between designing roadways that accommodate these freight vehicles and roadways that accommodate a multi-modal system, or Complete Streets. Further impacts stemming from same day delivery could affect aviation as increased demand for this service could incentivize industry to turn to air freight modes in order to expand their same day delivery services. Currently, the Ames Municipal Airport does not support air freight but future planning activities should consider the need for this service.¹⁸

Freight rail is an additional area for the MPO to consider in future planning activities. The Iowa DOT’s 2017 Freight Rail Plan predicts annual increases of 1.1%, 1.4%, and 2.2% for outbound, inbound, and intra movements, respectively, for the dominant industries that utilize rail for freight movements. These industries are agriculture, mining/extraction, and manufacturing, and all three are central to the statewide economy.¹⁹ While they do not play a dominant role within the AAMPO region’s economy, increased freight rail movements through the region could pose noise and safety impacts, especially at non-grade separated rail crossings.

¹⁶ <https://www.marketwatch.com/press-release/mobility-as-a-service-maas-market-size-will-reach-35835-billion-usd-by-the-end-of-2025-2019-10-17>

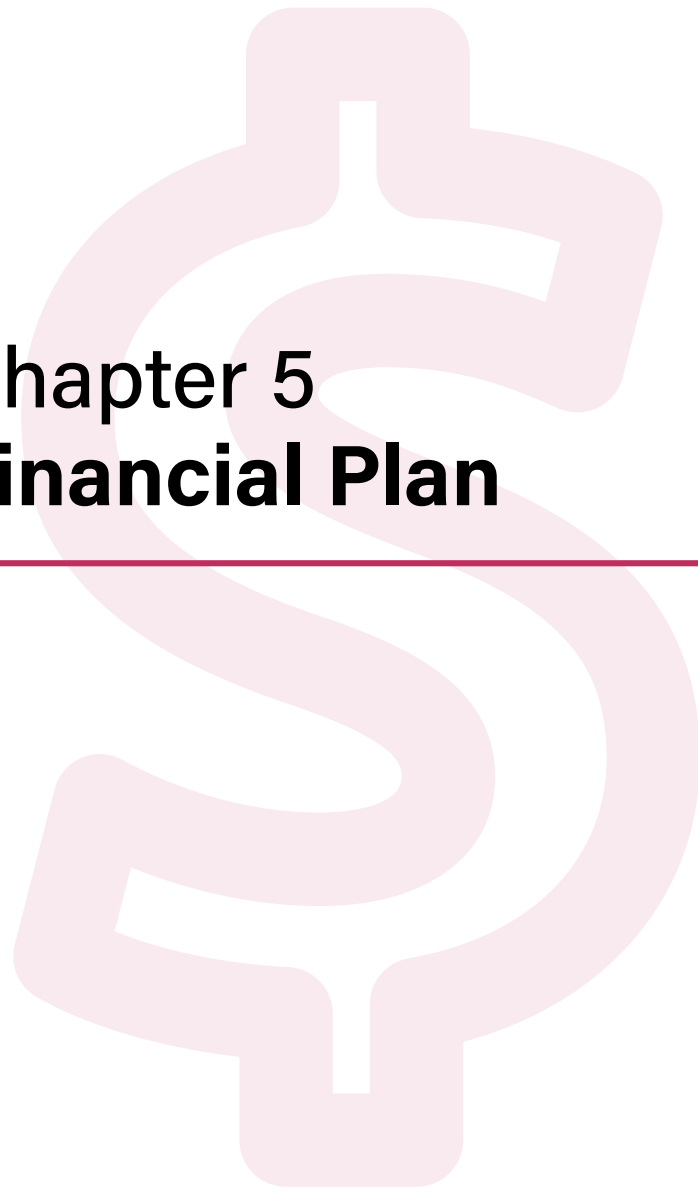
¹⁷ Previous HDR research for Florida DOT

¹⁸ Urban Freight Challenges with the Rise of E-Commerce. <https://carolinaangles.com/2019/03/21/urban-freight-challenges-with-the-rise-of-e-commerce/>

¹⁹ Iowa State Rail Plan. https://iowadot.gov/iowainmotion/railplan/2017/iowaSRP2017_Ch2.pdf



Chapter 5 Financial Plan



Chapter 5 Financial Plan

Time Frames

For the purpose of forecasted future costs and revenues, three distinct time frames are identified for categorizing future year dollars:

- **Short-Term:** Years 2025-2029
- **Mid-Term:** Years 2030-2037
- **Long-Term:** Years 2038-2045

Federal, State, and Local Funding Programs

Federal Funding Programs

The MPO has frequently received funding from two formula-based Federal funding programs to fund transportation projects within the region:

- **Surface Transportation Block Grant (STBG) Program:** provides funding for roadway projects on Federal-Aid routes, bridges, transit capital improvements, and transportation planning activities.
- **Surface Transportation Block Grant Program funding for Transportation Alternatives (STBG-TAP or TAP):** provides funding for projects that provide “transportation alternatives”, including bicycle and pedestrian facilities, trails, safe routes to schools, historic preservation, and environmental mitigation.
- **STBG-TAP Flex:** Additional STBG funds that are available to MPO’s on a per capita basis. The MPO is responsible for determining how much TAP Flex funding is used in local projects funded using TAP dollars.

Discretionary Federal funding sources that have been included in the previous TIP documents for the AAMPO include:

- **National Highway Performance Program (NHPP):** Funding support for the condition and performance of the National Highway System (NHS), as well as for constructing new facilities on the system. This funding is directed by the Iowa Department of Transportation (Iowa DOT) for use on the NHS system in the Ames area.
- **Congestion Mitigation Air Quality (CMAQ) Program:** Funding for State and local governments for transportation projects and programs that help meet the requirements of the Clean Air Act. The state of Iowa uses its CMAQ funding for the Iowa Clean Air Attainment Program (ICAAP), which is a competitive grant program described below in state funding programs.

- **Emergency Relief (ER) Program:** Funding dedicated to reconstruction and/or repair of Federal-Aid routes that suffered extensive damage from a natural disaster. The most recent year that the MPO received ER funds was in FY2011.
- **Federal Demonstration Funds:** Funding for “demonstration” projects that used new or innovative construction, funding, or other techniques.²⁰ These projects leveraged earmarked funds designated by Congress; under Moving Ahead for Progress in the 21st Century (MAP-21), this funding source and other transportation earmarks were eliminated. These funds will not be considered in projecting future funding levels.
- **Metropolitan Planning Funds (PL):** Federal funds available to all MPOs to carry out Federal requirements, including metropolitan transportation planning process, and transportation improvement programs.

Several state funding sources were identified while reviewing the TIP documents for the previous 11 fiscal years. These state funding sources include:

- **Primary Roads Fund:** The major state funding source for supporting the primary road system within the State of Iowa. A proportion of the overall receipts from the Road Use Tax Fund (RUTF) are deposited into the Primary Roads Fund on an annual basis.
- **State Grants:** Grants administered by the Iowa DOT and other state agencies used to fund transportation projects throughout the state.
- **TIME-21:** Funding created by the State legislature in 2008 to create a dedicated revenue stream for the maintenance and construction of projects on Iowa’s primary highway system.
- **Iowa Clean Air Attainment Program (ICAAP):** Competitive funding source administered by the Iowa DOT for projects that demonstrate potential for reducing transportation-related congestion and air pollution. Roadway, bicycle and pedestrian, transit, and railroad projects are eligible for ICAAP funds. While this is a state of Iowa program, ICAAP funding is sourced Federal CMAQ monies. Historically, the MPO has received ICAAP funds for traffic signal enhancement and transit projects.

Federal Transit Funding Programs

While the majority of Federal funding received by the MPO is reserved for highway and bicycle and pedestrian projects, a substantial amount of funding for transit projects was awarded to the regional transit agency, CyRide, during our financial analysis period of TIPs.

²⁰ Federal Highway Administration, Guide to Federal-Aid Programs and Projects. <https://www.fhwa.dot.gov/federalaid/projects.pdf>

Federal transit funds are administered by the Federal Transit Agency (FTA), which oversees a number of funding programs such as:

- **Section 5303-Metropolitan and Statewide Planning and Non-Metropolitan Transportation Planning:** Funds and procedural requirements for multi-modal transportation planning in metropolitan areas and states.
- **Section 5305-Statewide Transportation Planning Program:** Funds and procedural requirements for statewide multi-transportation planning.
- **Section 5307-Urbanized Area Formula Program:** Funds for transit activities (capital, planning access to employment, operating expenses) in urbanized areas exceeding 50,000 in population.
- **Section 5309-Capital Investment Program:** Funds to assist in completing transit capital improvements such as new or expanded bus transit service.
- **Section 5310-Enhanced Mobility of Seniors and Individuals with Disabilities Program:** Funding program designed to meet the needs of certain transit-dependent populations in rural and/or urbanized areas.
- **Section 5339-Bus and Bus Facilities:** Funds for purchasing replacement transit equipment and to construct transit facilities.

Local Funding Programs

A number of local funds are drawn upon to assist in funding Federal-aid transportation projects within the AAMPO region. These local funding sources fall into two categories—Bond Proceed Funds and City Funds—and comprise a significant share of the annual funds that are used for transportation projects. Note that these Local funding figures reflect only amounts programmed for matching Federal-aid projects. Additional local funds have been used on local transportation projects not reflected in past TIPs.

- **Bond Proceed Funds:** General obligation and TIF-abated general obligation bonds make up the local bond proceed funds for the MPO.
- **City Funds:** City funds consists of road use taxes, local option sales tax (LOST) revenues, local transit fund, parking reserve fund, airport construction fund, and utility water, electrical, sewer, stormwater) funds.
- **Miscellaneous Funding Sources:** City assessments and similar sources

Other Funding Programs Available to AAMPO

In addition to the Federal, state, and local programs that AAMPO has historically received funding from, there are other sources that provide funding that is available to the MPO. These sources include:

Federal Sources:

- **Recreational Trails Program (Federal):** Federal funding to provide and maintain motorized and non-motorized recreational trails and trail-related projects.
- **STBG-Highway Bridge Program (STBG-HBP):** Federal funding for the replacement or rehabilitation of a structurally-deficient or functionally obsolete bridge on a public roadway. This program is funded through a set-aside of the state's annual STBG funding.
- **Highway Safety Improvement Program (HSIP):** Federal funding for projects that aim to reduce traffic fatalities and serious injury crashes on all public roads, including non-State owned roads and roads on tribal lands.

State Sources:

- **Revitalize Iowa's Sound Economy (RISE):** State funding to promote economic development through the construction or improvement of roads and streets. Funding is disbursed to any Iowa city or county through the form of either a grant, loan, or combination of both. Projects funded under RISE program must involve the construction or improvement of a public road.
- **Recreational Trails Program (State):** State funding to fund public recreational trails.
- **Traffic Safety Improvement Program (TSIP):** State funding for traffic safety improvement or safety study projects on any public road, including county roads, city streets, state highways, state parks, and institutional roads.
- **Urban-State Traffic Engineering Program (U-STEP):** Funding to assist in solving traffic operation and safety problems on primary roads in Iowa cities. Eligible projects must involve a municipal extension of a primary road. The match is 45% local and 55% state.
- **Statewide TAP:** State-administered funding for regional projects that address regional priorities. This funding source uses a portion of the state's annual STBG-TAP funding and disburses it to local jurisdictions while removing some of the requirements that come with STBG-TAP funding, thus allowing for a more flexible source of funding.

Federal and State Swap Programs

Iowa DOT administers a Federal-aid swap program, in which Federal transportation dollars are swapped with the state's Primary Road Funds, for all MPO road and bridge projects eligible under the program policy²¹. The swap program does not require a local match and these funds can be spent on roads classified as rural minor collectors. The Federal programs for which funds can be swapped are:

- **Surface Transportation Block Grant (STBG)**
- **Congestion Mitigation and Air Quality Improvement (CMAQ) / Iowa Clean Air Attainment Program (ICAAP)**
- **Highway Safety Improvement Program (HSIP)**
- **County Bridge Program**
- **City Bridge Program**

²¹ Iowa Department of Transportation, Federal-Aid Swap Policy. https://iowadot.gov/local_systems/Federal-aid-swap-policy.pdf

All MPOs and Regional Planning Affiliations (RPA's) are assumed to be participants of the swap program, unless their policy board declines. AAMPO is a participant in the swap program.

MPO Roadway and Bicycle/Pedestrian Historical Funding Levels

Projects programmed in the 2010 through 2020 TIP documents were reviewed and categorized by funding source in **Table 5-1**. The funding levels shown in the table were normalized to 2020 dollars based on an assumed 4.5% increase in annual construction costs. These funding levels were normalized to account for changes in transportation construction costs over time, and to allow for a better understanding of historical funding levels in the context of current year dollars.

Spending for federal-aid eligible roadway and bicycle/pedestrian projects totaled almost \$104 million over the 11-year period while the average total funding level for each year was \$4.9 million. The non-STBG/TAP funding sources presented in **Table 5-1** are considered “discretionary” programs and are not guaranteed annually. The forecasted future funding levels discussed in this section are based on historical averages and it is possible that actual future funding from these discretionary sources may not reflect the projections presented below.

Table 5-1: MPO TIP Funding (\$ 1000's) by Program Source, 2010-2020 (\$ 2020)

Program	Federal	Local	State	Total
STP/STBG	\$16,562	\$17,658	\$9,137	\$43,357
TE/TAP*	\$4,432	\$8,617	\$1,746	\$14,795
NHPP/NHS	\$30,503	\$118	\$7,626	\$38,247
ER	\$205	\$52	\$0	\$257
Primary Roads	\$0	\$0	\$2,396	\$2,396
Demonstration/Earmarks	\$717	\$178	\$0	\$895
ARRA	\$998	\$249	\$0	\$1,247
CMAQ	\$304	\$76	\$0	\$380
Illustrative Regional Projects	\$0	\$0	\$2,396	\$2,396
Total	\$53,720	\$26,949	\$23,301	\$103,970

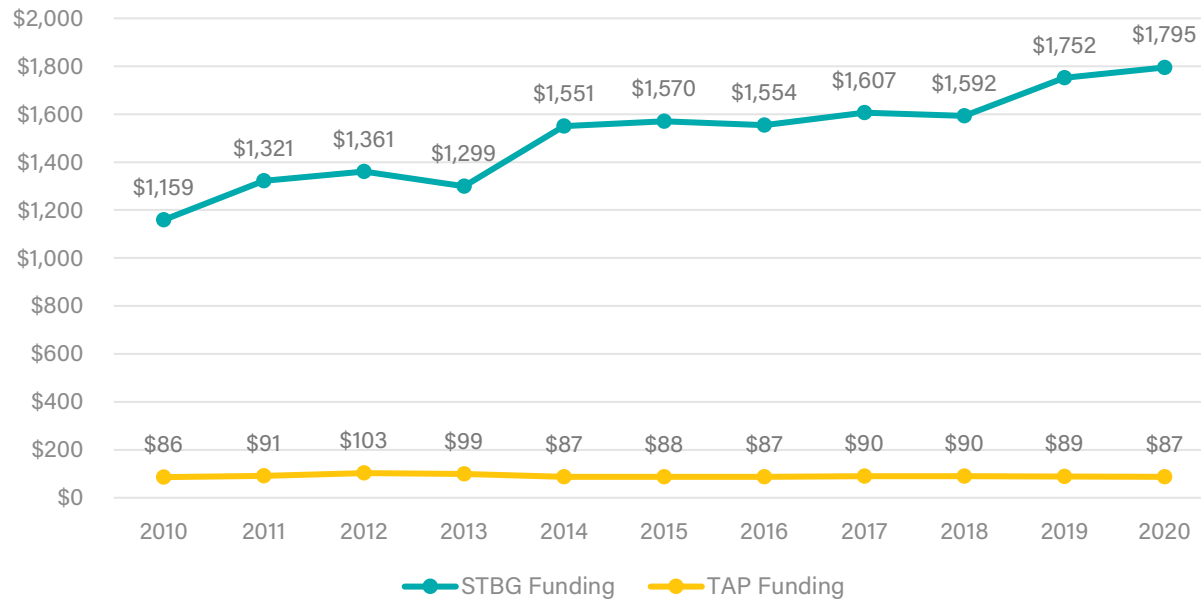
Source: Ames Area MPO Transportation Improvement Programs, 2010-2020

*TE/TAP includes TAP Flex monies received during the period

Historical Federal Funding Levels

Based on the review of past AAMPO TIP documents, historic STBG and TAP funding levels were identified for the years 2010-2020. These funding levels are presented in **Figure 5-1**, and are based on the STBG and TAP targets published in the corresponding year's TIP document.²²

Figure 5-1: Historical STBG and TAP Funding Levels (\$ 1000's) for the Ames Area MPO



Source: Ames Area MPO Transportation Improvement Programs, 2010-2020 and Iowa DOT

²² Historic funding levels shown in YOE assume a 1.5% compounded annual budget increase.

Table 5-2 contains the total amounts of funding received from Federal programs between 2010 and 2020. The table includes the average annual funding level in year of expenditure (YOE) dollars as well as the annual average normalized to 2020 dollars. **Table 5-3** shows the historic levels of Federal funding sourced from FTA programs.

Table 5-2: Historical Funding Levels (\$ 1000's) from Federal Sources, 2010-2020

Year	Formula-Based			Discretionary	
	STBG	TAP	TAP-Flex**	NHPP	CMAQ*
2010	\$1,159	\$86	\$0	\$0	\$0
2011	\$1,321	\$91	\$0	\$0	\$0
2012	\$1,361	\$103	\$0	\$0	\$0
2013	\$1,299	\$99	\$0	\$0	\$0
2014	\$1,551	\$87	\$32	\$0	\$0
2015	\$1,570	\$88	\$32	\$0	\$1,039
2016	\$1,554	\$87	\$33	\$0	\$1,131
2017	\$1,607	\$90	\$35	\$0	\$1,877
2018	\$1,592	\$90	\$34	\$3,431	\$689
2019	\$1,752	\$89	\$34	\$0	\$0
2020	\$1,795	\$87	\$33	\$0	\$0
Average YOE	\$1,506	\$91	\$33	\$312	\$431
Average 2020 \$	\$1,615	\$98	\$35	\$321	\$454

Source: Ames Area MPO Transportation Improvement Programs, 2010-2020

*CMAQ funding includes ICAAP funds received by AAMPO during this time period

**TAP-Flex funding was not available until 2014

Table 5-3: Historical FTA Funding (\$ 1000's), 2010-2020

Year	Section 5303	Section 5307	Section 5309	Section 5310	Section 5339
2010	\$28	\$1,500	\$34,823	\$179	\$160
2011	\$30	\$1,528	\$28,638	\$182	\$0
2012	\$20	\$1,700	\$5,545	\$183	\$0
2013	\$31	\$1,700	\$5,785	\$184	\$0
2014	\$0	\$2,000	\$2,550	\$223	\$2,958
2015	\$0	\$2,100	\$430	\$231	\$5,984
2016	\$0	\$2,100	\$0	\$245	\$3,094
2017	\$0	\$2,100	\$600	\$381	\$3,557
2018*	\$0	\$2,184	\$4,300	\$390	\$4,730
2019	\$0	\$2,406	\$0	\$268	\$3,354
2020	\$0	\$3,455	\$0	\$268	\$5,962
Average YOES	\$**	\$2,070	\$7,515	\$249	\$2,709
Average 2020 \$	\$**	\$2,210	\$8,558	\$265	\$2,828

Source: Ames Area MPO Transportation Improvement Programs, 2010-2020

*Data for 2018 based on FY 2017-2020 TIP.

**Note that funding for Section 5303 ended after 2013.

Historic Local Funding Levels

Table 5-4 presents historical funding levels for non-Federal road funds received by the Cities of Ames and Gilbert. These funds include the Local receipts from the RUTF, Other Road Monies, and Bond Proceed Funds. Note that the local funds shown in **Table 5-4** do not reflect all local funds for transportation investments, just those funds shown in past TIPs for Federal-aid projects.

Table 5-4: Historic Local Revenue Levels (\$ 1000's), 2010-2020

Year	City of Ames			City of Gilbert		
	RUTF	City Funds	Bond Proceed Funds	RUTF	City Funds	Bond Proceed Funds
2010	\$4,422	\$5,400	\$4,893	No Data Available		
2011	\$5,013	\$5,488	\$5,990	No Data Available		
2012	\$5,547	\$4,780	\$6,500	\$103	\$3	\$0
2013	\$5,717	\$4,032	\$5,988	\$104	\$17	\$0
2014	\$5,860	\$4,598	\$6,200	\$108	\$15	\$0
2015	\$6,283	\$4,291	\$9,240	\$113	\$13	\$0
2016	\$7,229	\$8,531	\$9,939	\$134	\$30	\$0
2017	\$7,535	\$6,555	\$5,195	\$134	\$34	\$0
2018	\$7,322	\$8,476	\$7,521	\$138	\$15	\$0
2019	\$7,664	\$5,548	\$6,850	\$140	\$23	\$0
2020*	\$7,430**	\$5,770*	\$8,320	\$146*	\$24*	\$0
Average YOE \$	\$6,366	\$5,770	\$6,967	\$124	\$19	\$0
Average 2020 \$	\$6,813	\$6,190	\$7,476	\$132	\$20	\$0

Source: Ames Area MPO Transportation Improvement Programs (2010-2021), City of Ames Program Budgets (2010-2021), City of Ames Capital Improvements Plans (2010-2020)

*2020 Revenue levels were projected based on 2019 levels at an assumed growth of 4%

**Based on 2019-2020 Adjusted Budget from 2020-21 Program Budget Document

Operations and Maintenance

Operations and Maintenance (O&M) is an annual expenditure for the Cities of Ames and Gilbert that is funded with STBG monies in addition to the RUTF, LOST, and GO funds. **Table 5-5** shows the historical O&M expenditures for the Cities of Ames and Gilbert for both the Federal-Aid and Non-Federal-Aid systems.

Table 5-5: City of Ames and City of Gilbert Operations and Maintenance Expenditures (\$ 1000's), 2010-2020

Jurisdiction		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020*	Average YOE \$	Average 2020 \$
City of Ames	Federal-Aid Operations	\$486	\$403	\$296	\$448	\$498	\$467	\$324	\$600	\$662	\$847	\$881	\$537	\$572
	Federal-Aid Maintenance	\$927	\$1,175	\$1,110	\$889	\$1,084	\$1,075	\$1,142	\$1,530	\$1,330	\$1,565	\$1,628	\$1,223	\$1,309
	Non-Federal-Aid Operations	\$1,585	\$1,312	\$964	\$1,360	\$1,513	\$1,429	\$977	\$1,787	\$1,967	\$2,448	\$2,546	\$1,626	\$1,736
	Non-Federal-Aid Maintenance	\$3,021	\$3,834	\$3,621	\$2,700	\$3,292	\$3,293	\$3,445	\$4,561	\$3,952	\$4,521	\$4,701	\$3,722	\$3,991
City of Gilbert	Federal-Aid Operations	No Data Available		\$1	\$1	\$2	\$2	\$1	\$8	\$9	\$5	\$5	\$4	\$4
	Federal-Aid Maintenance			\$12	\$15	\$23	\$11	\$13	\$8	\$8	\$6	\$6	\$11	\$12
	Non-Federal-Aid Operations			\$6	\$6	\$11	\$8	\$8	\$42	\$48	\$26	\$32	\$21	\$22
	Non-Federal-Aid Maintenance			\$69	\$76	\$120	\$65	\$73	\$46	\$47	\$34	\$42	\$64	\$68
Total O&M Spending		\$6,070	\$6,759	\$6,079	\$5,495	\$6,543	\$6,350	\$5,983	\$8,582	\$8,023	\$9,452	\$9,842	\$7,216	\$7,723

Source: Ames Area MPO Transportation Improvement Programs, 2010-2020

*2020 O&M levels were projected based on 2019 levels at assumed growth of 4%

Future Year Forecasts

Federal Funding Programs

The amounts of federal funding—formula-based and discretionary—available to the MPO between 2010 and 2020 were forecasted out to the year 2045 and categorized into the three time periods discussed in the beginning of this report, based on an assumed annual growth of 1.5% beyond the 2020-2023 TIP. **Table 5-6** presents the resulting forecasted funding levels by time period.

As seen in the table, STBG funding is estimated to total \$47 million between 2025 and 2045 while TAP funds are anticipated to equal just over \$2 million. Based on the annual average of \$33,000 in STBG funding that is flexed to TAP, it is estimated the MPO will flex a total of \$870,000 between 2025 and 2045. AAMPO is anticipated to receive almost \$8.5 million in NHPP funds and \$12 million in CMAQ funding during the 20-year planning period.

Table 5-6: Future Year Federal Funding Level Forecasts by Time Period (\$ 1000's)

Time Period/Years		STBG	TAP	TAP Flex	NHPP	CMAQ
Current TIP	2021-2024	\$6,783	\$348	\$132	\$15,637	\$2,647
Short-Term	2025-2029	\$9,780	\$485	\$183	\$1,784	\$2,519
Mid-Term	2030-2037	\$17,245	\$855	\$323	\$3,145	\$4,442
Long-Term	2038-2045	\$19,426	\$964	\$364	\$3,543	\$5,004
Total*		\$46,451	\$2,304	\$870	\$8,472	\$11,965

Source: Ames Area MPO Transportation Improvement Programs, 2010-2020

**Totals only reflect Short-, Mid-, and Long-Term projections as funds in the current TIP are programmed*

Local Funding Programs

Local non-Federal aid revenues and O&M costs were forecasted through the planning horizon year 2045, based on an assumed annual 1.5% growth factor. For non-Federal aid revenue sources, the amount received in FY2020 was used as the basis for the forecast except for the Bond Proceed fund. This revenue source forecast used the historic average for the years 2010-2020 normalized to 2020 dollars, to account for the historic volatility associated with it.

The resulting forecasts in **Table 5-7** show that the estimated amount of non-Federal aid revenue (comprised of the RUTF, City funds, and Bond Proceed funds) for the Cities of Ames and Gilbert is expected to total over \$570 million during the 20 year period, while total

O&M costs are anticipated to be around \$200 million over this same period. Based on these projections, the local revenue in excess of local O&M costs is anticipated to be roughly \$374 million between 2025 and 2045.

Table 5-7: Forecasted Local Revenue and O&M Costs (\$ 1000's) for the Cities of Ames and Gilbert by Time Period

	TIP Years (2021-2024)	Short-Term (2025-2029)	Mid-Term (2030-2037)	Long-Term (2038-2045)	Total*
Non-Federal Aid Revenue	\$130,992	\$120,389	\$212,273	\$239,123	\$571,785
Total Maintenance Costs	\$15,210	\$29,003	\$51,139	\$57,607	\$137,749
Total Operations Costs	\$15,168	\$12,649	\$22,304	\$25,125	\$60,078
Revenue in Excess of O&M	\$100,613	\$78,737	\$138,833	\$156,391	\$373,958

**Totals shown only reflect the Short-, Mid-, and Long-Term forecasted revenues and costs*

System Preservation and Improvement Spending Comparison

To allocate projected future funds to meet the needs of both preserving and improving the transportation system, a review of the historical spending breakdowns of preservation and improvement projects was conducted. The TIP documents for the years 2010 through 2020 were reviewed to establish a basis for the funding requirements for AAMPO's roadway and bicycle and pedestrian systems. Program costs were delineated into two main project categories:

System Preservation: Projects that improve existing infrastructure, such as reconstruction, rehabilitation, resurfacing, and operations and maintenance.

System Improvements: Projects that expand the existing system through the construction of new corridors, bridges, lane widenings, turn lanes, etc.

This historical analysis was supplemented with an understanding of the future pavement and bridge preservation requirements on the system to meet system performance requirements. This will require a greater portion of future roadway funding to go towards system preservation. **Table 5-8** presents the historic breakdown of funding for project categories by mode.

Table 5-8: Historic System Improvement and System Addition Spending Breakdowns

	System Preservation	System Improvement
MPO Roadway Funding	60%	40%
Local Roadway Funding²³	80%	20%
MPO Bicycle and Pedestrian Funding	20%	80%
Local Bicycle and Pedestrian Funding	30%	70%

Source: Ames Area MPO Transportation Improvement Programs, 2010-2020

The resulting Federal funding levels for preservation and improvement projects are shown in **Table 5-9**. The local funding levels for local preservation and improvement projects (including the improvement spending by Federal-Aid and Local system roads) are shown in **Table 5-10**. The table shows local funding for roadway and bicycle and pedestrian projects based on the breakdowns in **Table 5-9**, and assumes 90% of available local funds are spent on roadway projects while the remaining 10% is spent on bicycle and pedestrian projects.

Table 5-9: Formula-Based Federal Funding Levels for System Preservation and System Improvement Projects

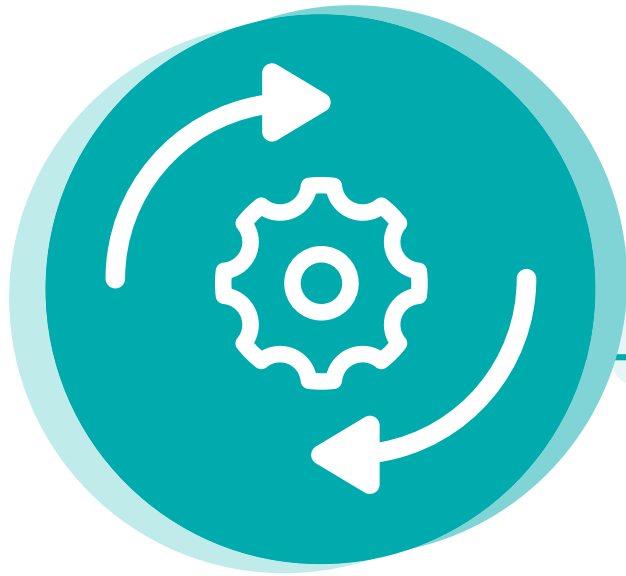
Time Period/Years		STBG		TAP		TAP Flex	
		System Preservation	System Improvement	System Preservation	System Improvement	System Preservation	System Improvement
Short-Term	2025-2029	\$5,868	\$3,912	\$97	\$388	\$37	\$146
Mid-Term	2030-2037	\$10,347	\$6,898	\$171	\$684	\$65	\$258
Long-Term	2038-2045	\$11,656	\$7,770	\$193	\$771	\$73	\$291
Total*		\$27,871	\$18,580	\$461	\$1,843	\$175	\$695

²³ Of the locally-funded roadway projects, 60% of funding went to the Federal-aid roads and 40% of funding went to non-Federal-aid roads.

Table 5-10: Local Funding Levels for System Preservation and System Improvement Projects

Time Period/Years		Non-Federal Aid Revenue*				
		Bike / Pedestrian Funding		Roadway Funding		
		System Preservation	System Improvement	System Preservation	System Improvement	
					Fed Aid System	Local System
TIP Years	2021-2024			\$68,417	\$19,318	\$12,878
Short-Term	2025-2029	\$2,362	\$5,512	\$56,691	\$8,503	\$5,669
Mid-Term	2030-2037	\$4,165	\$9,718	\$99,960	\$14,994	\$9,996
Long-Term	2038-2045	\$4,692	\$10,947	\$112,602	\$16,890	\$11,260
Total*		\$11,219	\$26,177	\$269,253	\$40,387	\$26,925

*Revenues shown are based on the Revenues in Excess of O&M Spending in Table 5-7



Chapter 6

Alternatives Development and Evaluation



Chapter 6 Alternatives Development and Evaluation

Public input received during the engagement activities for this MTP and projects presented in past plans and studies for the AAMPO region served as the basis for the development of project and policy alternatives for inclusion in Forward 2045. The past plans and studies that were reviewed include:

- Ames Mobility 2040 Long Range Transportation Plan
- 2020-2024 Transit Development Plan
- 2018 Lincoln Corridor Plan
- 2020 Passenger Transportation Plan
- 2018 Complete Streets Plan

Projects screened during the alternatives development process were categorized by mode—roadway, bicycle and pedestrian, and transit—before being reviewed for consistency with the MTP’s goals and objectives, and how well they align with the prioritization metrics shown in **Table 6-1**. An additional factor considered in the screening process was context, meaning how well the project would perform in the providing desired transportation service levels, as well as how well the project fits into the surrounding built and natural environment.

Strategy Development and Prioritization Process

The initial phase of the strategy development and prioritization process was to evaluate potential projects against the goals and objectives presented in **Chapter 1**. After this evaluation, the projects were screened against the project-level metrics shown in **Table 6-1**, which were developed under a performance-based approach tied to the MTP’s goals and regional performance measures.

In addition to the public input and connection the MTP goals and objectives, the project scoring metrics were developed to reflect the planning efforts of the Iowa DOT in the State Transportation Asset Management Plan (TAMP), the Strategic Highway Safety Plan (SHSP), and the State Freight Plan (SFP).

- The State TAMP is supported in the alternative project scoring process through the promotion of financially sustainable projects as well as prioritizing projects that minimize impacts on the environment and natural resource areas of the region. The MPO has also set aside sufficient funding levels to continue investing in current transportation assets to maintain them within established performance measures. In addition to bridge and pavement investments, CyRide proactively plans for vehicle replacements through the MPO's annual Transportation Improvement Program process. Future updates to the AAMPO MTP will need to incorporate the goals and objectives of the MPO's forthcoming Public Transportation Agency Safety Plan (PTASP), which establishes safety planning for public transit agencies who receive Federal funding. The compliance deadline for the PTASP has been extended from July 20, 2020 to December 31, 2020 due to the COVID-19 public health emergency.
- Consideration of the SHSP performance measures, which included a reduction in fatal and serious injury crashes and crash rates, were integrated into this process by giving higher scores to projects that addressed both vehicular and non-motorized safety at the top crash intersections discussed in **Chapter 3**.
- The alternatives scoring metrics address the SFP through the prioritization of projects that have potential to improve freight reliability on Interstate corridors. The specific measure related to the SFP looks at existing Truck Travel Time Reliability (TTTR) indexes on the Interstate system; any project that has potential to improve future TTTR receives a higher project score.

Table 6-1: Alternative Project Scoring Criteria



Goal	Objective	Scoring Approach			
		+2	+1	0	-1
Accessible					
	Improve walk, bike, and transit system connections	Creates or improves connection between two or more modes	Creates or improves connections for non-motorized or transit modes	No impact on connectivity for non-motorized or transit modes	Non-motorized or transit connection is removed, or barrier to non-motorized or transit modes is created
	Improve bicycle and pedestrian access to CyRide routes				
	Provide appropriate arterial, collector, bicycle, pedestrian, and transit corridor spacing	New Multimodal network connection where a gap of ½ mile or more existing before.	Provides a new connection between two existing facilities, or an extension of an existing facility	-	-
	Provide improved access to transit for transit dependent, disabled, and disadvantaged populations	Improves transit accessibility in identified EJ area	-	Does not impact transit accessibility in identified EJ area	Removes or creates barriers to transit accessibility in identified EJ area
	Incorporate bicycle, pedestrian, and transit-friendly infrastructure in new developments	Extends a bike, pedestrian, or transit corridor closer to an identified future development growth area.	-	Does not extend a bike, pedestrian, or transit corridor closer to an identified future development growth area.	Reduces facility connectivity.
Safe					
	Reduce number and rate of crashes	Has the potential to improve safety at top crash frequency or crash rate intersection	Has the potential to improve safety at any intersection	Does not impact safety at top crash frequency or crash rate intersection	Has the potential to negatively impact safety
	Reduce number and rate of serious injury and fatal crashes				
	Reduce the number of bicycle and pedestrian crashes	Has the potential to improve non-motorized safety at top crash frequency or crash rate intersection	Has the potential to improve non-motorized safety at any intersection	Does not impact non-motorized safety at top crash frequency or crash rate intersection	Has the potential to negatively impact non-motorized safety
	Prioritize projects that improve the Ames Area Safe Routes to School Program	Creates or improves connection to Safe Route to School network for two or more modes	Creates or improves connection to Safe Route to School network	No impact on connectivity to Safe Routes to School network	Removes or creates barrier to Safe Routes to School network

Table 6-1. con't.




Goal	Objectives	Scoring Approach			
		+2	+1	0	-1
Sustainable					
	Reduce transportation impacts to natural resources	Is not located in an identified natural resource area	-	Is located in an identified natural resource area	-
	Limit transportation system emissions of greenhouse gases	Provides a significant reduction system-wide in VMT and VHT	Provides significant reduction system-wide in either VMT or VHT	Does not significantly impact system-wide VMT or VHT	Increases system-wide VMT and VHT
	Make transportation infrastructure more secure, and resilient to natural and manmade events	Project would reduce flooding risk for corridor.	-	Project would have no impact on flooding risk for corridor.	Project would increase flooding risk for corridor.
	Promote financially sustainable transportation system investments	Technology or management strategies on existing infrastructure	Minor system enhancements to existing infrastructure (e.g. turn lanes, protected bike lanes/side path)	Major system enhancements to existing infrastructure or new trails (e.g. roadway widening)	New transportation infrastructure (e.g. new corridor)
Efficient and Reliable					
	Identify context-sensitive strategies and projects that improve traffic flow in corridors with high levels of peak period congestion (LOS D or worse)	Improves LOS in corridor estimated to have LOS D or worse in 2045	Improves LOS	Does not impact LOS	Degrades LOS a letter grade or worse
	Maintain acceptable travel reliability on Interstate and principal arterial roadways	Has potential to improve reliability on an NHS corridor identified as having reliability issues	Has potential to improve reliability on an NHS corridor	Does not impact LOTTR	Worsens LOTTR on a NHS corridor
	Provide frequent transit service to high trip generation locations	Improves transit frequency in identified high trip location	-	Does not impact transit frequency in identified high trip location	Worsens transit frequency in identified high trip location
	Increase the regional share of trips made by walking, biking, and transit	Major Increase to mode share for walking, biking, and/or transit	Slight Increase to mode share for walking, biking, and/or transit	Does not impact mode share for walking, biking, or transit	Reduces mode share for walking, biking, and/or transit
	Improve freight system reliability	Has potential to improve freight reliability on Interstate corridor identified as having freight reliability issues	Has potential to improve freight reliability on Interstate corridor	No expected impact to freight reliability on Interstate corridor	Has potential to worsen freight reliability on Interstate corridor
	Identify technology solutions to enhance system operation	Includes technology element that more effectively manages system operation	-	Does not include technology element	-

Table 6-1 con't.

Goal	Objectives	Scoring Approach			
		+2	+1	0	-1
Placemaking					
	Increase the percentage of population and employment within close proximity to transit and/or walking and biking system.	Creates new, multi-modal connection between highest tier of dense / diverse land use.	Creates new, multi-modal connection between second highest tier of dense / diverse land use.	Does not create new, multi-modal connection to dense / diverse land use.	Removes multi-modal connection to dense / diverse land use.
	Provide transportation strategies and infrastructure that support current adopted plans	Project is proposed by other plan or would support neighborhood or district development goals.	-	Project is not included in other plans and is neutral in relation to neighborhood or district development goals.	Project is not included in other plans and would negatively impact neighborhood or district development goals.

Potential Alternatives

Alternative projects identified through public feedback, input from AAMPO staff, and the technical analyses described in **Chapter 4** and **5** covered a range of strategies for the roadway, bicycle and pedestrian, and transit systems within the region. Examples of these strategies for each mode are described below.

Roadway Projects

Roadway projects were primarily developed to address areas with higher potential for future traffic congestion, improve vehicular and non-motorized safety, reduce environmental impacts, and encourage greater multi-modality. The roadway alternatives were developed to adequately balance system preservation projects with system improvement projects while remaining within the funding levels identified in **Chapter 5**. Examples of roadway projects identified through the alternatives development process include:

New Corridors: These projects would construct new roadways.

Source: FHWA



Widenings: These projects would add additional lanes to existing roadways, i.e. convert a 2-lane road to 4 lanes.

Source: Omaha World Herald



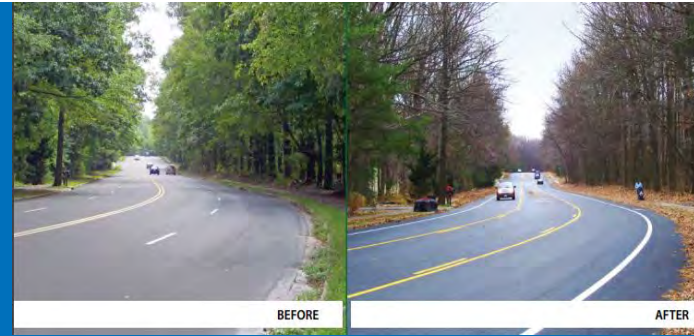
Turn Lanes: These projects would construct turn lanes (either left or right) at intersections to facilitate improved through traffic flow due to the removal of vehicle queuing.

Source: FHWA



Road Diet: Road diets remove a travel lane from a 4-lane, undivided roadway and convert it to 3-lane roadway with 2 through lanes and a center turn lane. This roadway configuration improves safety while sometimes offering opportunities for bicycle and pedestrian and transit facilities.

Source: Virginia DOT



Grade Separation: Grade separations construct an underpass or overpass that separates vehicular traffic from barrier such as an Interstate or railroad. These projects reduce travel delay as conflicts at these barriers are removed.

Source: UPRR



Traffic Signals: These projects would install traffic signals at higher-volume intersections that are currently uncontrolled, or upgrade existing traffic signals to leverage new technologies that facilitate improved traffic management solutions.

Source: FHWA



Roadway System Management Strategies

In addition to the alternative strategies for the roadway system discussed above, several operational and management strategies could be pursued by the AAMPO to maximize operational abilities of the existing roadway system while improving safety and mobility. These strategies, referred to as Transportation System Management and Operations (TSMO), are more cost-effective than traditional projects that add capacity to the system and aim to address congestion issues beyond recurring peak hour congestion. TSMO strategies fall into three categories:

- **System Performance Monitoring:** Use of real-time data and information to guide regional transportation decision making based on data analytics and information management systems. Examples of system performance monitoring include Transportation Management Centers (TMCs), and Dynamic Message Signs (DMS) that provide travelers real time information to help with trip planning.
- **Management of Recurring Issues:** Strategies that addresses recurring, and thus, predictable congestion issues in the region. These include freeway and arterial management strategies, traffic signal operational planning, and demand management for bicycle and pedestrian users.
- **Management of Non-Recurring Issues:** Non-recurring issues are not easy to plan for as they are typically unpredictable. To best prepare for them, the AAMPO can consider strategies such as Traffic Incident Management (TIM), Road Weather Management, Work Zone Management, and Special Event Management.

Bicycle and Pedestrian Projects

Bicycle and pedestrian projects screened during the alternatives development process sought to provide improved connections between existing bicycle and pedestrian facilities while strengthening the multi-modal nature of the AAMPO region, improving non-motorized safety, reducing environmental impacts, and providing bicycle and pedestrian facilities in areas with denser, and more diverse land uses. Some of the project types screened were:

Crossing Improvements: Examples of crossing improvement projects include improved intersection markings, pedestrian signals, and treatments to improve visibility.

Source: San Francisco Metropolitan Transportation Authority



Bike lanes: These projects would construct dedicated lanes in the roadway for exclusive use by bicyclists.

Source: City of Fort Lauderdale, FL



Protected bike lanes: Protected bike lanes provide an exclusive lane for bicyclists within the roadway while using a physical barrier to separate bicycle traffic from vehicular traffic.

Source: City of Burlington, VT



Bicycle Boulevards: Bicycle boulevard projects would install signage, markings, and traffic calming measures so low volume and low speed roads can give priority use to bicyclists.

Source: City of Berkeley, CA



Shared-Use Path: These projects would construct new off-street trails, or extend existing off-street trails, for use by bicyclists and pedestrians.

Source: Iowa DOT



Shared streets/pedestrian mall: Shared street projects would convert existing roadway cross sections to a more informal setting for vehicles and pedestrians on roads with low volumes and speeds. Shared streets prioritize pedestrian movements and limit/prohibit through vehicle movements.

Source: NACTO



Bicycle and Pedestrian Facility Selection

Bike Facilities

There are many types of bikeways, including bike lanes, routes, and off-street paths. The appropriate type of bikeway for a given street depends on the characteristics of the roadway and the desired level of comfort for people bicycling.

Conventional guidance recognizes three general types of potential riders based on their likelihood to utilize a particular type of bicycle facility. These rider types are:

- Strong and Fearless: Confident and comfortable riding intermixed with other modes in all contexts
- Enthused and Confident: Comfortable riding in many contents, prefers designated bikeways
- Interested, but Concerned; Would like to ride, but primarily concerns about safety and therefore rides less often or not at all.

The *Interested, but Concerned* group includes children, older adults, people new to riding a bicycle, and those who prefer as much separation as possible between themselves and motor vehicles. The national best practice for creating a comfortable and appealing bike network is to design for “All Ages and Abilities”—in other words, to design facilities so that *Interested, but Concerned* riders will feel comfortable using them. Building bicycle infrastructure that meets this criteria is an essential strategy for cities seeking to improve traffic safety, reduce congestion, improve air quality and public health, provide better and more equitable access to jobs and opportunities, and bolster local economies.

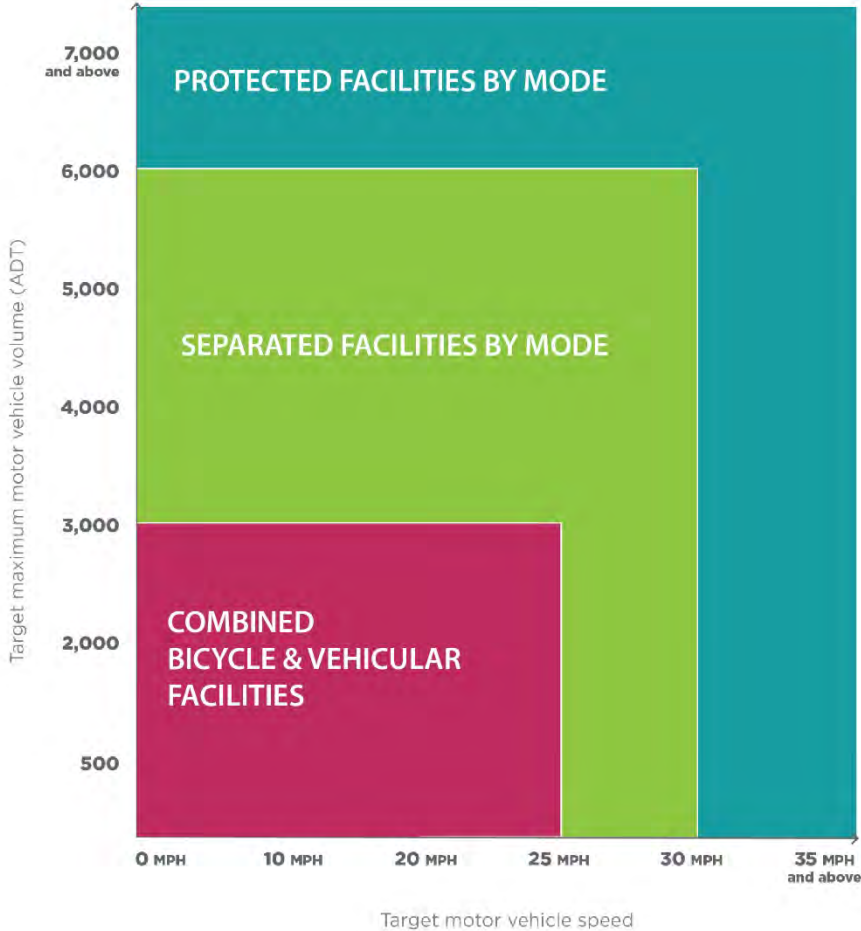
Bikeway Selection Guidance

National guidance on selecting bike facilities to achieve a network suitable for All Ages and Abilities is available from several sources.

- **The Federal Highway Administration (FHWA) *Bikeway Selection Guide***
- **The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities***
- **The National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide*** includes All Ages and Abilities facility selection and design guidance

Recommended bike facilities in Forward 2045 are based on FHWA guidance, which uses the daily volume of motor vehicle traffic and posted speed limit of the street to determine the appropriate bike facility, as illustrated in **Figure 6-1**.

Figure 6-1: FHWA Bikeway Selection Guidance



Pedestrian Crossings

Improvements to intersection design and the addition of mid-block crossings can go a long way to making walking a more comfortable and viable transportation option. A variety of proven countermeasures may be applied to increase safety for pedestrians crossing the street, including:

- High-visibility crosswalk markings
- Raised crosswalks
- Signs
- Curb extensions
- Pedestrian refuge islands
- Rectangular Rapid-Flashing Beacons (RRFBs)
- Road diets
- Pedestrian Hybrid Beacons

Countermeasure Selection Guidance

The FHWA PEDSAFE Pedestrian Safety Guide and Countermeasure Selection System provides a broad suite of information and tools to improve pedestrian safety and mobility. Forward 2045 uses the Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations as the basis for selecting potential design treatments for uncontrolled crossings in Ames. **Figure 6-2** shows the countermeasure options recommended by FHWA based on the posted speed limit, number of lanes, and average annual daily traffic of the street. These countermeasures are proven to reduce the number and severity of collisions involving people walking. The guide does not necessarily recommend applying all of the potential countermeasures listed in the corresponding cell of the table for any given location, but rather selecting those countermeasures that best fit the specific location.

Figure 6-2: Application of Pedestrian Countermeasures by Roadway Feature

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① ③ 5 7 9	① ③ 5 7 9	① 3 4 5 7 9	① ③ 5 7 9	① ③ 5 7 9	① ③ 4 5 7 9	① ③ 5 7 9	① ③ 5 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 9	① 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 9	① ③ 4 5 6 7 9	① ③ 5 6 9	① ③ 5 6 9
4+ lanes with raised median (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 9	① ③ 5 7 8 9	① ③ 5 8 9	① ③ 5 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 9	① ③ 5 6 8 9

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

Transit Projects

Forward 2045 was developed through a multimodal approach, where interactions among the various modes of transportation in the MPO region were assessed and deficiencies identified. While the MTP presents specific candidate projects for the roadway and bicycle and pedestrian modes, the transit projects are aimed at describing capital and operational improvements that can further build upon the region's multi-modal connections while improving accessibility and mobility for residents.

Transit projects evaluated in the alternatives development process were based on the unique needs and funding programs of CyRide's fixed-route and paratransit systems. In addition to these needs and funding requirements, transit projects were assessed on their potential to improve transit access, especially for disadvantaged populations, and connectivity with other modes. Due to the nature of transit planning in the AAMPO region, fiscally constrained projects for the fixed-route and paratransit systems will not be identified but potential transit improvements will be. These improvements are described below:

Transit Signal Priority: Improve signal timings for transit vehicles to allow increased transit reliability and travel time.

Source: New York City Department of Transportation



Facility Improvements: Improvements for the Ames Intermodal Facility.

Source: Iowa State University Facilities Planning and Management



Transit-Oriented Development: Implementation of Transit-Oriented Development (TOD) in future redevelopments. TOD is a diverse mix of commercial, residential, office, and entertainment land uses located within close proximity to transit services.²⁴

Source: Metro Transit (MN)



Technology-Based: Vehicle location tracking, passenger counting, and other technological solutions for improving transit planning and decision-making capabilities.

Source: Cincinnati Metro Transit



Alternatives Scoring Results

The alternative roadway and bicycle and pedestrian projects were scored based on how well they met the criteria shown in **Table 6-1** and ranked into three tiers—High, Medium, and Low. Projects receiving “High” scores are considered to best meet the current needs of the AAMPO transportation system, however, projects receiving “Low” scores are not considered to be poor projects. While “Low” scoring projects still address needs of the regional transportation system, they fail to meet a wide range of the goals and objectives of Forward 2045 relative to the higher scoring projects. **Figure 6-3** shows the resulting scores for the alternative roadway projects while **Figure 6-4** and **Figure 6-5** show the scores for the alternative bicycle and pedestrian projects. Refer to the **Appendix D** for the complete list of roadway and bicycle and pedestrian alternative projects.

For alternative roadway projects, the higher scoring projects were those that have the most potential to improve traffic operations and safety in areas that are projected to have congestion issues under the 2045 E+C scenario or are experiencing current safety issues, while minimizing impacts on the environment and remaining financially sustainable. The highest scoring bicycle and pedestrian projects were those that extended and/or connected the existing bicycle and pedestrian system with areas of denser, more diverse land uses while also minimizing environmental impacts and being financially sustainable. For bicycle and pedestrian projects, project numbers starting with “ON” refer to on-street facilities, while project numbers starting with “OFF” refer to off-street facilities. Crossing projects begin with “CR.”

²⁴ Federal Transit Administration, <https://www.transit.dot.gov/TOD>

Figure 6-3: Alternative Roadway Projects by Scoring Tier

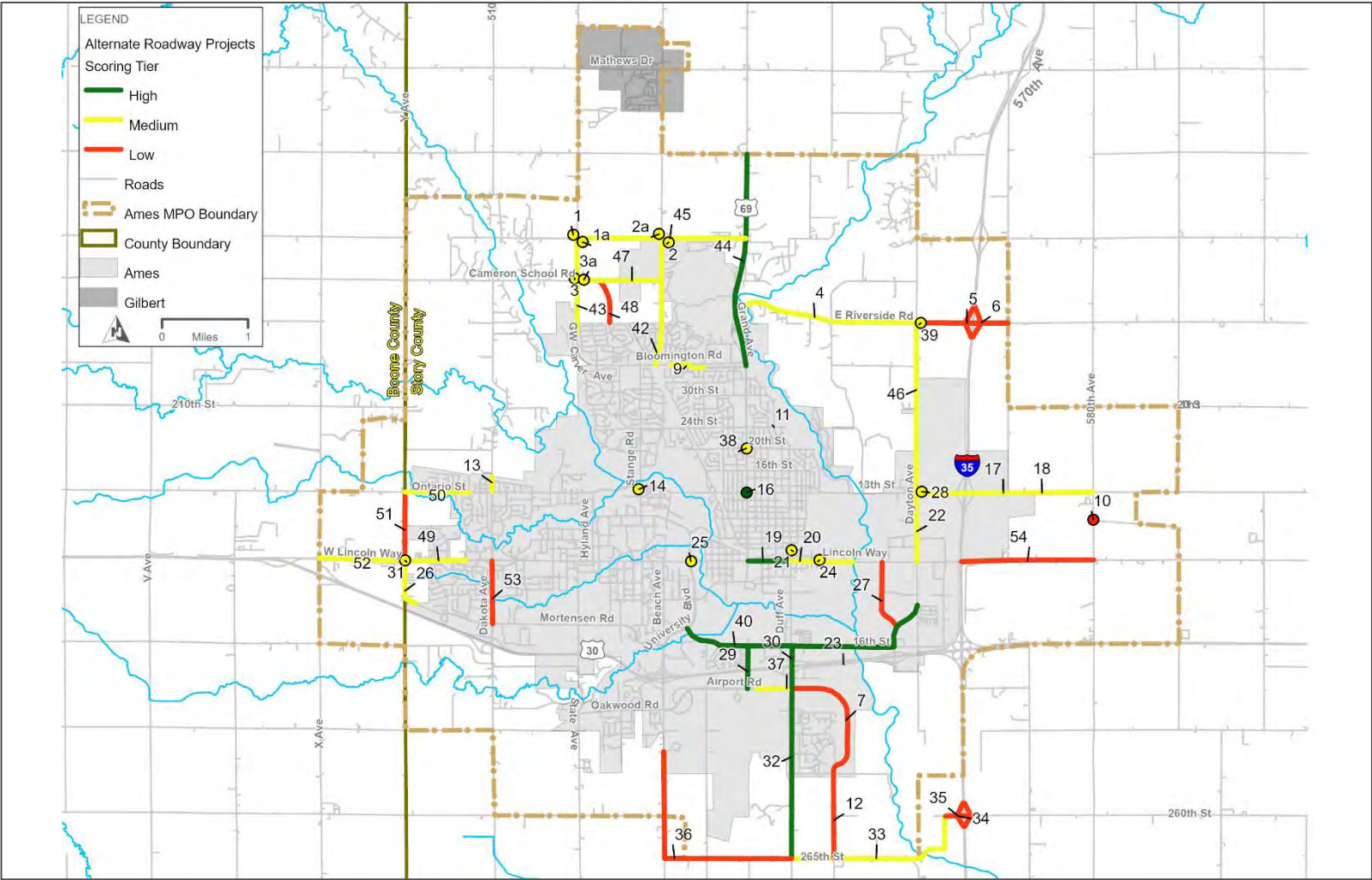
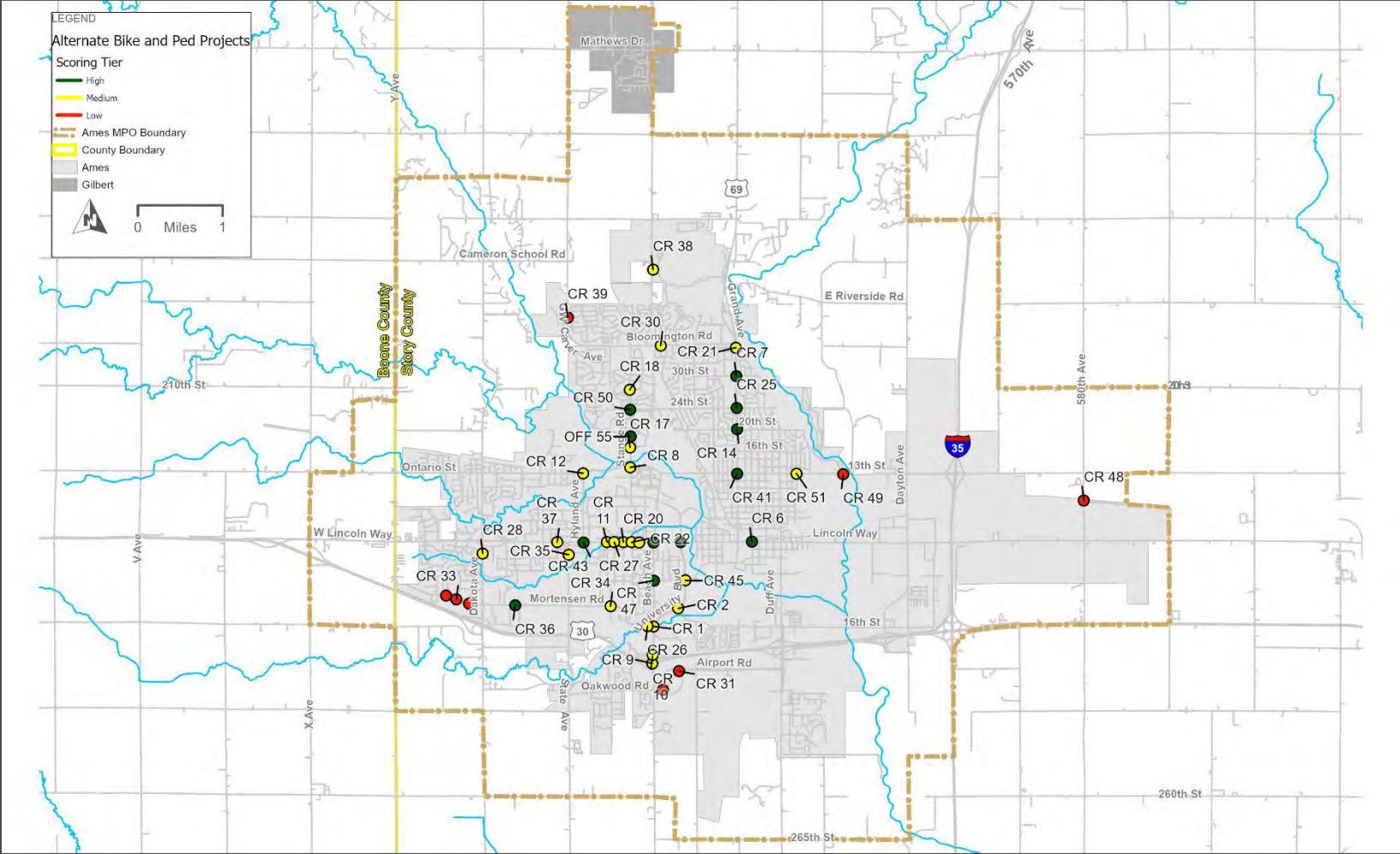


Figure 6-5: Alternative Bike and Pedestrian Crossing Projects by Scoring Tier



Emerging Trends and Technologies

Strategies and Treatments

The following is a list of potential influencing strategies and treatments that are likely to have the greatest impact in the coming years throughout the reach of the AAMPO:

- **Mobility as a Service (MaaS):** Facilitate an integrated mobility platform, capturing trip planning and payment across multiple modes to increase transportation access and decrease per-mile cost.
- **MaaS Parking Strategy:** Establish a “futureproofing” strategy for parking, considering autonomous vehicle impacts of decreased future parking demand and gained efficiencies based on self-parking vehicles.
- **Connected and Autonomous Vehicles (CAVs):** Prepare for the coming shift to autonomy by considering strategies encouraging shared mobility, reduction of vehicle miles travelled due to induced demand, and finding more efficiencies in the existing roadway network.
- **Autonomous Shuttles:** Establish autonomous shuttle pilot projects to test coordination with real-world roadway conditions and to familiarize the public with AV operations.
- **Smart Traffic Signal Controls and System Management:** Move traffic, pedestrians, bicyclists, and transit vehicles more efficiently on existing streets by coordinating traffic signals through vehicle-to-infrastructure and vehicle-to-vehicle communication.
- **Electrification / Charging Stations:** Accelerate the shift to low-emissions vehicles by providing access to a region wide system of charging stations.
- **5G / Communications:** Establish the communication backbone needed for the function of connected and autonomous vehicles and the links to smart infrastructure.
- **Micromobility:** Provide additional transportation options to complement the changing mobility network, particularly improving first-last mile access as well as opportunities for underserved populations.
- **Curb Management:** Anticipate the growing competition for limited curb space resulting from increases in shared mobility and urban freight delivery due to e-commerce and automation.
- **Robotic Delivery:** Respond to the rapidly growing e-commerce sector and prepare our roadway and sidewalk networks to accommodate ground-based robotic drone delivery vehicles.

Table 6-2 presents greater detail on these ten strategies, including their pros and cons, timeframe, and impact on Ames.

Table 6-2: Pros, Cons, Timeframe, and Impact of Strategies Related to Ames

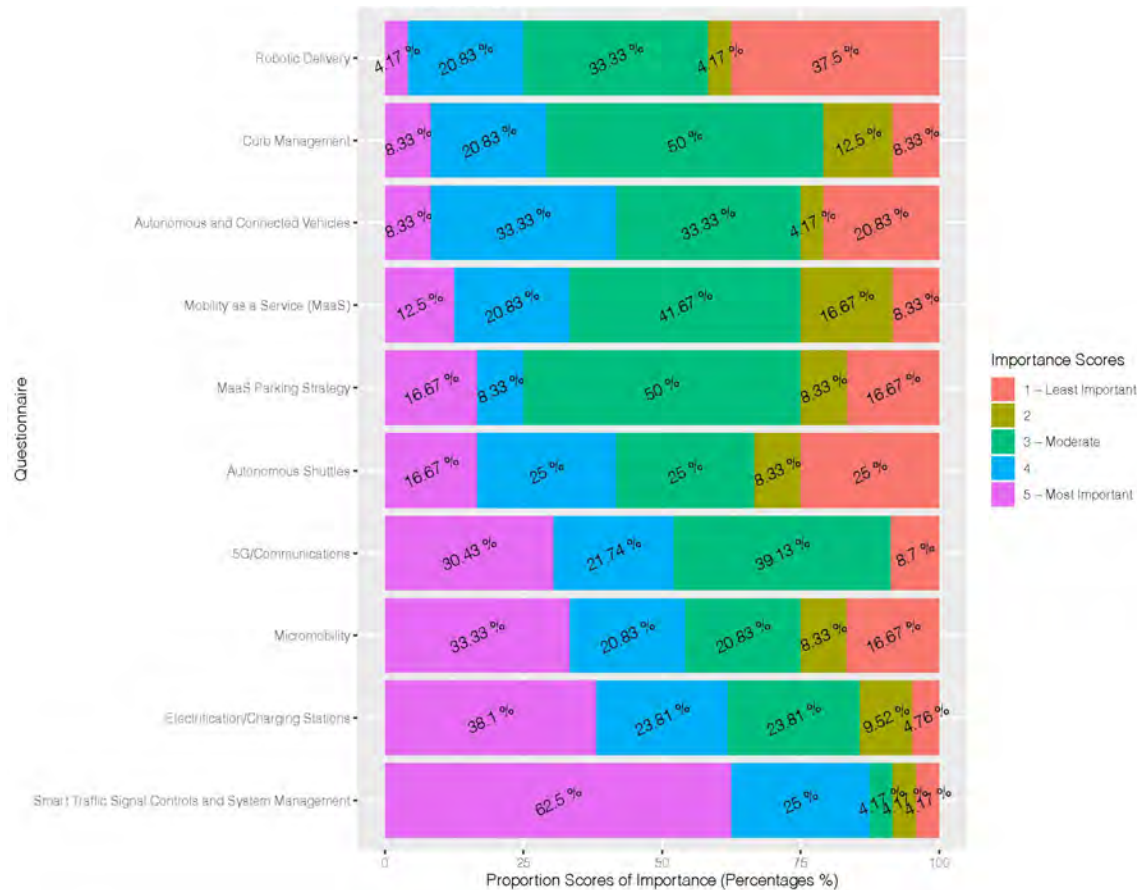
Strategy	Pros	Cons	Timeframe	Impacts
Mobility as a Service	<ul style="list-style-type: none"> Decreased cost of mobility when paired with autonomous technology Innovative approaches to personal mobility Benefits to land use/housing/density Better access to transit with a larger catchment area through mobility hubs and short-range mobility options 	<ul style="list-style-type: none"> Uncoordinated implementation Unintended impacts to existing system (curbs, traffic flow, pedestrian access) Induced demand if costs to consumers drop 	Near to mid-term	High
MaaS Parking Strategy	<ul style="list-style-type: none"> Reuse of well-located existing structures paired with autonomous vehicle technology More efficiency (added spaces) in existing structures Allows temporary use of surface parking to accommodate off-site storage 	<ul style="list-style-type: none"> Many current structures will become obsolete Transition to MaaS will not be uniform, so triggers must be determined 	Near to mid-term	High
Connected and Autonomous Vehicles	<ul style="list-style-type: none"> Decreased cost of mobility Enabling of MaaS at substantial scale Greater development density/less parking 	<ul style="list-style-type: none"> Unintended vehicle uses Induced demand/negative impacts on system Inability to regulate/coordinate effectively 	Mid to long-term	High
Autonomous Shuttles	<ul style="list-style-type: none"> Lower cost/increase effectiveness of transit with better first mile/last mile connectivity More efficient - fewer trips to serve same number of people when compared to privately owned vehicles Introduce AV technology to broader public 	<ul style="list-style-type: none"> Integration with other modes on roadways Initial tests limited to fixed routes 	Near to mid-term	Moderate

Strategy	Pros	Cons	Timeframe	Impacts
Smart Traffic Signal Controls and System Management	<ul style="list-style-type: none"> Increased situational awareness (vehicles and pedestrians) Improved corridor throughput Reduced emissions Long-term potential to reduce or eliminate signal infrastructure if CAV adoption becomes universal 	<ul style="list-style-type: none"> Medium-term will likely require both traditional detection methods and emerging technologies Uncertainty about adoption time horizons and communication protocols Increased efficiency could be at the expense of new mobility options 	Near-term	Significant
Electrification / Charging Stations	<ul style="list-style-type: none"> No tailpipe emissions and lower carbon emissions than internal combustion engine Price for consumers is rapidly declining Overall cost of ownership for travelers is typically less than a comparable internal combustion engine vehicle 	<ul style="list-style-type: none"> Insufficient supporting infrastructure for power distribution and charging Transportation system reliant upon power grid 	Near-term	Moderate to high
5G / Communications	<ul style="list-style-type: none"> Data-based decision-making and insights Creation of backbone infrastructure that enables advanced safety and traffic management capabilities Real-time system conditions and ability to react 	<ul style="list-style-type: none"> Data security and privacy No access to proprietary data No transparency in public access/ownership of data Too much data/inability to draw conclusions 	Immediate to near-term	High
Micromobility	<ul style="list-style-type: none"> Expansion of mobility options Better access to transit with a larger catchment area through mobility hubs and short-range mobility options Availability to wide range of users 	<ul style="list-style-type: none"> Conflicts with other modes Lack of “slow lane” options in ROW Conflicts with sidewalk uses - pedestrians 	Immediate to near-term	Moderate
Curb Management	<ul style="list-style-type: none"> Coordination of curb access with increasing competition Shared mobility pick-up / drop-off Urban freight delivery designation areas/times 	<ul style="list-style-type: none"> Conflicts with on-street parking Enforcement challenges Reconfiguration of curb lane 	Near to mid-term	Moderate
Robotic Delivery	<ul style="list-style-type: none"> “Right-size” trip options per delivery E-commerce efficiency Reduce truck delivery trips 	<ul style="list-style-type: none"> Greatly increased number of individual deliveries Overwhelm ROW or sidewalks 	Near to mid-term	Moderate

Implementation Strategies

Public reaction to the identified technologies was gathered as part of the public open house process discussed in **Chapter 9**. **Figure 6-6** shows the results of the public questionnaire. The smart traffic signal controls and system management strategy had the highest

Figure 6-6: Results of Public Questionnaire



number of respondents that indicated this as most important, while robotic delivery received the highest amount of least important scores.

Potential implementation actions were developed and are shown in **Table 6-3**. These projects and policies are split into three timeframes: near-term (NT) or the present, mid-term (MT) or the implementation phase, and long-term (LT) or full adoption of these technologies.

Table 6-3. Potential Implementation Actions

Timeframe	Tactical Action	Description	Mobility as a Service (MaaS)	MaaS Parking Strategy	Connected and Autonomous Vehicles	Autonomous Shuttles	Smart Traffic Controls and System Management	Electrification / Charging Stations	5G / Communications	Micromobility	Curb Management	Robotic Delivery
NT	"Slow lanes" / shared lanes tactical test	<ul style="list-style-type: none"> Select key corridors for slow lane test deployment Implement test deployment Record results to inform permanent strategy 	X	X		X		X		X	X	X
NT	Smart parking	<ul style="list-style-type: none"> Create app-based parking for tracking of parking availability and payment: onstreet, city-owned lots/garages, agreements with private owners Install linked meters that communicate data to parking app, adjust fare, and accept app-based payment Install meters / fareboxes that relay usage and capacity data to app Create wayfinding displaying linked parking data 		X	X			X	X		X	

Timeframe	Tactical Action	Description	Mobility as a Service (MaaS)	MaaS Parking Strategy	Connected and Autonomous Vehicles	Autonomous Shuttles	Smart Traffic Controls and System Management	Electrification / Charging Stations	5G / Communications	Micromobility	Curb Management	Robotic Delivery
NT	Integrate parking and transit data	<ul style="list-style-type: none"> Integrate parking data with CyRide transit data, including arrival times Integrate parking and transit payment options 	X	X								
NT	Microtransit pilot	<ul style="list-style-type: none"> Implement a pilot microshuttle project downtown/campus Integrated with CyRide service 		X		X	X				X	
NT	Expand electric charging capabilities	<ul style="list-style-type: none"> Expand current charging facilities beyond City Hall and Bandshell Park Identify key locations that integrate with other mobility strategies of micromobility and smart parking Identify key regional locations in conjunction with destinations or transit links 		X				X				
NT	Smart traffic signal controls	<ul style="list-style-type: none"> CAV infrastructure at crash hot spots Signal priority on congested arterials CAV-readiness for signal upgrades 			X		X		X			
NT	Standards for alternate micromobility options	<ul style="list-style-type: none"> Create and implement policies for scooters, e-bikes, etc., using the models borrowed from other cities 	X							X	X	

Timeframe	Tactical Action	Description	Mobility as a Service (MaaS)	MaaS Parking Strategy	Connected and Autonomous Vehicles	Autonomous Shuttles	Smart Traffic Controls and System Management	Electrification / Charging Stations	5G / Communications	Micromobility	Curb Management	Robotic Delivery
NT	Guidelines for autonomous ground-based delivery	<ul style="list-style-type: none"> Prepare for alternative delivery options Look to other communities for emerging regulations 									X	X
MT	5G connected vehicle test corridor	<ul style="list-style-type: none"> Select key transportation corridors to implement and test CV technology for V2X Record results to inform permanent strategy 			X		X		X			
MT	Adaptable streets strategy	<ul style="list-style-type: none"> Establish standards to convert lane usage, whether for peak hours or throughout the day Implement added adaptable lanes over time 	X		X		X			X	X	
MT	Parking requirements revisions/strategy	<ul style="list-style-type: none"> Determine remote parking policies and locations for self-parking vehicles Determine CAV adoption triggers to reduce or eliminate parking requirements 		X		X				X		
MT	Site development standards	<ul style="list-style-type: none"> Revise site development standards to reflect reduced parking demand, preference from front-door drop off, etc. 	X	X				X		X	X	X

Timeframe	Tactical Action	Description	Mobility as a Service (MaaS)	MaaS Parking Strategy	Connected and Autonomous Vehicles	Autonomous Shuttles	Smart Traffic Controls and System Management	Electrification / Charging Stations	5G / Communications	Micromobility	Curb Management	Robotic Delivery
MT	Curb management policy	<ul style="list-style-type: none"> Map current freight deliveries, and TNC hotspots Create and implement policies that manage how curb access will be provided as mobility evolves 		X				X		X	X	X
MT	Land use and zoning standards update	<ul style="list-style-type: none"> Parking reductions as adoption occurs Freight-warehousing Retail changes 	X		X							
LT	Thoroughfare plan revision	<ul style="list-style-type: none"> Update outcomes and capital improvement priorities based on impacts of new mobility technology 	X		X		X			X	X	X
LT	Conversion of roadway network to full CAV	<ul style="list-style-type: none"> Complete infrastructure technology needed for full functionality of connected and autonomous vehicles 			X	X	X		X		X	
LT	Parking demand change strategy	<ul style="list-style-type: none"> Develop a real estate and redevelopment strategy to capture underutilized parking areas 	X	X	X	X				X		
LT	New lane use policies	<ul style="list-style-type: none"> Update long-term land use for an age of autonomous driving and delivery, based on a trends analysis of behavioral shifts 	X	X								X

Timeframe	Tactical Action	Description	Mobility as a Service (MaaS)	MaaS Parking Strategy	Connected and Autonomous Vehicles	Autonomous Shuttles	Smart Traffic Controls and System Management	Electrification / Charging Stations	5G / Communications	Micromobility	Curb Management	Robotic Delivery
NT	Microtransit pilot	<ul style="list-style-type: none"> Implement a pilot microshuttle project downtown/campus Integrated with CyRide service 		X		X	X				X	
NT	Expand electric charging capabilities	<ul style="list-style-type: none"> Expand current charging facilities beyond City Hall and Bandshell Park Identify key locations that integrate with other mobility strategies of micromobility and smart parking Identify key regional locations in conjunction with destinations or transit links 		X				X				
NT	Smart traffic signal controls	<ul style="list-style-type: none"> CAV infrastructure at crash hot spots Signal priority on congested arterials CAV-readiness for signal upgrades 			X		X		X			
NT	Standards for alternate micromobility options	<ul style="list-style-type: none"> Create and implement policies for scooters, e-bikes, etc., using the models borrowed from other cities 	X							X	X	
NT	Guidelines for autonomous ground-based delivery	<ul style="list-style-type: none"> Prepare for alternative delivery options Look to other communities for emerging regulations 									X	X

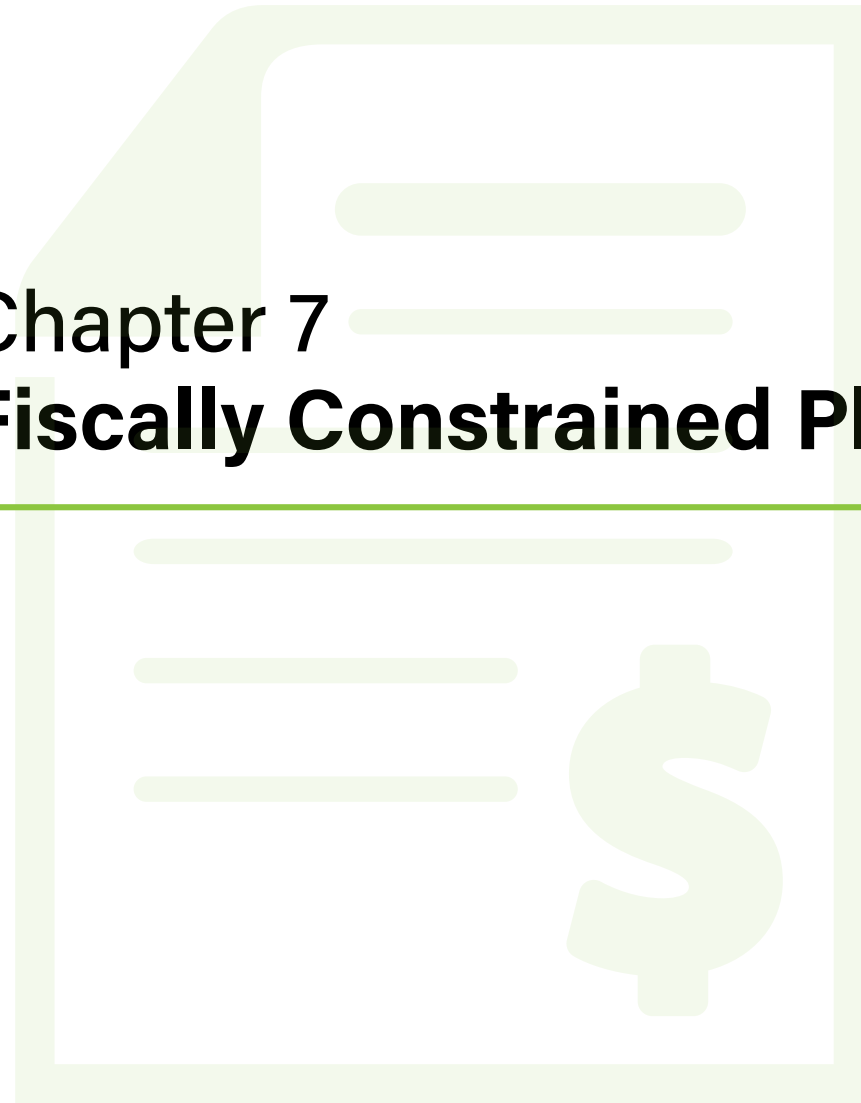
Timeframe	Tactical Action	Description	Mobility as a Service (MaaS)	MaaS Parking Strategy	Connected and Autonomous Vehicles	Autonomous Shuttles	Smart Traffic Controls and System Management	Electrification / Charging Stations	5G / Communications	Micromobility	Curb Management	Robotic Delivery
MT	5G connected vehicle test corridor	<ul style="list-style-type: none"> Select key transportation corridors to implement and test CV technology for V2X Record results to inform permanent strategy 			X		X		X			
MT	Adaptable streets strategy	<ul style="list-style-type: none"> Establish standards to convert lane usage, whether for peak hours or throughout the day Implement added adaptable lanes over time 	X		X		X			X	X	
MT	Parking requirements revisions/strategy	<ul style="list-style-type: none"> Determine remote parking policies and locations for self-parking vehicles Determine CAV adoption triggers to reduce or eliminate parking requirements 		X		X				X		
MT	Site development standards	<ul style="list-style-type: none"> Revise site development standards to reflect reduced parking demand, preference from front-door drop off, etc. 	X	X				X		X	X	X
MT	Curb management policy	<ul style="list-style-type: none"> Map current freight deliveries, and TNC hotspots Create and implement policies that manage how curb access will be provided as mobility evolves 		X				X		X	X	X

Timeframe	Tactical Action	Description	Mobility as a Service (MaaS)	MaaS Parking Strategy	Connected and Autonomous Vehicles	Autonomous Shuttles	Smart Traffic Controls and System Management	Electrification / Charging Stations	5G / Communications	Micromobility	Curb Management	Robotic Delivery
MT	Land use and zoning standards update	<ul style="list-style-type: none"> Parking reductions as adoption occurs Freight-warehousing Retail changes 	X		X							
LT	Conversion of roadway network to full CAV	<ul style="list-style-type: none"> Complete infrastructure technology needed for full functionality of connected and autonomous vehicles 			X	X	X		X		X	
LT	Parking demand change strategy	<ul style="list-style-type: none"> Develop a real estate and redevelopment strategy to capture underutilized parking areas 	X	X	X	X				X		
LT	Thoroughfare plan revision	<ul style="list-style-type: none"> Update outcomes and capital improvement priorities based on impacts of new mobility technology 	X		X		X			X	X	X
LT	New lane use policies	<ul style="list-style-type: none"> Update long-term land use for an age of autonomous driving and delivery, based on a trends analysis of behavioral shifts 	X	X								X



Chapter 7

Fiscally Constrained Plan



Chapter 7 Fiscally Constrained Plan

Fiscal constraint is a Federal requirement for MTPs and means the MPO has identified a list of future transportation projects whose costs are within the anticipated revenues forecasted for the region. Through the development of a fiscally constrained plan, the MPO is able to demonstrate that identified projects considered for future implementation are financially feasible.

Selection of Projects for the Fiscally Constrained Plan

Candidate projects were selected for inclusion in the fiscally constrained plan based on how they scored against the project scoring criteria shown in **Chapter 6**, and the forecasted year-of-expenditure costs associated with their planning, design, and construction in relation to the available Federal and local revenue levels that were projected.

2020-2045 Fiscally Constrained Plan

The fiscally constrained plan is presented in the time bands described in **Chapter 5** and includes the estimated costs in 2020 dollars, Year-of-Expenditure (YOE) dollars, potential funding source, and potential funding sponsor in addition to a brief description of each project.

2020-2024 Transportation Improvement Program

The current Transportation Improvement Program covers the years 2021 through 2024 and the projects presented in the current TIP document reflect those that are considered to be committed for purposes of developing the fiscally constrained plan. Fiscally constrained projects that are to be considered for implementation beyond the current TIP will start in the year 2025, or the Short-Term time band.

The committed roadway projects identified in the 2021-2024 TIP are in **Table 7-1** while the committed bicycle and pedestrian projects are shown in **Table 7-2**.

Table 7-3 shows the committed transit projects identified by CyRide for the fixed-route and paratransit systems.

Table 7-1: List of Committed Roadway Projects from the AAMPO 2021-2024 TIP

ID	Project Description	Type
C1	Cherry Ave from Lincoln Way to SE 5th Street - Add New Road	New Road
C2	Grand Ave from S 3rd St to S 16th St - Add New Road	New Road
C3	Duff Ave & S 16th Street - Add Turn Lanes	Turn Lanes
C4	Hoover Ave & 30th St to Duff Ave & 13th St - Road Diet to 3 Lanes	Road Diet
C5	Duff Ave from 13rd St to Crystal St - Add Adaptive Signal Control Technologies	Signal Upgrades
C6	Lincoln Way from Beach Ave to Hyland Ave - Add Adaptive Signal Control Technologies	Signal Upgrades
C7	Lincoln Way from Grand Ave to Duff Ave - Add Adaptive Signal Control Technologies	Signal Upgrades
C8	University Blvd from Lincoln Way to US30 - Add Adaptive Signal Control Technologies	Signal Upgrades
C9	State Ave & Mortensen Rd - Traffic Signal & Turn Lanes	Traffic Signal/Turn Lanes
C10	SE 16th St & Dayton Ave - Traffic Signal	Traffic Signal
C11	Duff Ave & US30 EB Ramp - Traffic Signal	Traffic Signal
C12	Hyde Ave & Bloomington Rd - Traffic Signal	Traffic Signal
C13	16 th St from University Blvd to Apple Place - Widen to 4 Lanes	Widening

Table 7-2: List of Committed Bicycle and Pedestrian Projects from the AAMPO 2021-2024 TIP

ID	Description	Type
C 1	Intersection of Dayton / S 16th - Improve visibility for crossing	Crossing
C 2	Intersection of Duff / S 16th St - Improve crossing visibility, median refuge. Part of project 44A.	Crossing
C 3	Intersection of Grand / 6th St - Improve crossing visibility of Grand	Crossing
C 4	S 16th midblock trail crossing near Vet Med - High visibility treatment for trail cross - over	Crossing
C 5	Intersection of Grand / (N) 16th St - Cycling Enhancements to support 16th Street Bike Route	Crossing
C 6	Intersection of Duff / S 5th - Improve crossing visibility of Duff and 5th. Part of project 44A.	Crossing
C 7	N Walnut Sharrows	Bike Route
C 8	North Duff Bike Lanes	Bike Lane
C 9	30th St Bike Lanes	Bike Lane
C 10	6th Street Bike Lanes	Bike Lane
C 11	Hoover Ave bike lanes from 30th to Bloomington Rd	Bike lanes
C 12	Grand Ave Side Path between Lincoln Way and 6th Street	Shared-use path
C 13	Skunk River - South Duff Trail Connection along Billy Sunday Rd.	Shared-use path
C 14	Gilbert to Ames trail - Hyde Ave south of W 190th St	Shared-use path
C 15	Stange Road to Bloomington Trl	Shared-use path
C 16	Squaw Creek Trail	Shared-use path
C 17	S Dakota Side Path	Shared-use path
C 18	S 5th sidepath from Walnut to Duff Ave	Shared-use path
C 19	Lincoln Way Bike Lanes, Duff Ave to Dayton. With roadway projects 19 and 20.	Bike lanes
C 20	Complete bike trail/shared path connection between SE 16th and Lincoln Way	Shared-use path
C 21	Pave existing gravel trail between South 4th St to SUP 15	Shared-use path
C 22	Grand Avenue extension sidepath	Shared-use path
C 23	Oakwood Rd from State Ave to Cedar Ln sidepath	Shared-use path
C 24	E 13th from Meadowlane Ave to Duff Ave sidepath	Shared-use path
C 25	Mortensen Rd from Wilder Blvd to 0.4 miles west	Shared-use path
C 26	Lincoln Way from Hartford Dr to Lincoln Way frontage road	Shared-use path
C 27	Grand Ave from Bloomington Rd to Dawes Rd sidepath	Shared-use path
C 28	Southwest Greenbelt Trail	Shared-use path

Table 7-3: Committed Transit Projects for CyRide's Fixed-Route and Paratransit Systems

ID	Description	Type
1	Vehicle Replacement/Expansion - 3 buses per year	Equipment
2	Building Improvements and Expansion	Capital
3	Real-Time Passenger Information	Technology
4	Passenger Amenity Improvements	Operations
5	Battery Electric Buses	Vehicles
6	Battery Electric Bus Charging Infrastructure	Capital
7	Battery Electric Bus Facility Modifications	Capital
8	Light Duty Vehicles	Vehicles
9	Articulated Bus Expansion/Replacement	Vehicles
10	Install Benches & Shelters	Operations

Fiscally Constrained Projects

The fiscally constrained projects are presented by time band (Short-, Mid-, and Long-Term), but the projects selected for implementation beyond the Short-Term may be implemented sooner. A list of illustrative projects, which are projects that are priorities for the MPO but are unable to be selected for the fiscally constrained plan due to their cost, is also included in this section. Projects identified as illustrative could be implemented within the planning horizon of 2045 should additional funding resources be identified.

Short-Term Projects

Projects to be implemented in the Short-Term are considered to have an implementation timeframe of 2025 through 2029 and were identified as being critical to addressing the current needs of the system. Total costs (in YOE dollars) by mode for the Short-Term period are:

- **Roadway:** \$14,930,000 in roadway expansion and improvements
- **Bicycle and Pedestrian:** \$5,780,000 in bicycle and pedestrian expansion and improvements
- **Transit:** \$18,870,000 on transit vehicles and capital improvements

Mid-Term Projects

Projects to be implemented in the Mid-Term are considered to have an implementation timeframe of 2030 through 2037 and were identified as being a high priority in furthering the operational efficiency and safety of the system. Total costs (in YOE dollars) by mode for the Mid-Term period are:

- **Roadway:** \$31,430,000 in roadway expansion and improvements
- **Bicycle and Pedestrian:** \$10,660,310 in bicycle and pedestrian expansion and improvements
- **Transit:** \$36,630,000 on transit vehicles and capital improvements

Long-Term Projects

Projects to be implemented in the Long-Term are considered to have an implementation timeframe of 2038 through 2045, and address the remaining high and medium priority needs that remain for the system. Total cost (in YOE dollars) by mode for the Long-Term period are:

- **Roadway:** \$33,710,000 in roadway expansion and improvements
- **Bicycle and Pedestrian:** \$11,820,000 in bicycle and pedestrian expansion and improvements

- **Transit:** \$46,400,000 on transit vehicles and capital improvements

Table 7-4 through **Table 7-6** show the fiscally constrained projects by mode while **Figure 7-1** and **Figure 7-2** present the fiscally constrained projects for the roadway and bicycle and pedestrian systems by time band.

Table 7-4: Fiscally Constrained Roadway Projects

Time Frame	Project ID	Project Description	Cost (2020 \$)	Cost (YOE \$)	Potential Federal Share	Potential Local Share	Potential Non-Local Funding Sources	Potential Sponsor(s)
Short-Term (2025-2029)	40	16th Street, Grand Avenue, and Dayton Avenue Traffic Signal Network (Phase 6)	\$1,130,000	\$1,440,000	\$724,752	\$715,248	ICAAP	City of Ames
	37	Airport Rd from Duff Ave to Sam's Club - Improve Roadway Access	\$800,000	\$1,020,000	\$513,366	\$506,634	STBG Swap	City of Ames
	16	13th St & Grand Ave - Left Turn Lanes (All Approaches)	\$3,000,000	\$3,820,000	\$1,922,606	\$1,897,394	STBG Swap	City of Ames
	2 OR 2A	Hyde Ave/Grant Ave & W 190th St	\$2,000,000	\$2,540,000	\$1,278,382	\$1,261,618	STBG Swap	Story County / City of Ames
	28	13th Street & Dayton Ave - Add turn lane(s)	\$2,000,000	\$2,540,000	\$1,278,382	\$1,261,618	STBG Swap	City of Ames
	24	Cherry - Lincoln Way Intersection Improvements	\$1,200,000	\$1,530,000	\$770,049	\$759,951	STBG Swap	City of Ames
	38	Grand Ave & 20th St - Left Turn Lanes	\$1,600,000	\$2,040,000	\$1,026,732	\$1,013,268	STBG Swap	City of Ames
Time Frame Total			\$11,730,000	\$14,930,000	\$7,514,269	\$7,415,731		
Mid-Term (2030-2037)	30	Duff Ave from S 16th Street to Airport Rd - Widen to 6 Lanes/Reconstruct Interchange	\$10,000,000	\$15,910,000	\$8,007,503	\$7,902,497	STBG / NHPP / ICAAP	City of Ames / Iowa DOT
	19	Lincoln Way from Gilchrist St to Duff Ave - Road Diet from 4 Lanes to 3 Lanes	\$1,750,000	\$2,780,000	\$1,399,174	\$1,380,826	STBG Swap	City of Ames
	32a	Duff Ave from Airport Rd to Ken Maril - Widen to 5 Lanes	\$8,010,000	\$12,740,000	\$6,412,042	\$6,327,958	ICAAP	City of Ames
Time Frame Total			\$19,760,000	\$31,430,000	\$15,818,719	\$15,611,281		
Long-Term (2038-2045)	44a	Grand Ave from Bloomington Rd to 190th St - Widen to 5 Lanes	\$10,400,000	\$21,790,000	\$10,966,907	\$10,823,093	ICAAP / NHPP	City of Ames / Iowa DOT
	22	Dayton Ave from 13th St to Lincoln Way - Widen to 5 Lanes	\$3,200,000	\$6,700,000	\$3,372,110	\$3,327,890	STBG Swap	Story County / City of Ames
	14	13th St & Stange Road - N/S Left Turn Lanes	\$2,490,000	\$5,220,000	\$2,627,226	\$2,592,774	Local	City of Ames
Time Frame Total			\$16,090,000	\$33,710,000	\$16,966,243	\$16,743,757		
Grand Total			\$47,580,000	\$80,070,000	\$40,299,231	\$39,770,769		

Figure 7-1: Fiscally Constrained Roadway Projects by Implementation Timeframe

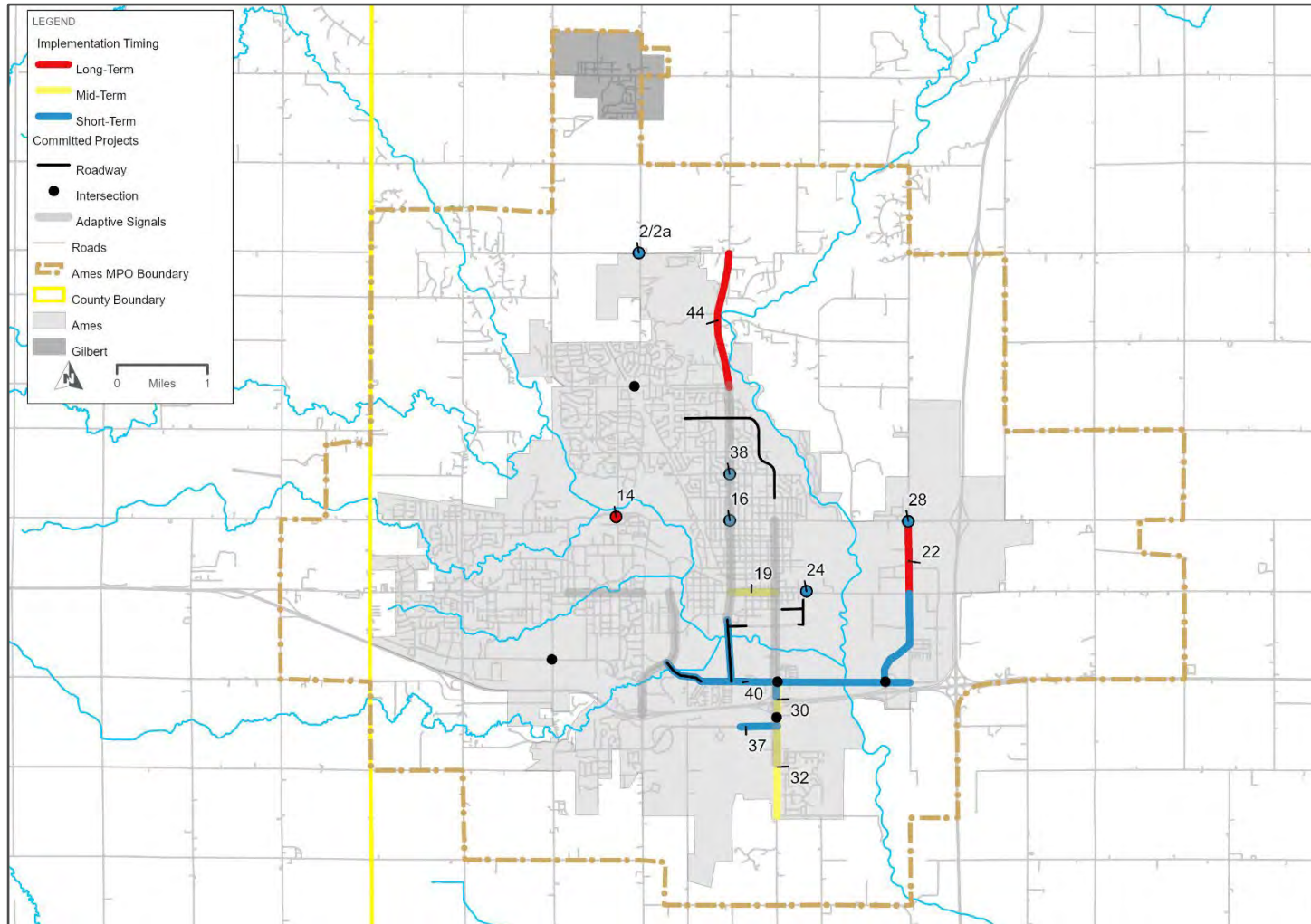


Table 7-5: Fiscally Constrained Bicycle and Pedestrian Projects

Time Frame	Project ID	Project Description	Cost (2020 \$)	Cost (YOE \$)	Potential Federal Share	Potential Local Share	Potential Funding Sources	Potential Sponsor(s)
Short-Term (2025-2029)	CR 42	Intersection of Lincoln Way / University - Protected intersection. Roadway project 25	\$750,000	\$950,000	\$0	\$950,000	TAP / Local	City of Ames
	OFF 1	East 13th sidepath, Northwestern Ave to Duff Ave	\$560,000	\$710,000	\$87,330	\$622,670	TAP / Local	City of Ames
	OFF 2	West Mortensen Side Path, fill in gap west of South Dakota	\$410,000	\$520,000	\$63,960	\$456,040	TAP / Local	City of Ames
	OFF 3	24th St Sidepath Grand to Duff	\$250,000	\$320,000	\$39,360	\$280,640	TAP / Local	City of Ames
	OFF 20	Grand Ave Side Path between 6th and 16th Street	\$650,000	\$830,000	\$102,090	\$727,910	TAP / Local	City of Ames
	OFF 29	Cherry Street Connection to Squaw Creek	\$490,000	\$620,000	\$76,260	\$543,740	TAP / Local	City of Ames
	OFF 48	East 6th St to Skunk River Connection	\$550,000	\$700,000	\$86,100	\$613,900	TAP / Local	City of Ames
	OFF 50	South Duff Sidepath	\$290,000	\$370,000	\$45,510	\$324,490	TAP / Local	City of Ames
	ON 15	Clark / Walnut Bike Route, South 3rd to S 5th Street	\$90,000	\$110,000	\$13,530	\$96,470	TAP / Local	City of Ames
	ON 47	Carroll Ave Bike Route	\$150,000	\$190,000	\$116,466	\$73,534	TAP / Local	City of Ames
Time Frame Total			\$4,190,000	\$5,320,000	\$630,606	\$4,689,394		
Mid-Term (2030-2037)	OFF 53	Skunk River trail connection	\$2,990,000	\$4,760,000	\$585,480	\$4,174,520	TAP / Local	City of Ames
	OFF 33	Squaw Creek Trail from Grand Avenue Extension to 4th Street	\$2,200,000	\$3,500,000	\$430,500	\$3,069,500	TAP / Local	City of Ames
	ON 30	Ash Ave Bike Route, current bike lane end to Lincoln Way	\$80,000	\$130,000	\$15,990	\$114,010	TAP / Local	City of Ames
	CR	Various Pedestrian Crossing Projects	\$1,700,000	\$2,700,000	\$0	\$2,700,000	TAP / Local	City of Ames
Time Frame Total			\$6,970,000	\$11,090,000	\$1,031,970	\$10,058,030		

Time Frame	Project ID	Project Description	Cost (2020 \$)	Cost (YOE \$)	Potential Federal Share	Potential Local Share	Potential Funding Sources	Potential Sponsor(s)
Long-Term (2038-2045)	OFF 31	Hyland-Hayward South Campus Trail Connection	\$1,850,000	\$3,880,000	\$477,240	\$3,402,760	TAP / Local	City of Ames
	OFF 55	Stange Rd Pedestrian Crossing	\$110,000	\$230,000	\$28,290	\$201,710	TAP / Local	City of Ames
	ON 14	20th St Bike Route, Ames High to Grand	\$150,000	\$310,000	\$38,130	\$271,870	TAP / Local	City of Ames
	ON 16	Welch On-Street Bike Treatment, Mortensen to Union Drive	\$90,000	\$190,000	\$23,370	\$166,630	TAP / Local	City of Ames
	ON 21	Bike Route north of Lincoln Way between North Dakota and Iowa State Campus	\$350,000	\$730,000	\$89,790	\$640,210	TAP / Local	City of Ames
	ON 26	20th Street Bike Route, Grand to Duff	\$70,000	\$150,000	\$18,450	\$131,550	TAP / Local	City of Ames
	ON 33	Cessna St Bike Route	\$110,000	\$230,000	\$28,290	\$201,710	TAP / Local	City of Ames
	ON 41	Welch Ave Pedestrian Mall (Lincoln to Hunt)	\$130,000	\$270,000	\$33,210	\$236,790	TAP / Local	City of Ames
	ON 44	Eisenhower Ave/Hayes Ave/Ridgewood Ave from Harrison Rd to 6th St - Bike Route	\$380,000	\$800,000	\$98,400	\$701,600	TAP / Local	City of Ames
	CR	Various Pedestrian Crossing Projects	\$2,400,000	\$5,030,000	\$0	\$5,030,000	TAP / Local	City of Ames
Time Frame Total			\$5,640,000	\$11,820,000	\$835,170	\$10,984,830		
Grand Total			\$16,800,000	\$28,230,000	\$2,497,746	\$25,732,254		

Figure 7-2: Fiscally Constrained Bicycle and Pedestrian Projects

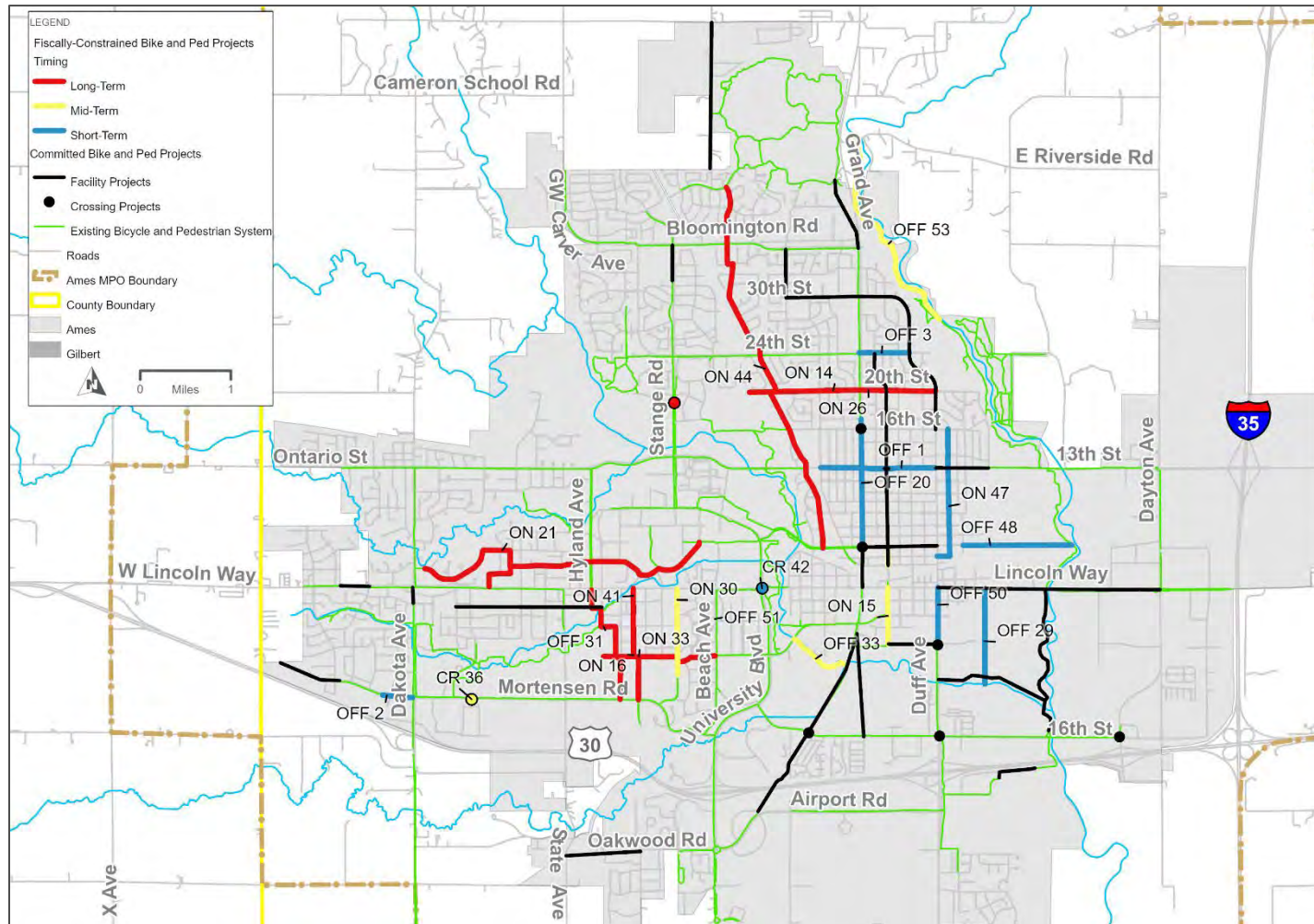


Table 7-6: Fiscally Constrained Transit Projects

Time Frame	Project ID	Project Description	Cost (YOE \$)
Short-Term (2025-2029)	1	Vehicle Replacement/Expansion - 3 buses per year	\$9,200,000
	2	Building Improvements and Expansion	\$3,880,000
	8	Light Duty Vehicles	\$660,000
	9	Articulated Bus Expansion/Replacement	\$4,930,000
	10	Install Benches & Shelters	\$200,000
	Total		
Mid-Term (2030-2037)	1	Vehicle Replacement/Expansion - 3 buses per year	\$17,860,000
	2	Building Improvements and Expansion	\$7,540,000
	8	Light Duty Vehicles	\$1,280,000
	9	Articulated Bus Expansion/Replacement	\$9,570,000
	10	Install Benches & Shelters	\$380,000
	Total		
Long-Term (2038-2045)	1	Vehicle Replacement/Expansion - 3 buses per year	\$22,620,000
	2	Building Improvements and Expansion	\$9,550,000
	8	Light Duty Vehicles	\$1,620,000
	9	Articulated Bus Expansion/Replacement	\$12,130,000
	10	Install Benches & Shelters	\$480,000
	Total		
Grand Total			\$101,900,000

Project costs shown in the tables above include all funding sources, including Federal formula-based, Federal discretionary, and local funds. **Table 7-7** and **Table 7-8** below provides a summary of MPO revenue levels and project costs to demonstrate fiscal constraint.

Table 7-7: Summary of Revenue Levels and Project Costs for the Fiscally Constrained Roadway Plan

Time Periods	Funding Type	Carry Over From Previous Period	Revenue (YOE \$)	Project Costs (YOE \$)
Short-Term (2026-2029)	Federal Sources	\$1,903,943	\$8,215,000	
	Local Sources	\$0	\$8,503,380	
	Total	\$1,903,943	\$16,718,380	\$14,930,000
Mid-Term (2030-2037)	Federal Sources		\$14,485,000	
	Local Sources		\$14,993,820	
	Total	\$3,692,323	\$29,478,820	\$31,430,000
Long-Term (2038-2045)	Federal Sources		\$16,317,000	
	Local Sources		\$16,889,940	
	Total	\$1,741,143	\$33,206,940	\$33,710,000
Ending Balance		\$1,238,083		

Table 7-8: Summary of Revenue Levels and Project Costs for the Fiscally Constrained Bicycle and Pedestrian Plan

Time Periods	Funding Type	Carry Over From Previous Period	Revenue (YOE \$)	Project Costs (YOE \$)
Short-Term (2026-2029)	TAP	\$245,758	\$534,000	
	Local	\$0	\$5,511,590	
	Total	\$245,758	\$6,045,590	\$5,780,000
Mid-Term (2030-2037)	TAP		\$942,000	
	Local		\$9,718,310	
	Total	\$511,348	\$10,660,310	\$11,090,000
Long-Term (2038-2045)	TAP		\$1,062,000	
	Local		\$10,947,370	
	Total	\$81,658	\$12,009,370	\$11,820,000
Ending Balance		\$271,028		

Bicycle and Pedestrian Projects Tied to Roadway Projects

Several bicycle and pedestrian projects were identified as priorities that could be implemented in coordination with roadway improvement projects. These bicycle and pedestrian projects that are anticipated to be implemented at the time of roadway project construction are shown in **Table 7-9**.

Table 7-9: Coordinated Roadway and Bicycle and Pedestrian Projects

Bicycle / Pedestrian Project ID	Bicycle / Pedestrian Project Description	Coordinated Roadway Project
CR 8	Intersection of Stange / 13th St - Improvements for trail crossing visibility	Tied to Roadway Project 14
CR 14	Intersection of 20th / Grand - Crossing / Signal improvements	Tied to Roadway Project 38
CR 41	Intersection of Grand Ave / 13th St - Improvements for crossing visibility and safety (on bikeway)	Tied to Roadway Project 16
OFF 10	East 13th Street separated bikeway - Ridgewood Ave to Grand Ave.	Tied to Roadway Project 16

Illustrative Projects

Due to limitations on Federal and local funding levels, not all projects that meet the needs of the MPO region can be included in the fiscally constrained plan. These projects, termed illustrative projects, are retained in the event that additional funding becomes available in the future. The roadway projects identified as illustrative are listed in **Table 7-10**. They are also shown in **Figure 7-3**. The transit projects identified as illustrative are listed in **Table 7-11**.

Developer-Driven Projects

Several of the candidate roadway and bicycle and pedestrian projects are expected to be “developer-driven,” meaning that their funding and implementation is the responsibility of the developer and will not be considered in the fiscally constrained plan or illustrative list because AAMPO will not need to source Federal or local funds for their implementation. Developer-driven projects are listed in **Table 7-12** and shown in **Figure 7-3**.

Potential Iowa DOT Projects

The Iowa DOT has identified several projects for implementation on the NHS in the AAMPO region, but these projects currently do not have a funding source identified. These projects consist of roadway widenings and interchange reconstruction. Potential Iowa DOT projects are listed in **Table 7-11** and shown in **Figure 7-3**.

Table 7-10: Illustrative Roadway Projects

MTP ID	Project Description	Project Cost
1	520th Ave & W 190th St - Roundabout	\$1,500,000
4	E Riverside Rd to from Grand Ave to N Dayton Ave - Widen to 3 Lanes	\$12,920,000
5	E Riverside Rd from N Dayton Ave to 570th Ave - Add New 3-Lane Road & I-35 Overpass	\$7,950,000
6	E Riverside Rd & I-35 - New Interchange (remove 190th St/I-35 Interchange)	\$15,000,000
9	Bloomington Rd from Hyde Ave to Hoover Ave - Widen to 4 Lanes	\$3,210,000
10	580th St and UPRR Grade Separation	\$2,830,000
11	Duff Ave & 16th/20th/24th St Roundabout/Traffic Circle	\$1,500,000
13	N Dakota from Ontario St to UPRR - Widen to 3 Lanes	\$840,000
17	13th St from Dayton Ave to 570th Ave - Widen to 6 Lanes/Reconstruct Interchange to 4 lane Diverging Diamond Interchange	\$11,880,000
21	Duff Ave and UPRR grade separation	\$22,000,000
29	Grand Ave from S 16th Street to Airport Rd - New Road w/ Traffic Signal @ Airport Road	\$13,500,000
33	265th St from Duff Ave to Skunk River - Pave to 3 Lanes	\$5,500,000
34	265th St from Skunk River to I-35 - Pave to 2 Lanes	\$2,800,000
35	265th St & I-35 - New Interchange	\$15,000,000
36	265th from University Ave to Duff Ave & University Ave from 265th to Collaboration PI - Pave to 3 Lanes (coordinate with Airport Master Plan)	\$9,660,000
45	190th St from 520th Ave to Grand Ave - Widen to 3 Lanes / Grade Separation w UPRR	\$11,310,000
53	South Dakota Avenue from Lincoln Way to Mortensen Road - Widen to 5 lanes	\$6,000,000
1a	520th Ave & W 190th St - Traffic Signal & Turn Lanes	\$1,400,000

Table 7-11: Illustrative Transit Projects

MTP ID	Project Description	Project Type	Notes
1	Lincoln & Beach - Add Transit Signal Priority	Transit Signal Priority	Projects 1 and 2 tied to committed project C6 - Lincoln Way from Beach Ave to Hyland Ave traffic signal project. Funding would be coordinated with City of Ames Public Works.
2	Lincoln & Welch - Add Transit Signal Priority	Transit Signal Priority	
3	Stange & Bruner - Add New Signal	New Signal	
4	Stange & Blankenburg - Add Pedestrian Crossing	Pedestrian Crossing	Project funding would be coordinated with City of Ames Public Works
5	South Dakota & Steinbeck - Add Pedestrian Crossing	Pedestrian Crossing	Project funding would be coordinated with City of Ames Public Works
6	Ames Intermodal Facility Improvements	Facilities	Facility is new in 2012, but some improvements like lot resurfacing are anticipated by 2045. Costs will be divided between the City and Iowa State University.
7	Iowa State Center (ISC) - Implement Transit-Oriented Development in Conjunction with Redevelopment	Transit Oriented Development	Project funding would be coordinated with ISU. CyRide participation not certain, and impacts to service will vary according to redevelopment project plans.
8	South 16th Street - Add Innovative Transit Service Zone	Service	Additional vehicle in East Ames on weekdays 7am-7pm (year-round)
9	North Ames (Somerset/Northridge/Valley View) - Add Innovative Transit Service Zone	Service	Weekdays 7am-7pm (year-round)
10	Applied Sciences - Add Innovative Transit Service Zone	Service	Weekdays 7am-7pm (school year only)
11	Stange Road from Bloomington to University - Corridor Service Improvements	Service	Daily 20-minute service (school year only)
12	University Blvd from ISU/ISC to ISU Research Park - Corridor Service Improvements	Service	Daily 20-minute service (school year only)
13	South Duff from Lincoln to Crystal - Corridor Service Improvements	Service	Daily 20/30-minute service (year-round with reduced summer/break schedule)

MTP ID	Project Description	Project Type	Notes
14	Airport Road from South Duff to University - Corridor Service Improvements	Service	Weekdays 7am-7pm (year-round)
15	Ames to Ankeny and Des Moines Intercity/Commuter Service	Service	Would likely not be funded by CyRide
16	Amtrak Thruway from Ames to Osceola Intercity/Commuter Service	Service	Two trips per day; would likely not be funded by CyRide
17	ISU to College of Veterinary Medicine - Corridor Service Improvements	Service	Weekdays 7am-7pm (school year only)
18	Additional Vehicle Replacement/Expansion	Rolling Stock	Vehicle replacement beyond levels in constrained plan.
19	Additional Battery Electric Buses	Rolling Stock	
20	Additional Battery Electric Bus Charging Infrastructure	Facilities	
21	Facility Expansion/Modifications	Facilities	
22	Automatic Passenger Counters (APCs) for Full Fleet to Collect Stop-Level Ridership Data	Technology	Eleven vehicles have APCs now; install APCs on 69 remaining vehicles in peak fleet (total of 80 large vehicles)
23	Automatic Vehicle Location (AVL) Technology Upgrades - Future Technology	Technology	
24	Real-Time Passenger Information System - Information to Customers on Vehicle Location and Passenger Loads	Technology	
25	On-Demand Trip Booking App for East Ames Service Extension (EASE) and Moonlight Express	Technology	
26	Electronic Farebox System	Fares	RFID/QR reader to validate passes; assumed installation on 80 vehicles
27	Provide Free Fares for Youth (18 and Under)	Fares	
28	Regional Commuter Study (North Ames, Nevada, Gilbert, Boone, etc.)	Planning	Planning funds would be requested from Ames MPO
29	Late-Night Service Effectiveness Study	Planning	Planning funds would be requested from Ames MPO

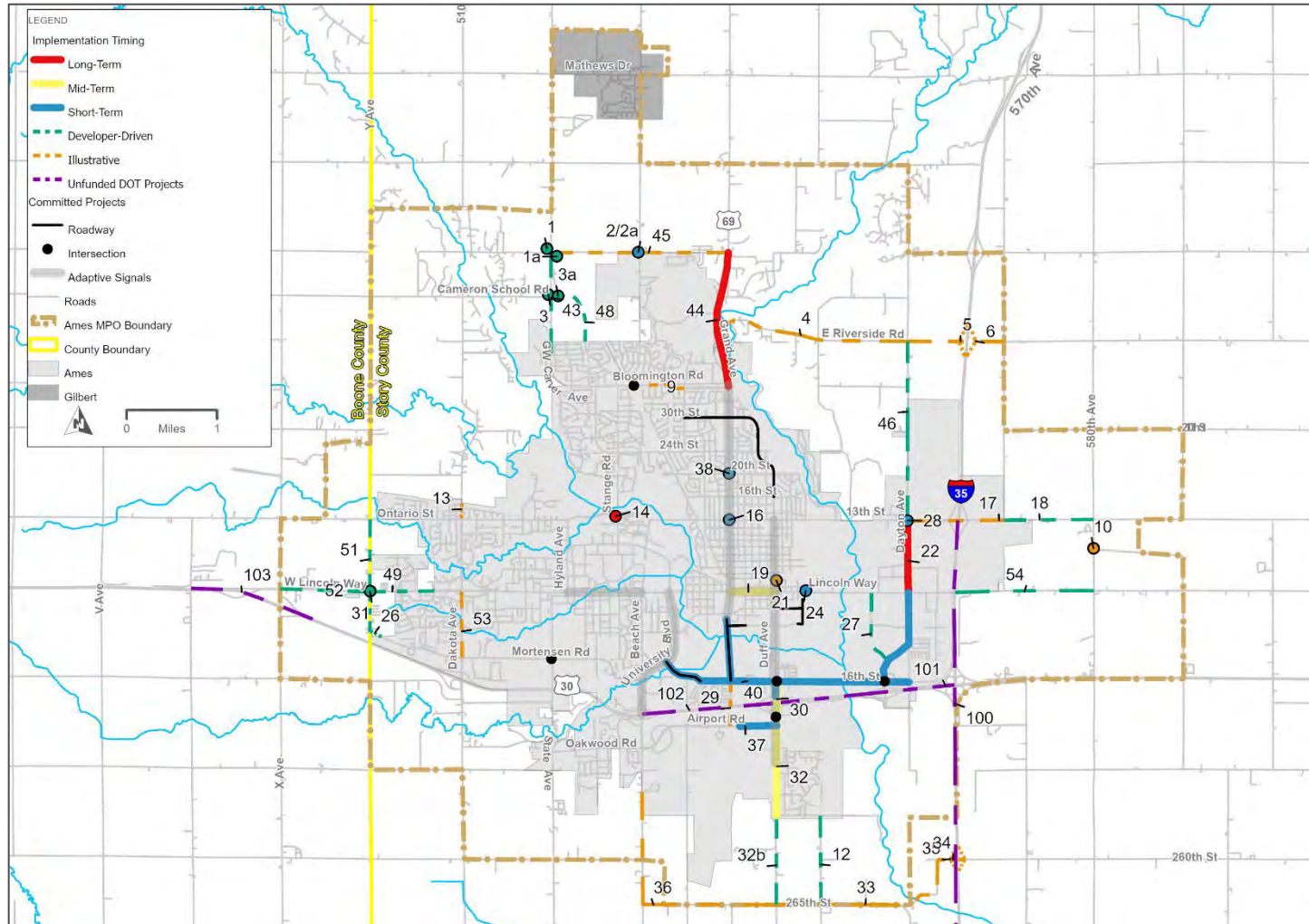
MTP ID	Project Description	Project Type	Notes
30	Install Benches & Shelters	Passenger Amenities	Benches and shelters beyond levels in constrained plan.
31	Add Passenger Information at Bus Stops	Passenger Amenities	
32	Add LED Signage and Real-Time Passenger Information at Major Bus Stops	Passenger Amenities	Would be installed in high-demand and transfer stops
33	Transit and Bicycle Integration - Roadway Improvement Projects	Multimodal Integration	Transit islands and other infrastructure improvements when road diets are implemented. Project funding coordinated with City of Ames.

Table 7-12: Developer-Driven and Unfunded Iowa DOT Projects

Developer-Driven		
MTP ID	Project Description	Cost
12	550th Ave from 265th to Ken Maril Rd - Pave 2 Lanes	\$5,600,000
18	13th St from 570th Ave to 580th Ave - Widen to 4 Lanes	\$8,040,000
26	Y St from Lincoln Way to Mortensen Rd including Mortensen Rd Extension to Y St - Pave 3 Lanes	\$3,200,000
27	Freel Dr from Lincoln Way to Dayton Ave - Add New Road	\$4,500,000
32	Duff Ave from Airport Rd to 265th St - Widen to 5 Lanes	\$16,020,000
43	George Washington Carver from Weston Dr to 190th St - Widen to 3 Lanes	\$5,650,000
46	Dayton Ave from 13th St to Riverside Rd - Widen to 3 Lanes	\$9,870,000
48	Stange Rd Extension North to Cameron School Rd - Pave 3 Lanes	\$2,700,000
49	Lincoln Way from Thackery Rd to Y Ave - Widen to 4 Lanes	\$5,800,000
51	Y Ave from Lincoln Way to Ontario St - Widen to 3 Lanes	\$4,070,000
52	Lincoln Way from Y Ave to X Ave - Widen to 4 Lane	\$8,070,000

54	Lincoln Way from I-35 to 580th Ave - Widen to 3 Lanes	\$8,200,000
Unfunded Iowa DOT Projects		
MTP ID	Project Description	
100	I-35 Widening-From 13th St south to MPO Boundary	
101	US 30 Widening-From I-35 to Duff Ave	
102	US 30 Widening-From Duff Ave to University Ave (coordinate with Illustrative Project #29)	
103	US 30-X Ave / W Ave interchange reconstruction and reconfiguration	

Figure 7-3: Fiscally Constrained and Alternative Roadway Projects



Future Planned System Performance

An additional scenario that incorporates the roadway projects identified in the fiscally constrained plan was analyzed to evaluate system performance under the Existing plus Committed and Planned network (E+C+P). The same regional growth levels presented in **Chapter 4** are retained for this scenario, with the only change being the addition of the planned (fiscally constrained) roadway projects. The same post-processing procedure outlined in **Chapter 4** was applied to the 2045 E+C+P scenario traffic volumes, which are shown in **Figure 7-4**.

A comparison of system-wide statistics for the Existing, 2045 E+C, and 2045 E+C+P scenario are shown in **Table 7-** below:

Table 7-13: Comparison of System-Wide Performance Statistics for Existing, E+C, and E+C+P Scenarios

Performance Measure (Annual)	2015	2045 E+C	2045 E+C+P	2015-2045 E+C change	2015-2045 E+C+P change
Vehicle Miles Traveled (VMT)	468,226,535	714,556,026	713,740,563	52.6%	52.4%
Vehicle Hours Traveled (VHT)	11,836,478	20,602,681	19,921,382	74.1%	68.3%
Trips	154,187,813	202,555,211	202,555,211	31.4%	31.4%
Average Trip Length (miles)	3.04	3.53	3.52	16.2%	16.0%
Average Trip Speed (mph)	39.6	34.7	35.8	-12.5%	-9.4%

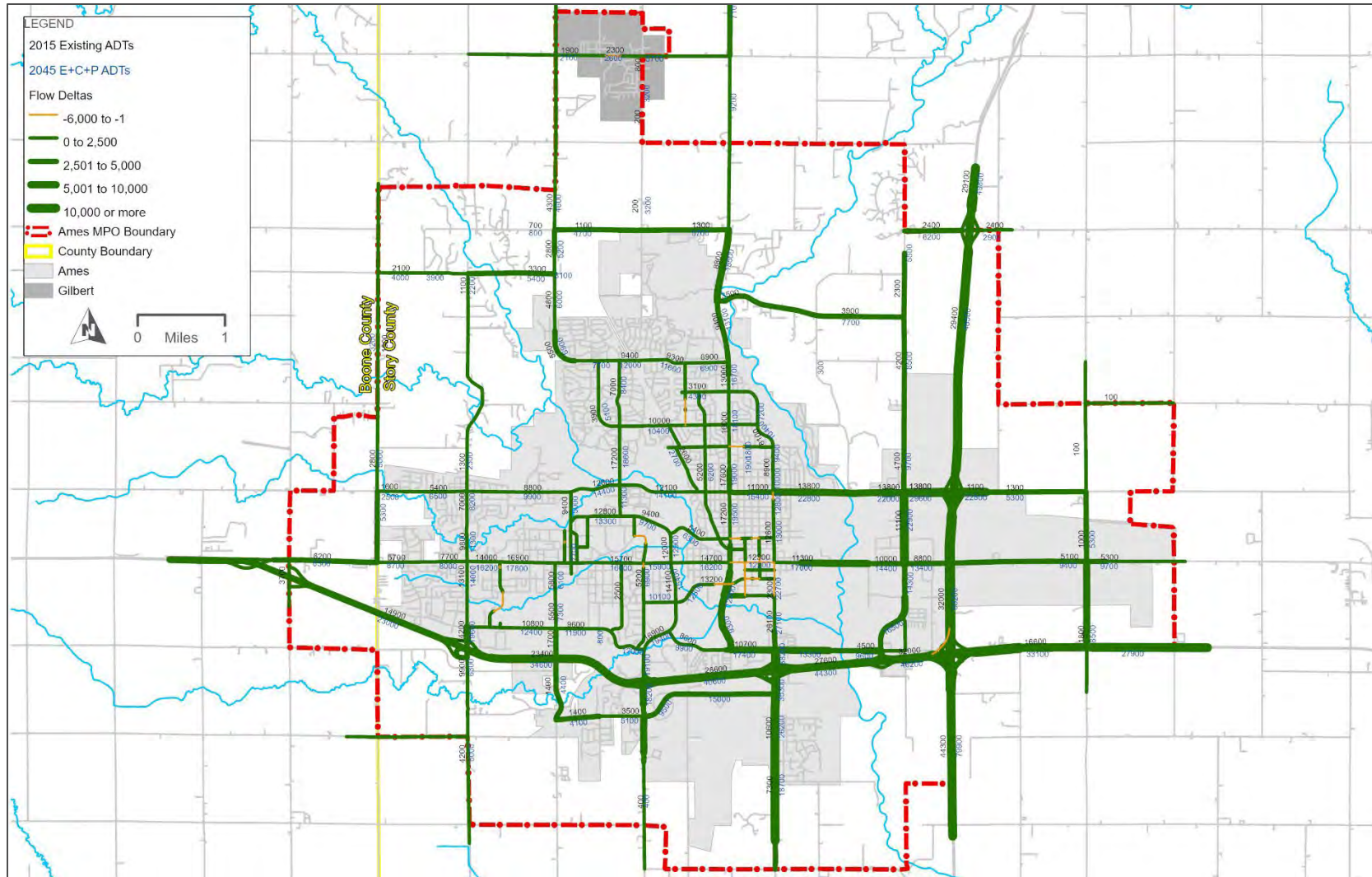
Source: Ames Area MPO Travel Demand Model

As shown in **Table 7-13**, when comparing the E+C+P network to the 2015 base year:

- Vehicle Miles Traveled (VMT) is predicted to increase by 52% during the 30-year period, which indicates that the average trip will be longer, in terms of distance, than trips taken today.
 - Compared to the E+C scenario, the E+C+P scenario is expected to have 0.1% less VMT.
- Vehicle Hours Traveled (VHT) is predicted to increase by nearly 68%, which indicates that the average trip will be longer, in terms of time spent traveling, than trips taken today.
 - Compared to the E+C scenario, the E+C+P scenario is expected to have 3.3% less VHT.
- The number of trips are predicted to increase by 31% for both the E+C and E+C+P scenarios.

- Average trip lengths are expected to see a 16% increase, consistent with the anticipated growth on the urban fringe areas identified as future high growth locations.
 - Compared to the E+C scenario, the E+C+P scenario is expected to have 0.1% shorter trip lengths.
- Average travel speeds are expected decrease 9.4%, consistent with the observation that VHT is expected to outpace VMT.
 - Compared to the E+C scenario, the E+C+P scenario is expected to have 3.3% higher travel speeds.
 - Decreasing average trip speeds indicate future roadway congestion, but at a lower congestion level than the E+C network.

Figure 7-4: Existing and 2045 E+C+P Annual ADTs



E+C+P 2045 Traffic Operations

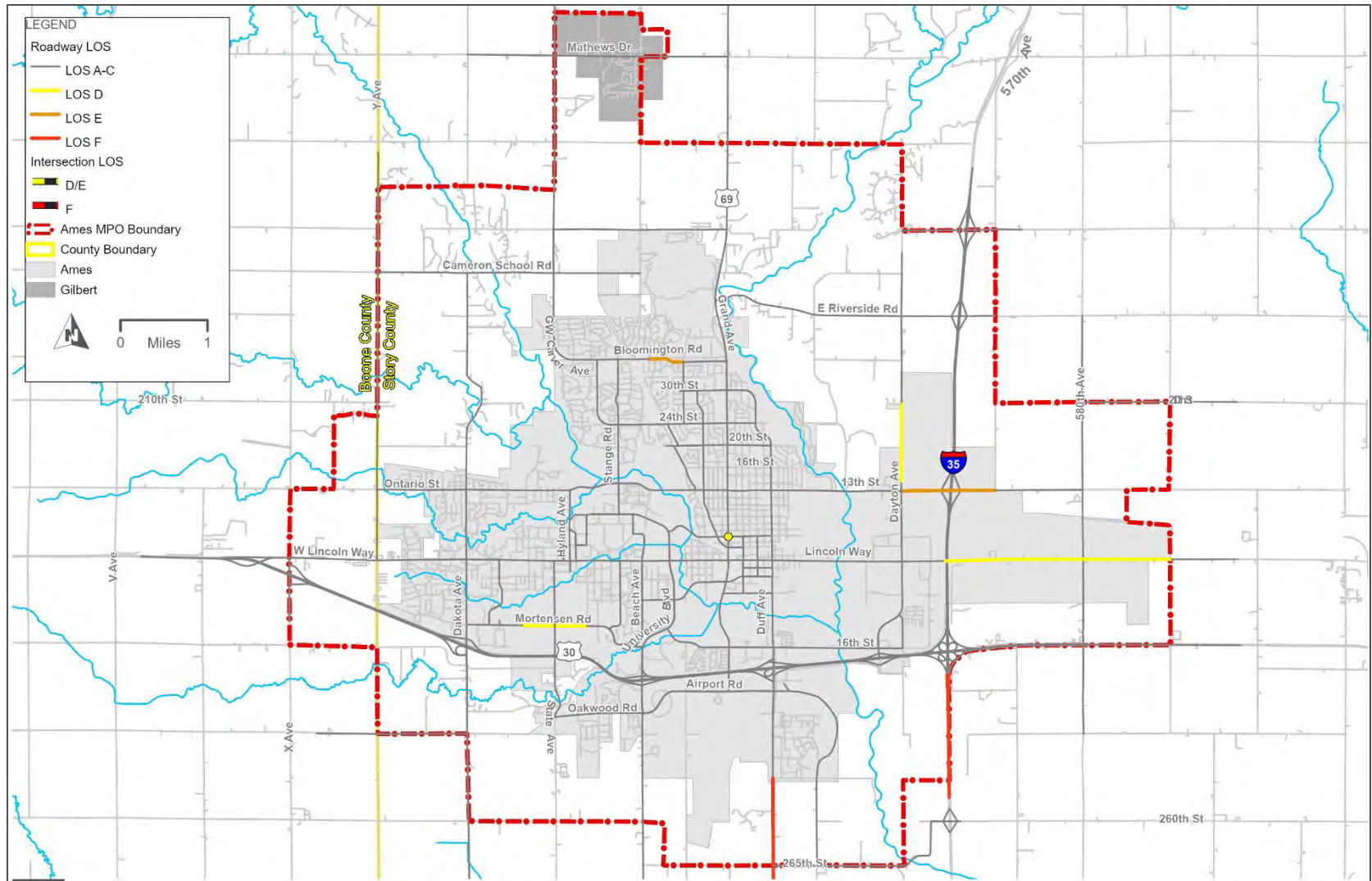
A planning-level assessment of peak hour traffic operations based on the E+C+P 2045 forecasts was conducted using the volume-to-capacity approach described in **Chapter 4: Existing Conditions**. The resulting assessment is shown in **Figure 7-5**. The corridors that are projected to exhibit LOS issues (level of service D or worse) under the E+C+P 2045 scenario are:

- S Duff Avenue, from Ken Maril Rd to 265th Street (assumed developer-driven)
- I-35, south of Highway 30
- Mortensen Road, from Seagrave Avenue to Welch Avenue
- Lincoln Way, from I-35 to 590th Avenue (assumed developer-driven)
- Bloomington Road, from Hyde Avenue to Hoover Avenue
- E 13th Street, from Dayton Avenue to 570th Avenue (assumed developer-driven)
- Dayton Avenue, from E 13th Street to USDA (assumed developer-driven)

The HCM approach used in the future traffic operations analysis identified intersections, in addition to roadway segments, that are projected to exhibit LOS issues under the E+C+P 2045 scenario. The only intersection is:

- Grand Avenue and 6th Street

Figure 7-5: 2045 E+C+P Roadway Level of Service



Regional Policy Options & Strategies

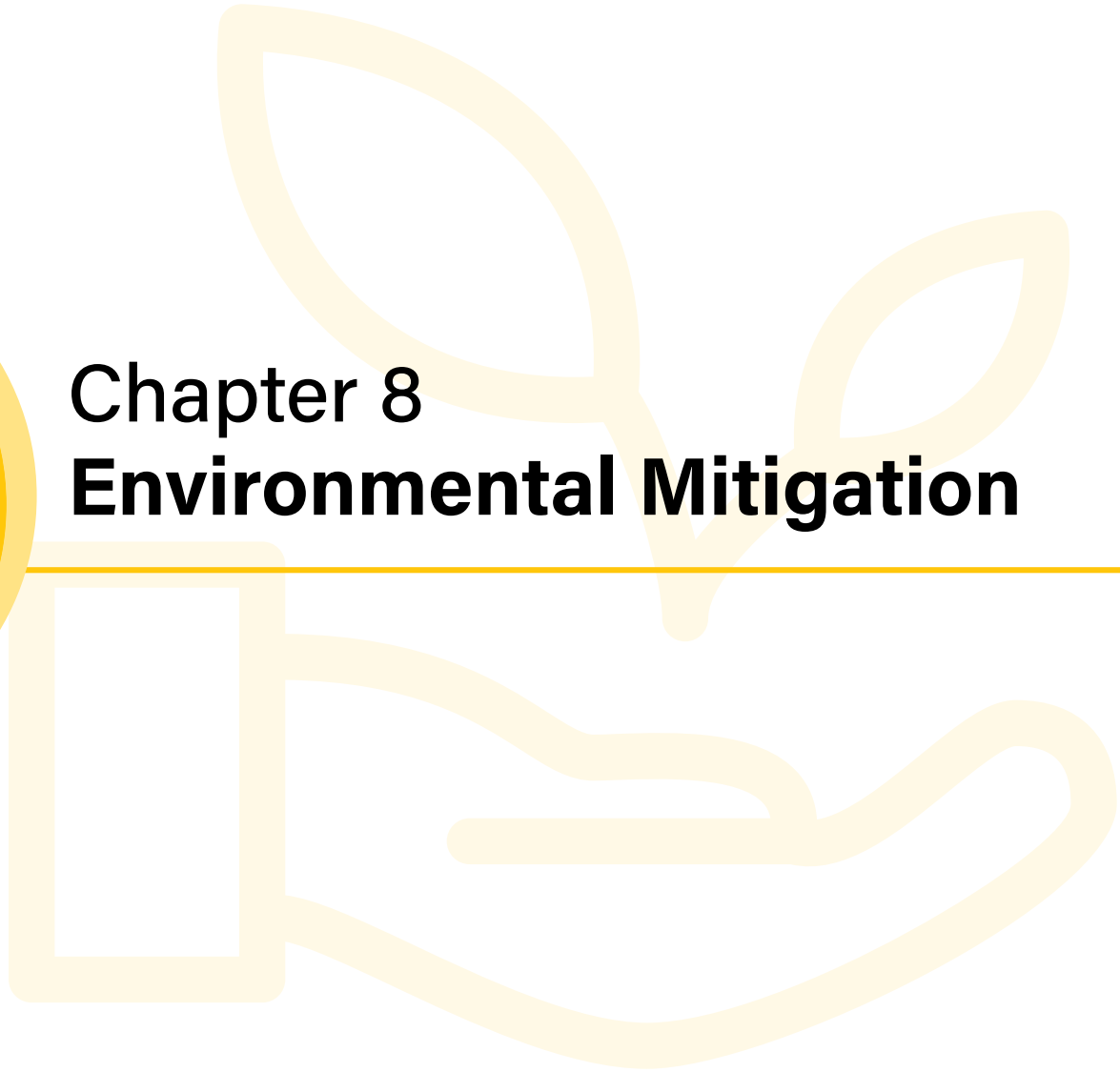
The Forward 2045 plan is a regional document that sets priorities and identifies future projects and programs for implementation. The plan has focused mainly on specific infrastructure projects for implementation, but to augment those projects there are a specific set of regional-based policy options, strategies, and corridors that have been identified as priorities. Those include the following:

- **Bicycle/Pedestrian Master Plan:** Specific bicycle/pedestrian projects are included in this plan update. It is recommended that a detailed Bicycle/Pedestrian Master Plan be developed to identify the appropriate bicycle/pedestrian treatments.
- **Emerging Trends & Technologies:** The Alternatives Development and Evaluation chapter includes potential influencing strategies and treatments that are likely to have the greatest impact in the coming years throughout the Ames area. It is recommended that the MPO develop a committee in order to identify specific implementation actions in regards to emerging trends and technologies. It is also recommended to develop a Transportation System Management & Operations (TSMO) Concept of Operations for the region.
- **Duff Avenue from S. 16th Street to Airport Road:** This project is included in the mid-term constrained plan as a 6-lane facility which includes modifying the interchange configuration. A corridor study is recommended to better identify the lane requirements, interchange configuration and traffic control in order to better identify the overall project cost.
- **13th Street & Grand Avenue Corridor (9th Street to 24th Street):** Projects 16 and 38 are included in the short-term constrained plan. A detailed study is recommended to evaluate traffic operations and develop context-sensitive solutions in order to address the traffic operations deficiencies.
- **13th Street & Stange Road Intersection:** This project is included in the long-term constrained plan. A detailed study is recommended to evaluate the traffic operations and develop context-sensitive solutions in order to address the traffic operations deficiencies.
- **Lincoln Way Corridor Study:** The Grand Avenue Extension to S 16th Street will divert traffic off of Lincoln Way between Grand Avenue and Duff Avenue. The amount of diversion is unknown at this point. It is recommended to conduct a detailed traffic and concept study of Lincoln Way after the Grand Avenue Extension is open. This corridor study would evaluate the traffic operations and identify the operational lane configuration for this corridor.
- **190th Street Corridor Study (520th to US 69):** A detailed study is recommended to evaluate traffic operations and develop context-sensitive solutions in order to address the traffic operations deficiencies.



Chapter 8

Environmental Mitigation



Chapter 8 Environmental Mitigation

Environmental Analysis

The transportation alternatives in Forward 2045, particularly the candidate roadway projects, were evaluated as a part of the alternatives assessment for how well they fit within the natural and built environment. State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation were also consulted during MTP development draft plan phase of the study.

Under the National Environmental Policy Act (NEPA) of 1969, Federal agencies are required to consider environmental resources and potential impacts on them during the planning design phase of any project receiving Federal monies. As such, this analysis highlights potential environmental resources that could require further consideration as the alternative projects reach implementation phase in the future.

Environmental Screening / Considerations

Environmental resources that could potentially be affected by transportation projects included in Forward 2045 are discussed in this section. The MTP process included the screening of environmental characteristics for each alternative. Forward 2045 is a regional-scale assessment, and projects included in the MTP would require additional project development prior to implementation. As those project details are developed, more detailed environmental review would be conducted in the future phases of study.

Figure 8-1 and **Figure 8-2** show some of the environmentally sensitive natural and human-built areas in the study area. Discussion regarding the resources shown in the figures, such as historic resources and waters of the United States, are detailed below.

Figure 8-1: Physical Environmental Constraints

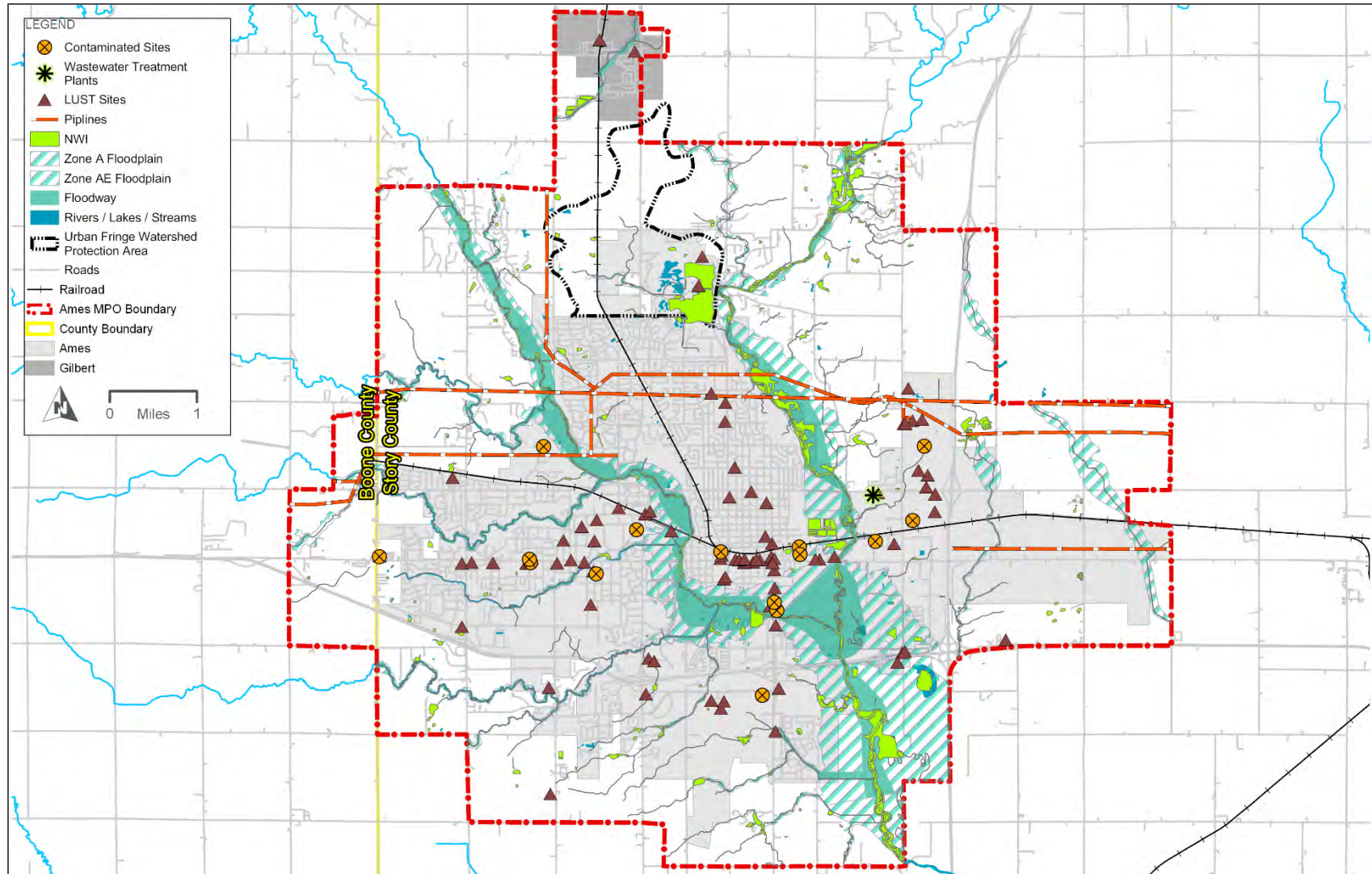
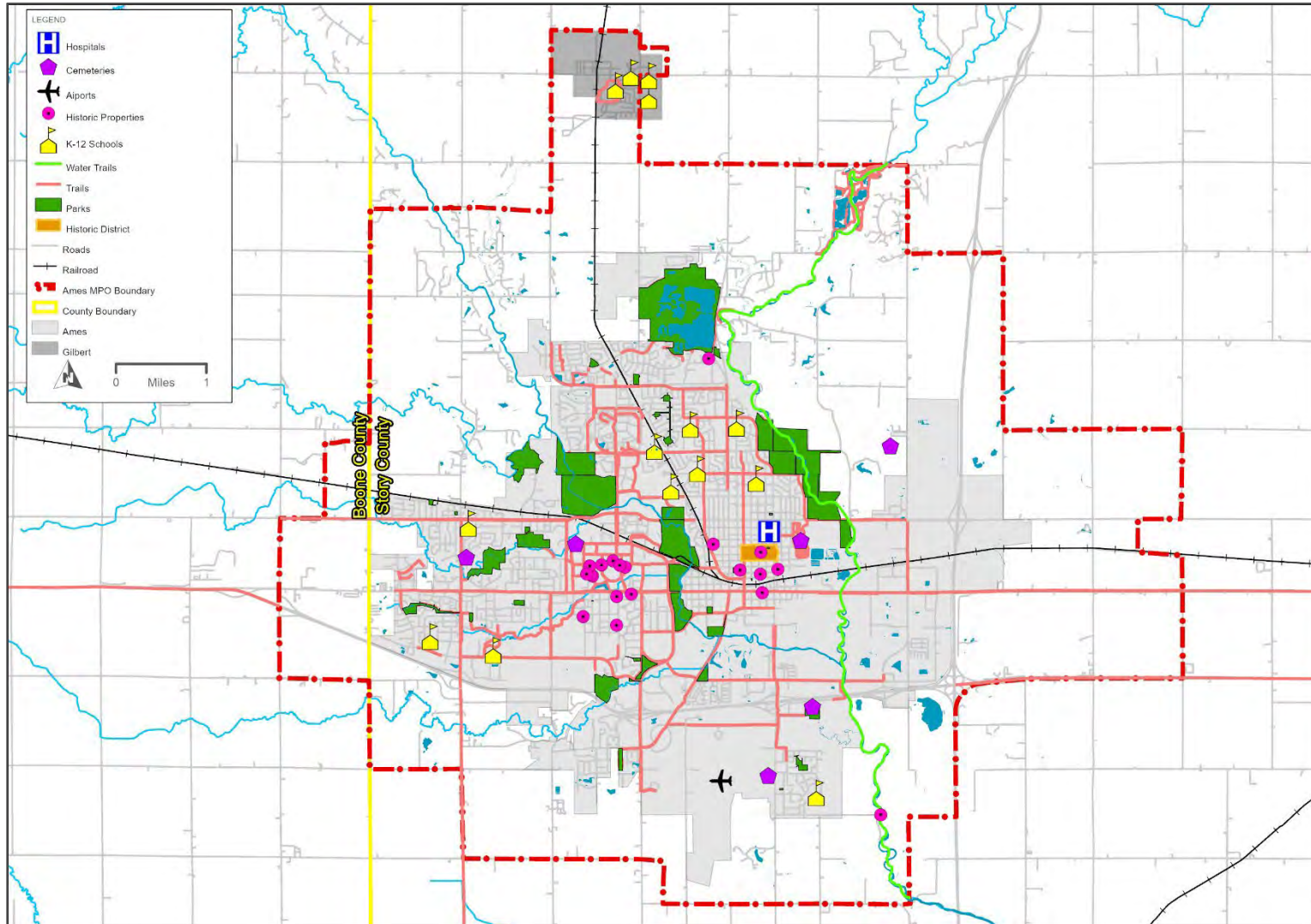


Figure 8-2: Human Environmental Constraints



Archaeological and Historical Resources

The consideration of impacts on cultural resources is subject to several federal laws, regulations and guidelines. Principal among these are NEPA and Section 106 of the National Historic Preservation Act. Section 106 requires federal agencies (and agencies receiving federal assistance for projects) to take into account the effects of their undertakings on historic properties (any prehistoric or historic district, site, building, structure, or object listed on or eligible for listing on the National Register of Historic Places). Through the consultation process among agency officials and other parties, the effects of the undertaking on historic properties are considered, beginning with the earliest stages of project planning. The goal is to identify historic properties within the area of potential effect (APE) as early as possible in project development, evaluate the historic significance of the properties, assess the expected project impacts, and seek ways to avoid, minimize, or mitigate any adverse effects.

Archaeological and historical data from the “I-Sites” public access website, maintained by the Iowa Office of the State Archaeologist were reviewed to determine the number of historic sites within close proximity of roadway alternatives. Several roadway alternatives are within areas with several archaeological sites nearby. As roadway alternatives continue to evolve throughout the project development process, an APE for the project would be proposed by sponsoring agencies (Iowa DOT and local governments). Coordination with the Iowa State Historic Preservation Office (SHPO) would confirm the APE. Records of known historic sites would be searched to determine the presence of historic resources within the APE. The potential for unknown archaeological sites would be determined through site specific cultural resource surveys. Through consultation with Iowa SHPO, the potential for projects to affect historic resources would be determined: No Historic Properties Affected, No Adverse Effect on Historic Properties, or an Adverse Effect on Historic Properties (when a historic resource cannot be avoided). In the event of an adverse effect on historic properties, FHWA must contact the Advisory Council to advise it of the situation, and offer an opportunity for participation in the consultation with SHPO and others to plan measures to minimize harm and, ultimately, to mitigate the adverse effects. The agency sponsoring the project would consult with SHPO and other interested parties to formulate a mitigation plan which would become the basis for a Memorandum of Agreement (MOA) drawn up and executed between FHWA, SHPO, and the DOT or local agency. Execution of the MOA completes consultation under Section 106 unless there are changes or additions to the project.

Section 4(f) and Section 6(f) Resources

The Department of Transportation Act (DOT Act) of 1966 included a provision, Section 4(f), which is intended to protect any publicly-owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state or local significance or any land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site). U.S. Department of Transportation agencies, including FHWA, cannot approve any program or project which requires the use these lands unless:

- There is no feasible and prudent alternative to the use of such land, and the program or project includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use; or
- FHWA determines that the use of the property, including any measures to minimize harm (such as avoidance, minimization, mitigation, or enhancement measures), would have a *de minimis* impact (a determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f) or a Section 106 finding of no adverse effect or no historic properties affected on a historic property).

There are three types of Section 4(f) impacts: direct use, temporary occupancy, and constructive use. A direct use would be the conversion of public park land into a transportation use and may include *de minimis* impacts. Temporary occupancy is the temporary use of Section 4(f) land for construction operations. Constructive use is proximity impacts, such as noise, of a proposed project that is adjacent, or nearby, to a Section 4(f) property resulting in a substantial impairment to the property's activities, features, or attributes that qualify the property for protection under Section 4(f). Several roadway alternatives are located near parks and other Section 4(f)-protected properties. These alternatives would be further evaluated in the project planning phase.

Section 6(f), which was created as a part of the Land and Water Conservation Act, protects state- and locally-sponsored projects that were funded as part of the Land and Water Conservation Fund (LWCF). These lands cannot be converted to non-park/recreation use without the approval of the National Park Service. Conversion of these lands is allowed if it is determined that there are no practicable alternatives to the conversion and that there would be provision of replacement property. Mitigation for Section 6(f) lands impacted by a project must include replacement with land of at least the same fair market value, and reasonably equivalent usefulness and location relative to the impacted land. The potential for roadway alternatives to impact Section 6(f) lands was evaluated by determining the proximity of alternatives to public parks, recreation areas, and refuges using GIS data from the city of Ames and Iowa DNR. A few alternatives may be located near Section 6(f)-protected lands; further evaluation would be needed in the project planning phase.

Regulated Material Sites

Regulated materials are hazardous substances that are regulated by federal, state, or local entities based on their potential to result in environmental contamination and potentially affect public health. The purpose of an initial regulated materials review is to identify properties that are, or may be, contaminated with regulated materials along the alternatives within the corridor study area so that the presence of these properties may be factored into subsequent alternative selection and design considerations. It is preferable to avoid highly contaminated sites in order to minimize potential additional costs, liability, or schedule delays due to site remediation.

Roadway alternatives were evaluated using GIS data from Iowa DNR to determine the proximity of any national priority sites, non-national priority sites, contaminated sites, and leaking underground storage tanks as defined by Iowa DNR and U.S. EPA. Several roadway alternatives are located near regulated material sites. More detailed assessments of projects moving forward in the planning process would be needed in future environmental reviews.

Wetlands and Waters of the U.S.

For purposes of the Clean Water Act (CWA) and its implementing regulations, the term “waters of the United States” means: all waters which are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide; all interstate waters, including interstate wetlands; the territorial seas; all impoundments of waters otherwise identified as waters of the United States (U.S.) in the CWA; and all tributaries, as defined in the CWA. Waters of the U.S. are subject to the CWA and are under the jurisdiction of the United States Corps of Engineers (USACE). A permit from USACE is necessary for all projects that would discharge dredged or fill material into waters of the U.S., including wetlands.

For Forward 2045, the National Wetlands Inventory (NWI) and aerial photography were reviewed within the Ames Area MPO study area to determine potential project impacts on wetlands and other waters of the U.S. Several roadway alternatives would potentially affect wetlands and other waters of the U.S. Wetland delineations are recommended in the initial stages of these roadway improvement project to determine the boundaries of wetlands and other waters of the U.S. within the project area and to coordinate with USACE to determine if USACE has jurisdiction over these areas.

Floodplains

Development in floodplains is regulated by the Federal Emergency Management Agency (FEMA) and the Iowa DNR. Iowa DNR floodplain regulations affect only those roadway projects in the floodplains of streams draining over 100 square miles in rural areas and two square miles in urban areas. Projects on streams with drainage areas below these thresholds are regulated by cities and counties. A floodplain permit from Iowa DNR or city or county is required for most projects within a floodplain. A hydraulic review must be completed for projects within floodplains to determine the effect of the project on the water surface elevation of the 100-year flood. FEMA regulations prohibit encroachments in regulated floodways unless it is accompanied by a no-rise analysis that demonstrates the project would cause no increase in the 100-year flood level.

Roadway alternatives for Forward 2045 were reviewed to determine the extent that they would occur within the 100-year floodplain using the latest Flood Insurance Rate Maps showing the extent of the 100-year floodplain in Story County. Several alternatives are located in floodplains and would need to be further evaluated.

Threatened and Endangered Species

Threatened and endangered species listed under the federal Endangered Species Act (ESA) would need to be considered for each project. The State of Iowa also maintains a list of state-listed threatened and endangered species, and species of special concern. Consultation with U.S. Fish and Wildlife Service (USFWS) and Iowa DNR would be required to determine which listed species have the potential to occur within each project area and the potential for the project to affect each species present.

Roadway alternatives were reviewed for their potential to affect protected species by assessing the potential habitat affected by each alternative. Potential habitat does exist along various alternatives. Projects moving forward in the planning process would need further review for their potential to affect species by completing habitat surveys and potential consultation with the U.S. Fish and Wildlife Service and Iowa DNR.

Environmental Justice Assessment

Executive Order 12898 requires federal agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health or environmental effects, including the interrelated social and economic effects of their programs, policies, and activities on minority populations and low-income populations in the United States. U.S. Department of Transportation (USDOT) Order 5610.2(A) and FHWA Order 6640.23A define an adverse effect as the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to:

- Bodily impairment, infirmity, illness or death;
- Air, noise, and water pollution and soil contamination;
- Destruction or disruption of human-made or natural resources;
- Destruction or diminution of aesthetic values;
- Destruction or disruption of community cohesion or a community's economic vitality;
- Destruction or disruption of the availability of public and private facilities and services;
- Vibration;
- Adverse employment effects;
- Displacement of persons, businesses, farms, or nonprofit organizations;
- Increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and
- The denial of, reduction in, or significant delay in the receipt of, benefits of FHWA programs, policies, or activities.

In accordance with FHWA Order 6640.23A, FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, minority and low-income populations were identified in the area affected by the MTP. Projects identified as part of the Forward 2045 were analyzed to determine if they would potentially disproportionately highly and adversely affect minority and low-income populations in the Ames Area MPO. The City would engage all populations, including minority and low-income populations, in the Long Range Transportation Plan public involvement process to obtain public comments during the planning process. The AAMPO's Public Participation Plan is the basis for the public engagement efforts for the Long Range Transportation Plan update, and provides the direction with the intent of involving all populations within the community.

NEPA documentation for any MTP projects would analyze these populations at a more detailed level, address potential disproportionate impacts to these populations, document efforts to inform minority and low-income populations of proposed road

improvement activities and engage them in the public involvement process, and document efforts to minimize and avoid environmental impacts on the environmental justice populations.

Minority Populations

FHWA defines a minority population as any readily-identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed FHWA program, policy, or activity. FHWA defines a minority as:

- Black: a person having origins in any of the black racial groups of Africa
- Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race
- Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent
- American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition
- Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

The smallest unit for minority groups, which is preferred for analysis, is the census block²⁵. Census block data is gathered at the decennial censuses which is currently underway for the year 2020. To account for changes since the 2040 LRTP, which used the 2010 decennial data, data from the 2013-2018 American Community Survey [ACS) was used to determine the number and percentage of minority populations in Ames Area MPO. The ACS is a Census Bureau product that is updated annually but the smallest geographic unit from the 2013-2018 ACS is the census block group which is one grouping larger than the census block²⁶. Per FHWA guidance,

²⁵ Census blocks are statistical areas bounded by visible features, such as streets, roads, streams, and railroad tracks, and by non-visible boundaries, such as selected property lines and city, township, school district, and county limits. Generally, census blocks are small in area; for example, a block in a city bounded on all sides by streets. Census blocks in suburban and rural areas may be large, irregular, and bounded by a variety of features, such as roads, streams, and transmission lines. While there are no defined populations within blocks, they typically contain from 0 to 100 people.

²⁶ Block Groups (BGs) are statistical divisions of census tracts, and are generally defined to contain between 600 and 3,000 people. A block group consists of clusters of blocks within the same census tract that have the same first digit of their four-digit census block number.

readily identifiable groups of minority persons and clusters²⁷ of minority populations were identified. A group of minority persons was identified as any census block group with a substantial minority population: where the percentage of minority population was at least one standard deviation (34%) higher than the mean of a typical normal data distribution curve as compared to the percentage of the minority population within the Ames Area MPO boundary. Clusters were identified where a minority population is not substantially greater than the Ames Area MPO average, but due to the large population, the minority population is great enough to be potentially disproportionately and highly adversely affected by the proposed actions of the MTP.

Clusters identified in the Forward 2045 MTP were compared to current data to verify that the clusters identified at the block level were not diluted in the block group level. It is assumed that clusters identified in the 2040 LRTP but not in the current analysis are still present and not identifiable by the block group ACS data. The minority population of the AAMPO area is 22% of the total population; the threshold value used to determine a substantial minority population is 30% (22% multiplied by 1.34). **Figure 8-3** shows the Environmental Justice populations identified.

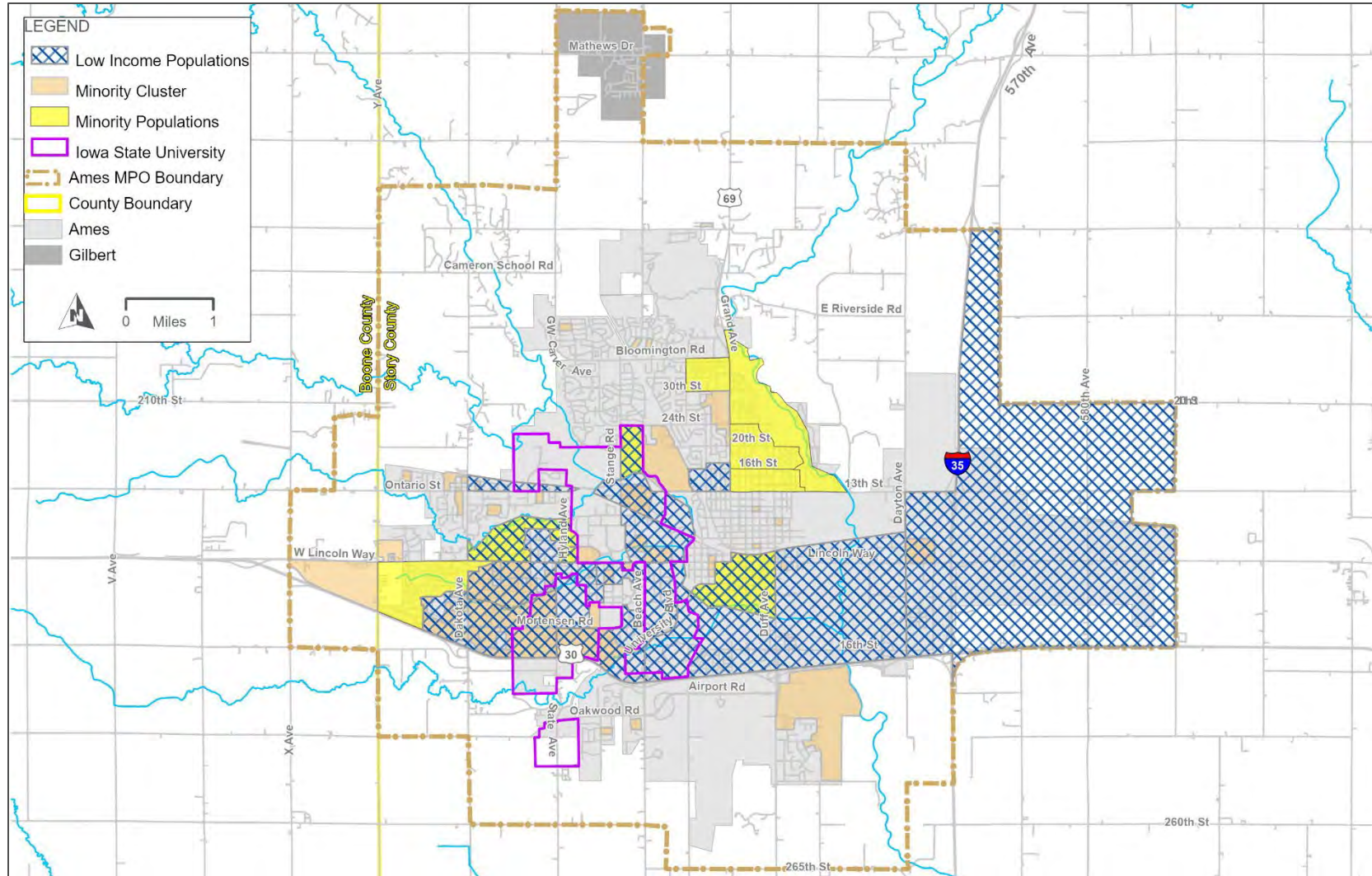
Low-Income Populations

FHWA defines a low-income population as any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed FHWA program, policy, or activity. FHWA defines low-income as a person whose median household income is at or below the Department of Health and Human Services (DHSS) poverty guidelines. The best approximation for the number of people below the DHHS poverty guidelines in a particular area is the number of persons below the Census Bureau poverty thresholds in that area. In this analysis, 2013-2018 ACS was used to determine low-income data for the AAMPO area. The smallest geographical unit available for ACS data is the census block group. Similar to the minority population, a readily identifiable group of low-income population was identified as any census block with a substantial low-income population: where the percentage of low-income population was at least one standard deviation (34%) higher than the mean of a typical normal data distribution curve as compared to the AAMPO area percentage of the low-income population. The low-income population of the AAMPO area is 26% of the total population; the threshold value used to determine a substantial low-income population is 35%.

²⁷ Clusters are discussed in the December 16, 2011 FHWA memo "Guidance on Environmental Justice and NEPA. The analysis of environmental justice is to include any readily identifiable group or cluster of minority or low-income population.

Figure 8-3 shows the Environmental Justice populations identified. It should be noted that the location of University students has an effect on the results for the Ames area. The student population tends to be younger, and those living away from home have limited income and can heavily influence the low-income population results.

Figure 8-3: Identified Environmental Justice Populations



Fiscally Constrained Projects and Environmental Justice Evaluation

The roadway and bicycle and pedestrian projects selected for the fiscally constrained plan were screened against the environmental justice populations shown in **Figure 8-3**. The purpose of this screening was to assess the potential benefits and impacts these projects could have on neighborhoods with high proportions of minority and/or low-income residents. While the full benefits and impacts related to the fiscally constrained projects are not known at this time, this high-level evaluation provides insight into the relationship between the environmental justice populations and the projects selected for implementation over the next 25 years.

Projects screened through this process are evaluated based on their potential benefits, such as improved access and mobility, and their potential impacts, such as degradation of environmental resources or adverse effects on the adjacent populations. Examples of projects that would impart benefits would be reconstructions, system management, and rehabilitation projects while projects that would impart impacts would be road widenings, new corridors, and grade separations.

Regional Households within Environmental Justice Populations

To better understand the distribution of households that are located within census blocks identified as environmental justice populations, an analysis was performed using the 2015 household totals associated with the TAZs in the AAMPO travel demand model. The analysis found that 54% of the AAMPO households are located within the EJ census blocks while 46% are outside of the EJ census blocks.

Project Proximity to Environmental Justice Populations

The fiscally constrained plan includes 13 roadway projects and 37 bicycle and pedestrian projects. These projects were screened for proximity to environmental justice populations based on a ¼ mile buffer around each project. Project buffers were compared to environmental justice populations of minority and/or low-income residents; project buffers that overlapped EJ geography was considered to have proximity to EJ populations.

- **Roadway Projects:** 11 of the 13 fiscally constrained projects, or 85%, were contained within the ¼ mile buffer.
- **Bicycle and Pedestrian Projects:** 23 of the 25 fiscally constrained bicycle and pedestrian projects were contained within the ¼ mile buffer. Thus, 92% of the fiscally constrained bike and pedestrian projects are accessible to EJ populations.

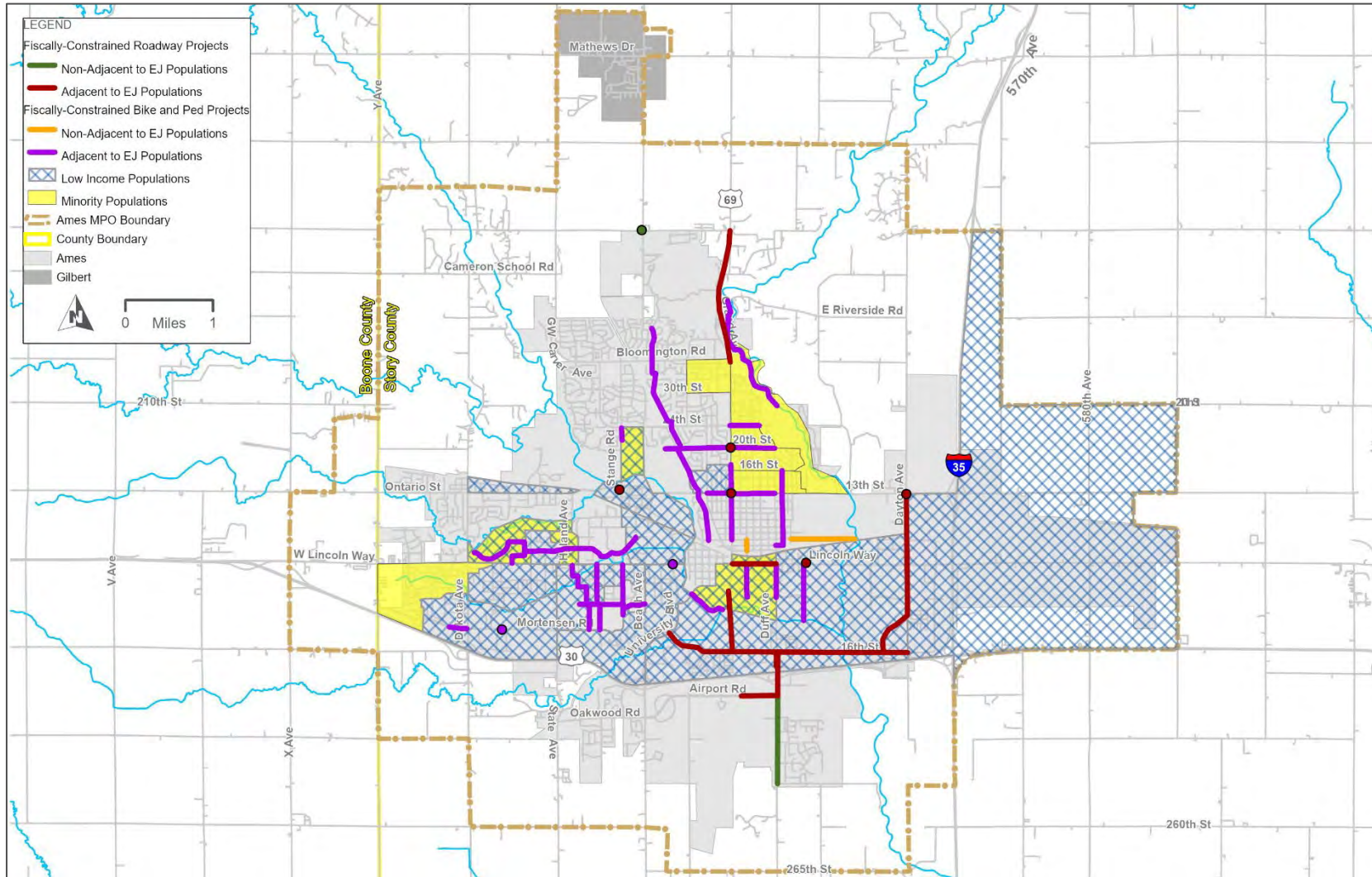
Project Benefits and Impacts

For fiscally constrained roadway projects, nine (9) are lower-impact, non-widening projects that were considered to provide mobility benefits. Four (4) projects include some sort of widening or reconfiguration of facilities that have the potential to be higher-impact projects. There was a higher proportion of “benefit” projects adjacent to EJ population than “impact” projects: 89% of the roadway projects providing benefits are adjacent to EJ populations, while 75% of the potentially higher-impact projects are located in proximity to EJ populations. All of the bicycle and pedestrian projects were considered beneficial, as they have limited impacts to private property and increase overall accessibility and recreational opportunities. The high proportion of bicycle and pedestrian projects (92%) adjacent to EJ populations represents a disproportionate benefit to EJ populations.

Overall, there are a relatively high number of fiscally constrained projects located in proximity to environmental justice populations. However, the majority of these projects are lower-impact and provide benefits in terms of enhanced mobility and access for neighborhoods with higher proportions of minority and/or low-income residents. Thus, these projects are considered to be investments in the EJ population areas. Direct impacts on environmental justice populations should be limited to the extent practical during the project development phase.

Figure 8-4 illustrates which of the fiscally constrained projects are adjacent to environmental justice populations.

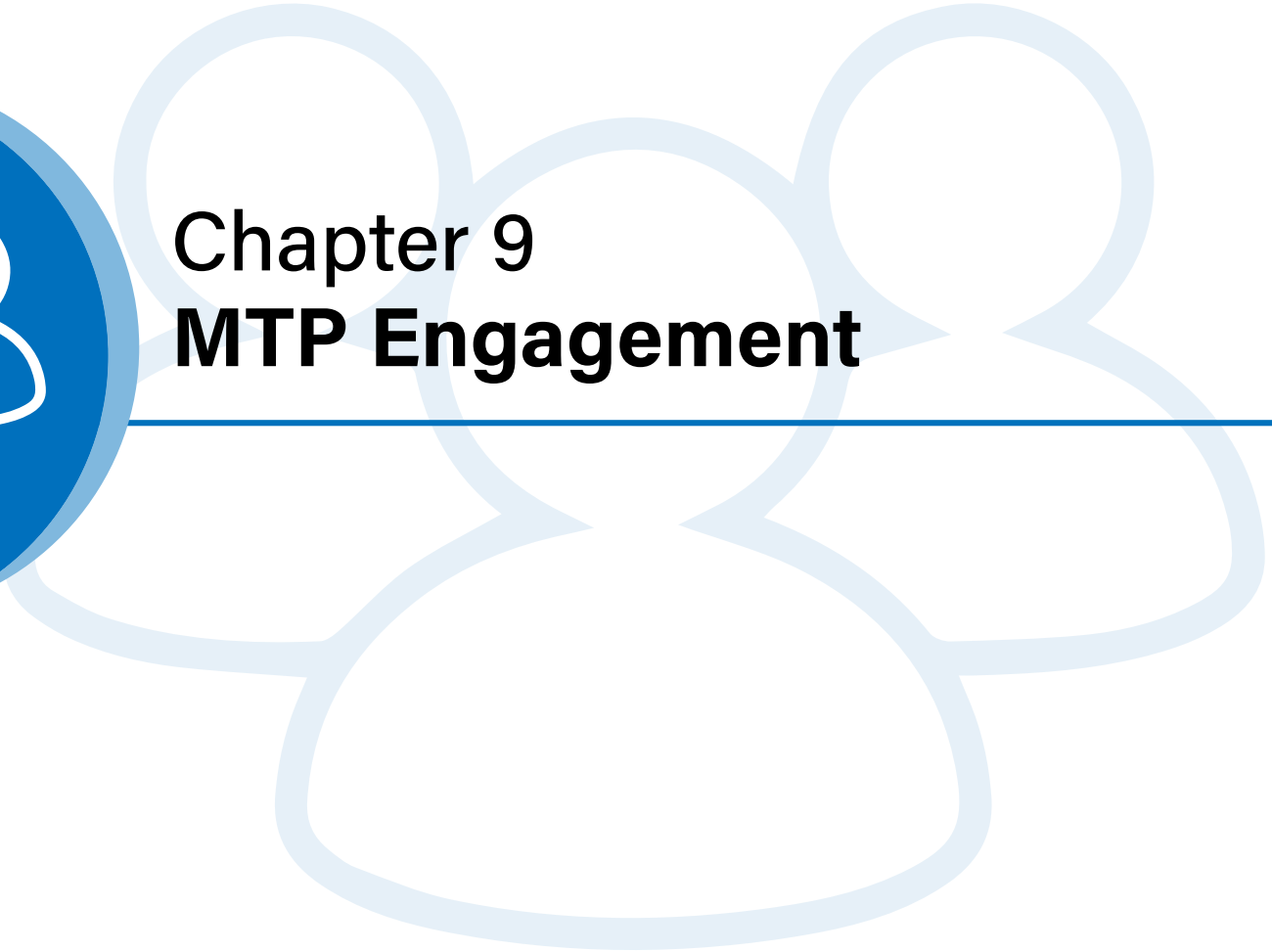
Figure 8-4: Fiscally-Constrained Projects Proximity to Environmental Justice Populations





Chapter 9

MTP Engagement



Chapter 9 MTP Engagement

Public and Stakeholder Engagement

The AAMPO strives to make the creation and development of the Forward 2045 MTP a community-driven process. The overall goal for Forward 2045 MTP public engagement was to educate the public and stakeholders on the Forward 2045 effort and allow audiences ample opportunities for engagement and input on the planning of Ames' future transportation network. The engagement process was conducted in accordance with the AAMPO's Public Participation Plan, which can be found at:

<http://www.cityofames.org/home/showdocument?id=27726>.

To solicit feedback from Ames area residents, the AAMPO utilized a variety of outreach methods and events to provide opportunities for idea sharing, collaboration, awareness and consensus in the planning process. In addition to the public outreach, Federal and state agencies that have potential to be impacted by the Plan were contacted. Public engagement materials and the Federal and state agency contact materials for the Forward 2045 MTP can be found in **Appendix A**.

Website

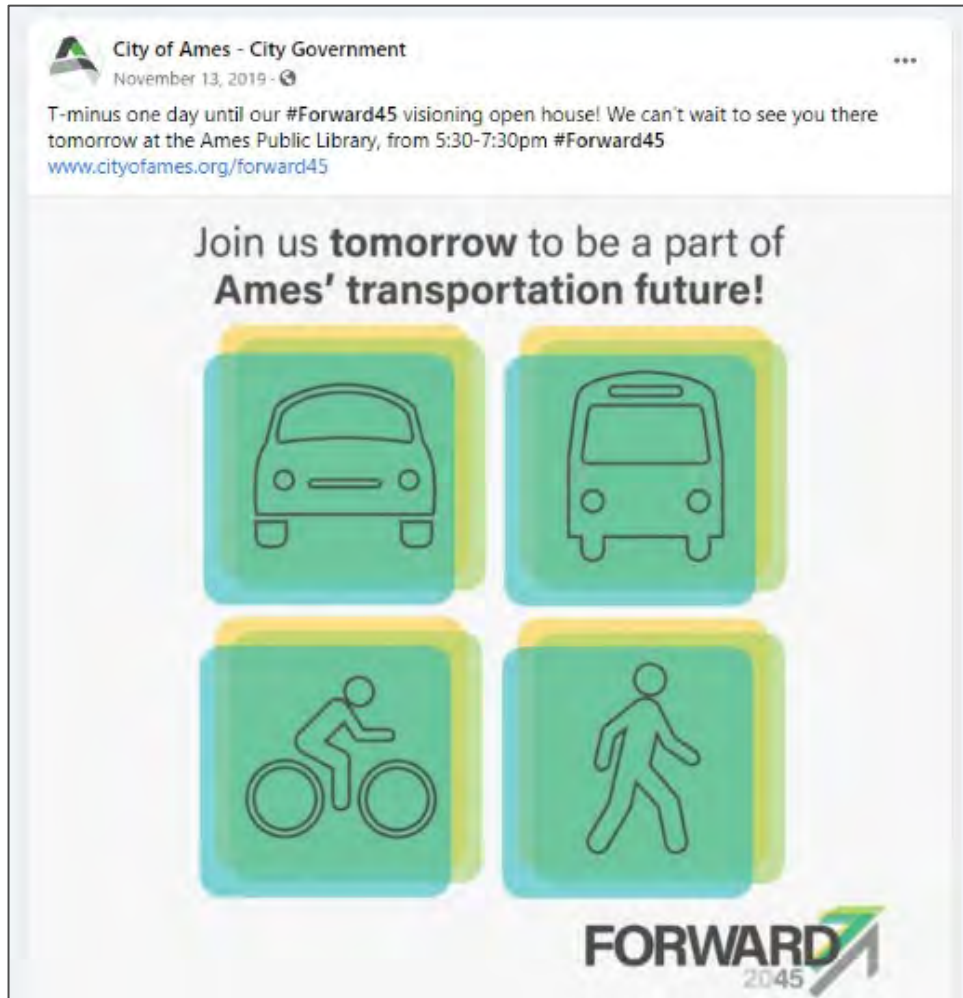
The project website, www.cityofames.org/forward45, served as the primary means for interested individuals to learn more about the Forward 2045 MTP effort and participate in input opportunities. The website page included:

- Two videos. The first video provided an overview of what an MTP is and why it is important to the Ames community. The second video provided a brief overview of the goal areas that were used to guide the Forward 2045 MTP.
- Project schedule.
- Links to open house and online meeting materials.



Social Media & Email

The AAMPO used the City of Ames' existing Facebook and Twitter platforms to create awareness of the MTP process and promote input opportunities, such as open house events and online meetings. The AAMPO also partnered with other organizations, such as CyRide, to share posts on their social media feeds to maximize the audience. These outreach methods supplemented traditional methods such as press releases and direct mail invitations to stakeholders.



Ames Area MPO Seeking YOUR Input on Area Transportation Alternatives and Improvements!

As a precautionary measure, instead of an in-person open house, the Ames Area Metropolitan Planning Organization (AAMPO) is hosting a virtual public meeting for the Metropolitan Transportation Plan (MTP), known as Forward 2045.

This virtual meeting is your opportunity to learn about the vision and goals for Forward 2045 and review, comment and provide ideas (big or small!) on potential alternatives and strategies within the Ames transportation system.

[Visit our Virtual Meeting Now! >>](#)

The virtual meeting is available now, through April 14, 2020 at:
amesgisweb.city.ames.ia.us/forward45

About Forward 2045
Forward 2045 will result in a 25-year prioritized and financially constrained plan that will define how the metropolitan area will manage and operate our multi-modal transportation system, which includes transit, highway, bicycles, and pedestrians. The AAMPO is committed to implementing a holistic planning process that fosters wider regional inclusion and prosperity, higher standards of living, and connections for people throughout the community.

Statistically Valid Regional Travel Survey

The AAMPO conducted a regional transportation survey of residents during fall 2019 in support of the Forward 2045 MTP update. 404 people participated in a statistically-valid survey regarding multi-modal transportation issues and opportunities relating to transportation planning and improvements within the region. Survey results revealed how Ames residents feel about the current state of the transportation system and hopes for the future of the transportation system. The figures on this page illustrate some of the key findings from this survey.

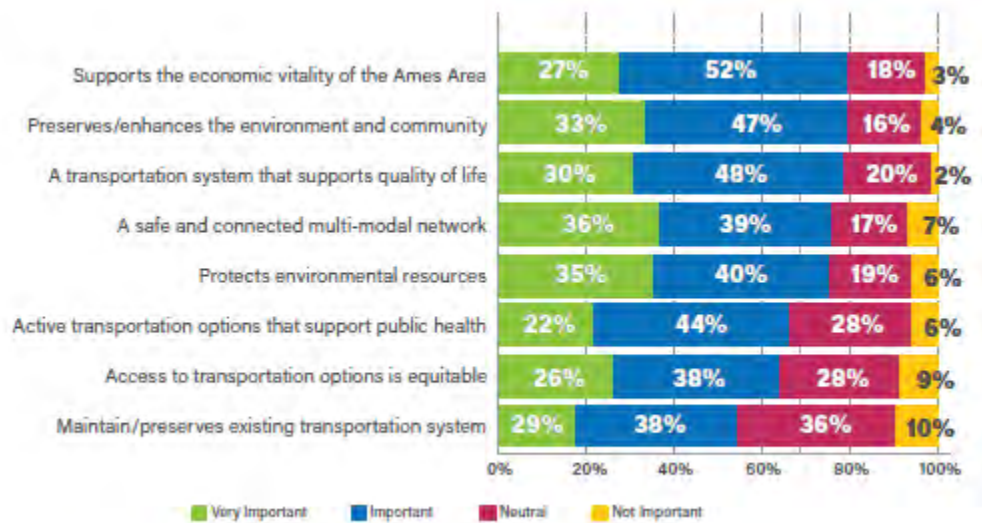


Figure 9-2: Importance of Long-Range Goals

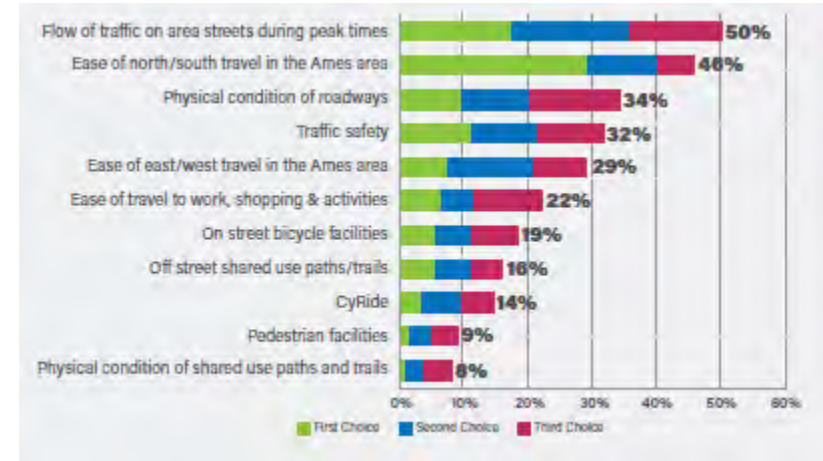


Figure 9-1: Most Important Transportation Issues

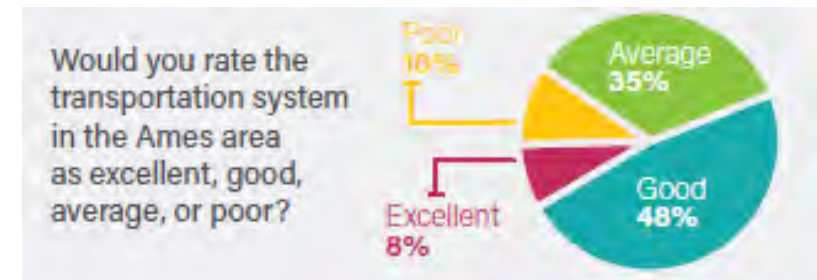


Figure 9-3: Overall Ames Transportation Rating

In-Person and Online Events

The AAMPO hosted open house events to solicit feedback at key milestones during MTP development. All open houses were advertised through traditional means, such as press releases and direct mail invitations, in addition to the AAMPO's website and social media channels.

Visioning Open House

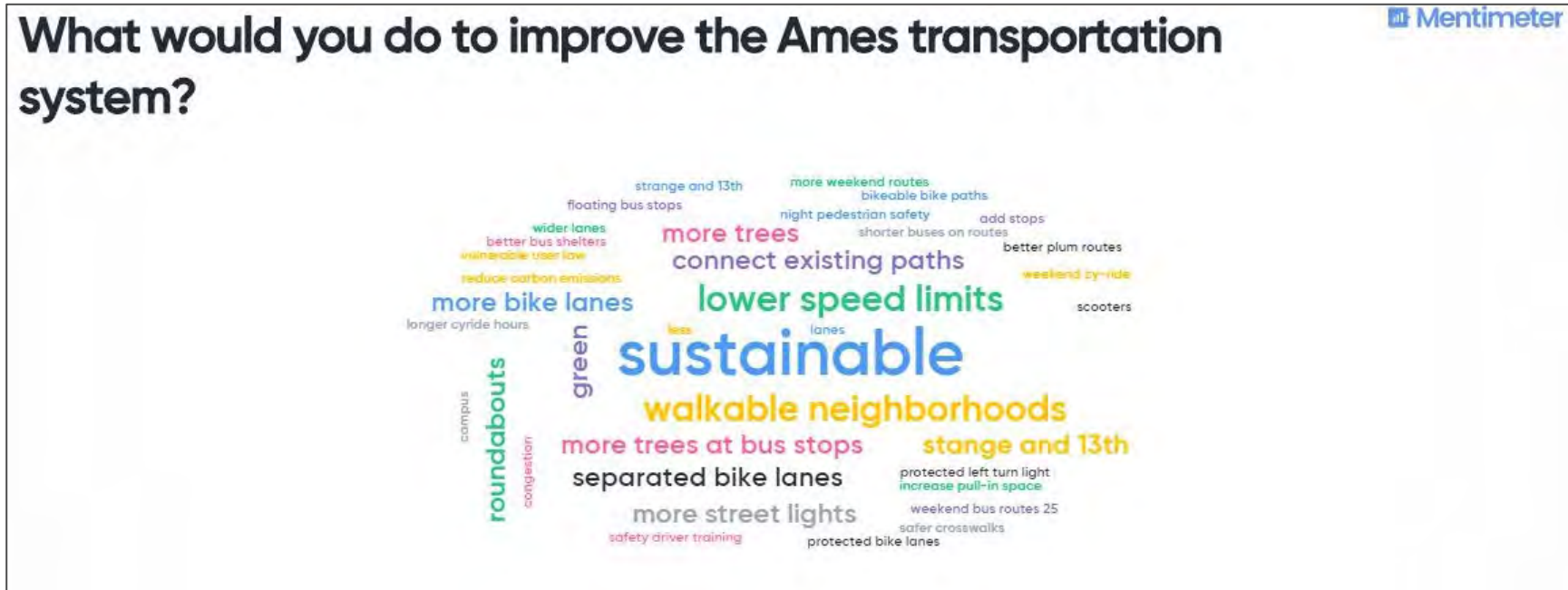
On November 14, 2019, the AAMPO hosted a Visioning Open House for the public to contribute ideas to establish a transportation vision and goals for the Forward 2045 MTP. The open house was held in the Ames Public Library in Ames, Iowa.

The open house utilized the following interactive activities to engage the public and stakeholders in sharing their thoughts and ideas:

- **Mapping Exercises:** Attendees were encouraged to identify the issues they faced when traveling on the Ames transportation system, including roads, bicycle and pedestrian facilities and transit, using color-coded stickers on large plot maps of the Ames metropolitan area.



- **Vision Priorities Exercise:** A large board presented potential transportation priorities that could be reflected in the Forward



2045 MTP. Attendees were provided three stickers and asked to choose their top three priorities.

- **Transportation Improvement Station:** This station provided the opportunity for attendees to provide their input on what they would do to improve the Ames transportation system through an online survey tool. Results from this exercise can be found in **Figure 9-4**.

Figure 9-4: Improvements to the Ames Transportation System

Online Visioning Open House

In conjunction with the in-person Visioning Open House event, the AAMPO hosted an online event at amesgisweb.city.ames.ia.us/forward45 to provide an additional input opportunity during this important planning milestone. The online Visioning Open House replicated information and activities from the in-person meeting.

Online Community Transportation Assessment Survey

During the visioning phase, the AAMPO conducted an online survey to gain a better understanding of transportation behavior in Ames. The survey was open from November 5, 2019 through November 27, 2019, and during that time 182 individuals responded to the survey. The survey was promoted primarily through City of Ames social media pages, on the website and at the in-person and online Visioning Open House.

As shown in **Figure 9-6**, the results of the survey indicate that the majority of respondents commute to work or school in a car or vehicle alone, while 9.85% of respondents use public transit and 8.33% commute via bicycle.

When asked what would encourage respondents to use a mode of transportation other than driving a personal vehicle to complete daily trips, respondents indicated that expanded transit service coverage, more bicycle and pedestrian connections or nothing would change their mode of transportation. **Figure 9-5** summarizes the breakdown of responses.

Figure 9-6: What Method of Transportation Do You Normally Use to Go to School/Work?

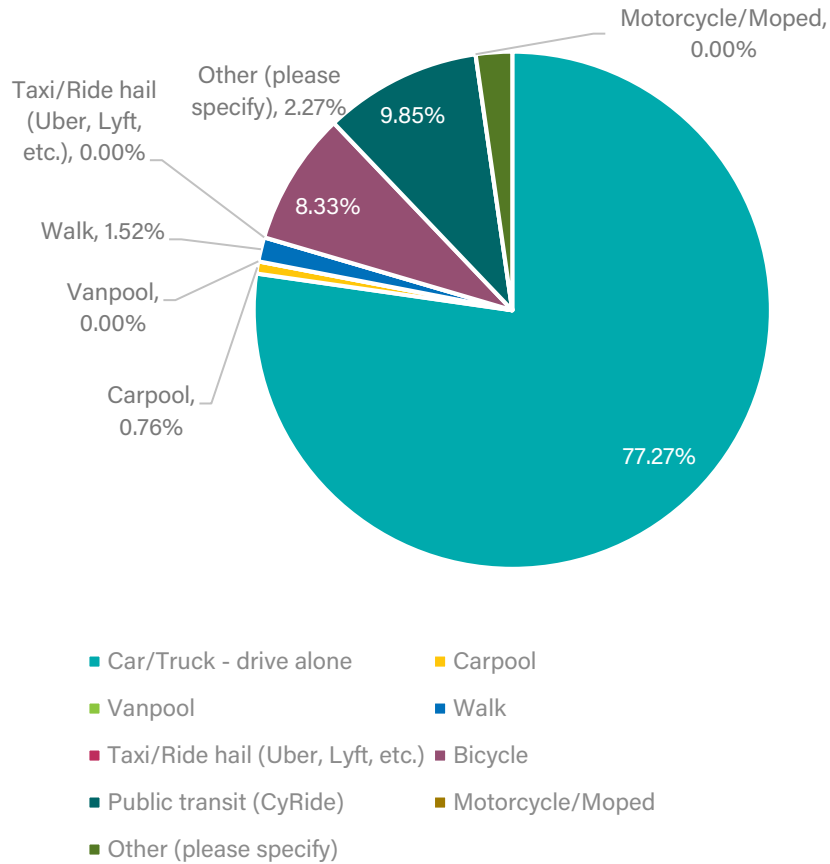
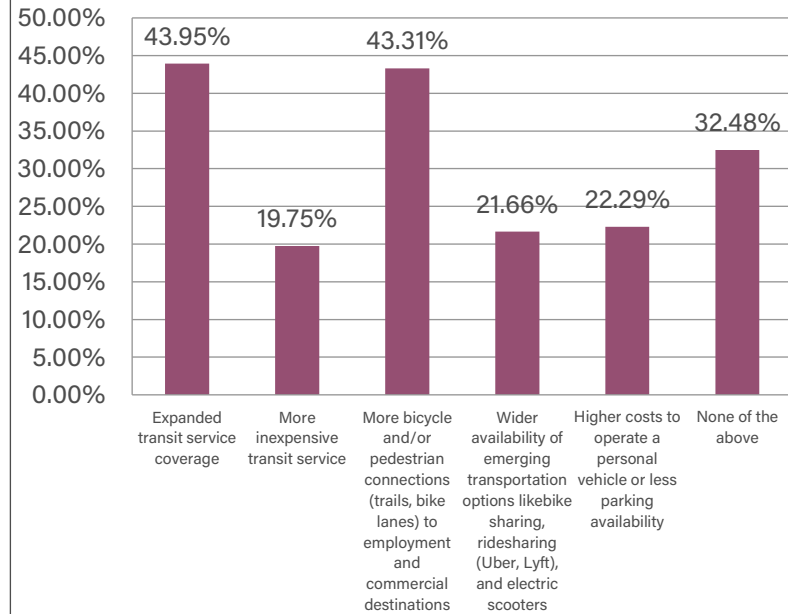
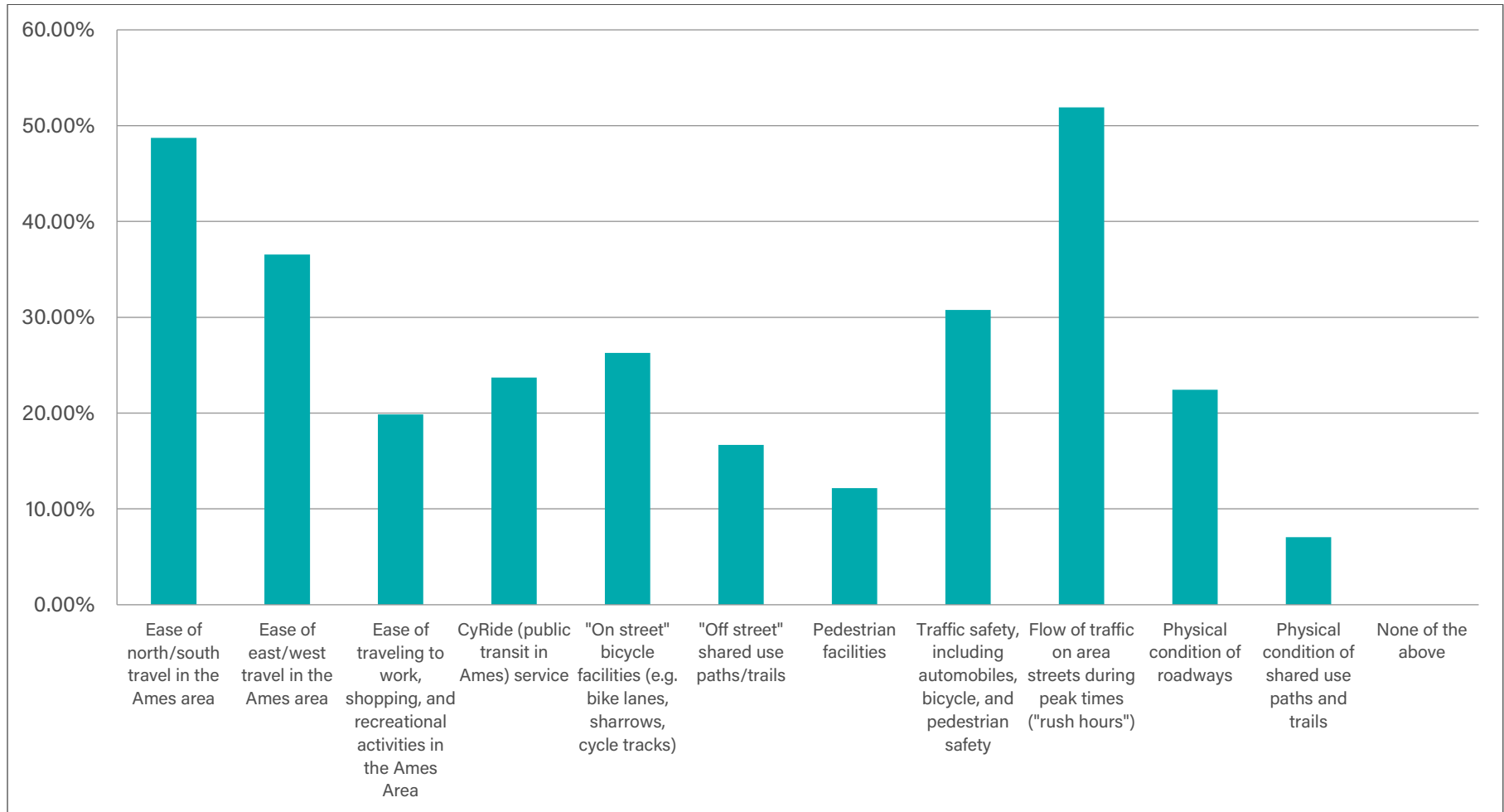


Figure 9-5: Which THREE of the Following Would Encourage You to Use a Mode of Transportation Other than Driving a Personal Vehicle to Complete Your Daily Trips?



The survey also asked respondents to choose the top three transportation issues in Ames. The top three issues, as shown in **Figure 9-7** were roadway-centric, with respondents indicating that flow of traffic on area streets during peak times, ease of north/south travel in Ames and ease east/west travel in Ames were issues.

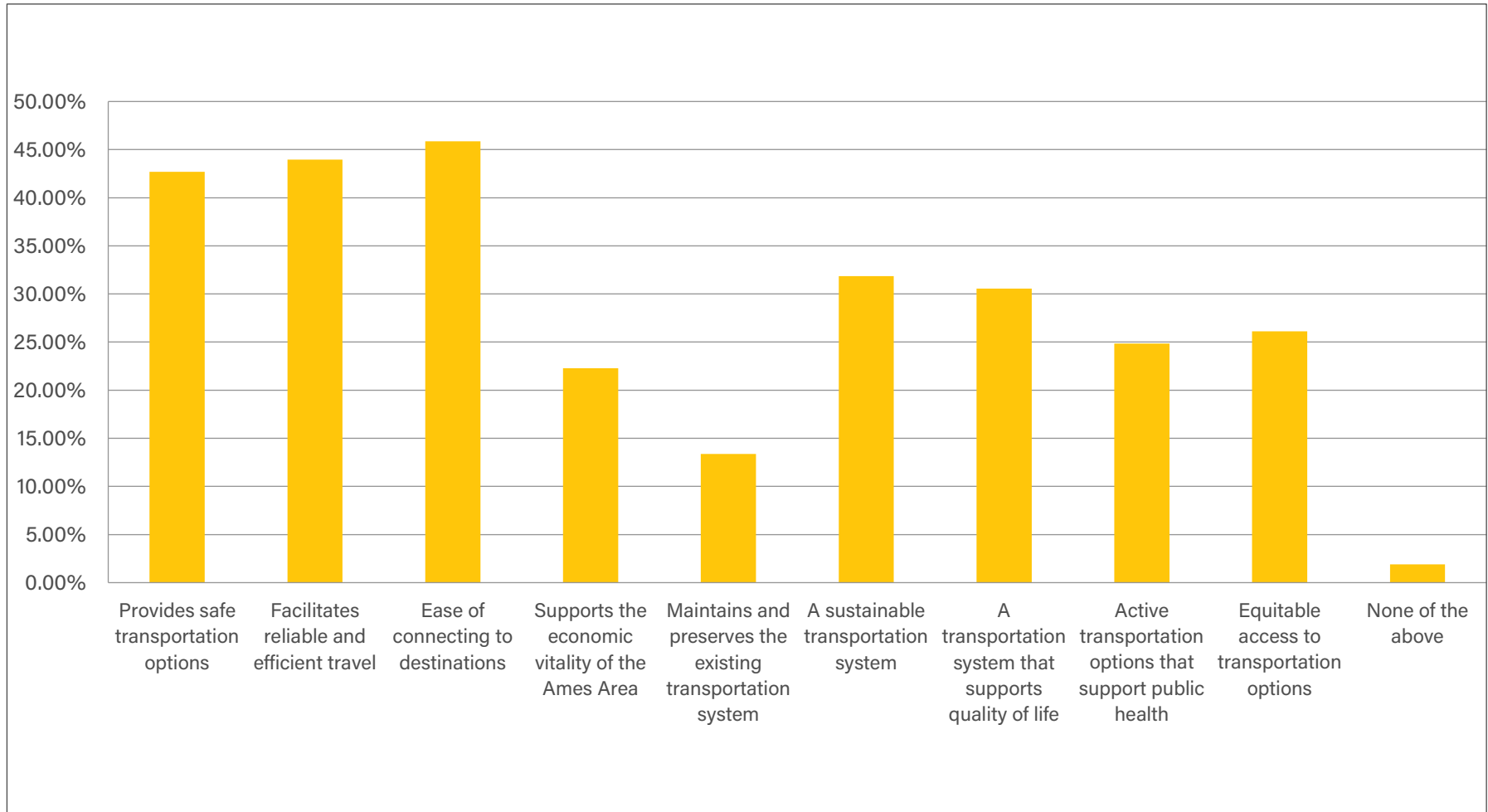
Figure 9-7: Which THREE of the Items below Do You Think are the Most Important Transportation Issues?



Respondents were then asked to focus on the future by identifying the top three characteristics they thought were most important for the future of the Ames area transportation system. The top three most important characteristics were ease of connecting to

destinations, reliable and efficient travel, and safe transportation options. These characteristics are shown in **Figure 9-8** and were reflected in the goal areas for the Forward 2045 MTP.

Figure 9-8: Which THREE of the Following Characteristics of the Ames Area Transportation System Do You Think are Most Important for the Future



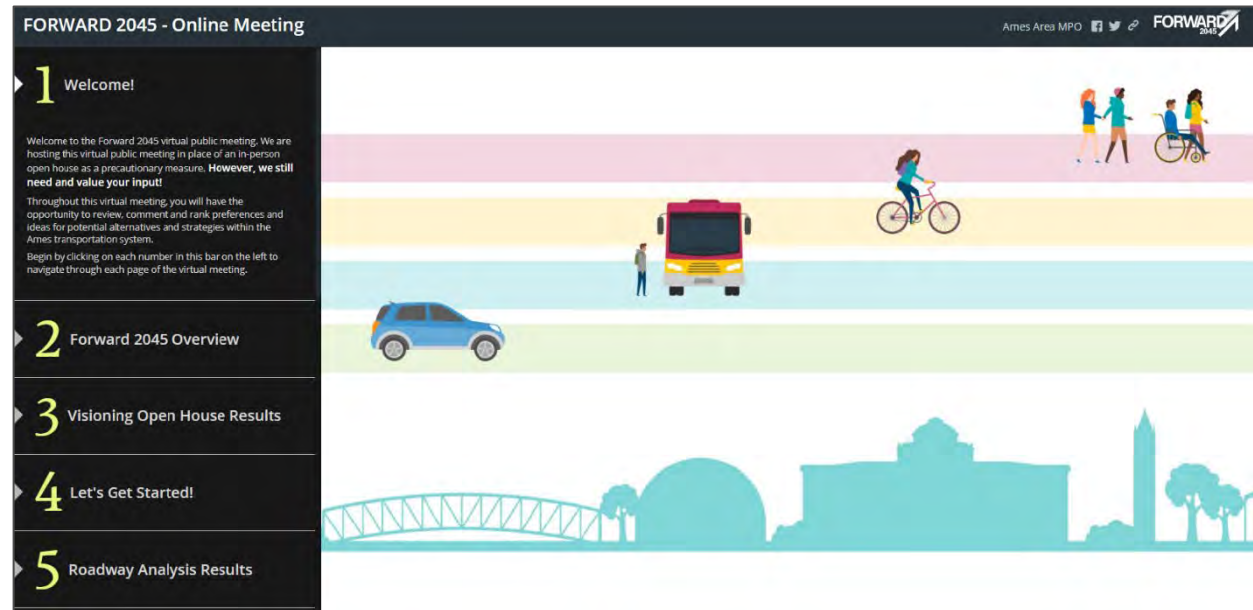
Alternatives & Strategies Virtual Open House

The AAMPO planned a second in-person open house for March 2020 to allow the public and stakeholders a chance to review, comment and provide ideas on potential alternatives and strategies within the Ames transportation system. Due to the COVID-19 pandemic, the AAMPO cancelled the in-person event as a precautionary measure and opted to host a virtual meeting at amesgisweb.city.ames.ia.us/forward45 from March 31, 2020 through April 14, 2020.

The virtual meeting utilized the following interactive activities to engage the public and stakeholders in sharing their ideas for alternatives and strategies:

- **Mapping Exercises:**

Participants were asked to select their preferred proposed roadway, bicycle and pedestrian and transit strategies and map them on an interactive online mapping tool. Participants could learn more about each proposed strategy by clicking on a reference sheet that provided an overview and pros and cons for each strategy. The purpose of this exercise was to solicit input on which strategies participants would like implemented in the Ames area.



- **Emerging Technologies Prioritization:** Participants were provided a reference sheet to learn more about the ten proposed emerging trends and technologies. They were then asked to rate how important it was to them that each technology is incorporated in Ames.

The virtual meeting received approximately 400 views while it was open for input. From the mapping exercises and surveys, AAMPO received over 200 unique comments.

Online Alternatives and Strategies Open House Results

The resulting input from the public during the Online Alternatives and Strategies Open House are shown in **Figure 9-9**, **Figure 9-10**, and **Figure 9-11**. **Figure 9-9** shows the results for the roadway strategies exercise. As indicated in the figure, roundabouts and signal timing projects were popular selections by the public. **Figure 9-10** displays the public comments for potential bicycle and pedestrian projects in the region; bike lanes, high-visibility crossings, and new/improved sidepaths were the most common responses from the public. **Figure 9-11** shows public comments for improvements to CyRide's fixed-route system. Most responses for this part of the online open house highlighted areas for new transit routes or extensions of current routes, especially in the Campustown and Southwestern areas of the City of Ames.

Figure 9-9: Public Comments for Potential Roadway Strategies

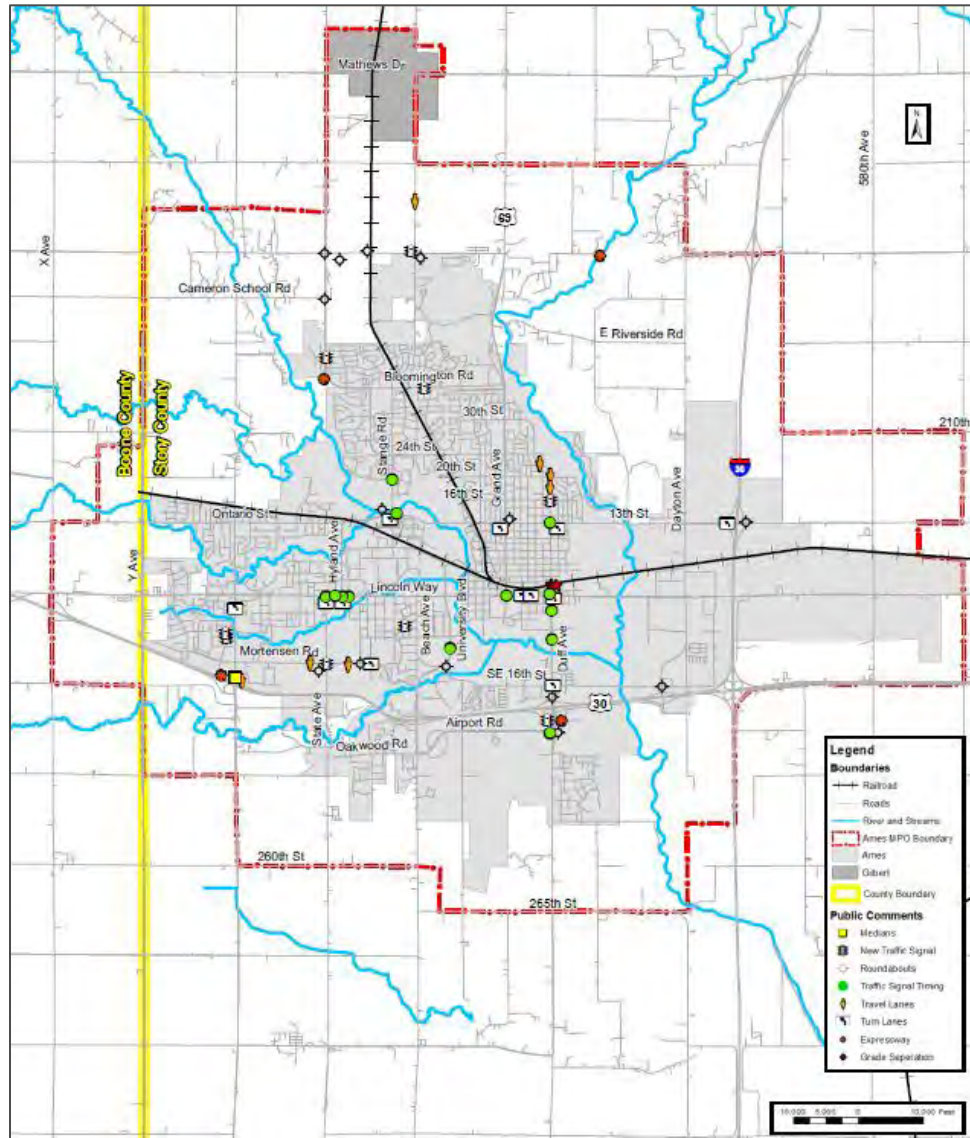


Figure 9-10: Public Comments for Potential Bicycle and Pedestrian Projects

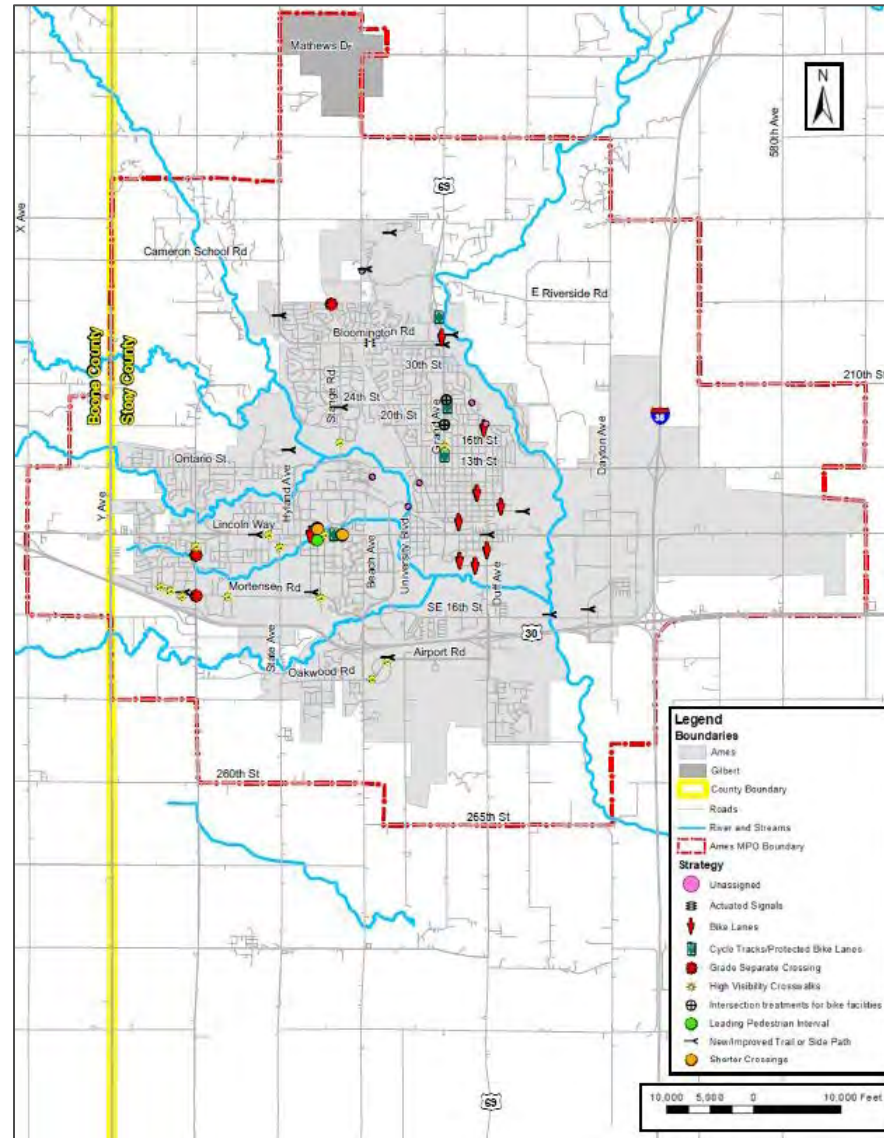
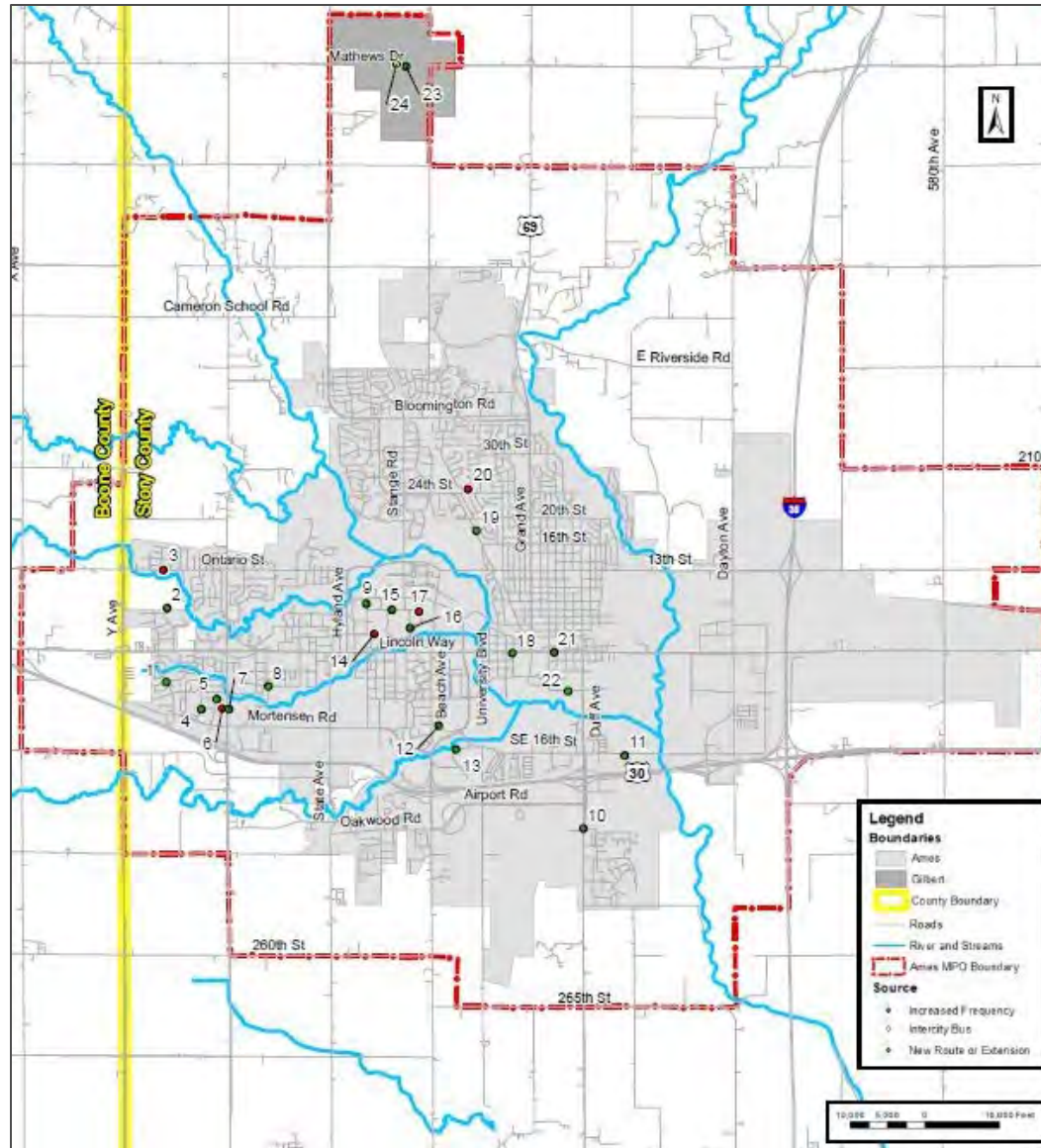


Figure 9-11: Public Comments for Potential Transit Projects



Transportation Policy Committee Meetings

The AAMPO is governed by the Technical Policy Committee (TPC), which provides policy direction for the development of regional long-range transportation planning. The TPC is composed of representatives from the City of Ames, City of Gilbert, Boone County, CyRide and Story County. The Iowa DOT, FHWA, FTA and Iowa State University serve as advisory, non-voting members. The MTP team met with the TPC to provide updates at key milestones:

July 14, 2020

- Issues/Visioning Process
- Vision, Goals, & Objectives Development
- Performance Based Planning Approach
- Alternatives Development

September 8, 2020

- Alternative Evaluation
- Draft Fiscally Constrained Plan

September 22, 2020

- Present draft Metropolitan Transportation Plan

October 27, 2020

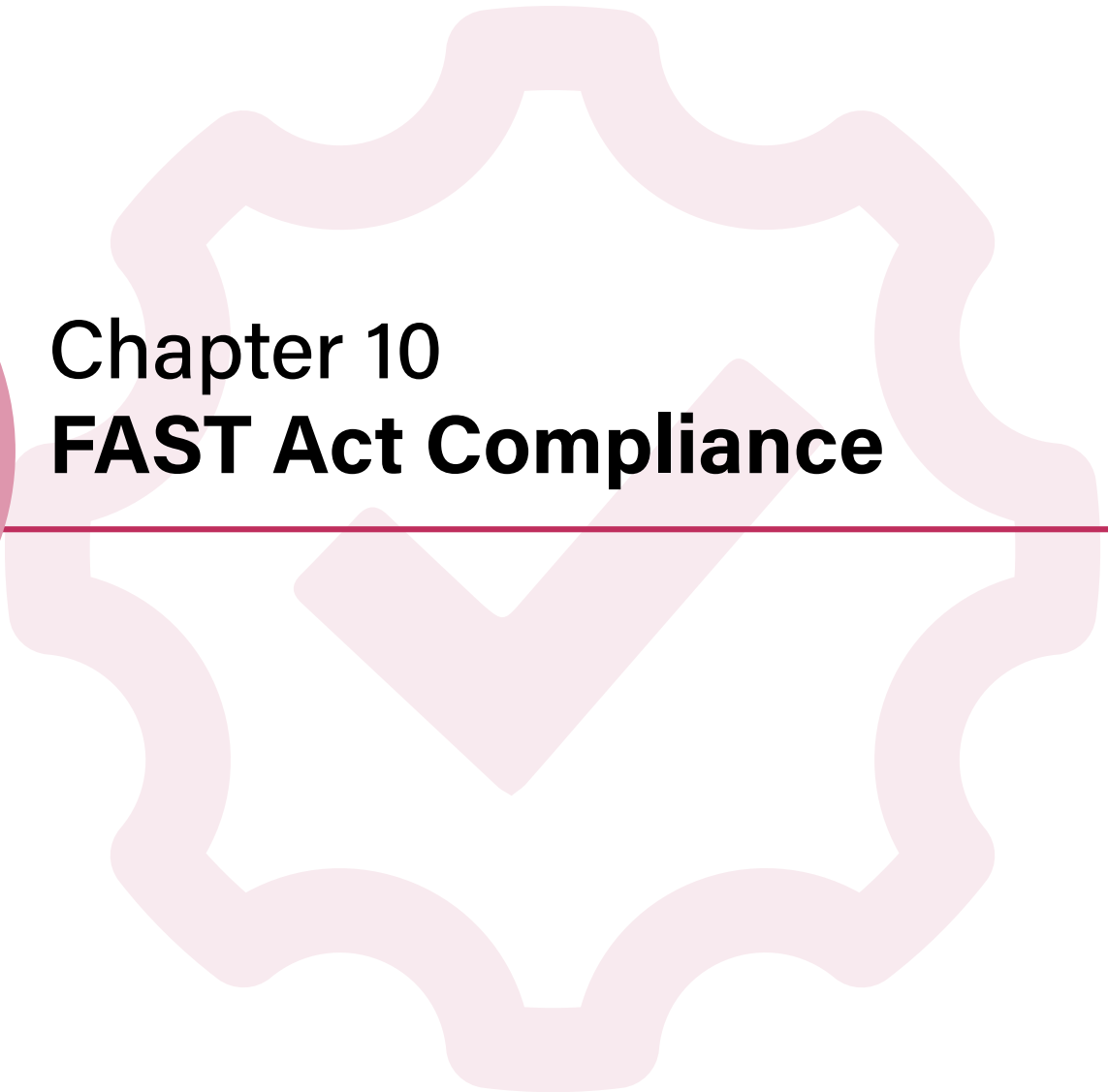
- Adopt Metropolitan Transportation Plan

Meeting agendas and minutes for TPC updates can be found at: <https://www.cityofames.org/government/aampo/about-the-mpo/transportation-policy-committee>.



Chapter 10

FAST Act Compliance



Chapter 10 FAST Act Compliance

Metropolitan transportation plans are Federally-required to be developed through a performance driven, outcome-based approach. The Forward 2045 plan has adopted this approach throughout, framing the overall vision through a combination of Federal, state, and locally-tailored performance objectives. This chapter demonstrates how the Forward 2045 plan supports the national transportation planning factors and the Federal requirements for Metropolitan Transportation Plans.

As noted in **Chapter 1**, there are 10 Federal metropolitan transportation planning factors. These planning factors were considered in the Forward 2045 planning process. **Table 10-1** shows how each of these planning factors into the Forward 2045 planning process from different perspectives:

- **Plan Goals and Objectives:** a detailed summary of how each plan objective fits with the national planning factors is provided in **Table 10-1**
- **System Performance Measures:** these are the Federal system performance measures the MPO reports and are included in this document, and the locally-developed system performance measures summarized for the fiscally constrained plan in **Chapter 7**; these are the scoring criteria outlined in **Chapter 6** that were used to identify those projects that best fit with the overall goal areas of the plan.

Table 10-1: Forward 2045 Planning Element Consistency with National Planning Factors

National Planning Factor	Forward 2045 Planning Element		
	Plan Goals and Objectives	System Performance Measures	Project Scoring Metrics
Economic Vitality	▲		▲
Safety	▲	▲	▲
Security	▲		▲
Accessibility and Mobility for People and Freight	▲		▲
Environment, Energy Conservation, Quality of Life and Economic Development	▲	▲	▲
System Integration and Connectivity for People and Freight	▲		▲
Efficient Operation and Management	▲	▲	▲
Preserve the Existing Transportation System	▲	▲	▲
System Resiliency and Reliability; Reduce or Mitigate Stormwater Impacts	▲	▲	▲
Enhance Travel and Tourism	▲		▲

The planning approach for this document supports 23 CFR § 450.322 Metropolitan transportation planning process for developing a Metropolitan Transportation Plan. Specific to those requirements, this document provides the Ames area with:

- A 20-Year planning horizon with both long-range and short-range multimodal strategies and actions.
- Forecasts of future person and goods demand.
- Congestion Management Strategies.
- Identification of existing and proposed multimodal facilities.
- Support for transportation and traffic management systems.
- Capital investment measures to preserve the transportation system and enhance regional mobility.
- Proposed transportation strategies and improvements in sufficient detail for cost estimates.
- A multimodal evaluation of the plan's transportation, socioeconomic, environmental, and financial impacts.
- Identification of projects that require further study.
- Consideration and reflection of local comprehensive plans and other national, state, and local plans, goals and objectives.
- Identification of transportation enhancement activities.
- A financial plan that demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue.
- Consultation with state and local agencies responsible for other planning activities.
- Safety element that discusses priorities, goals, and countermeasures.

Comments on the Draft MTP - 9/18/2020

Comments Received from 9/18/2020 to 10/22/2020

Public/Agency Comment

	Comment	Action	Status:
ISU Comment	16th Street from University Blvd to Apple Place should be shown as a committed project.	Add this project to committed project table and map. (Table 7-1, Figure 7-1, Figure 7-3)	Addressed
CyRide Comment	The Intermodal Facility is not funded by CyRide (students, ISU & City). Just ISU and the City fund the Intermodal fyi. Can you change the text on #6? From: Facility is new in 2012, but some improvements like lot resurfacing are anticipated by 2045. Assume some cost sharing with City. To: Facility is new in 2012, but some improvements like lot resurfacing are anticipated by 2045. Costs will be divided between the City of Ames and Iowa State University.	Update text in Transit Plan (Table 7-11)	Addressed
CyRide Comment	Transit Asset Management Plan: Also, CyRide will be updating its TAM Plan numbers for its fleet & equipment on 9/23/00. We will forward the TAM Plan to the AAMPO shortly after 10/1/2020 fyi. It is up to the AAMPO whether to adopt these new percentages or not. Do you want those new percentages for the MTP? The board will likely approve the following on 9/23.	Update the TAM numbers (pg 59). Upon further discussion with AAMPO, it was decided to leave the targets as is since they have not been adopted by the AAMPO Policy Board yet.	Addressed
City of Ames Comment	Where did you get the pavement management data used in Chapter 3 (page 37)?	Send pavement management data that was provided.	Sent
	Update some Figure and Table numbers that need corrections.	Review and updated figure and table numbers.	Addressed
	Locations of schools shown on Figure 8-2 is outdated.	Update current location of schools in the area.	Addressed
FTA 10/2	Chapter 4, Page 79, paragraph2, line 2 – incorrect word - “...themselves without human intervention, and (t)he ability to meet travelers at their front door.”	Corrected misspelling	Addressed
	Chapter 6, Page 109 – Grade Separation – Should this box also include a definition for grade separation for roadways, as well	Grade separation definition revised to apply to both railroads and roadways	Addressed
	Chapter 6, Page 117 – Transit-Oriented Development – Most of the boxes look like they contain definitions. However, this TOD box doesn’t define the term. Should a definition of the term be included? There is a nice, simple definition of the term at this location: www.transit.dot.gov/TOD	Added TOD definition to box	Addressed
	Chapter 6, Page 119, Figures 6-3 – You might want to choose a different color for either the county boundary or the medium scoring projects. The lines look identical at first glance.	County boundary color changed	Addressed
	Chapter 6, Page 119, Figures 6-3 thru 6-5 – I think these figures would benefit from more description in the text on page 118. I found myself trying the project that matched the project numbers on the maps. I think the numbers match up with the fiscally constrained projects in the Chapter 7 tables. If this is correct, it would be nice if Figures 6-3 thru 6-5 contained a reference to the corresponding table in Chapter 7.	Reference to FC plan added to this section	Addressed
	Chapter 6, Page 125 – Should this section reference Chapter 9 – MTP Engagement?	Reference to chapter 9 added	Addressed
	Chapter 7, Page 137, paragraph2, line 1 – I think the tables are incorrectly referenced. I think the short-term projects are in Tables 6-4 thru 6-6.	References corrected	Addressed

	Comment	Action	Status:
Iowa DOT 10/5	Good description on how alternative roadway and bike-ped projects were analyzed, scored and prioritized.	general comment-no edits	No edit
	Page 119 – Project 41 on the map: Without looking at a list, I would not be able to tell where the project is located or if it is a high, medium, or low scoring tier. Is it missing?	Project was removed-map updated with 41 removed	Addressed
	Page 120 – Some readers may not know what ON and OFF refers to here on this map. Please add more context for ON and OFF to the legend or as a footnote.	Clarification was added on page 115	Addressed
	Page 121 – Same here for CR. I agree with Gerri’s comment.	Reference to tables added	Addressed
	Excellent discussion on emerging trends and technologies, especially the way it is conveyed on pages 123-124. It can be quite difficult to discuss these topics any less broadly when we do not confidently know if (some of) the technology will be making significant changes to the planning, project selection, etc. next week or in 10 years. The pros, cons, timeframe and impact are nice touches on this piece. I find myself wanting to know what the definitions are for the timeframe and impacts in relation to their scale. I am not suggesting you add them but my perception of near-term or significant is probably different than this plan. Providing a definition here would help me key into what you want to be telling me.	Definitions added	Addressed
	I am having some difficulty reading the text on Figure 6-6. Either making it darker or bigger would help me read it better.	Picture made larger	Addressed
	Perhaps I missed it, and if so, never mind. If not, please add a discussion of resource agency consultation with applicable Federal, State, and Tribal management, wildlife, and regulatory agencies such as the Iowa Department of Natural Resources, State Archeologist, County Conservation Boards, etc. It is important to have discussions with these folks on the types of potential activities that may have the greatest potential to restore and maintain the environmental functions affected by the regional transportation plan. So please add any examples/discussion about notifying agencies early on in the update or asking for their review and comment on draft sections could be added to either the environmental or MTP engagement section.	Will be added as appendix	Addressed
Most of the road widening projects in the Forward 2045 Plan are unnecessary. Sizing roads for peak loads is financially unsustainable. If vehicle drivers feel that their route during peak use is congested, the vehicle driver has the option to: 1) start their trip earlier; 2) start their trip later; 3) seek an alternate route; 4) seek an alternate mode; or 5) a combination of the previously mentioned.			

	Comment	Action	Status:
Public Comment 10/20	<p>Adding lanes to a road is the equivalent of adding rooms to a house. In a home scenario, adding rooms will increase the yearly heating, cooling, and maintenance costs due to the additional cubic footage. This 2045 transportation plan does not factor in the financial sustainability of increased yearly costs associated with maintaining more cubic footage of vehicle pavement. Decreasing vehicle congestion is not accomplished by adding lanes. Decreasing vehicle congestion is accomplished by creating more favorable conditions for alternative transportation modes; it's about converting more vehicle trips to carpooling, transit, walking, and bicycling. The cost of constructing shared use paths is dirt cheap compared to road projects. Increased levels of walking and bicycling has health benefits.</p> <p>Decreasing vehicle congestion is not accomplished by adding lanes. Decreasing vehicle congestion is accomplished by creating more favorable conditions for alternative transportation modes; it's about converting more vehicle trips to carpooling, transit, walking, and bicycling. The cost of constructing shared use paths is dirt cheap compared to road projects. Increased levels of walking and bicycling has health benefits.</p> <p>On document page 179, the largest word in the word cloud for "What would you do to improve the Ames transportation system" is "sustainable". Adding car lanes is not sustainable for the environment or the city's finances.</p>	<p>Note: This is all one comment. Comment was documented in the public engagement appendix. As required, a performance-based planning process was used to identify projects for the constrained plan. The performance-based planning project was based of off Federal performance measures along with local performance measures developed from the goals & objectives.</p>	<p>Comment was documented in public engagement appendix</p>
Ames Bicycle Coalition Comment 10/22	<p>The Ames Bicycle Coalition appreciates the thorough approach to developing this plan. Our overriding vision for the plan is that it achieves transportation equity for cyclists, pedestrians, and transit. We prioritize increasing the ease and safety for getting around Ames by something other than personal motorized vehicles.</p> <p>We are seeing significant increases in alternate transportation in the form(s) of walking, bicycling, electric skateboards and scooters, and expect these trends to continue as younger generations face economically and socially destructive challenges caused by COVID, climate change, etc.</p> <p>To reiterate our priorities for transportation planning, financing and implementation:</p> <ul style="list-style-type: none"> •Prioritize multi-modal transportation. •Require, incentivize, and reward accommodation of multi-modal transportation options such as bikes, pedestrians, buses, electric vehicles, and car-sharing. •Connect and expand bike and pedestrian trail and commuter networks. •Encourage Ames to limit further geographic sprawl. <ul style="list-style-type: none"> oSprawl often creates conditions -- such as proximity to high volume, high speed vehicle traffic; unsafe or poorly designed intersections; minimalist bike and walking facilities, and streetscapes empty of people and places -- that discourage folks from healthy habits of riding and walking. oSprawl creates longer distances that increase the cost for services such as school buses, ambulances, city water services, and travel in general. •Ongoing project implementation should continue to prioritize evaluation and adaptations that increase safe and efficient travel for all modes. 	<p>Note: This is all on comment.</p>	<p>Comment was documented in public engagement appendix</p>

	Comment	Action	Status:
Ames Climate Action Team Comment 10/22	<p>Thank you for your efforts to develop a balanced, well-rounded 2045 Long Range Transportation Plan in Ames. Because the climate crisis urgently needs to be addressed at all levels of planning, we urge you to build medium and long-term solutions into transportation planning to reduce greenhouse gases and integrate climate adaptation solutions as much as possible, whenever possible.</p>	<p>Note: This is all one comment.</p>	<p>Comment was documented in public engagement appendix</p>
	<p>A few examples that we would like to emphasize support for include:</p>		
	<ul style="list-style-type: none"> •Prioritize multi-modal transportation. •Require, incentivize, and reward accommodation of multi-modal transportation options such as bikes, pedestrians, buses, electric vehicles, and car-sharing. •Connect and expand bike and pedestrian trail and commuter networks. •Encourage Ames to limit further geographic sprawl. Longer distances make cycling harder and less viable. Sprawl causes longer distances that increase the cost for services such as school buses, ambulances, city water services, and travel in general. 		

MINUTES OF THE SPECIAL MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

OCTOBER 13, 2020

The Special Joint Meeting of the Ames City Council and Iowa State University Student Government was called to order by Mayor Haila at 6:00 p.m. with the following Council members participating: Bronwyn Beatty-Hansen, Gloria Betcher, Amber Corrieri, Tim Gartin, Rachel Junck, and David Martin. *Ex officio* Member Nicole Whitlock was also present.

Mayor Haila announced that it is impractical to hold an in-person Joint Meeting due to the Governor of Iowa declaring a public health emergency because of the COVID-19 pandemic. Therefore, limits have been placed on public gatherings, and this meeting is being held as an electronic meeting as allowed by Section 21.8 of the *Iowa Code*.

Student Government Vice-President Schrader explained to save time he will not be doing role call tonight and will make note of who is online.

2020 ELECTION: Jacob Schrader, Student Government Vice-President asked if anyone within the City would like to speak about what the City is doing regarding civic engagement. Mayor Haila noted that this election is more of a County organized election. There are no City elections this time, but there are County elections that will be on the November 3, 2020, ballot. The Mayor mentioned that it is very important to exercise your right to vote and hopes students are already registered and ready to vote. Council Member Corrieri stated that if there are any students that are interested in working on Election Day, the County Auditor is looking for volunteers to help, due to the Pandemic, they are trying to keep the older population safe and away from working at the polls. Council Member Junck explained there is a form on the Story County Auditors website that anyone can fill out to apply to help. Council Member Betcher noted that there were some satellite absentee voting locations at the Public Library and at the Scheman Building. Ms. Betcher commented that she is working with the NAACP and the League of Women Voters to help with answering phones, and if anyone is looking to help, to let her know. The Iowa League is helping at all the voting locations and Ms. Betcher noted that you can also drop off your absentee ballots in a secure location at those locations.

Mr. Schrader asked Senator Sehba Faheem to give an update about what is happening on Campus regarding what the Student Government's efforts are with the Catt Center and working with other organizations. Senator Faheem explained that the Civic Engagement Committee recently had a seminar on voter information for students. She noted that in the past they had created the vote.iastate.edu website and encouraged students to go to the site for further voting information. They have placed voter registration forms and absentee ballot requests around Campus and in every residence hall on Campus. Senator Faheem mentioned they were currently working on getting the students excused absences on Election Day; this way the students can go out and vote.

Council Member Betcher stated it is important for the students to be a part of Ames and reminded students to claim Ames on the current Census.

Senator Abigail Schulte wanted to know if the Council had any recommendations on how to promote engagement in future elections. She pointed out that they always see a low turnout rate from students on local elections, and she wanted to know how to continue to make sure students and citizens of Ames vote in the future. Council Member Betcher stated the Council is continuing to work on outreach and improving public engagement. Part of the public engagement will be trying to reach out to students. The City is currently partnering with the Community and Regional Planning Class to look at different methods of engagement for different populations in the community. Ms. Betcher stated that Karen Kedrowski, Director of the Catt Center, is committed to getting students involved in voting and working on how to get students more committed to vote. She is hoping that Ms. Kedrowski will be reaching out to the Council and the Student Government with ideas. Senator Mason Zastrow mentioned that he voted earlier at the Scheman building and it was busy all day. He noted to try to give yourself 45 minutes when going to vote. Mayor Haila stated it is an excellent question about student engagement and recommended broadening the question to how to get students engaged in the community year-round. Within the last year, the Council has talked about how to get more exposure on what is happening in the community to the students on Campus. They Mayor thought if that could be accomplished it would help students to get out and vote.

Council Member Junck thanked the Civic Engagement Committee for all the work they have done with providing resources to students. She noted from her experience about getting students involved in elections is voter contact. She mentioned that having the Civic Engagement Committee put flyers on everyone's dorm doors may be helpful.

Ex officio Whitlock mentioned that a lot of students feel that when they are on Campus, they have their own little community and don't see the need to go anywhere else around Ames. She noted that she came from a small town and it is a little scary to venture out. She recommended providing a list to the students of things that are available to do in Ames as she didn't think the students would Google that information.

Vice-President Jacob Schrader stated he worked for the Census as a numerator and it was hard to get the information needed. He reminded students to vote.

COVID-19: President Morgan Fritz mentioned that she had worked all summer long with the academic continuity work group regarding to Campus, which was a working group that set up how classes would go. She noted that a lot of mitigation efforts have been done and she listed a few. Student Government President Fritz explained there is COVID-19 testing happening at the Hilton Coliseum. Recently, ISU implemented randomized testing and a significant number of students have been contacted to take part in the random testing. The Student Government provided some funding for incentives to get students to stop in and get tested.

Vice-President Schrader asked for someone on Council to speak about what efforts the City of Ames had taken with COVID-19. Mayor Haila stated he was impressed by the communication and collaboration between ISU and the City of Ames. The Mayor mentioned that the City was brought in early on with the "Cyclones Care" campaign. They have worked with partners in the community

to get the message out. He explained that in late March, he organized a meeting with Story County Emergency Management where they had weekly meetings to get updates and to understand what was happening in the community. The City of Ames Police Chief and ISU's Chief Newton have been working closely with mass gatherings. ISU and the City of Ames have worked together to make sure the same message about face coverings is given to all students and citizens of Ames. He noted that there are very few citizens in Ames that have been in the ICU at the hospital. Mayor Haila pointed out that the City has no influence on the Governor, and he had reached out to her on multiple occasions to get information on face coverings, but has never received a phone call or email back. He noted that he is not saying that to be critical of the Governor, but just more or less she is not responding to anyone.

Council Member Betcher stated that a constituent wanted her to reach out to the Student Government about having large parties with no face coverings as those are very disconcerting to neighbors. Ms. Betcher noted that the constituent was not complaining about the party itself as they are used to them, but because of the mask mandate, any large gatherings should be social distancing and have face masks. The Story County Board of Supervisors had approved the Story County Board of Health's face covering mandate, and she noted it was the same as the City of Ames.

Senator Advait stated that he did hear about the mandate not having any penalties and wanted to know if the City had any data about compliance. City Manager Steve Schainker stated there is not any surveying being done as it is all antidotal, but if you are looking around town you will see people are abiding the face covering mandate. The amount of complaints coming into the Police Department have lessened. Mr. Schainker commented that he believes there are not a lot of large gatherings happening and people are trying. He noted he went to the football game the other day and everyone was in compliance. He wanted to encourage people to have fun, but still practice safety. Mayor Haila stated that if a resident calls in a complaint of a nuisance parties to law enforcement and the party is being hosted by some students; those students names are given to Iowa State law enforcement and Administration. ISU Administration has been taking action on students that are not complying. ISU had asked the City to turn into the names of those responsible if they happen to be students.

Council Member Betcher stated in regards to data, she is on the Ames Visitor and Convention Bureau and they are not collecting data, but many members on the Board are happy with the mask mandate as it allows them to refer to the City when people complain. It takes some pressure off some of the hotels and businesses.

OPEN FORUM: Mayor Haila stated one way to get student engagement is for students to serve on the City's Boards and Commission. He noted that he has an immediate opening for a student renter to serve on the Property Maintenance Appeals Board (PMAB). The PMAB is an ad-hoc board that meets only when needed. The Mayor explained it would be a great education opportunity. Mayor Haila mentioned that the only qualification is that you have to be a student and renting off Campus. He requested anyone who is interested to email him. Mr. Schrader asked for the website for more information about the Boards and Commissions. Mayor Haila asked for *ex officio* Whitlock to send the website address to Mr. Schrader.

City Manager Steve Schainker provided an update on Welch Avenue. He noted that they are hoping to have the project completed by November.

Senator Faheem inquired to when the application deadline would be for the Boards and Commission position. Mayor Haila mentioned that the application period will remain open until the position has been filled. The Mayor then explained the normal Boards and Commission application process.

Senator Advait questioned a few construction projects and wanted to know about the extension of Grand Avenue and the status of the project. Mayor Haila stated it is actively under construction and it is anticipated by this time next year it will be ready. City Manager Schainker explained that there is still a big bridge that needs to be built. Mayor Haila noted that the bike path that is just south of Hy-Vee that goes to the ISU Research Park will be paved.

Senator Advait inquired about the area by US 30 and South Dakota and noted there are traffic lights there now and he wanted to know about the traffic flow. Mr. Advait mentioned that anecdotally those lights have been slowing traffic down. Mr. Schainker explained that there is any current data, but previous data showed there was a need for a light at that intersection to help avoid back-ups onto Highway 30 during rush hour.

Senator Mason Zastrow stated that the bridge has been out for a while on the trail from Oakland Avenue to McCarthy Lee Park. He wanted to know if the bridge is scheduled to be fixed. Mr. Schainker explained that the Council just approved the work to have the bridge redone, but there was a delay as the City was waiting to see if would be able to get federal funding. Council Member Martin stated that there is some construction equipment down around the missing bridge and this should be done around November. Parks and Recreation Director Keith Abraham stated that they are still awaiting to hear back from FEMA about some additional funding, but the goal is to have the project proceed. Henkel Construction was awarded the contract and hoping to start later this month and to have the bridge completed by the end of this month. Mr. Abraham noted that, from the parking lot to the bridge on the McCarthy Lee side, they will be asphaltting the path. Director Abraham noted they are upgrading the sanitary sewer in Munn Woods, and they will be installing some steppingstones from Munn Woods to the north side of the creek to McCarthy Lee Park. This will make a continuous path on City property.

Council Member Gartin wanted to know what the students' perceptions were about ridership with CyRide. He noted that thankfully the City had received some federal funding to help get over the impacts that COVID-19 has had on CyRide. Mr. Gartin wanted to know if students are riding the bus as much as they did before COVID-19 or less. Mr. Schrader stated the numbers show about 40% for this year, but explained that it feels like there are a lot fewer people riding the bus. Mr. Gartin hopes that the ridership will rebound.

Council Member Beatty-Hansen was appreciative of the Joint Meeting. She told the student government to always feel free to reach out to the City Council if there were any questions or if anyone wishes to provide input on City topics.

Council Member Betcher wanted to say thank you to Senator Zastrow for helping with the National Town and Gown's webinar series that was discussed the student perspective regarding COVID-19.

ADJOURNMENT: Moved by Betcher to adjourn the meeting at 6:01 p.m.

Amy L. Colwell, Deputy City Clerk

John A. Haila, Mayor

Diane R. Voss, City Clerk

MINUTES OF THE REGULAR MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

OCTOBER 13, 2020

CALL TO ORDER: Mayor John Haila called the Regular Meeting of the Ames City Council, which was being held electronically, to order at 6:07 p.m. with the following Council members participating: Bronwyn Beatty-Hansen, Gloria Betcher, Amber Corrieri, Tim Gartin, Rachel Junck, and David Martin. *Ex officio* Member Nicole Whitlock was also present.

Mayor Haila announced that it is impractical to hold an in-person Council meeting due to the Governor of Iowa declaring a public health emergency because of the COVID-19 pandemic. Therefore, limits have been placed on public gatherings, and this meeting is being held as an electronic meeting as allowed by Section 21.8 of the *Iowa Code*. The Mayor then provided how the public could participate in the meeting via internet or by phone.

The Mayor announced that the Council was working off an Amended Agenda. City staff had added a Resolution approving a Plat of Survey for 235 Alexander Avenue to the Consent Agenda.

CONSENT AGENDA: Moved by Betcher, seconded by Junck, to approve the following items on the Consent Agenda.

1. Motion approving payment of claims
2. Motion approving Minutes of Special Meetings of September 15, 2020, and September 29, 2020, and Regular Meeting of September 22, 2020
3. Motion approving Report of Change Orders for period September 16 - 30, 2020
4. Motion approving New 12-month Class C Liquor License with Class B Wine Permit and Sunday Sales - Dollar General Store #22303, 3407 Lincoln Way - pending final inspection
5. Motion approving 5-day (October 27 - October 31) Class C Liquor License - Christiani's Events LLC, 2601 E. 13th Street
6. Motion approving Class Beer Permit with Sunday Sales Ownership Change for Doc Stop 5, 2720 E. 13th Street - pending satisfactory background check
7. Motion approving premises update for Levy @ Scheman Building to allow ISU Dining to serve alcohol on October 15, 2020, for special event to be held at Scheman Building
8. Motion approval renewal of the following Beer Permits, Wine Permits, and Liquor Licenses:
 - a. Class C Liquor License with Sunday Sales - North Grand Cinema, 2801 Grand Avenue
 - b. Class E Liquor License with Class B Wine Permit, Class C Beer Permit (Carryout Beer), and Sunday Sales - Target Store T-1170, 320 S. Duff Avenue
 - c. Class C Liquor License with Sunday Sales - London Underground, 212 Main Street
 - d. Class B Beer with Sunday Sales - Chicha Shack Ames, 131 Welch Avenue
 - e. Class C Beer Permit with Sunday Sales - Docs Stop 5, 2720 E. 13th Street
9. RESOLUTION NO. 20-524 Approving and Adopting Supplement No. 2020-4 to the *Ames Municipal Code*
10. RESOLUTION NO. 20-525 approving Revisions to the Personnel Policies effective October 19, 2020
11. RESOLUTION NO. 20-526 approving increase in authorized FTE count for Public Safety

- Dispatchers from 11 to 12 for period between November 1, 2020, and January 1, 2021
12. RESOLUTION NO. 20-527 appointing Neil Upadhyay to serve on ASSET
 13. RESOLUTION NO. 20-528 appointing Leslie Ginder to serve on Human Relations Commission
 14. RESOLUTION NO. 20-529 appointing Patti Engelmann to serve on Property Maintenance Appeals Board
 15. Amendments to 2020 Commission On The Arts (COTA) Fall Special Project Grant Contracts:
 - a. RESOLUTION NO. 20-530 approving Amendment to Octagon Center for the Arts' Fall 2020 Grant for the "Chalk the Block" community event to extend the contract term to December 31, 2021
 - i. RESOLUTION NO. 20-531 approving a carry-over of \$738 in funding from FY 2020/21 to FY 2021/22 for the "Chalk the Block" community event
 - b. RESOLUTION NO. 20-532 approving Amendment to Ames Town and Gown Chamber Music Association's Fall 2020 Grant for the outreach event by the Merz Trio to extend the contract term to June 30, 2021
 - c. RESOLUTION NO. 20-533 approving Amendment to Story Theater Company's Fall 2020 Grant for the production of "Frozen, Jr." to extend the contract term to June 30, 2021
 - d. RESOLUTION NO. 20-534 approving Amendment to Story Theater Company's Fall 2020 Grant for the production of "You're a Good Man, Charlie Brown" to extend the contract term to December 31, 2021
 - i. RESOLUTION NO. 20-535 approving a carry-over of \$700 in funding from FY 2020/21 to FY 2021/22 for the production of "You're a Good Man, Charlie Brown"
 16. RESOLUTION NO. 20-536 approving Conflict of Interest Waiver for Ahlers & Cooney Law Firm to represent Ames Community School District regarding a cost-sharing agreement for path lighting at Furman Aquatic Center
 17. RESOLUTION NO. 20-537 approving Encroachment Permit for a sign and lights at 316 Main Street
 18. RESOLUTION NO. 20-538 setting date of public hearing for November 24, 2020, on proposed changes to the East University Impacted Urban Revitalization Area and Plan
 19. RESOLUTION NO. 20-539 approving Amended Intergovernmental/Agency Agreement to Fund Administrative Services for the ASSET Process
 20. RESOLUTION NO. 20-540 approving renewal of Intergovernmental Agreement for Tobacco, Alternative Nicotine, and Vapor Product Enforcement between the Police Department and Iowa Alcoholic Beverages Division
 21. RESOLUTION NO. 20-541 approving financial support as a sponsor for the 2020 Symposium on Building Inclusive Organizations in the amount of \$2,500
 22. RESOLUTION NO. 20-542 approving Professional Services Agreement for 2020/21 Arterial Street Pavement Improvements with WHKS & Co., of Ames, Iowa, in an amount not to exceed \$143,800
 23. RESOLUTION NO. 20-543 approving Memorandum of Understanding with Ames Community School District to utilize the Furman Aquatic Center parking lot, sidewalks, and

- paths while new High School is being built
24. RESOLUTION NO. 20-544 accepting the 2020 Department of Justice, Office of Justice Programs, and Bureau of Justice Assistance Edward Byrne Memorial Justice Assistance Grant Program and authorizing Police Department to participate in the Program
 25. RESOLUTION NO. 20-545 approving extension of the Service Agreement with RFID Library Solutions for the automated materials handling system in the total amount of \$82,500 for a five-year period
 26. RESOLUTION NO. 20-546 approving Emergency Purchase Order for the tree removal from the August 10, 2020, windstorm damage to Weiss Tree Service, Inc., of Ames, Iowa, for Electric Services Department, in the amount of \$142,898.50 inclusive of sales tax
 27. RESOLUTION NO. 20-547 approving bid due date and project completion date changes for the Baker Subdivision Geothermal Heat Pump System, setting October 21, 2020, as new bid due date and June 1, 2021, as the new project completion date
 28. RESOLUTION NO. 20-548 awarding contract to Blade Runner Turbomachinery Services, LLC, of Navasota, Texas, for Unit 8 Turbine Generator Overhaul in the amount of \$699,800 for base bid plus Alternate #10
 29. RESOLUTION NO. 20-549 approving contract with Burke Corporation of Nevada, Iowa, for hauled waste disposal at the Water and Pollution Control Facility
 30. RESOLUTION NO. 20-550 approving contract and bond for 2017/18 Main Street Pavers (Clark to Burnett)
 31. RESOLUTION NO. 20-551 approving Change Order No. 1 for Scaffolding and Related Services and Supply Contract for Electric Services with HTH Companies, Inc., of Union, Missouri, in the amount of \$20,000 (plus \$1,400 sales tax)
 32. RESOLUTION NO. 20-552 approving Change Order No. 1 for Specialized Wet Dry Vacuum, Hydro Blast, & Related Cleaning Services for Electric Services with HTH Companies, Inc., of Union, Missouri, in the amount of \$100,000 (\$7,000 sales tax)
 33. RESOLUTION NO. 20-553 accepting completion of CyRide 2020 Pavement Improvements Middle School Turnaround Project
 34. RESOLUTION NO. 20-554 approving Plat of Survey for 2740 Ford Street and 505 Bell Avenue
 35. RESOLUTION NO. 20-557 approving Plat of Survey for 235 Alexander Avenue
 36. RESOLUTION NO. 20-555 approving partial completion of public improvements and reducing security for Birch Meadows Subdivision, 1st Addition

Roll Call Vote: 6-0. Motions/Resolutions declared carried/adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

PUBLIC FORUM: Mayor Haila opened Public Forum. No one requested to speak, so he closed Public Forum.

STAFF REPORT REGARDING GUEST LODGING: Planning and Housing Director Kelly Diekmann stated that on June 29, 2020, Governor Kim Reynolds signed House File 2641 into law which impacted the local regulation of short-term rentals. The terminology that the City of Ames uses for short-term rentals was guest-lodging. Director Diekmann noted that based on the State's

action, staff has very limited options on what it can do. The new law does allow local governments to “regulate, prohibit, or limit if enforcement is performed in the same manner as enforcement applicable to similar properties that are not short-term rentals” for such things as the “protection of public health and safety related to fire and building safety, sanitation, or traffic control,” and “residential use and zoning purposes related to noise, property maintenance, or nuisance issues.” This would mean that short-term rentals are still subject to zoning as a residential use and are included under the purview of Chapter 13 of the *Rental Housing Code*. Mr. Diekmann stated that staff would like to know what the Council would recommend doing with owner-occupied homes. He asked if the City would default to the current Code (meaning anyone that has more than a roomer in an owner-occupied home would need to register as a rental and subject to the *Rental Code*). The other two options that were described in the Staff Report were different versions of what exceptions may be acceptable to the City. Staff is asking for the Council to help determine how to fit owner-occupied homes into the regulatory structure.

Council Member Gartin asked Director Diekmann if he knew what other communities were doing regarding the change made by the State. Mr. Diekmann stated he had only reached out to Des Moines, and they have not moved forward on anything yet. He pointed out that Des Moines had a more restrictive Code than the City of Ames had.

Council Member Betcher questioned if each current guest-lodging home would fall under the *Rental Code* if the Council did nothing. Director Diekmann stated about two dozen property owners received different versions of Guest-Lodging licenses last year. The way the *Rental Code* is structured is if a property-owner has a Guest-Lodging Permit, they are exempt from the *Rental Code*. All the guest-lodging properties would continue to be exempt from the *Rental Code* while they have the Permit, but when it expires next year, the property would need to come into compliance with the full *Rental Code*. Any new applicants would be told they would have to comply with the *Rental Code*. Ms. Betcher commented that the current Guest-Lodging Permits would have a grace period if the Council did nothing. Director Diekmann noted that would be correct. Mayor Haila inquired if the guest-lodging homes would have to comply with all the parking requirements. Mr. Diekmann explained that the Guest-Lodging Permits have higher parking requirements than which the *Rental Code*.

Council Member Martin stated that he was interested in Option 3, would allow property owners to voluntarily adopt a different set of rules that would exempt them from the *Rental Code*. Mr. Martin commented that he was worried about any legal issues with choosing Option 3. He wanted to make sure the Council followed the State law change. Council Member Martin mentioned he was concerned that if a property owner opted into the guest-lodging requirements and then did not uphold their part of the Permit and allowed the tenants to stay longer than 30 days. He asked if it would affect the City’s regulations that apply to only short-term rentals. City Attorney Mark Lambert stated that in response to Mr. Martin’s first question about having an exemption from the *Rental Code* and if it would be legal his answer would be “yes.” The City is making it easier for the property owner as opposed to making it more strict. Mr. Lambert noted that regarding Mr. Martin’s second question about having a property owner follow the 30-day rule, it would be a legitimate concern. He asked

if Director Diekmann had any concerns. Mr. Diekmann stated that with guest-lodging, the owners were given an exception from the *Rental Code*. Attorney Lambert stated that if the City states that a property owner violates the Guest-Lodging Permit, that would violate the *Rental Code*. Council Member Martin inquired if any action was being taken tonight on bed and breakfasts. Mr. Lambert stated that bed and breakfasts do not fall under this category; it is a separate part of the Code. Mr. Diekmann stated that the exception would be from the *Rental Code*, and the question would be if the property owner was violating the *Rental Code*, not Chapter 35. He explained until staff knew what they were permitting, he is not sure he could answer the question. Director Diekmann noted that he wanted to be clear that the only two versions of owner-occupied; one was called hosted-homeshare and the other was a homeshare. Mr. Martin inquired if any action needed to be taken to fix bed and breakfast establishments. Attorney Lambert explained that bed and breakfast establishments are not covered under the language that the Legislature passed.

Council Member Gartin stated that the landlord-tenant statute provides great protection for tenant and if there was a default back to that, it would be helpful. He asked the City Attorney to explain how the relationship changes when the Iowa Landlord Tenant Statute kicks in. Mr. Gartin wanted to know, on the enforcement side, if there are any factors that the Council should be thinking of. Mr. Lambert stated in terms of the landlord-tenant law, he didn't believe anyone staying in a short-term rental or Airbnb would fall under the language of the landlord-tenant statute. Attorney Lambert felt the landlord-tenant statute was put in place to address long-term residential situations. Mr. Lambert explained that he will look at the landlord-tenant statute again and will have that done before anything is drafted. Director Diekmann stated in terms of enforcement, since the Council had already adopted all the different standards and rules, he didn't believe that enforcement would change. If anything, an Airbnb was easier to police, since Airbnb's advertise what they are offering. Director Diekmann noted that if they carve out an exception for someone from the *Rental Code*; the code enforcement issue would only be a loophole for a regular rental property getting licensed. He noted that the only exception they would be talking about is for the 28 properties that are currently licensed as guest-lodging.

Council Member Betcher commented that the landlord-tenant law may not apply, but the City has always said the *Rental Housing Code* was designed to protect those who are renting from safety issues. Mayor Haila asked if it was possible for only the hosted-homeshares to be carved out. Director Diekmann explained that the homeshare was always the hardest to monitor with the 90-day limit of guest stays and the hosted-homeshare fits into the vein of the owner-occupied exemption that is already in the *Rental Code*. He noted that the Council could separate them out.

Council Member Gartin wanted to know how to get public input on the options. Director Diekmann commented that staff did not seek any input for the options provided tonight, because the options that were suggested are continuing with the current Code or default to the more stringent Code. There were not a lot of options to discuss with the public. Director Diekmann stated that at this time, staff's opinion were the only options presented. Mayor Haila commented that if any changes were made it would only affect about 28 people. Mr. Diekmann mentioned that staff would reach out to the 28 properties that have licenses to let them know about any changes that will be made.

Mayor Haila questioned if the Council decided to have everything but hosted homeshares fall under the *Rental Code*, it would require property owners to make significant investments in their properties in order to become compliant with the *Rental Code*. Director Diekmann noted that when looking at the map from the Staff Report there is only one homeshare that was licensed and seven hosted-homeshares. The rest of the properties were already subject to the *Rental Code* because they were vacation lodging or were something else that had to comply with the *Rental Code*. Council Member Betcher explained that if there was a house that needed to have a lot of work done to it, in order to meet the *Rental Code*, but filed for a Guest-Lodging Permit would the Council deem the property safe. If that is the case, she wanted to know why they wouldn't apply the *Rental Code* to all properties. Mr. Diekmann stated that based on what was adopted in Chapter 35, the City Council already did exempt, under the hosted-homeshare, full compliance with the *Rental Code*.

Mayor Haila opened public comment and closed it when no one asked to comment.

Moved by Martin, seconded by Corrieri, to approve Option 3 to give optional licensing of owner-occupied homes as exempt from the Rental Code; which maintains current standards for owner-occupied homeshares.

Council Member Martin explained that he didn't really see how the state law change had meaningfully affected the risk profile decisions that the Council had previously discussed at length and made decisions on. The question is if the Council still had an interest in allowing people to use their properties in a way that extends a different hospitality to visitors in town than what is available through hotels. Mr. Martin noted that he still has concerns about the legality, but if staff had any issues, he believed that would be brought to the Council's attention.

Vote on Motion: 5-1. Voting Aye: Beatty-Hansen, Corrieri, Gartin, Junck, Martin. Voting Nay: Betcher. Motion declared carried.

2020 RESIDENT SATISFACTION SURVEY RESULTS: Public Relations Officer Susan Gwiasda presented highlights from the 38th Annual Residential Satisfaction Survey. Assistance was received from the Institute for Design Research and Outreach (IDRO), College of Design. Surveys were mailed to 1,350 randomly selected utility users and emailed to randomly selected Iowa State University students. This year they offered the option to take the survey online instead of by paper, and 55 citizens opted to take the survey online. There were 844 returned surveys. Ms. Gwiasda pointed out that the survey went out in April and was due in Mid-May. It was noted that the timeframe was during the early stages of COVID-19, before the George Floyd incident and the derecho. She explained that those three events were significant in 2020, and are probably not reflected in the Survey results. The survey is done yearly prior to kicking off the budget. The Survey is done as a benchmark for City services, but also to provide the Council with some direction as they go into the budgeting process.

Two new additional questions were added this year; 1) Added a Sense of Community Section, and 2) Replaced "What would make Ames cool?" with "What would make Ames a fun, vibrant,

community?” The completed Survey results will be placed on the City of Ames website under the City Manager’s Office. In the report, 96% of those surveyed ranked the service quality as “good” or “very good.” The “very good” ranking saw a notable increase of 7% over the 2019 survey, and there was a small increase in the “poor” ranking. Ms. Gwiasda went over the ongoing service priorities and noted that 56% to 86% of respondents said to spend the same amount of money as in previous years. The trends in Preferred Property Tax Adjustments showed similar results to the previous five years where the majority recommended no changes in property taxes. Capital Improvement Priorities rated the same as they have been for the past ten years.

Ms. Gwiasda explained that with the new question of “Sense of Belonging” almost 80% of the community felt they were valued as an individual in the Ames community. She noted that it is hard to know what to do with the numbers since this is the first year this question had been asked, but they will be digging a little bit deeper into the data. Council Member Gartin inquired if it was possible to be able to drill down and to see how different cross-sections of the Survey responded to the question. Mr. Gartin mentioned he brought up that question as previously there had been a Campus climate survey regarding their satisfaction, and they would love to have African Americans to have a greater sense of connection within the community. Ms. Gwiasda explained that question had previously been asked and she tried to drill down further. She was able to see that white women between the ages of 26-34 expressed some concern about not belonging. Ms. Gwiasda mentioned she was hesitant with the data as she just received it and has not had any time to analyze the data further. Mr. Gartin noted that the Survey is a great tool, and if additional insights could be provided, it would be helpful for the Council.

The health question now has two years’ worth of data, and this year 21% of respondents said they had excellent health, while in 2019, it was 13%. Ms. Gwiasda explained that 390 responses were received regarding the “What would make Ames a fun, vibrant community” and she didn’t believe the responses were that different than the previous question that was asked about “What makes Ames cool.” It was pointed out that 51 respondents (11%) indicated that Ames is already a fun, vibrant community. Ms. Gwiasda noted that overall, it was a good report and she didn’t see anything that jumped out as a major concern.

Council Member Betcher asked if there had ever been any comparisons done on the overall satisfaction with the City from when the Survey started 38 years ago. She noted that the Council sees the five-year comparisons, but wanted to know if the City has come a long way in the past 38 years or has the City remained the same. Ms. Gwiasda explained she would not have a lot of great information, and noted that when she started with the City it was in the middle of a Survey and the Survey was done by a consultant. She explained that the City worked with the ISU Extension for about five years before the survey was moved over the ISU’s College of Design. Regarding benchmarking, the scales have changed throughout the years, and she isn’t sure the data would be correct. Ms. Gwiasda explained that they could do a longitude study from when the College of Design took over and probably when ISU Extension did the Surveys, as they were digitized; anything earlier than that she would not be able to get.

The Mayor opened public comment. It was closed when there was no one wishing to speak.

PRIMARY HEALTH CARE’S REQUEST FOR FUNDING: Assistant City Manager Deb Schildroth explained that Primary Health Care (PHC) operates dental clinics in its Des Moines and Marshalltown locations. In late Spring 2020, Mid-Iowa Community Action (MICA) approached PHC about taking over the dental clinic services. MICA’s dental clinic is financially supported through the ASSET process. Council had budgeted funding for MICA’s dental clinic in the amount of \$95,000 for FY 2020/21; however, due to the pending transition of the dental clinic from MICA to PHC, the FY 2020/21 MICA contract approved by Council on August 25, 2020, did not include the \$95,000 for dental clinic services. PHC has requested that the funds that were originally intended for MICA’s dental clinic service be given to them. PHC has initiated similar requests to Story County and United Way of Story for the funds they had initially allocated to MICA’s dental clinic. PHC has been approved as an ASSET agency and has submitted a budget request for the FY 2021/22 funding cycle.

Council Member Gartin wanted to know if there was a cost comparison of running the dental clinic through PHC instead of MICA. Ms. Schildroth mentioned that the figures were comparable, and MICA provided PHC with the data regarding the clients and types of dental services provided. The starting cost will be a little bit higher for PHC, but they do have projections for the number of clients they will see through 2024. She pointed out that, with PHC, they qualify as a federally qualified health center and they are able to receive enhanced Medicare rates, and have access to other federal funds.

Marissa Conrad, Director of Marketing and Communication with PHC, commented that she was available to answer any questions.

Council Member Betcher asked if all the operatories would be in the same location. Ms. Conrad explained that they would be as they are co-locating with its medical clinic. It will be a great integration between medical and dental.

Mayor Haila wanted to know if the same number of people will be served as opposed to how many MICA served. Ms. Conrad stated they are projecting to see more patients than MICA did, because MICA had four operatories while PHC will have six operatories. The Mayor inquired if there was any data from previous years to how many patients MICA served per year. Ms. Schildroth commented that she does not have that data available, but could look it up and provide it to the Council. She noted that when the dental clinic first started through MICA, the dental clinic was staffed by dentists in the area who volunteered their time, which made the hours very limited. Over time the dental clinic did acquire enough funds to hire a full-time dentist. There were two hygienists on staff with MICA. Mayor Haila asked Ms. Conrad how many dentists and staff would be employed by PHC. Ms. Conrad noted that PHC will have one dentist and two dental hygienists, but they have more dentists on staff at their other locations who could help, if needed. Mayor Haila mentioned that the letter from Kelly Huntsman, CEO, showed a snapshot of the number of uninsured, Medicaid, or insured patients that PHC was expecting to serve, and he wanted to know why the number of patients

would increase each year. Ms. Conrad noted that it takes a couple years to establish a business, and when they hire more dental hygienists, they can get more kids in for cleanings, etc., and will be able to see more patients in a different capacity.

Mayor Haila inquired if MICA served only uninsured patients and Medicaid or were there others. Ms. Schildroth explained that the uninsured and Medicaid patients were their primary population group, but MICA also would serve insured patients. Ms. Schildroth mentioned that MICA served around 1800 - 2000 individuals, and 80% of those were Story County clients.

Mayor Haila opened public comment and closed it after no one came forward to speak.

Council Member Gartin noted that he has worked with citizens who have had dental emergencies and have not been able to afford to have the work done. He commented that this would be a huge service to the community.

Moved by Betcher, seconded by Gartin, to adopt RESOLUTION NO. 20-556 approving Primary Health Care's request for funding for the opening of a dental clinic at its Ames clinic location, in the amount of \$95,000 and direct staff to draft a contract to be approved by Council at a future date. Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

DISPOSITION OF COMMUNICATIONS TO COUNCIL: Mayor Haila explained that the first item was a memo from Mark Gansen P.E., Civil Engineer II with Public Works, regarding the Council's request about contacting the Union Pacific Railroad regarding a new 24th Street sidewalk crossing.

Council Member Gartin explained that he had brought up this request and understands waiting until next year to have the project started due to the budget, but he is disappointed about the Union Pacific Railway's additional collaboration cost. The City of Ames works with the Railroad in a variety of different capacities and the City doesn't try to stick the fees on them.

No action was taken on this item as the Council agreed that the project can wait until it is budgeted.

The second request was a Staff Report on a citizen's request for the City of Ames to purchase Rose Prairie property.

Council Member Betcher mentioned that the Council may have gotten a few emails, that there are a few statistics in the Staff Report that are not reflecting what others have seen regarding nitrates.

Moved by Betcher, seconded by Martin, to place the Staff Report on a future agenda.

Council Member Martin stated the Staff Report made a very convincing case as to the reasons of the current trajectory, and if that is all the information that the Council had to consider, then he would

not want to move forward. On the other hand, the City does have a good relationship with the Friends of Ada Hayden Heritage Park and felt they had some wisdom to share with the Council. Mr. Martin felt that they could spend some time to discuss the request further.

Council Member Gartin stated his reservation is because the area is a critical piece of potential property to provide housing in the community. He thought this would be a neat project to add, but he is having trouble understanding how the Council would embrace the project given the need for housing. If the land is taken away from the options for housing, it will diminish the amount of buildable lots.

Council Member Martin explained that by having this item on an agenda it would start the conversation to find out if there was more improvement that could be deployed that will not abandon all the development possibilities for the property. Council Member Betcher mentioned that her intent was to get something out of a conversation to see what possibilities there were and an in-depth conversation can't be held during Dispositions.

Council Member Betcher stated her motion was to put the Staff Report on a future agenda and invite the Friends of Ada Hayden Heritage Park to speak during open forum.

Council Member Gartin would like to hear what Planning and Housing Director Kelly Diekmann's thoughts would be regarding this area with the Ames 2040 Plan.

City Manager Steve Schainker stated that if anything was to be done, it would take a bond issue and there would have to have willing seller and price. A bond issue would need to be done to obtain the land and then to develop the wetlands. Mr. Schainker mentioned that they would need a vote of 60% of the people.

Vote on Motion: 6-0. Motion declared carried unanimously.

COUNCIL COMMENTS: Council Member Martin explained he was thinking about the Policing in Ames Report and the recommendations, and it was his understanding that the topic would not be discussed again until November, but thought it would be wise to reach out to Ames Human Relations Commission (AHRC) to see if they could provide some written comments on the recommendations.

Moved by Martin, seconded by Beatty-Hansen, to ask the Ames Human Relations Commission to provide written comments on the recommendations as they find appropriate and submit them to the Council by the first week in November.

Council Member Martin mentioned that the AHRC has a meeting scheduled on Thursday, October 22, and that should give the Commission time to have a good discussion and be able to write up and circulate a draft. Mayor Haila wanted to clarify that the intent of the motion was to get AHRC opinion, in their context of the role, as to what they have seen, heard, and experienced. Mr. Martin stated that he is not asking the AHRC to take on a public outreach program; however, he is interested

in their perspective on the recommendations on the report.

Vote on Motion: 6-0. Motion declared carried unanimously.

Council Member Betcher commented that she will be participating in a virtual career fair for high school students. She noted there is also a career fair for Story County that is not virtual, and there is information regarding the career fair on the Chamber of Commerce's website. Ms. Betcher explained she was happy about the outcome of the Joint Meeting with the Student Government and glad to hear there is interest in getting more students involved in politics, voting, and engaging in the Ames community.

Mayor Haila mentioned that the Property Maintenance Appeals Board has an opening for a long-term non-student renter. He noted that the long-term renter has to have been renting for the past five continuous years or longer. The Mayor can be emailed directly if anyone is interested in serving on the Board. It was pointed out that it is not a big time commitment. Mayor Haila stated that the Board is also looking for a student renter who lives off Campus.

Mayor Haila stated that back in March he had weekly Thursday night meetings regarding COVID-19 and due to low numbers, they will be meeting twice a month now. He mentioned that Story County is working on getting vaccines, but has not received anything yet. Mayor Haila explained that he was honored to have been elected to the Executive Committee on the Iowa League of Cities Board. He will represent the City of Ames and will make the City's needs known. He will also continue to serve on the Iowa League of Cities Legislative Committee.

ADJOURNMENT: Moved by Junck to adjourn the meeting at 7:35 p.m.

Amy L. Colwell, Deputy City Clerk

John A. Haila, Mayor

Diane R. Voss, City Clerk



REPORT OF CONTRACT CHANGE ORDERS

Period:	<input checked="" type="checkbox"/>	1 st – 15 th
	<input type="checkbox"/>	16 th – End of Month
Month & Year:	October 2020	
For City Council Date:	October 27, 2020	

Department	General Description of Contract	Contract Change No.	Original Contract Amount	Contractor/ Vendor	Total of Prior Change Orders	Amount this Change Order	Change Approved By	Purchasing Contact (Buyer)
Public Works	2018/19 Traffic Signal Program	2	\$199,688.00	Iowa Signal Inc.	\$844.20	\$0.43	M. Ritter	MA
Public Works	2019/20 Asphalt Street Pavement Improvements (14 th & 15 th Street)	1	\$774,662.00	Manatt's Inc.	\$0.00	\$11,042.50	T. Peterson	MA
Police	Dog Kennels for Animal Shelter	1	\$60,116.00	Shor-Line Intl	\$0.00	\$1,645.20	G. Huff	AM
			\$		\$	\$		
			\$		\$	\$		
			\$		\$	\$		

Applicant License Application (LE0002122)

Name of Applicant: <u>Kum & Go LC</u>		
Name of Business (DBA): <u>Kum & Go Store 1113</u>		
Address of Premises: <u>2801 E 13th St</u>		
City <u>Ames</u>	County: <u>Story</u>	Zip: <u>50010</u>
Business <u>(515) 233-0359</u>		
Mailing <u>1459 Grand Avenue</u>		
City <u>Des Moines</u>	State <u>IA</u>	Zip: <u>50309</u>

Contact Person

Name <u>Jody Deiter</u>	
Phone: <u>(515) 457-6249</u>	Email <u>licenses@kumandgo.com</u>

Classification Class E Liquor License (LE)

Term: 12 months

Effective Date: 05/19/2020

Expiration Date: 03/29/2021

Privileges:

Class E Liquor License (LE)

Status of Business

BusinessType: <u>Limited Liability Company</u>	
Corporate ID Number: <u>XXXXXXXXXX</u>	Federal Employer ID <u>XXXXXXXXXX</u>

Ownership

Kyle Krause

First Name: Kyle **Last Name:** Krause
City: Waukee **State:** Iowa **Zip:** 50263
Position: CEO
% of Ownership: 0.00% **U.S. Citizen:** Yes

Charley Campbell

First Name: Charley **Last Name:** Campbell
City: Urbandale **State:** Iowa **Zip:** 50323
Position: Secretary
% of Ownership: 0.00% **U.S. Citizen:** Yes

Krause Group LTD

First Name: Krause Group **Last Name:** LTD
City: Des Moines **State:** Iowa **Zip:** 50309
Position: Shareholder

% of Ownership: 100.00%

U.S. Citizen: Yes

Insurance Company Information

Insurance Company:	<u>Merchants Bonding Company</u>		
Policy Effective Date:	<u>03/29/2020</u>	Policy Expiration	<u>01/01/1900</u>
Bond Effective	<u>2</u>	Dram Cancel Date:	
Outdoor Service Effective		Outdoor Service Expiration	
Temp Transfer Effective		Temp Transfer Expiration Date:	

Applicant License Application ()

Name of Applicant: <u>Guan Wang</u>		
Name of Business (DBA): <u>Ichiban Japanese Restaurant</u>		
Address of Premises: <u>117 Welch Avenue</u>		
City <u>Ames</u>	County: <u>Iowa</u>	Zip: <u>50014</u>
Business <u>(515) 450-7252</u>		
Mailing <u>2412 Ridgetop Circle</u>		
City <u>Ames</u>	State <u>IA</u>	Zip: <u>50014</u>

Contact Person

Name <u>Guan Wang</u>
Phone: <u>(515) 450-7252</u> Email <u>guan.wang92@gmail.com</u>

Classification Class C Liquor License (LC) (Commercial)

Term: 12 months

Effective Date: 09/12/2020

Expiration Date: 01/01/1900

Privileges:

Class B Wine Permit

Class C Liquor License (LC) (Commercial)

Outdoor Service

Status of Business

BusinessType: <u>Sole Proprietorship</u>
Corporate ID Number: <u>XXXXXXXXXX</u> Federal Employer ID <u>XXXXXXXXXX</u>

Ownership

Guan Wang

First Name: Guan

Last Name: Wang

City:

State: Iowa

Zip: 50014

Position: Owner

% of Ownership: 100.00%

U.S. Citizen: Yes

Insurance Company Information

Insurance Company: <u>Farm Bureau Financial Services</u>	
Policy Effective Date:	Policy Expiration
Bond Effective	Dram Cancel Date:
Outdoor Service Effective	Outdoor Service Expiration
Temp Transfer Effective Date	Temp Transfer Expiration Date:



MEMO

Item No. 7

To: Mayor and City Council

From: Roger Wisecup, CPA
City Treasurer

Date: October 9, 2020

Subject: Investment Report for Quarter Ending September 30, 2020

Introduction

The purpose of this memorandum is to present a report summarizing the performance of the City of Ames investment portfolio for the quarter ending September 30, 2020.

Discussion

This report covers the period ending September 30, 2020 and presents a summary of the investments on hand at the end of September 2020. The investments are valued at amortized cost; this reflects the same basis that the assets are carried on the financial records of the City. All investments are in compliance with the current Investment Policy.

Comments

The Federal Reserve maintained the federal fund rate at 0-0.25 percent in the last quarter. The yield curve is flat, making shorter maturities pay the same rates as longer maturities. Future investments will be made at the lower interest rates and future interest income will decrease. We will continue to evaluate our current investment strategy, remaining flexible to future investments while the Federal Reserve evaluates the target rate.

CITY OF AMES, IOWA

**CASH AND INVESTMENTS SUMMARY
AND SUMMARY OF INVESTMENT EARNINGS**

**FOR THE QUARTER ENDED SEPTEMBER 30, 2020
AND THE ACCUMULATED YEAR-TO-DATE**

DESCRIPTION	BOOK VALUE	MARKET VALUE	UN-REALIZED GAIN/(LOSS)
CERTIFICATES OF DEPOSIT	34,000,000	34,000,000	0
FEDERAL AGENCY DISCOUNTS	3,995,939	3,999,107	3,168
FEDERAL AGENCY SECURITIES	52,047,010	52,332,684	285,674
INVESTMENT POOLS			0
COMMERCIAL PAPER	5,994,146	5,981,723	(12,423)
MISC COUPON SECURITIES			0
PASS THRU SECURITIES PAC/CMO	133,095	133,095	0
MONEY FUND SAVINGS ACCOUNTS	292,515	292,515	0
CORPORATE BONDS			0
US TREASURY SECURITIES	54,301,886	55,193,822	891,936
INVESTMENTS	<u>150,764,591</u>	<u>151,932,946</u>	<u>1,168,355</u>
CASH ACCOUNTS	<u>33,922,817</u>	<u>33,922,817</u>	
TOTAL FUNDS AVAILABLE	<u><u>184,687,408</u></u>	<u><u>185,855,763</u></u>	<u><u>1,168,355</u></u>

ACCURAL BASIS INVESTMENT EARNINGS

YR-TO-DATE

GROSS EARNINGS ON INVESTMENTS:

575,469

INTEREST EARNED ON CASH:

35,099

TOTAL INTEREST EARNED:

610,568



**Investments FY 2020-2021
Portfolio Management
Portfolio Summary
September 30, 2020**

Investments	Par Value	Market Value	Book Value	% of Portfolio	Term	Days to Maturity	YTM 360 Equiv.	YTM 365 Equiv.
Certificates of Deposit	34,000,000.00	34,000,000.00	34,000,000.00	22.55	1,021	486	2.180	2.210
Money Market	292,515.39	292,515.39	292,515.39	0.19	1	1	0.296	0.300
Passbook/Checking Accounts	133,095.11	133,095.11	133,095.11	0.09	1	1	0.148	0.150
Commercial Paper Disc. -Amortizing	6,000,000.00	5,981,722.50	5,994,145.84	3.98	198	176	0.199	0.202
Federal Agency Coupon Securities	51,635,000.00	52,332,684.36	52,047,010.03	34.52	612	327	1.143	1.159
Federal Agency Disc. -Amortizing	4,000,000.00	3,999,106.50	3,995,938.69	2.65	399	109	0.876	0.888
Treasury Coupon Securities	54,000,000.00	55,193,822.16	54,301,885.95	36.02	775	433	1.377	1.396
Investments	150,060,610.50	151,932,946.02	150,764,591.01	100.00%	739	388	1.414	1.434

Total Earnings	September 30 Month Ending	Fiscal Year To Date
Current Year	182,021.46	575,469.01
Average Daily Balance	148,023,202.42	
Effective Rate of Return	1.50%	

I certify that these reports are in conformance with the Iowa Public Investment Act.

Roger J. Wisecup II, CPA

 Roger J. Wisecup II, City Treasurer 10-9-2020

**US TREASURY CONSTANT MATURITY RATES
PERIOD ENDING SEPTEMBER 30, 2020
3 YEAR COMPARISON**

	September 30, 2020	September 30, 2019	September 30, 2018
3 Months	0.09%	1.88%	2.19%
6 Months	0.10%	1.83%	2.36%
1 Year	0.12%	1.75%	2.59%
2 Years	0.14%	1.63%	2.81%
3 Years	0.16%	1.56%	2.88%
5 Years	0.27%	1.55%	2.94%

**Investments FY 2020-2021
Portfolio Management
Portfolio Details - Investments
September 30, 2020**

CUSIP	Investment #	Issuer	Average Balance	Purchase Date	Par Value	Market Value	Book Value	Stated Rate	YTM 360	YTM 365	Days to Maturity	Maturity Date
Certificates of Deposit												
13017497	13017497	Bankers Trust		04/16/2019	1,000,000.00	1,000,000.00	1,000,000.00	2.490	2.456	2.490	137	02/15/2021
13444568	13444568	Bankers Trust		04/16/2019	1,000,000.00	1,000,000.00	1,000,000.00	2.490	2.456	2.490	148	02/26/2021
13487203	13487203	Bankers Trust		10/15/2019	1,000,000.00	1,000,000.00	1,000,000.00	1.670	1.647	1.670	302	07/30/2021
13518474	13518474	Bankers Trust		10/15/2019	1,000,000.00	1,000,000.00	1,000,000.00	1.730	1.706	1.730	75	12/15/2020
13716374	13716374	Bankers Trust		10/15/2019	2,500,000.00	2,500,000.00	2,500,000.00	1.690	1.667	1.690	243	06/01/2021
13945546	13945546	Bankers Trust		10/15/2019	1,000,000.00	1,000,000.00	1,000,000.00	1.720	1.696	1.720	120	01/29/2021
50941	50941	First National Bank		10/16/2019	1,000,000.00	1,000,000.00	1,000,000.00	1.690	1.667	1.690	316	08/13/2021
50942	50942	First National Bank		10/16/2019	1,500,000.00	1,500,000.00	1,500,000.00	1.690	1.667	1.690	440	12/15/2021
50971	50971	First National Bank		11/21/2019	1,000,000.00	1,000,000.00	1,000,000.00	1.590	1.568	1.590	121	01/30/2021
50972	50972	First National Bank		11/21/2019	1,000,000.00	1,000,000.00	1,000,000.00	1.590	1.568	1.590	302	07/30/2021
144303455	144303455	Great Western Bank		04/16/2019	4,000,000.00	4,000,000.00	4,000,000.00	2.660	2.624	2.660	608	06/01/2022
433071437	433071437	US Bank		04/24/2018	4,000,000.00	4,000,000.00	4,000,000.00	2.700	2.663	2.700	243	06/01/2021
433071659	433071659	US Bank		05/24/2018	6,000,000.00	6,000,000.00	6,000,000.00	2.990	2.949	2.990	608	06/01/2022
795014295	795014295	US Bank		10/16/2019	3,000,000.00	3,000,000.00	3,000,000.00	1.710	1.687	1.710	608	06/01/2022
795014296	795014296	US Bank		10/16/2019	5,000,000.00	5,000,000.00	5,000,000.00	1.780	1.756	1.780	973	06/01/2023
Subtotal and Average			34,000,000.00		34,000,000.00	34,000,000.00	34,000,000.00		2.180	2.210	486	
Money Market												
SYS4531558874B	4531558874B	Great Western Bank			292,515.39	292,515.39	292,515.39	0.300	0.296	0.300	1	
Subtotal and Average			292,514.65		292,515.39	292,515.39	292,515.39		0.296	0.300	1	
Passbook/Checking Accounts												
SYS6952311634B	6952311634B	Wells Fargo			133,095.11	133,095.11	133,095.11	0.150	0.148	0.150	1	
Subtotal and Average			133,094.77		133,095.11	133,095.11	133,095.11		0.148	0.150	1	
Commercial Paper Disc. -Amortizing												
06945LQ27	0942-20	Barkleys		09/17/2020	1,500,000.00	1,486,336.50	1,498,670.01	0.210	0.210	0.213	152	03/02/2021
62479LSQ9	0938-20A	Bank Tokyo Mitsubishi		08/31/2020	1,000,000.00	998,690.00	998,694.44	0.200	0.202	0.205	235	05/24/2021
62479LSQ9	0938-20B	Bank Tokyo Mitsubishi		08/31/2020	1,000,000.00	998,690.00	998,694.44	0.200	0.202	0.205	235	05/24/2021
62479LSQ9	0938-20C	Bank Tokyo Mitsubishi		08/31/2020	1,000,000.00	998,690.00	998,694.45	0.200	0.202	0.205	235	05/24/2021
82124LMM1	0941-20	Sheffield Receivables		09/17/2020	1,500,000.00	1,499,316.00	1,499,392.50	0.180	0.180	0.183	81	12/21/2020
Subtotal and Average			4,394,888.22		6,000,000.00	5,981,722.50	5,994,145.84		0.199	0.202	176	
Federal Agency Coupon Securities												
3133EH2K8	0849-18	Federal Farm Credit		12/20/2018	1,000,000.00	1,000,187.00	1,000,091.52	1.656	2.149	2.178	42	11/12/2020

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Federal Agency Coupon Securities												
3133EKNQ5	0869-19A	Federal Farm Credit		07/03/2019	1,500,000.00	1,505,248.50	1,500,837.87	2.250	1.876	1.902	60	11/30/2020
3133EKNQ5	0869-19B	Federal Farm Credit		07/03/2019	1,000,000.00	1,003,499.00	1,000,558.58	2.250	1.876	1.902	60	11/30/2020
3133EKJP2	0874-19	Federal Farm Credit		08/16/2019	1,000,000.00	1,013,224.00	1,004,597.72	2.400	1.568	1.590	210	04/29/2021
3133EKJP2	0886-19	Federal Farm Credit		09/13/2019	1,500,000.00	1,519,836.00	1,505,776.79	2.400	1.697	1.721	210	04/29/2021
3133EJT74	0913-20	Federal Farm Credit		02/20/2020	1,000,000.00	1,032,586.00	1,017,603.18	3.050	1.435	1.455	410	11/15/2021
3133EGL60	0914-20	Federal Farm Credit		02/20/2020	1,000,000.00	1,018,754.00	1,003,306.46	1.760	1.450	1.470	424	11/29/2021
3133ELFR0	0916-20	Federal Farm Credit		02/20/2020	1,000,000.00	1,018,339.00	1,002,032.74	1.625	1.438	1.458	452	12/27/2021
3133ELTP9	0925-20	Federal Farm Credit		04/15/2020	1,500,000.00	1,504,033.50	1,502,119.89	0.500	0.296	0.300	258	06/16/2021
3133ELTN4	0930-20	Federal Farm Credit		04/15/2020	1,500,000.00	1,507,524.00	1,503,304.41	0.530	0.355	0.360	474	01/18/2022
3133ELWK6	0932-20	Federal Farm Credit		04/20/2020	1,500,000.00	1,500,321.00	1,499,684.17	0.550	0.562	0.570	384	10/20/2021
3133EL6P4	0945-20	Federal Farm Credit		09/17/2020	1,500,000.00	1,500,046.67	1,500,046.67	0.140	0.138	0.140	434	12/09/2021
3130AABG2	0791-17	Federal Home Loan Bank		10/13/2017	1,135,000.00	1,157,799.88	1,135,239.45	1.875	1.830	1.856	424	11/29/2021
3132X0MT5	0859-19	Federal Home Loan Bank		03/08/2019	1,000,000.00	1,005,300.00	998,529.66	2.000	2.489	2.523	106	01/15/2021
313382K69	0871-19A	Federal Home Loan Bank		08/16/2019	1,000,000.00	1,007,332.00	1,000,568.90	1.750	1.598	1.620	162	03/12/2021
313382K69	0871-19B	Federal Home Loan Bank		08/16/2019	1,000,000.00	1,007,332.00	1,000,568.90	1.750	1.598	1.620	162	03/12/2021
313379RB7	0877-19	Federal Home Loan Bank		08/16/2019	1,000,000.00	1,012,177.00	1,002,251.91	1.875	1.523	1.544	253	06/11/2021
3130A1W95	0884-19	Federal Home Loan Bank		09/13/2019	2,000,000.00	2,029,558.00	2,007,019.73	2.250	1.710	1.734	253	06/11/2021
3130AHEN9	0892-19	Federal Home Loan Bank		10/28/2019	2,000,000.00	2,002,346.00	2,000,000.00	1.750	1.726	1.750	757	10/28/2022
313378JP7	0901-19	Federal Home Loan Bank		11/21/2019	1,000,000.00	1,021,119.00	1,007,124.75	2.375	1.582	1.604	344	09/10/2021
313376C94	0905-19	Federal Home Loan Bank		11/21/2019	1,500,000.00	1,544,313.00	1,517,929.18	2.625	1.579	1.601	435	12/10/2021
313376C94	0915-20	Federal Home Loan Bank		02/20/2020	1,000,000.00	1,029,542.00	1,013,466.77	2.625	1.455	1.475	435	12/10/2021
313376Y74	0931-20A	Federal Home Loan Bank		04/15/2020	1,500,000.00	1,543,308.00	1,537,923.35	2.280	0.397	0.402	495	02/08/2022
313376Y74	0931-20B	Federal Home Loan Bank		04/15/2020	1,000,000.00	1,028,872.00	1,025,282.24	2.280	0.397	0.402	495	02/08/2022
313378CR0	0935-20A	Federal Home Loan Bank		05/15/2020	1,000,000.00	1,030,394.00	1,029,487.80	2.250	0.201	0.204	526	03/11/2022
313378CR0	0935-20B	Federal Home Loan Bank		05/15/2020	1,500,000.00	1,545,591.00	1,544,231.71	2.250	0.201	0.204	526	03/11/2022
3130AK5A0	0944-20	Federal Home Loan Bank		09/17/2020	1,500,000.00	1,499,998.96	1,500,000.45	0.125	0.126	0.128	344	09/10/2021
3130AEBM1	0947-20	Federal Home Loan Bank		09/17/2020	1,500,000.00	1,578,914.58	1,577,390.98	2.750	0.132	0.134	617	06/10/2022
3137EAEK1	0850-18	Federal Home Loan Mortgage Co.		12/20/2018	1,000,000.00	1,002,249.00	999,007.02	1.875	2.640	2.677	47	11/17/2020
3134G45K0	0876-19	Federal Home Loan Mortgage Co.		08/16/2019	1,000,000.00	1,011,051.00	1,001,476.64	1.800	1.550	1.571	239	05/28/2021
3137EADB2	0917-20	Federal Home Loan Mortgage Co.		02/20/2020	1,000,000.00	1,028,609.00	1,011,790.21	2.375	1.420	1.440	469	01/13/2022
3137EADB2	0929-20A	Federal Home Loan Mortgage Co.		04/15/2020	1,500,000.00	1,542,913.50	1,538,622.61	2.375	0.355	0.360	469	01/13/2022
3137EADB2	0929-20B	Federal Home Loan Mortgage Co.		04/15/2020	1,000,000.00	1,028,609.00	1,025,748.41	2.375	0.355	0.360	469	01/13/2022
3134GVTG3	0936-20	Federal Home Loan Mortgage Co.		05/15/2020	1,000,000.00	1,000,219.44	1,000,019.44	0.350	0.345	0.350	589	05/13/2022
3135G0U84	0848-18	Federal Nat'l Mtg. Assoc.		12/20/2018	1,000,000.00	1,002,219.00	1,000,141.10	2.875	2.656	2.693	29	10/30/2020
3135G0U84	0907-20A	Federal Nat'l Mtg. Assoc.		02/20/2020	500,000.00	501,109.50	500,544.13	2.875	1.489	1.510	29	10/30/2020
3135G0U84	0907-20B	Federal Nat'l Mtg. Assoc.		02/20/2020	500,000.00	501,109.50	500,544.13	2.875	1.489	1.510	29	10/30/2020

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Federal Agency Coupon Securities												
3135G0U84	0907-20C	Federal Nat'l Mtg. Assoc.		02/20/2020	1,000,000.00	1,002,219.00	1,001,088.26	2.875	1.489	1.510	29	10/30/2020
3135G0H55	0908-20	Federal Nat'l Mtg. Assoc.		02/20/2020	1,500,000.00	1,506,381.00	1,501,270.65	1.875	1.499	1.520	88	12/28/2020
3135G0F73	0919-20	Federal Nat'l Mtg. Assoc.		02/24/2020	2,000,000.00	2,004,540.00	2,000,000.00	1.500	1.479	1.499	60	11/30/2020
3135G0N82	0927-20	Federal Nat'l Mtg. Assoc.		04/15/2020	1,500,000.00	1,514,731.50	1,513,266.10	1.250	0.237	0.240	320	08/17/2021
3135G0Q89	0928-20	Federal Nat'l Mtg. Assoc.		04/15/2020	1,500,000.00	1,519,227.83	1,516,515.55	1.375	0.314	0.319	371	10/07/2021
Subtotal and Average			51,304,778.02		51,635,000.00	52,332,684.36	52,047,010.03		1.143	1.159	327	
Federal Agency Disc. -Amortizing												
313385BU9	0923-20	Federal Home Loan Bank		04/15/2020	1,500,000.00	1,499,608.50	1,498,548.34	0.260	0.264	0.268	134	02/12/2021
313385CJ3	0924-20	Federal Home Loan Bank		04/15/2020	1,500,000.00	1,499,568.00	1,498,396.67	0.260	0.264	0.268	148	02/26/2021
76116FAE7	0847-18	Resolution Funding Corp		12/20/2018	1,000,000.00	999,930.00	998,993.68	2.588	2.711	2.749	14	10/15/2020
Subtotal and Average			3,994,582.27		4,000,000.00	3,999,106.50	3,995,938.69		0.876	0.888	109	
Treasury Coupon Securities												
912828R77	0769-17	U.S. Treasury		04/20/2017	2,000,000.00	2,016,562.00	1,996,777.63	1.375	1.605	1.627	242	05/31/2021
912828XD7	0835-18	U.S. Treasury		10/15/2018	2,500,000.00	2,572,265.00	2,457,409.14	1.875	2.923	2.963	607	05/31/2022
912828XR6	0836-18	U.S. Treasury		10/15/2018	2,500,000.00	2,567,187.50	2,452,486.26	1.750	2.923	2.964	607	05/31/2022
912828S55	0858-19	U.S. Treasury		03/08/2019	1,000,000.00	1,005,781.00	1,000,026.72	2.500	2.454	2.488	91	12/31/2020
912828R69	0860-19	U.S. Treasury		03/08/2019	3,000,000.00	3,117,657.00	2,937,074.80	1.625	2.426	2.459	972	05/31/2023
9128283Q1	0870-19	U.S. Treasury		08/16/2019	1,000,000.00	1,005,469.00	1,001,094.79	2.000	1.593	1.615	106	01/15/2021
912828Q37	0872-19A	U.S. Treasury		08/16/2019	1,500,000.00	1,508,437.50	1,497,440.67	1.250	1.578	1.600	181	03/31/2021
912828Q37	0872-19B	U.S. Treasury		08/16/2019	1,000,000.00	1,005,625.00	998,293.78	1.250	1.578	1.600	181	03/31/2021
9128284G2	0873-19	U.S. Treasury		08/16/2019	1,000,000.00	1,012,031.00	1,004,190.79	2.375	1.558	1.580	196	04/15/2021
912828N89	0883-19	U.S. Treasury		09/13/2019	1,000,000.00	1,004,063.00	998,700.29	1.375	1.747	1.772	122	01/31/2021
912828S27	0887-19	U.S. Treasury		09/13/2019	1,000,000.00	1,007,344.00	995,659.30	1.125	1.695	1.719	272	06/30/2021
912828Y20	0888-19	U.S. Treasury		09/13/2019	1,000,000.00	1,019,688.00	1,007,033.99	2.625	1.688	1.711	287	07/15/2021
9128284S6	0893-19	U.S. Treasury		11/04/2019	6,000,000.00	6,414,378.00	6,187,259.08	2.750	1.519	1.540	972	05/31/2023
9128283L2	0898-19	U.S. Treasury		11/21/2019	1,000,000.00	1,003,750.00	1,000,542.31	1.875	1.585	1.607	75	12/15/2020
9128284W7	0899-19	U.S. Treasury		11/21/2019	1,000,000.00	1,022,813.00	1,009,836.40	2.750	1.578	1.600	318	08/15/2021
912828YC8	0900-19	U.S. Treasury		11/21/2019	1,000,000.00	1,012,500.00	999,078.80	1.500	1.580	1.602	334	08/31/2021
912828T34	0902-19	U.S. Treasury		11/21/2019	1,000,000.00	1,009,844.00	995,416.49	1.125	1.572	1.594	364	09/30/2021
9128285F3	0903-19	U.S. Treasury		11/21/2019	1,000,000.00	1,028,438.00	1,012,970.10	2.875	1.578	1.600	379	10/15/2021
9128285L0	0904-19	U.S. Treasury		11/21/2019	1,500,000.00	1,545,937.50	1,521,273.17	2.875	1.564	1.586	410	11/15/2021
9128283Q1	0909-20	U.S. Treasury		02/20/2020	1,500,000.00	1,508,203.50	1,502,164.42	2.000	1.475	1.496	106	01/15/2021
912828WG1	0910-20	U.S. Treasury		02/20/2020	1,500,000.00	1,518,516.00	1,506,593.75	2.250	1.459	1.480	211	04/30/2021
912828WN6	0911-20	U.S. Treasury		02/20/2020	4,000,000.00	4,050,000.00	4,013,564.46	2.000	1.460	1.481	242	05/31/2021

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Treasury Coupon Securities												
9128284T4	0912-20	U.S. Treasury		02/20/2020	1,500,000.00	1,526,484.00	1,511,981.76	2.625	1.454	1.474	257	06/15/2021
9128285F3	0918-20	U.S. Treasury		02/20/2020	1,000,000.00	1,028,438.00	1,014,644.61	2.875	1.421	1.441	379	10/15/2021
912828S27	0933-20	U.S. Treasury		05/15/2020	1,500,000.00	1,511,016.00	1,511,206.66	1.125	0.120	0.122	272	06/30/2021
912828W55	0934-20A	U.S. Treasury		05/15/2020	1,000,000.00	1,024,531.00	1,024,177.53	1.875	0.158	0.160	515	02/28/2022
912828W55	0934-20B	U.S. Treasury		05/15/2020	1,500,000.00	1,536,796.50	1,536,266.31	1.875	0.158	0.160	515	02/28/2022
912828ZG8	0937-20A	U.S. Treasury		05/19/2020	1,000,000.00	1,003,438.00	1,002,982.56	0.375	0.173	0.175	546	03/31/2022
912828ZG8	0937-20B	U.S. Treasury		05/19/2020	1,500,000.00	1,505,157.00	1,504,473.83	0.375	0.173	0.175	546	03/31/2022
912828WN6	0939-20	U.S. Treasury		09/15/2020	4,000,000.00	4,073,387.98	4,073,776.51	2.000	0.100	0.101	242	05/31/2021
9128287A2	0943-20	U.S. Treasury		09/17/2020	1,500,000.00	1,522,926.68	1,522,061.79	1.625	0.120	0.122	272	06/30/2021
912828ZG8	0946-20	U.S. Treasury		09/17/2020	1,500,000.00	1,505,157.00	1,505,427.25	0.375	0.131	0.133	546	03/31/2022
Subtotal and Average			51,762,523.65		54,000,000.00	55,193,822.16	54,301,885.95		1.377	1.396	433	
Treasury Discounts -Amortizing												
Subtotal and Average			2,140,820.85									
Total and Average			148,023,202.42		150,060,610.50	151,932,946.02	150,764,591.01		1.414	1.434	388	

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Certificates of Deposit												
13017497	13017497	BT	1,000,000.00	2.490	02/15/2021	04/16/2019	2.456	2.490	02/15 - At Maturity		1,000,000.00	1,000,000.00
13444568	13444568	BT	1,000,000.00	2.490	02/26/2021	04/16/2019	2.456	2.490	02/26 - At Maturity		1,000,000.00	1,000,000.00
13487203	13487203	BT	1,000,000.00	1.670	07/30/2021	10/15/2019	1.647	1.670	07/30 - At Maturity		1,000,000.00	1,000,000.00
13518474	13518474	BT	1,000,000.00	1.730	12/15/2020	10/15/2019	1.706	1.730	12/15 - At Maturity		1,000,000.00	1,000,000.00
13716374	13716374	BT	2,500,000.00	1.690	06/01/2021	10/15/2019	1.667	1.690	06/01 - At Maturity		2,500,000.00	2,500,000.00
13945546	13945546	BT	1,000,000.00	1.720	01/29/2021	10/15/2019	1.696	1.720	01/29 - At Maturity		1,000,000.00	1,000,000.00
50941	50941	FN	1,000,000.00	1.690	08/13/2021	10/16/2019	1.667	1.690	08/13 - At Maturity		1,000,000.00	1,000,000.00
50942	50942	FN	1,500,000.00	1.690	12/15/2021	10/16/2019	1.667	1.690	12/15 - At Maturity		1,500,000.00	1,500,000.00
50971	50971	FN	1,000,000.00	1.590	01/30/2021	11/21/2019	1.568	1.590	01/30 - At Maturity		1,000,000.00	1,000,000.00
50972	50972	FN	1,000,000.00	1.590	07/30/2021	11/21/2019	1.568	1.590	07/30 - At Maturity		1,000,000.00	1,000,000.00
144303455	144303455	GWB	4,000,000.00	2.660	06/01/2022	04/16/2019	2.624	2.660	06/01 - At Maturity		4,000,000.00	4,000,000.00
433071437	433071437	USB	4,000,000.00	2.700	06/01/2021	04/24/2018	2.663	2.700	06/01 - 12/01		4,000,000.00	4,000,000.00
433071659	433071659	USB	6,000,000.00	2.990	06/01/2022	05/24/2018	2.949	2.990	06/01 - 12/01		6,000,000.00	6,000,000.00
795014295	795014295	USB	3,000,000.00	1.710	06/01/2022	10/16/2019	1.687	1.710	12/01 - 06/01		3,000,000.00	3,000,000.00
795014296	795014296	USB	5,000,000.00	1.780	06/01/2023	10/16/2019	1.756	1.780	12/01 - 06/01		5,000,000.00	5,000,000.00
Certificates of Deposit Totals			34,000,000.00				2.180	2.210		0.00	34,000,000.00	34,000,000.00
Money Market												
SYS4531558874B	4531558874B	GWB	292,515.39	0.300			0.296	0.300	07/01 - Monthly		292,515.39	292,515.39
Money Market Totals			292,515.39				0.296	0.300		0.00	292,515.39	292,515.39
Passbook/Checking Accounts												
SYS6952311634B	6952311634B	WF	133,095.11	0.150			0.148	0.150	07/01 - Monthly		133,095.11	133,095.11
Passbook/Checking Accounts Totals			133,095.11				0.148	0.150		0.00	133,095.11	133,095.11
Commercial Paper Disc. -Amortizing												
06945LQ27	0942-20	BARCAP	1,500,000.00	0.210	03/02/2021	09/17/2020	0.210	0.213	03/02 - At Maturity		1,498,547.51	1,498,670.01
62479LSQ9	0938-20A	BTMUJF	1,000,000.00	0.200	05/24/2021	08/31/2020	0.202	0.205	05/24 - At Maturity		998,522.22	998,694.44
62479LSQ9	0938-20B	BTMUJF	1,000,000.00	0.200	05/24/2021	08/31/2020	0.202	0.205	05/24 - At Maturity		998,522.22	998,694.44
62479LSQ9	0938-20C	BTMUJF	1,000,000.00	0.200	05/24/2021	08/31/2020	0.202	0.205	05/24 - At Maturity		998,522.23	998,694.45
82124LMM1	0941-20	SRCPP	1,500,000.00	0.180	12/21/2020	09/17/2020	0.180	0.183	12/21 - At Maturity		1,499,287.50	1,499,392.50
Commercial Paper Disc. -Amortizing Totals			6,000,000.00				0.199	0.202		0.00	5,993,401.68	5,994,145.84

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Federal Agency Coupon Securities												
3133EH2K8	0849-18	FFCB	1,000,000.00	1.656	11/12/2020	12/20/2018	2.149	2.178	02/12 - Quarterly	Received	1,001,510.00	1,000,091.52
3133EKNQ5	0869-19A	FFCB	1,500,000.00	2.250	11/30/2020	07/03/2019	1.876	1.902	11/30 - 05/30	Received	1,507,200.00	1,500,837.87
3133EKNQ5	0869-19B	FFCB	1,000,000.00	2.250	11/30/2020	07/03/2019	1.876	1.902	11/30 - 05/30	Received	1,004,800.00	1,000,558.58
3133EKJP2	0874-19	FFCB	1,000,000.00	2.400	04/29/2021	08/16/2019	1.568	1.590	10/29 - 04/29	Received	1,013,550.00	1,004,597.72
3133EKJP2	0886-19	FFCB	1,500,000.00	2.400	04/29/2021	09/13/2019	1.697	1.721	10/29 - 04/29	Received	1,516,275.00	1,505,776.79
3133EJT74	0913-20	FFCB	1,000,000.00	3.050	11/15/2021	02/20/2020	1.435	1.455	05/15 - 11/15	Received	1,027,232.64	1,017,603.18
3133EGL60	0914-20	FFCB	1,000,000.00	1.760	11/29/2021	02/20/2020	1.450	1.470	05/29 - 11/29	Received	1,005,054.61	1,003,306.46
3133ELFR0	0916-20	FFCB	1,000,000.00	1.625	12/27/2021	02/20/2020	1.438	1.458	06/27 - 12/27	Received	1,003,040.00	1,002,032.74
3133ELTP9	0925-20	FFCB	1,500,000.00	0.500	06/16/2021	04/15/2020	0.296	0.300	06/16 - 12/16	Received	1,503,499.89	1,502,119.89
3133ELTN4	0930-20	FFCB	1,500,000.00	0.530	01/18/2022	04/15/2020	0.355	0.360	07/18 - 01/18	Received	1,504,479.00	1,503,304.41
3133ELWK6	0932-20	FFCB	1,500,000.00	0.550	10/20/2021	04/20/2020	0.562	0.570	10/20 - 04/20		1,499,550.00	1,499,684.17
3133EL6P4	0945-20	FFCB	1,500,000.00	0.140	12/09/2021	09/17/2020	0.138	0.140	12/09 - 06/09	46.67	1,500,000.00	1,500,046.67
3130AABG2	0791-17	FHLB	1,135,000.00	1.875	11/29/2021	10/13/2017	1.830	1.856	11/29 - 05/29	Received	1,135,851.25	1,135,239.45
3132X0MT5	0859-19	FHLB	1,000,000.00	2.000	01/15/2021	03/08/2019	2.489	2.523	07/15 - 01/15	Received	990,570.00	998,529.66
313382K69	0871-19A	FHLB	1,000,000.00	1.750	03/12/2021	08/16/2019	1.598	1.620	09/12 - 03/12	Received	1,002,000.00	1,000,568.90
313382K69	0871-19B	FHLB	1,000,000.00	1.750	03/12/2021	08/16/2019	1.598	1.620	09/12 - 03/12	Received	1,002,000.00	1,000,568.90
313379RB7	0877-19	FHLB	1,000,000.00	1.875	06/11/2021	08/16/2019	1.523	1.544	12/11 - 06/11	Received	1,005,900.00	1,002,251.91
3130A1W95	0884-19	FHLB	2,000,000.00	2.250	06/11/2021	09/13/2019	1.710	1.734	12/11 - 06/11	Received	2,017,633.56	2,007,019.73
3130AHEN9	0892-19	FHLB	2,000,000.00	1.750	10/28/2022	10/28/2019	1.726	1.750	04/28 - 10/28		2,000,000.00	2,000,000.00
313378JP7	0901-19	FHLB	1,000,000.00	2.375	09/10/2021	11/21/2019	1.582	1.604	03/10 - 09/10	Received	1,013,640.00	1,007,124.75
313376C94	0905-19	FHLB	1,500,000.00	2.625	12/10/2021	11/21/2019	1.579	1.601	12/10 - 06/10	Received	1,530,885.00	1,517,929.18
313376C94	0915-20	FHLB	1,000,000.00	2.625	12/10/2021	02/20/2020	1.455	1.475	06/10 - 12/10	Received	1,020,404.19	1,013,466.77
313376Y74	0931-20A	FHLB	1,500,000.00	2.280	02/08/2022	04/15/2020	0.397	0.402	08/08 - 02/08	Received	1,550,850.00	1,537,923.35
313376Y74	0931-20B	FHLB	1,000,000.00	2.280	02/08/2022	04/15/2020	0.397	0.402	08/08 - 02/08	Received	1,033,900.00	1,025,282.24
313378CR0	0935-20A	FHLB	1,000,000.00	2.250	03/11/2022	05/15/2020	0.201	0.204	09/11 - 03/11	Received	1,037,200.00	1,029,487.80
313378CR0	0935-20B	FHLB	1,500,000.00	2.250	03/11/2022	05/15/2020	0.201	0.204	09/11 - 03/11	Received	1,555,800.00	1,544,231.71
3130AK5A0	0944-20	FHLB	1,500,000.00	0.125	09/10/2021	09/17/2020	0.126	0.128	03/10 - 09/10	36.46	1,499,962.50	1,500,000.45
3130AEBM1	0947-20	FHLB	1,500,000.00	2.750	06/10/2022	09/17/2020	0.132	0.134	12/10 - 06/10	11,114.58	1,567,800.00	1,577,390.98
3137EAEK1	0850-18	FHLMC	1,000,000.00	1.875	11/17/2020	12/20/2018	2.640	2.677	05/17 - 11/17	Received	985,170.00	999,007.02
3134G45K0	0876-19	FHLMC	1,000,000.00	1.800	05/28/2021	08/16/2019	1.550	1.571	11/28 - 05/28	Received	1,004,000.00	1,001,476.64
3137EADB2	0917-20	FHLMC	1,000,000.00	2.375	01/13/2022	02/20/2020	1.420	1.440	07/13 - 01/13	Received	1,017,430.11	1,011,790.21
3137EADB2	0929-20A	FHLMC	1,500,000.00	2.375	01/13/2022	04/15/2020	0.355	0.360	07/13 - 01/13	Received	1,552,500.00	1,538,622.61
3137EADB2	0929-20B	FHLMC	1,000,000.00	2.375	01/13/2022	04/15/2020	0.355	0.360	07/13 - 01/13	Received	1,035,000.00	1,025,748.41
3134GVTG3	0936-20	FHLMC	1,000,000.00	0.350	05/13/2022	05/15/2020	0.345	0.350	11/13 - 05/13	19.44	1,000,000.00	1,000,019.44
3135G0U84	0848-18	FNMA	1,000,000.00	2.875	10/30/2020	12/20/2018	2.656	2.693	04/30 - 10/30	Received	1,003,260.00	1,000,141.10

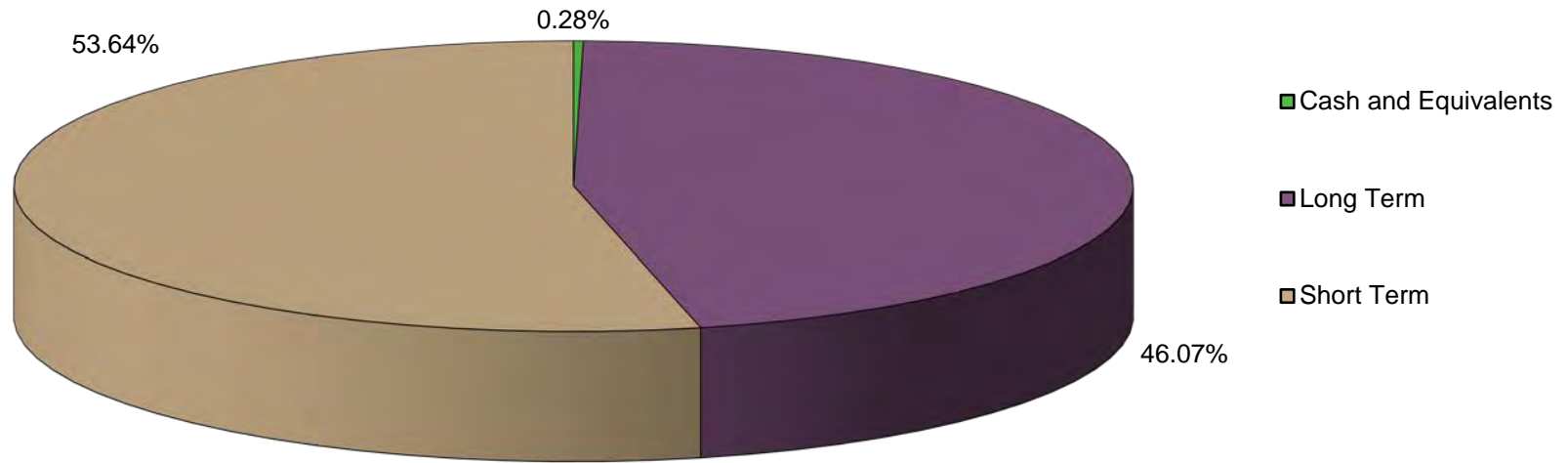
**Investments FY 2020-2021
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CUSIP	Investment #	Issuer	Par Value	Stated Rate	Maturity Date	Purchase Date	YTM 360	YTM 365	Payment Dates	Accrued Interest At Purchase	Current Principal	Book Value
Federal Agency Coupon Securities												
3135G0U84	0907-20A	FNMA	500,000.00	2.875	10/30/2020	02/20/2020	1.489	1.510	04/30 - 10/30	Received	504,690.78	500,544.13
3135G0U84	0907-20B	FNMA	500,000.00	2.875	10/30/2020	02/20/2020	1.489	1.510	04/30 - 10/30	Received	504,690.78	500,544.13
3135G0U84	0907-20C	FNMA	1,000,000.00	2.875	10/30/2020	02/20/2020	1.489	1.510	04/30 - 10/30	Received	1,009,381.55	1,001,088.26
3135G0H55	0908-20	FNMA	1,500,000.00	1.875	12/28/2020	02/20/2020	1.499	1.520	06/28 - 12/28	Received	1,504,498.41	1,501,270.65
3135G0F73	0919-20	FNMA	2,000,000.00	1.500	11/30/2020	02/24/2020	1.479	1.499	05/30 - 11/30	Received	2,000,000.00	2,000,000.00
3135G0N82	0927-20	FNMA	1,500,000.00	1.250	08/17/2021	04/15/2020	0.237	0.240	08/17 - 02/17	Received	1,520,235.00	1,513,266.10
3135G0Q89	0928-20	FNMA	1,500,000.00	1.375	10/07/2021	04/15/2020	0.314	0.319	10/07 - 04/07	458.33	1,523,340.00	1,516,515.55
Federal Agency Coupon Securities Totals			51,635,000.00				1.143	1.159		11,675.48	52,214,784.27	52,047,010.03
Federal Agency Disc. -Amortizing												
313385BU9	0923-20	FHLB	1,500,000.00	0.260	02/12/2021	04/15/2020	0.264	0.268	02/12 - At Maturity		1,496,717.51	1,498,548.34
313385CJ3	0924-20	FHLB	1,500,000.00	0.260	02/26/2021	04/15/2020	0.264	0.268	02/26 - At Maturity		1,496,565.84	1,498,396.67
76116FAE7	0847-18	RFCSP	1,000,000.00	2.588	10/15/2020	12/20/2018	2.711	2.749	10/15 - At Maturity		952,200.00	998,993.68
Federal Agency Disc. -Amortizing Totals			4,000,000.00				0.876	0.888		0.00	3,945,483.35	3,995,938.69
Treasury Coupon Securities												
912828R77	0769-17	US TRE	2,000,000.00	1.375	05/31/2021	04/20/2017	1.605	1.627	05/31 - 11/30	Received	1,980,000.00	1,996,777.63
912828XD7	0835-18	US TRE	2,500,000.00	1.875	05/31/2022	10/15/2018	2.923	2.963	11/30 - 05/31	Received	2,407,100.00	2,457,409.14
912828XR6	0836-18	US TRE	2,500,000.00	1.750	05/31/2022	10/15/2018	2.923	2.964	11/30 - 05/31	Received	2,396,362.13	2,452,486.26
912828S55	0858-19	US TRE	1,000,000.00	2.500	12/31/2020	03/08/2019	2.454	2.488	06/30 - 12/31	Received	1,000,195.00	1,000,026.72
912828R69	0860-19	US TRE	3,000,000.00	1.625	05/31/2023	03/08/2019	2.426	2.459	05/31 - 11/30	Received	2,899,980.00	2,937,074.80
9128283Q1	0870-19	US TRE	1,000,000.00	2.000	01/15/2021	08/16/2019	1.593	1.615	01/15 - 07/15	Received	1,005,350.00	1,001,094.79
912828Q37	0872-19A	US TRE	1,500,000.00	1.250	03/31/2021	08/16/2019	1.578	1.600	09/30 - 03/31	Received	1,491,615.00	1,497,440.67
912828Q37	0872-19B	US TRE	1,000,000.00	1.250	03/31/2021	08/16/2019	1.578	1.600	09/30 - 03/31	Received	994,410.00	998,293.78
9128284G2	0873-19	US TRE	1,000,000.00	2.375	04/15/2021	08/16/2019	1.558	1.580	10/15 - 04/15	Received	1,013,000.00	1,004,190.79
912828N89	0883-19	US TRE	1,000,000.00	1.375	01/31/2021	09/13/2019	1.747	1.772	01/31 - 07/31	Received	994,609.38	998,700.29
912828S27	0887-19	US TRE	1,000,000.00	1.125	06/30/2021	09/13/2019	1.695	1.719	12/31 - 06/30	Received	989,531.25	995,659.30
912828Y20	0888-19	US TRE	1,000,000.00	2.625	07/15/2021	09/13/2019	1.688	1.711	01/15 - 07/15	Received	1,016,445.31	1,007,033.99
9128284S6	0893-19	US TRE	6,000,000.00	2.750	05/31/2023	11/04/2019	1.519	1.540	11/30 - 05/31	Received	6,251,220.00	6,187,259.08
9128283L2	0898-19	US TRE	1,000,000.00	1.875	12/15/2020	11/21/2019	1.585	1.607	12/15 - 06/15	Received	1,002,820.00	1,000,542.31
9128284W7	0899-19	US TRE	1,000,000.00	2.750	08/15/2021	11/21/2019	1.578	1.600	02/15 - 08/15	Received	1,019,580.00	1,009,836.40
912828YC8	0900-19	US TRE	1,000,000.00	1.500	08/31/2021	11/21/2019	1.580	1.602	02/29 - 08/31	Received	998,210.00	999,078.80
912828T34	0902-19	US TRE	1,000,000.00	1.125	09/30/2021	11/21/2019	1.572	1.594	03/31 - 09/30	Received	991,450.00	995,416.49
9128285F3	0903-19	US TRE	1,000,000.00	2.875	10/15/2021	11/21/2019	1.578	1.600	04/15 - 10/15	Received	1,023,750.00	1,012,970.10
9128285L0	0904-19	US TRE	1,500,000.00	2.875	11/15/2021	11/21/2019	1.564	1.586	05/15 - 11/15	Received	1,537,617.19	1,521,273.17

**Investments FY 2020-2021
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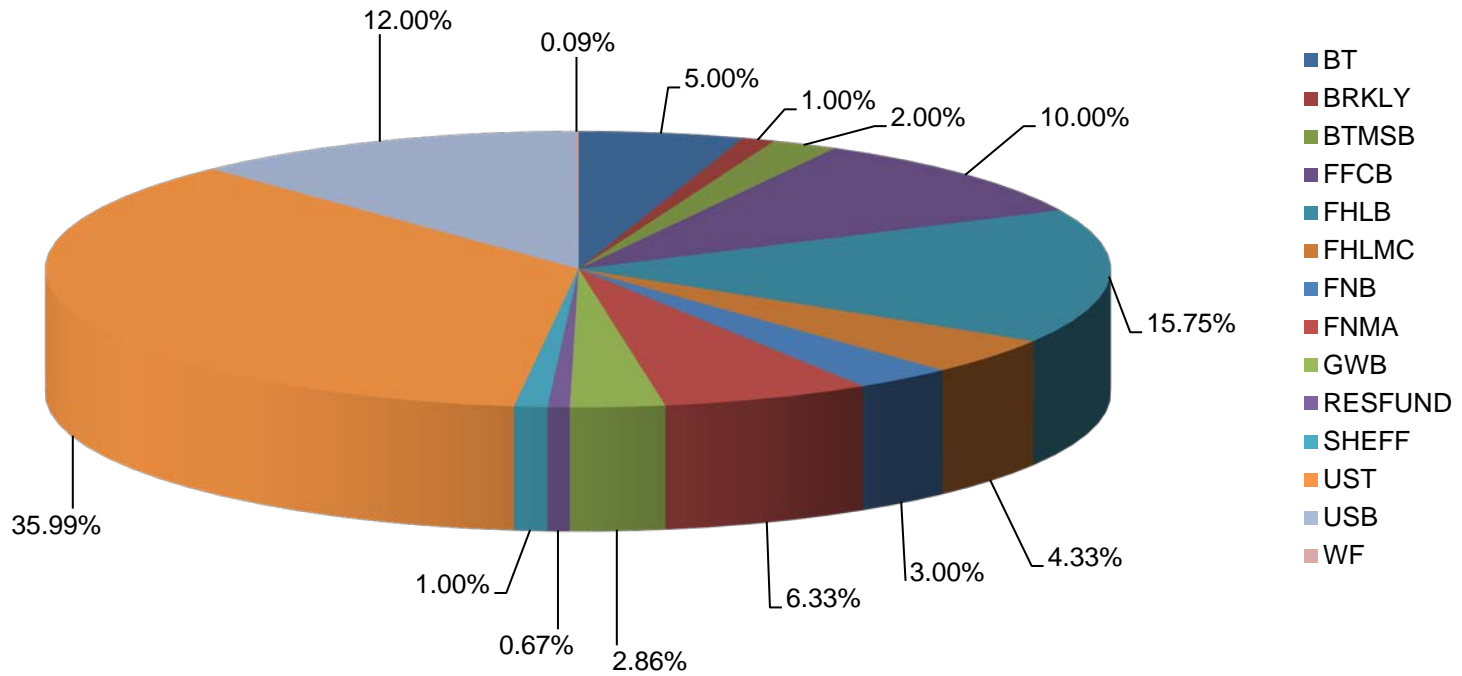
CUSIP	Investment #	Issuer	Par Value	Stated Rate	Maturity Date	Purchase Date	YTM 360	YTM 365	Payment Dates	Accrued Interest At Purchase	Current Principal	Book Value
Treasury Coupon Securities												
9128283Q1	0909-20	US TRE	1,500,000.00	2.000	01/15/2021	02/20/2020	1.475	1.496	07/15 - 01/15	Received	1,506,738.28	1,502,164.42
912828WG1	0910-20	US TRE	1,500,000.00	2.250	04/30/2021	02/20/2020	1.459	1.480	04/30 - 10/31	Received	1,513,593.75	1,506,593.75
912828WN6	0911-20	US TRE	4,000,000.00	2.000	05/31/2021	02/20/2020	1.460	1.481	05/31 - 11/30	Received	4,026,120.00	4,013,564.46
9128284T4	0912-20	US TRE	1,500,000.00	2.625	06/15/2021	02/20/2020	1.454	1.474	06/15 - 12/15	Received	1,522,425.00	1,511,981.76
9128285F3	0918-20	US TRE	1,000,000.00	2.875	10/15/2021	02/20/2020	1.421	1.441	04/15 - 10/15	Received	1,023,300.00	1,014,644.61
912828S27	0933-20	US TRE	1,500,000.00	1.125	06/30/2021	05/15/2020	0.120	0.122	06/30 - 12/31	Received	1,516,933.59	1,511,206.66
912828W55	0934-20A	US TRE	1,000,000.00	1.875	02/28/2022	05/15/2020	0.158	0.160	08/31 - 02/28	Received	1,030,703.12	1,024,177.53
912828W55	0934-20B	US TRE	1,500,000.00	1.875	02/28/2022	05/15/2020	0.158	0.160	08/31 - 02/28	Received	1,546,054.69	1,536,266.31
912828ZG8	0937-20A	US TRE	1,000,000.00	0.375	03/31/2022	05/19/2020	0.173	0.175	09/30 - 03/31	Received	1,003,720.00	1,002,982.56
912828ZG8	0937-20B	US TRE	1,500,000.00	0.375	03/31/2022	05/19/2020	0.173	0.175	09/30 - 03/31	Received	1,505,580.00	1,504,473.83
912828WN6	0939-20	US TRE	4,000,000.00	2.000	05/31/2021	09/15/2020	0.100	0.101	11/30 - 05/31	23,387.98	4,053,720.00	4,073,776.51
9128287A2	0943-20	US TRE	1,500,000.00	1.625	06/30/2021	09/17/2020	0.120	0.122	12/31 - 06/30	5,232.68	1,517,695.31	1,522,061.79
912828ZG8	0946-20	US TRE	1,500,000.00	0.375	03/31/2022	09/17/2020	0.131	0.133	09/30 - 03/31	Received	1,505,566.41	1,505,427.25
Treasury Coupon Securities Totals			54,000,000.00				1.377	1.396		28,620.66	54,285,395.41	54,301,885.95
Investment Totals			150,060,610.50				1.414	1.434		40,296.14	150,864,675.21	150,764,591.01

Portfolio by Asset Class



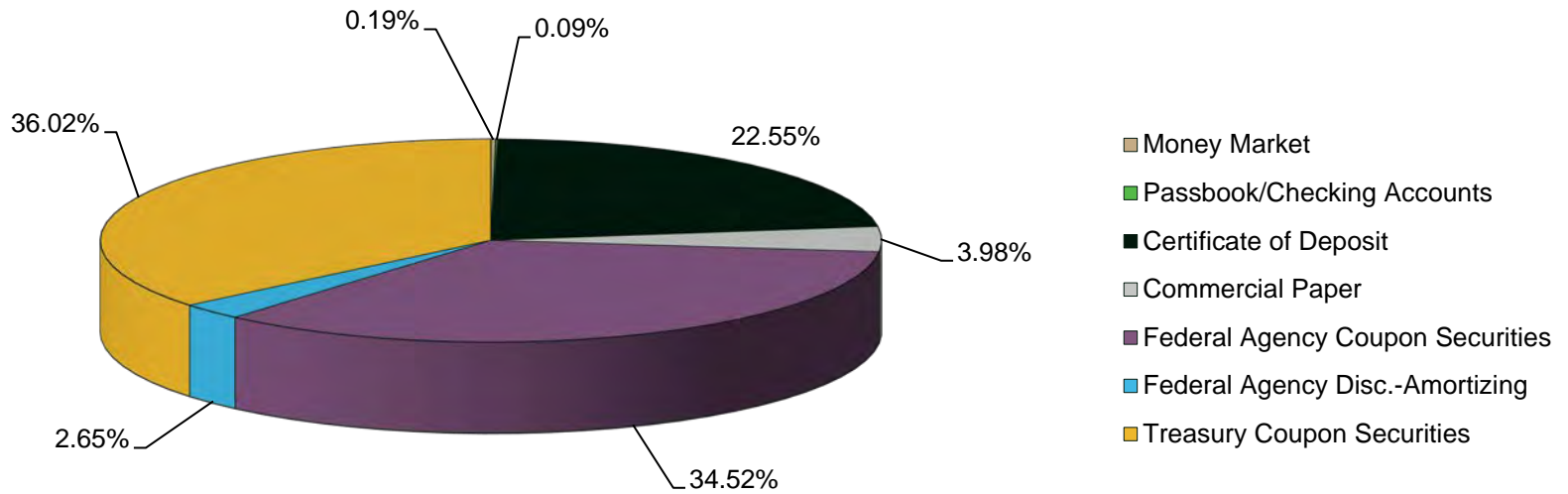
For Quarter Ending September 30, 2020

Par Value by Issuer Graph



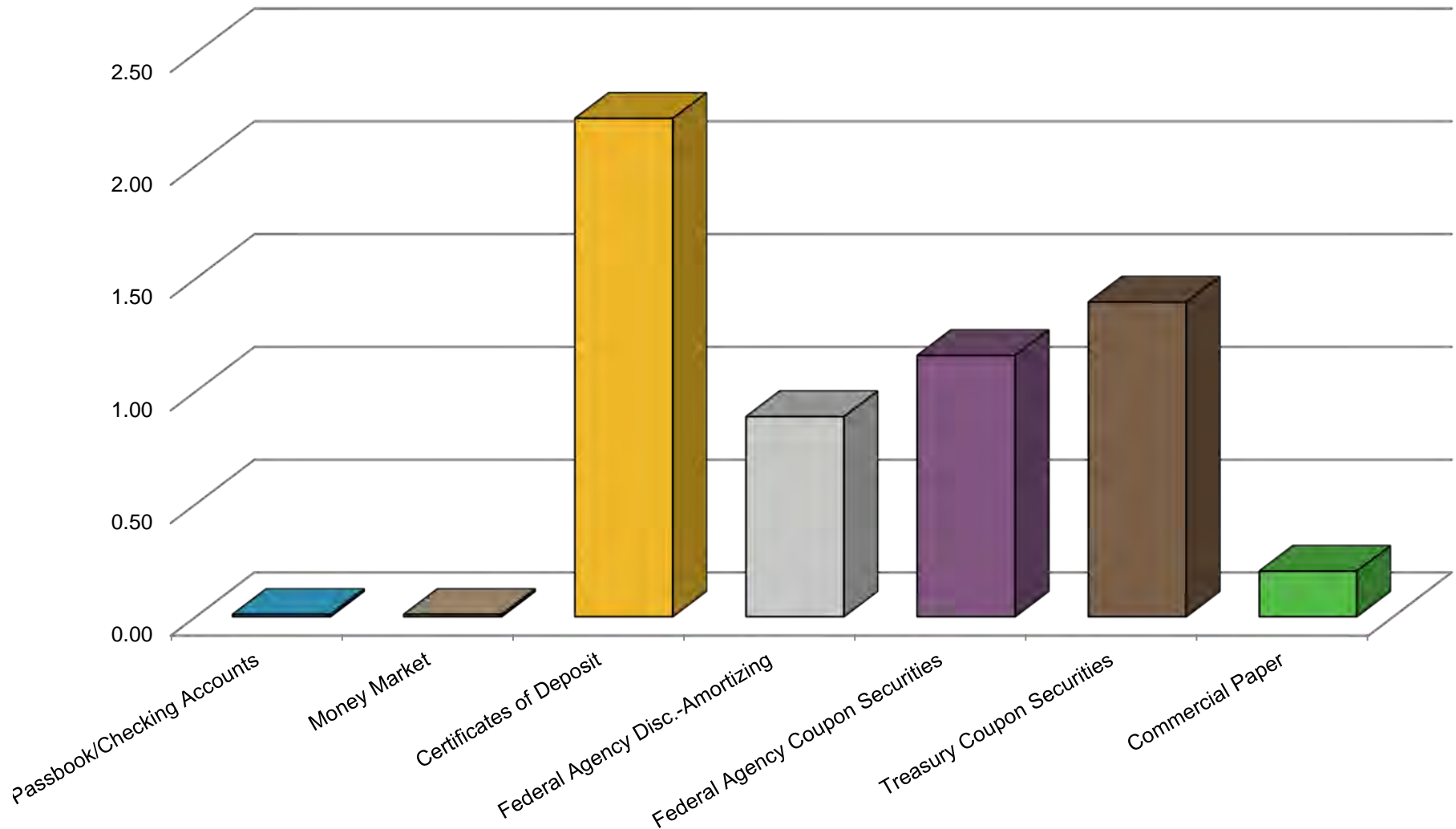
For Quarter Ending September 30, 2020

Book Value By Investment Type



For Quarter Ending September 30, 2020

Investment Yield by Type



For Quarter Ending September 30, 2020

COUNCIL ACTION FORM

SUBJECT: **SETTING THE DATE OF HEARING FOR AN AMENDMENT
TO THE ANNEXATION MORATORIUM AGREEMENT WITH
THE CITY OF NEVADA**

BACKGROUND:

On December 14, 2010, the City of Ames entered into an Annexation Moratorium Agreement with the City of Nevada. The two cities agreed for a period of 10 years that neither city would pursue annexation beyond 590th Street, meaning west of 590th would only be annexed by the City of Ames and east of 590th Street would only be annexed by Nevada. **This agreement has proven to be successful in eliminating the motivation for a rush by either party to annex up to the city limits of the other municipality as a defensive move to protect their growth future plans.**

In August 2020, the City Council received a request from Verbio for the City of Ames to allow Nevada to annex their 100 acres west of 590th Street and north of the railroad tracks. In order to accommodate the request, the existing 28E agreement with Nevada will have to be modified. In addition to the request to modify this Annexation Moratorium Agreement, the City of Nevada indicated support for extending the agreement for an additional ten years.

As Verbio explains in their request, they have a desire to build a rail facility for the transport of ethanol to work with their existing plant located at the corner of 590th/Lincoln Way (formerly known as the Dupont Plant). The site is located north of the Union Pacific rail line and could be annexed to either the City of Ames or Nevada, if not for the current agreement. Verbio indicates minimal city services would be needed to serve the site and the primary improvement would be a rail loop to service tanker cars.

On September 8, 2020, the City Council directed staff to prepare an amendment to the existing Annexation Moratorium Agreement to satisfy Verbio's request as well as extend the agreement for an additional ten years.

ALTERNATIVES:

- 1) Approve a resolution setting the date of hearing for December 8, 2020 to consider an amendment to the Annexation Moratorium Agreement with the City of Nevada that satisfies Verbio's request and extends the agreement until December 14, 2030.
- 2) Decline Verbio's request to alter the existing Annexation Moratorium Agreement thereby requiring the company to pursue annexing their 100 acres into the City of Ames.
- 3) Decline Verbio's request, but inquire if the City of Nevada would support extending the existing Annexation Moratorium Agreement an additional ten years.

CITY MANAGER'S RECOMMENDED ACTION:

Although the 100-acre site could be annexed to Ames, it is not in a critical location related to other future residential or industrial development envisioned by the City. The City is focused on serving industrial development on the south side of the Union Pacific railroad line and the evaluation of East Growth Scenario for Plan 2040 did not contemplate that development would occur up 590th Street north of the railroad during the next 20 years. In addition, extending the agreement would benefit both cities by making it clear what annexation expectations exist in this area to avoid disputes on future boundaries of the cities. Finally, the stated use of the 100 acres for a rail yard will not reflect in a significant tax revenue loss to the City of Ames if it were allowed to be annexed into Nevada.

Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #1 and **thereby approving a resolution setting the date of hearing for December 8, 2020 to consider an amendment to the Annexation Moratorium Agreement with the City of Nevada that satisfies Verbio's request and extends the agreement until December 14, 2030.**

ITEM#: 9
DATE: 10-27-20

COUNCIL ACTION FORM

SUBJECT: TWENTY-FIVE YEAR AMENDMENT TO AIRPORT LAND LEASE WITH HAP'S AIR SERVICE

BACKGROUND:

The current lease with Hap's Air Service was approved in December of 1992 and has a provision to extend the lease period for another 25 years. Rates for this lease are adjusted every five years based on the market and other economic factors affecting the Ames Airport.

On July 31, 2018, the City Council approved a two-year extension with Hap's service to allow on going land lease rate discussions to occur with our land lease tenants at the airport. At the time, the City had just begun the update to the Airport Master Plan and issues such as making our land lease rates more competitive with surrounding airports were being investigated. While past practice for the Ames Airport was to base lease rates according to the land area, it was found that current lease arrangements for the majority of other airports is for the lease rate to be based on the square footage of the hangar/buildings. Starting with FY 2022/23, staff plans to have all lease renewals and new leases follow the current standard practice of establishing lease rates based on the footprint of the buildings. This will allow all private land leases at the airport to start together under a new competitive market lease rate structure.

This amendment to Hap's lease establishes starting the new building footprint-based rate calculation in FY 2022/23. Thus, a retroactive "bridge period" is included with this lease amendment to hold constant the last year of their previous 25-year lease for three fiscal "bridge" years (FY 19/20, FY 20/21, and FY 21/22). The draft lease amendment is attached to the Council Action Form. The following table summarizes the bridge period and the first five years of the proposed lease:

Fiscal Year	Annual Amount
<i>Bridge Period</i>	<i>Totals</i>
2019/20	\$5,853
2020/21	\$5,853
2021/22	\$5,853
<i>1st 5-Year Period</i>	<i>Totals</i>
2022/23	\$2,002
2023/24	\$2,052
2024/25	\$2,103
2025/26	\$2,156
2026/27	\$2,210

ALTERNATIVES:

1. Approve the Amendment of Aircraft Hangar Site Lease 25-year lease extension with bridge period for Hap's Air Service.
2. Reject the proposed lease and direct staff to renegotiate the lease.

MANAGER'S RECOMMENDED ACTION:

Approving this lease amendment will support the operation of a long-time local business at the airport. This also begin standardizing all leases at the Ames Airport to offer lease rates that are competitive with other airports, reflect the state of current practice, and provide the opportunity to attract new hangar growth at the Ames Airport, as shown in the 2020 update to the Airport Master Plan.

While this new methodology for determining lease payments based on building footprint rather total leased land area initially will result in less revenue from each building owner, it is anticipated that this new competitive rate model in the long run will generate new growth and more associated revenue to the Airport.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as noted above.

Amendment of Aircraft Hangar Site Lease

THIS IS AN AMENDMENT made by and between Lessor and Lessee upon the following terms and conditions:

- 1 Definitions. When used in this Amendment, unless otherwise required by the context:
 - 1.1 "Lessor" means the City of Ames, an Iowa municipal corporation, whose address for the purpose of this agreement is 515 Clark Avenue, Ames IA 50010.
 - 1.2 "Lessee" means Hap's Air Service, Inc., an Iowa Corporation, whose address for the purpose of this agreement is 2508 Airport Drive, Ames, IA 50010
 - 1.3 "Agreement" means the Aircraft Hangar Site Lease presently in force between Lessor and Lessee dated January 1, 1993, and any amendments thereto.
 - 1.4 "Amendment" means this instrument as signed by the Lessor and Lessee.

- 2 Amendment. The parties agree that the term Hangar Site Lease Agreement is amended as follows:

- 2.1 From July 1, 2019 to June 30, 2020, the rent shall be equal to \$5,853.00 per year.
- 2.2 From July 1, 2020 to June 30, 2021, the rent shall be equal to \$5,853.00 per year.
- 2.3 From July 1, 2021 to June 30, 2022, the rent shall be equal to \$5,853.00 per year.
- 2.4 From July 1, 2022 to June 30, 2023, the rent shall be equal to \$2,002.00 per year.
- 2.5 From July 1, 2023 to June 30, 2024, the rent shall be equal to \$2,052.00 per year.
- 2.6 From July 1, 2024 to June 30, 2025, the rent shall be equal to \$2,103.00 per year.
- 2.7 From July 1, 2025 to June 30, 2026, the rent shall be equal to \$2,156.00 per year.
- 2.8 From July 1, 2026 to June 30, 2027, the rent shall be equal to \$2,210.00 per year.
- 2.9 For the next five-year term beginning July 1, 2027, to June 30, 2032, the Lessor will issue the Lessee an annual rent schedule. The Lessor will use the average CPI-U, inflation, interest rates, market forces and other economic factors affecting the airport when developing each five-year rent schedule, which may include an annual rate adjustment in each respective five-year term.
- 2.10 There shall be three additional five-year rental periods until the lease expires on June 30, 2047. It is anticipated that the parties shall negotiate a new land lease at that time, with rates determined as described in Section 2.9 above.
- 2.11 The result in each case shall be rounded up to the nearest whole dollar.
- 2.12 As used herein, "CPI-U" means the *Consumer Price Index for All Urban Consumers (CPI-U), US City Average, All Items, 1982-84=100, not seasonally adjusted*. If at any of the times required for fixing such CPI Multiplier the CPI-U is no longer published, Lessor and Lessee shall use another index as is then generally recognized for similar determinations of purchasing power.

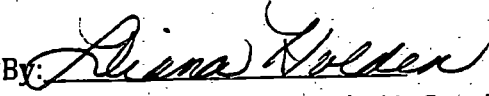
- 3 Continued Full Force. The Agreement shall continue to have full force and effect in accordance with the terms thereof, subject, however, to this Amendment.

IN WITNESS OF THIS AMENDMENT, Lessor and Lessee approve and agree to the terms of this Amendment as stated herein.

CITY OF AMES, IOWA

HAP'S AIR SERVICE

By: _____
John Haila, Mayor

By: 
Diana Holden, Hap's Air Service, Inc.

Attest: _____
Diane R. Voss, City Clerk

COUNCIL ACTION FORM

SUBJECT: 2019/20 TRAFFIC SIGNAL PROGRAM (LINCOLN WAY & BEACH AVE)

BACKGROUND:

The Traffic Signal Program is the annual program that replaces older traffic signals and constructs new traffic signals to improve visibility, reliability, and maintenance of signals. This program also provides upgrading to the traffic signal system technology and includes radar detection systems instead of in-pavement loop detection systems that had previously been used (frequently a point of vehicle detection failure). Another advantage of the radar detection system is that it detects bicycles in addition to vehicles. **This project will install a new signal and new pedestrian ramps at the intersection of Lincoln Way & Beach Avenue.**

WHKS of Ames, Iowa, developed plans and specifications with an estimated budget as shown below:

<u>Revenues</u>	<u>Expenses</u>
Road Use Tax \$370,750	Administration \$5,000
	Design \$21,400
	Construction \$258,084
	Signal Cabinet \$31,868
	Signal Poles \$35,320
Total \$370,750	Total \$351,672

Staff has coordinated with Iowa State University to prepare the attached traffic signal easement documents for this intersection. These documents are scheduled for approval at the November 18, 2020 Board of Regents meeting. **Easement approval will be verified before report of bids and a recommendation of award, scheduled for the December 8, 2020 City Council meeting.**

ALTERNATIVES:

1. a. Approve the 50-year Traffic Signal Easement with Iowa State University for the portion of signal equipment on Iowa State property and authorize City staff to approve any de minimis changes required by the Attorney General and Board of Regents offices.
- b. Approve the plans and specifications for the 2019/20 Traffic Signal Program (Lincoln Way & Beach Ave) project and establish December 2, 2020, as the date of letting with December 8, 2020, as the date for report of bids.
2. Do not approve this project.

CITY MANAGER'S RECOMMENDED ACTION:

By approving this easement and the plans and specifications, the upgrades will provide increased safety for the residents using this intersection. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

Legal Description: See pages 7-9

Return document to: 3550 Beardshear Hall, Iowa State University, 515 Morrill Road, Ames, Iowa 50011

Document prepared by: Office University Counsel, 3550 Beardshear Hall, Iowa State University, 515 Morrill Road, Ames, Iowa 50011

**IOWA STATE UNIVERSITY – CITY OF AMES
TRAFFIC SIGNAL EASEMENT
AT LINCOLN WAY AND BEACH AVENUE**

This Traffic Signal Easement Agreement (“**Agreement**”) is entered into December 1, 2020, by and between the Board of Regents, State of Iowa for the use and benefit of Iowa State University of Science and Technology (“**Grantor**”) and City of Ames, Iowa (“**Grantee**”).

- A. The State of Iowa holds title to the following real property located at the intersection of Lincoln Way and Beach Avenue in the City of Ames, Story County, Iowa for the use and benefit of Iowa State University of Science and Technology under the jurisdiction of the Board of Regents, State of Iowa:

THE NORTH 115' OF THE WEST 70' OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 10 TOWNSHIP 83 NORTH, RANGE 24 WEST OF THE 5TH P.M., CITY OF AMES, STORY COUNTY, IOWA; and

THE SOUTH 85' OF THE WEST 60' OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 3 TOWNSHIP 83 NORTH, RANGE 24 WEST OF THE 5TH P.M., CITY OF AMES, STORY COUNTY, IOWA; and

THE SOUTH 60' OF THE EAST 60' OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, SECTION 4, TOWNSHIP 83 NORTH, RANGE 24 WEST, OF THE 5TH P.M., CITY OF AMES, STORY COUNTY, IOWA.

(collectively, the “**Property**”).

- B. Grantee desires to install a traffic signal and supporting equipment and cabling (“**Traffic Signal**”) on and across a portion of the Property, and Grantor supports the installation of the Traffic Signal on the Property and is willing to grant Grantee an easement across the

Property in accordance with the terms of this Agreement.

TERMS

1. Location: Pursuant to Code of Iowa§ 262.9(8) and subject to the terms of this Agreement, Grantor grants Grantee an easement that shall be located upon and limited to the tract depicted in the Map of Easement, which is attached as Exhibit A and made part of this Agreement (“**Easement Area**”).
2. Use: Grantee shall use the Easement Area for the purpose of constructing, reconstructing installing, operating, maintaining, and repairing the Traffic Signal and for no other purpose.
3. Access: Grantee's entrance upon Grantor's Property to access the Easement Area shall be over reasonable routes designated by Grantor.
4. Installation Requirements:
 - a. Installation Coordination: Grantor and Grantee shall coordinate prior to and during the installation of the Traffic Signal. Grantor and Grantee shall each designate at least one representative to serve as its liaison to the other party regarding the installation of the Traffic Signal.
 - b. Installation Plans: Grantee shall submit to Grantor for Grantor’s approval a copy of Grantee’s plans for the installation of the Traffic Signal. Grantor’s approval shall not be unreasonably withheld. Grantee shall ensure that the Traffic Signal is installed in accordance with the approved plans.
 - c. Installation Dates: Grantor and Grantee shall mutually agree on the dates during which the installation activities may occur in order to diminish any adverse impact on Grantor’s activities on or near the Property.
 - d. Utilities Crossings: All crossings of existing sewers, water lines, electric lines, tile lines, telecommunication lines or other existing facilities shall be according to specifications and details of the engineer or other official of Iowa State University of Science and Technology in charge of such installations.
 - e. Restoration: Grantee shall restore the Easement Area not utilized for the installation of the Traffic Signal to its natural grade and previous condition, including reseeding. All ditches, trenches and other excavations shall be firmly filled and maintained in such manner as to present no hazard or obstacle to Grantor's use of the Property for other purposes. Grantee shall submit to Grantor for Grantor’s approval a copy of Grantee’s restoration plans. Grantor’s approval shall not be unreasonably withheld. Grantee shall ensure that the restoration is in accordance with the approved plans.
 - f. Liens: Grantor’s property shall not be subjected to liens of any nature by reason of Grantee’s installation, maintenance or repair of the Traffic Signal or by reason of any other act or omission of Grantee, including, but not limited to, mechanic’s and materialman’s liens. Grantee has no power, right or authority to subject Grantor’s property to any mechanic’s or materialman’s lien or claim of lien.

5. Liability.
 - a. Damage to Grantor Property. Grantee shall promptly notify Grantor of any damage to the Easement Area, Property or other real or personal property of Grantor occurring while Grantee is installing, maintaining or repairing the Traffic Signal or otherwise using the Easement Area or temporary easement area. At Grantor's request, Grantee shall either repair or replace the damaged property, reimburse Grantor for reasonable, documented expenses incurred by Grantor to repair or replace the damaged property, or compensate Grantor for the loss of the property.
 - b. Maintenance and Repair. As between Grantor and Grantee, Grantee shall be solely responsible for maintaining and repairing the Traffic Signal and the Easement Area, except that Grantor shall be responsible for maintaining the landscaping. Grantee shall provide to Grantor contact information for the individual Grantor may contact if Grantor believes maintenance or repairs are needed and to whom Grantor may refer inquiries received from members of the public about the traffic Signal.
 - c. Third Party Claims. To the extent permitted by Chapter 670 of the Iowa Code and other applicable law, Grantee shall indemnify and hold harmless Iowa State University of Science and Technology, the Board of Regents – State of Iowa, the State of Iowa and their respective officers, employees and agents harmless from any claims, liabilities, damages, fines and expenses arising from the Traffic Signal, use of the Easement Area by Grantee, or from any tort (as defined in Chapter 670 of the Iowa Code) arising from the acts or omissions of Grantee or its officers or employees.
 - d. Insurance. Grantee shall maintain appropriate insurance coverage or self-insure for liabilities that may arise from the activities set forth in this Agreement.
6. Rights Reserved: Grantor reserves to itself the right to use of Easement Area for any purpose that does not interfere with the Traffic Signal or Grantee's rights granted in this Agreement.
7. Relocation: Grantor may request relocation of all or a portion of the Traffic Signal and Easement Area, provided that it does not impede the use of traffic signals at the intersection of Lincoln Way and Beach Avenue. If requested, Grantor and Grantee shall identify a mutually acceptable location to be provided by the Grantor. If the relocation occurs in the first five years of this Agreement, Grantor shall pay the actual cost of relocation, not to exceed the depreciated value of the Traffic Signal at the time of relocation and assuming a useful life of twenty-five years. After five years from the date of this Agreement, Grantor shall have no obligation to pay for the cost of relocation unless mutually agreed otherwise.
8. Consideration: The consideration for this easement, Grantee shall pay Grantor \$1.00 upon execution of this Agreement. The benefits the Traffic Signal provides to Grantor, including providing safe passage across the intersection at Lincoln Way and Beach Avenue for students, faculty, staff, and visitors, serve as additional consideration for this easement. No cost of the facilities to be constructed within this Easement Area shall be assessed or charged to the Grantor.
9. Duration: This easement is granted, and all rights hereunder shall endure, for a period of fifty years so long as the Grantee continues to use the Easement Area for a Traffic Signal in accordance with this Agreement. Grantor and Grantee may mutually agree in writing to renew this Agreement. Upon expiration of the easement term or discontinuation of Grantee's use of the Easement Area for a Traffic Signal in accordance with this Agreement: (i) all rights granted to Grantee shall terminate and revert to Grantor and (ii) Grantee shall remove the

Traffic Signal and restore the Easement Area to pre-easement conditions at no expense to Grantor unless otherwise agreed by Grantor and Grantee.

10. Assignment Prohibited: The grant of this easement is to Grantee only and cannot be assigned in whole or part to any other party without written consent of Grantor.

If Grantee fails to comply with the requirements of this Agreement, Grantor shall serve a written notice to Grantee specifying its defaults. Grantee shall have 30 days to provide a written response to the Grantor and plan of action and schedule for Grantor's approval. If approved, Grantee shall comply with the plan of action and schedule. If Grantee fails to comply with approved plan of action and schedule, all its rights, title and interest hereunder shall cease and terminate and the Grantor shall be entitled to full possession of the Easement Area.

Grantor and Grantee execute this Traffic Signal Easement Agreement by their lawfully designated officials as of the date first written above.

Remainder of this page is intentionally left blank. Signature pages follow.

BOARD OF REGENTS, STATE OF IOWA

By: _____
Mark Braun
Executive Director

STATE OF IOWA, COUNTY OF POLK, SS.:
This instrument was acknowledged before me on _____, 2020, by Mark
Braun as Executive Director of the Board of Regents, State of Iowa.

Notary Public
My Commission expires: _____

CITY OF AMES, IOWA

Passed and approved on _____, 2020, by Resolution No. 20-_____,
adopted by the City Council of Ames, Iowa.

Attest:

By:

Diane R. Voss, City Clerk

John A. Haila, Mayor

STATE OF IOWA, COUNTY OF STORY, SS.:

This instrument was acknowledged before me on _____, 2020, by Diane
R. Voss and John A. Haila, as City Clerk and Mayor, respectively, of the City of Ames, Iowa.

Notary Public
My commission expires: _____

EXHIBIT 'A'

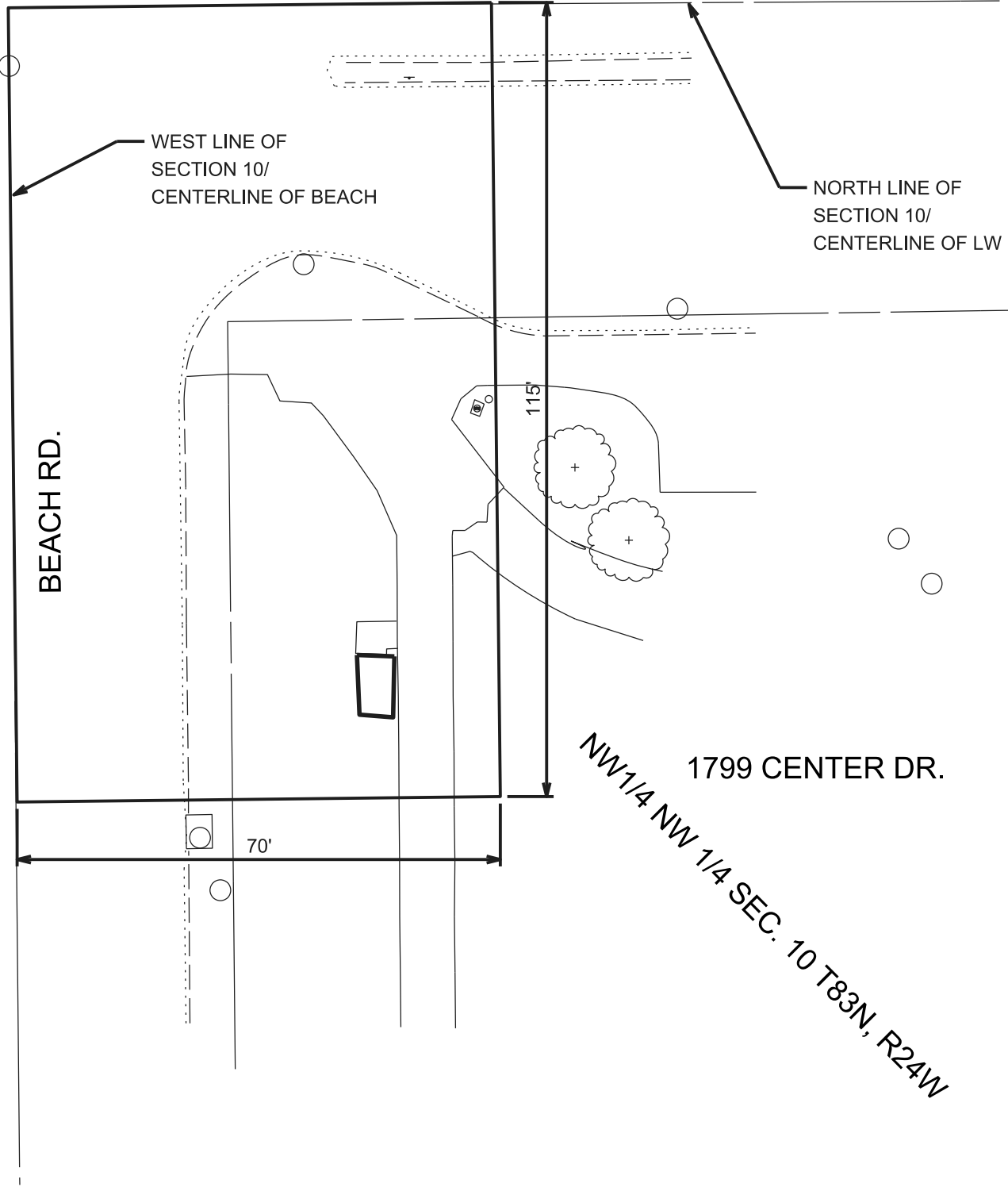
PERMANENT TRAFFIC SIGNAL EASEMENT PLAT CITY OF AMES, IOWA ENGINEERING DIVISION

OWNER: IOWA STATE UNIVERSITY
1350 BEARDSHEAR HALL
AMES, IA. 50011

DATE: _____



NO SCALE



THE NORTH 115' OF THE WEST 70' OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER
OF SECTION 10 TOWNSHIP 83 NORTH, RANGE 24 WEST OF THE 5TH P.M., CITY OF AMES,
STORY COUNTY, IOWA.

EXHIBIT 'A'

PERMANENT TRAFFIC SIGNAL EASEMENT PLAT CITY OF AMES, IOWA ENGINEERING DIVISION

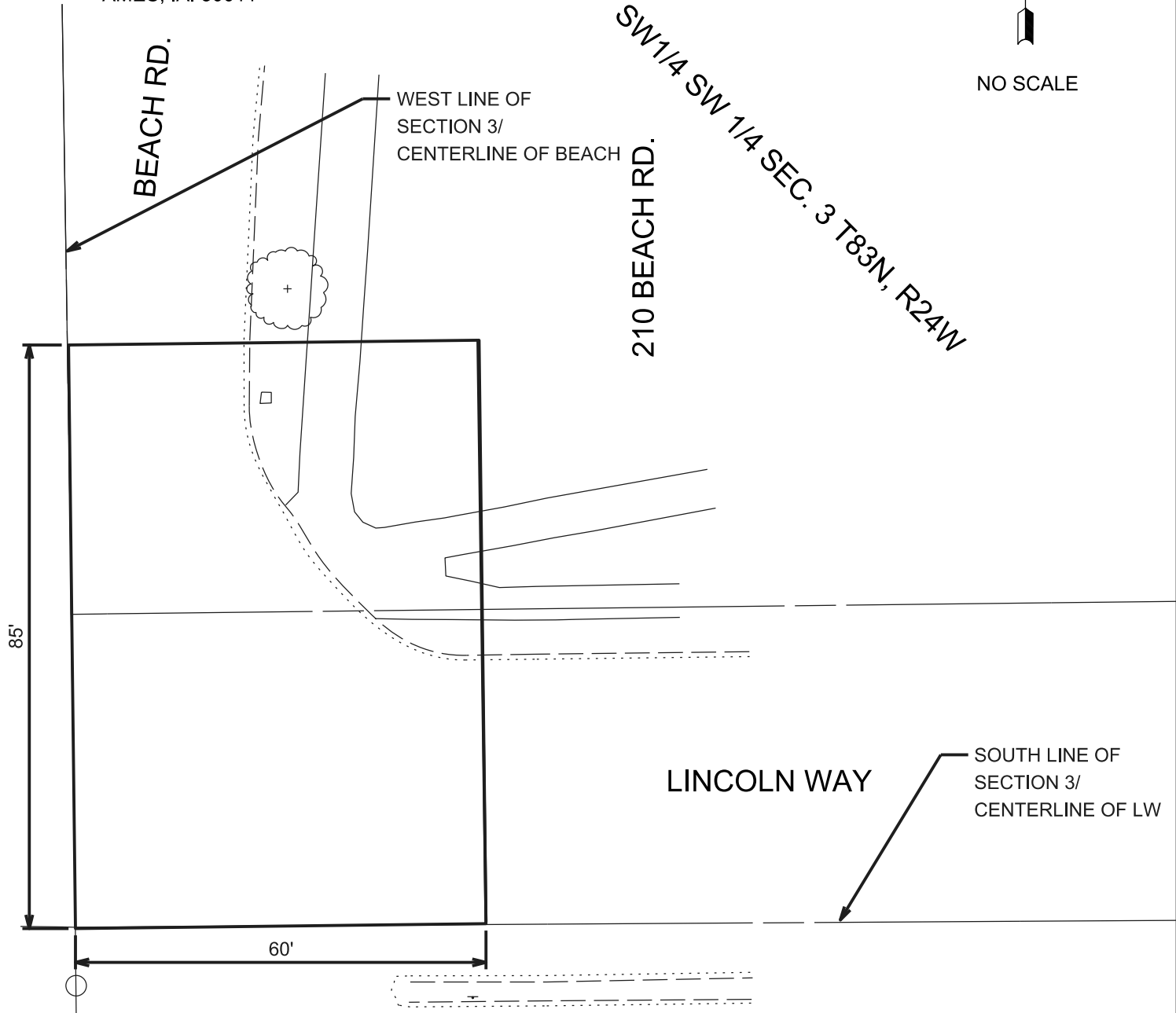
OWNER: IOWA STATE UNIVERSITY
1350 BEARDSHEAR HALL
AMES, IA. 50011

DATE: _____

N



NO SCALE



THE SOUTH 85' OF THE WEST 60' OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER
OF SECTION 3 TOWNSHIP 83 NORTH, RANGE 24 WEST OF THE 5TH P.M., CITY OF AMES,
STORY COUNTY, IOWA.

EXHIBIT 'A'

PERMANENT TRAFFIC SIGNAL EASEMENT PLAT CITY OF AMES, IOWA ENGINEERING DIVISION

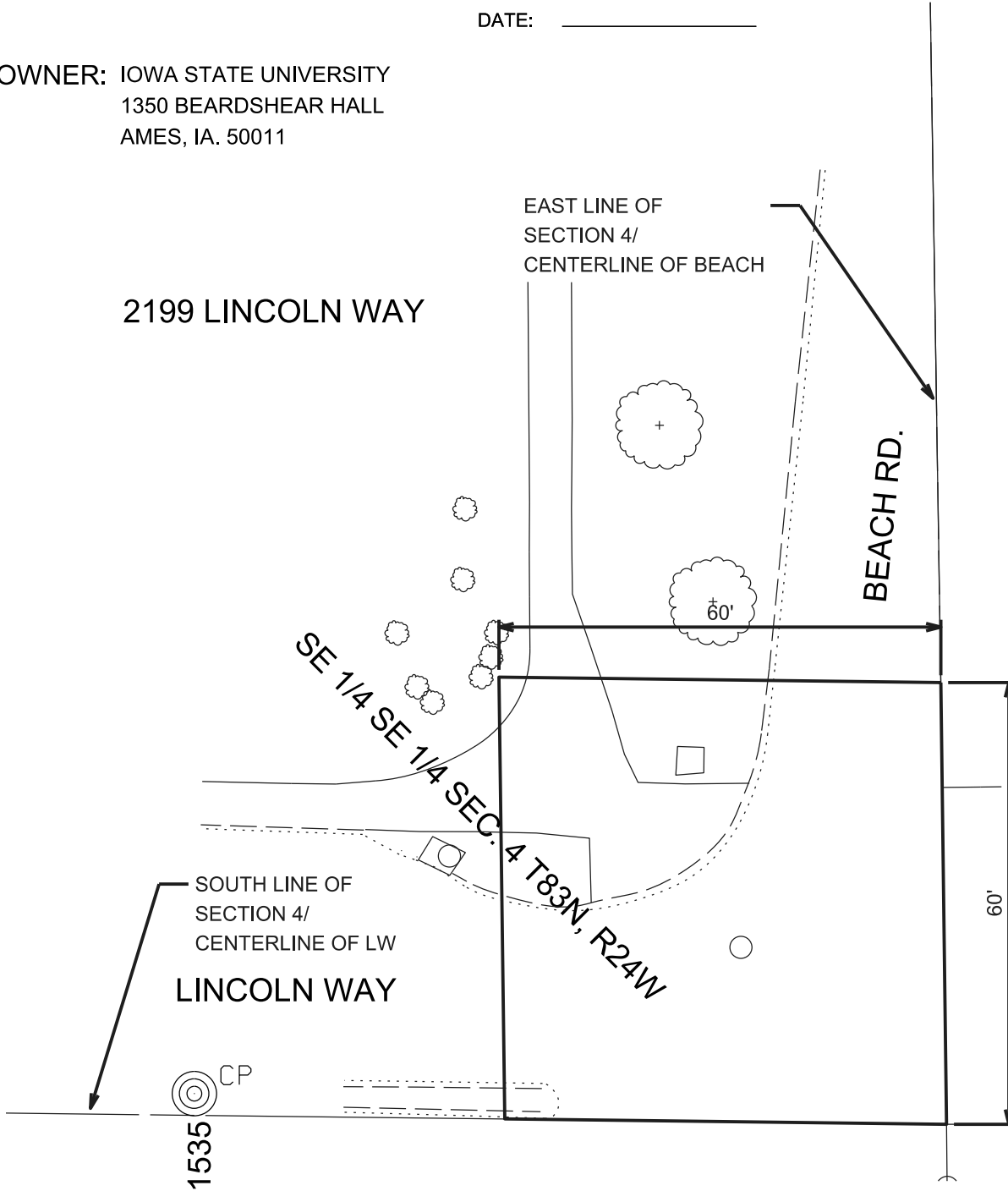
DATE: _____

OWNER: IOWA STATE UNIVERSITY
1350 BEARDSHEAR HALL
AMES, IA. 50011

N



NO SCALE



THE SOUTH 60' OF THE EAST 60' OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER,
SECTION 4, TOWNSHIP 83 NORTH, RANGE 24 WEST, OF THE 5TH P.M., CITY OF AMES,
STORY COUNTY, IOWA.

COUNCIL ACTION FORM

SUBJECT: INIS GROVE PARK SIDEWALK PROJECT PLANS AND SPECIFICATIONS

BACKGROUND:

This project is to construct a sidewalk on the north side of 24th St. and north of 24th St. along Duff Ave adjacent to Inis Grove Park, 2500 Duff Ave. As part of the approved Miracle Project site plan the sidewalk was included due to fact that there is currently not a sidewalk that provides access to the Park. Attachment A shows the location of the sidewalk. The FY 2020/21 Capital Improvements Plan (CIP) included \$200,000 for the project.

Plans and specifications were developed by the Public Works Department and include an eight-foot wide concrete sidewalk to be installed with accompanying pedestrian ramps along the north side of 24th Street, east of Duff Ave, that will connect into the sidewalk currently in place adjacent to the Miracle Field in the park. Also, an eight-foot wide concrete sidewalk will be installed on the east side of Duff Avenue, north of 24th Street, all the way to the northernmost entrance into the west parking lot. Also included in the plans are concrete pads for the two bus stops located on Duff Avenue.

The engineer's cost estimate is below which includes the base bid, engineering, construction inspection, fire hydrant relocation necessary as part of the project, and a five percent contingency.

<u>Engineer's Estimate:</u>	<u>Amount</u>
Base Bid	\$197,587
Engineering & Construction Inspection	\$ 10,000
Fire Hydrant relocation	\$ 2,817
<u>Contingency (5% of base bid)</u>	<u>\$ 9,880</u>
Bid Project Estimate	\$220,284

As noted, there is \$200,000 allocated in the current FY 2020/21 CIP for the project which leaves a shortfall of \$20,284. Funds to cover the overage could be used from the Homewood Golf Course Sidewalk project which will be installed in the summer of 2021.

The Homewood Golf Course Sidewalk project has two components, 1) installing a five-foot wide sidewalk from 20th Street to the new clubhouse (complete), and 2) installing a five-foot wide sidewalk along the east side of Duff Ave. from 20th Street north to the existing sidewalk. The designated funding for this project is \$150,000. **As shown below, there will be an estimated \$82,369 available to be used for the Inis Grove sidewalk**

project.

<u>Homewood Golf Course Sidewalk Project:</u>	<u>Amount</u>
Funds Available	\$150,000
Sidewalk from 20 th St. to new Clubhouse (Actual)	\$ 25,881
Sidewalk Along east side of Duff Ave. (Estimate)	\$ 36,750
<u>Engineering & Construction Inspection (Estimate)</u>	<u>\$ 5,000</u>
Estimated Expenditures	\$ 67,631
Estimated Funds Available for Sidewalk on 24th St.	\$ 82,369

The Ames Foundation received a Community Attraction and Tourism Grant (CAT) grant to complete the Miracle project, but contingent on receiving all the grant money, the sidewalk needs to be completed by June 30, 2021. Construction will take place the spring of 2021 and a required completion date is set for May 31, 2021.

ALTERNATIVES:

1. Approve Plans and Specifications for the Inis Grove Park Sidewalk Project and set the bid due date for December 2, 2020 and December 8, 2020 as the date of hearing and award of contract.
2. Do not approve the plans and specifications at this time, delaying the Inis Grove Park Sidewalk Project
3. Refer back to staff.

CITY MANAGER’S RECOMMENDED ACTION:

The Miracle Project in Inis Grove Park will be accessible for all and ensure access for pedestrians and bicyclists to access, not only the Miracle Project, but the entire Park. Also, in order to be compliant with the guidelines outlined in the awarded CAT grant, it is necessary for this project to proceed. **Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #1 as stated above.**

**Inis Grove Park
Sidewalk Project**

**Homewood Golf Course
Sidewalk Project**

**East side of Duff Ave.
from 20th St. north to
existing sidewalk**

**20th St. to
New Clubhouse**



COUNCIL ACTION FORM

SUBJECT: 2020/21 REGIONAL TRANSPORTATION COUNT PROGRAM (TRAFFIC DATA SERVICE & ANALYTICAL PLATFORM)

BACKGROUND:

This program provides transportation-related data in the Ames regional area. Data from this program will be used to track critical transportation system performance measures which are used to analyze and forecast transportation system needs and priorities. This traffic data service and analytical platform includes providing transportation data and analytic capabilities across the Ames regional area.

This contract involves providing a traffic data and analytics platform. This cloud-based platform will provide access to transportation data and analytics for a variety of data types including: Origin/Destination, Trip Attributes, Segment Travel Times and Speeds, Segment Traffic Volumes, Intersection Traffic Volumes, Truck/Commercial Truck Data, and Vehicle Route Choices. The source of the data is primarily from mobile devices and fleet/navigational devices. This data is completely anonymized and covers both historical and current time periods.

Proposals for this data and analytics platform were received from two providers and were evaluated according to the following criteria: Data Coverage, Anonymized Data, Interactive Interface, Multiple Traffic Data Types, and Estimated Cost. Listed below is the ranking information based on this evaluation:

Provider	Criteria Met	Fee For FY 2020/21
StreetLight Data	10/10	\$ 64,900
INRIX	7/10	\$ 70,000

Given the above rankings, Staff has negotiated a contract with the highest-ranked provider, StreetLight Data, Inc., of San Francisco, California.

The budget for this project is programmed in the Capital Improvement Plan with \$70,000 in Road Use Tax funds. Ongoing licensing costs in future years will be included in the Ames MPO's Transportation Planning Work Program, which allows 80% of the costs to be reimbursed through the State (MPO = \$47,200; Local = \$11,800). The local match will be budgeted for in the annual Regional Transportation Count Program.

ALTERNATIVES:

1. Approve the agreement for the 2020/21 Regional Count Program (Traffic Data Service and Analytical Platform) with StreetLight Data, Inc., of San Francisco, California, in an amount of \$64,900.
2. Direct staff to negotiate an agreement with another provider.

CITY MANAGER'S RECOMMENDED ACTION:

Based on staff's evaluation using the above criteria, StreetLight Data, Inc. will provide the best value to the City in providing this traffic data service and analytical platform. Therefore, the City Manager recommends that the City Council adopt Alternative No. 1 as noted above.



MEMO

To: Mayor and Members of the City Council

From: City Clerk's Office

Date: October 27, 2020

Subject: Contract and Bond Approval

There is/are no Council Action Form(s) for Item No(s). 13 and 14. Council approval of the contract and bond for this/these project(s) is simply fulfilling a *State Code* requirement.

/alc

COUNCIL ACTION FORM

SUBJECT: 2018/19 WATER SYSTEM IMPROVEMENTS – (BURNETT AVENUE AND MURRAY DRIVE)

BACKGROUND:

The Water System Improvements program provides for replacing water mains in areas that are experiencing rusty water problems. It also provides for installing larger distribution mains in areas that have a high concentration of 4" supply lines, transferring water services from 4" water mains in streets where larger water mains exist, and abandoning 4" water mains. Eliminating duplicate water mains, where possible, improves water flow and helps reduce rusty water and enhances fire-fighting capacity.

On August 13, 2019, City Council awarded the contract to Keller Excavating, Inc., of Boone, Iowa, in the amount of \$1,194,492.10. Three change order were administratively approved by staff and later the City Council. Change Order No. 1 was approved to extend the completion date due to COVID-19 restrictions. Order No. 2 was approved by City Council in the amount of \$78,589.00 for transferring 6 water services from the 4" water main to 8" water main, extending 8" water main beyond the contract quantity to abandoned more 4" water main, and additional pavement patching. Change Order No. 3 (balancing) was a reduction in the amount of (\$5,430.06) to reflect the actual measured quantities completed during construction. **Construction was completed in the amount of \$1,267,651.04.**

	Available Revenue	Estimated Expenses
Water Utility Fund (2018/19)	\$1,300,000.00	
Water Utility Fund (2017/18)	\$ 150,000.00	
Construction		\$ 1,267,651.04
<u>Engineering/Administration</u>		<u>\$ 182,348.96</u>
Total	<u>\$ 1,450,000.00</u>	<u>\$ 1,450,000.00</u>

ALTERNATIVES:

1. Accept the 2018/19 Water System Improvements – (Burnett Ave. and Murray Dr.) project as completed by Keller Excavating, Inc. of Boone, Iowa, in the amount of \$1,267,651.04.
2. Direct staff to pursue modification to the project.

MANAGER'S RECOMMENDED ACTION:

This project was completed in accordance with the approved plans and specifications. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

COUNCIL ACTION FORM

SUBJECT: 2014/15 STORM WATER FACILITY REHABILITATION PROGRAM (SOMERSET SUBDIVISION)

BACKGROUND:

In accordance with the requirements at the time that Somerset Subdivision was built, new developments within the community were required to provide management for storm water quantity control. However, it was standard practice in the developers' agreements that the City of Ames would be responsible for the long-term maintenance of these facilities in residential areas. As these facilities age, sediment accumulates, volunteer vegetation becomes more prevalent, erosion occurs, and structures need to be improved. This annual program addresses those concerns.

On August 13, 2019, City Council awarded the contract to Con-Struct, Inc., of Ames, Iowa in the amount of \$322,997. Three change order were administratively approved by staff. Change Order No. 1 was in the amount of \$1,323.00 for adding temporary straw mulch to protect disturbed area over the winter. Change Order No. 2 was savings in the amount of (\$6,241.30) to reflect actual measured quantities. Change Order No. 3, in the amount of \$4,685.00, was to change the seeded area of native prairie grasses to a Kentucky bluegrass lawn mix; this request came from Somerset Property Owners Association. **Construction was completed in the amount of \$322,763.70.**

	Available Revenue	Estimated Expenses
2014/15 Storm Water Facility Rehab Program	\$ 100,000	
2018/19 Storm Water Quality Improvement	\$ 100,000	
Storm Water Improvement Program (18/19 & 19/20)	\$ 180,000	
Construction		\$ 322,763.70
<u>Engineering/Administration</u>		\$ 56,500.00
Total	\$ 380,000	\$ 379,263.70

ALTERNATIVES:

1. Accept the 2014/15 Storm Water Facility Rehabilitation Program (Somerset Subdivision) project as completed by Con-Struct, Inc., of Ames, Iowa, in the amount of \$322,763.70.
2. Direct staff to pursue modification to the project.

MANAGER'S RECOMMENDED ACTION:

This project was completed in accordance with the approved plans and specifications. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

COUNCIL ACTION FORM

SUBJECT: Baker Subdivision (321 State Avenue) Low Income Housing Tax Credit (LIHTC) Development Proposals

BACKGROUND:

City Council provided direction at its July 28th meeting to staff on preparing a Request for Proposals (RFP) for a LIHTC housing project located at 321 State Avenue (Attachment A Location Map). The City described in the RFP an interest in receiving proposals that address the following objectives: 1) family based affordable housing, 2) development of 15-50 housing units, 3) compatible design elements with the surrounding residential homes, and a 4) highly competitive project per the Iowa Finance Authority's (IFA) scoring system. The RFP described an evaluation of proposals based upon developer experience and capacity, project design, property management experience, and requested financial incentives.

The City received seven proposals in response to the RFP. All seven proposals are available for review in their entirety on the Housing Division's website at: www.cityofames.org/housing under the "What's New" box. Included as Attachment B to this report is a matrix summarizing project attributes and excerpts of their proposed design.

A staff evaluation committee assessed the responsiveness of all seven proposals to the RFP in relationship to the RFP objectives as outlined above. Initially, the committee determined that three of the seven proposals best met the objectives for the project and, therefore, interviewed these three groups to review their proposals in greater detail. In addition, the City's Development Review Team completed an initial assessment of the design features related to zoning, building, and fire codes.

After reviewing the proposals, it became clear to City staff that a competitive project will likely need to score 155 or more points in the LIHTC program to qualify for tax credit incentive. This conclusion is based upon consultation with the developers and the past year's project scoring where a score of 155 was needed to competitively receive the tax credits. It should be noted that there are a wide range of design variety in terms of layouts and the number of units that have been submitted in the seven proposals to generate a competitive LIHTC score. In addition, six out of seven of the proposals requested HOME funds to assist financing the project and one proposal is seeking a new tax abatement incentive from the City.

A brief assessment of the Developers' proposals follows.

MVAH Partners-Family Housing- 50 Units-Projected LIHTC Scoring: 155 points

MVAH is a multi-state affordable housing developer with recent Iowa LIHTC projects including Clinton, Grimes, Des Moines, and Altoona. They own and manage their housing developments. The project has the most dwelling units of all the proposals with 90% (45 units) as affordable. It has two building types, one 3-story 36-unit apartment building and two "townhome" style apartment buildings totaling 14 units all situated around centralized parking. The conceptual design includes building articulation reflecting a townhome type proportioning, high-quality materials, and a traditional residential appearance. The design concept can feasibly meet the City's development standards. The developer is requesting \$400,000 in HOME funds with the project. **Overall staff is impressed with the quality of the proposal, experience as a developer and a manager, building variety and design, and competitive LIHTC scoring.**

Prairie Fire Development Corporation- Family Housing-36 Units-Projected LIHTC Scoring: 154 points

Prairie Fire is an Affordable Housing developer from Kansas City area with experience in Iowa, including LIHTC awards in 2020 for two projects. Prairie Fire would form a joint venture with a non-profit developer (Builder's Development Corporation). This partnership will allow them to compete in the non-profit pool as well as the general pool. The partners would contract with a property management firm for ongoing operations. Their project includes two housing types, one 3-story 23-unit apartment building and two "townhome" style buildings totaling 13 units. Approximately 87% (31 units) are affordable. The concept places the building along Tripp Street with parking situated to the rear of the site. The design concept is contemporary in its appearance with the use of massing and angles that is different than most buildings in Ames. The project concept appears to meet the City's development standards. However, the location of the 3-story building may need to be shifted to the east. The developer is requesting a \$250,000 of HOME funds. Their preliminary score is 154, but the developers believe a 155 LIHTC score is achievable in final design based on adjustments to the LIHTC construction cost category. **Overall staff finds the design to be interesting with its unique exterior style compared to many projects in Ames and staff supports the variety of building types. The LIHTC scoring projection was adjusted down during the review to reflect family housing scoring at 154 points and would need to increase to 155 during refinements on costs to be competitive in LIHTC.**

Newbury Living-Family Housing-40 units- Projected LIHTC Scoring: 155 points

Newbury is an affordable housing developer with experience throughout Iowa, which also includes properties operated within Ames. The developer owns and manages its properties. The proposal indicates 90% (36 units) are affordable. The concept includes 2

“townhome” style buildings (16 units) with garages and a separate apartment building (24 units) oriented around a “street presence” design. Although the mix of housing is desirable, the site concept likely needs to be overhauled to meet fire access and circulation needs as well as relocating garage access from Tripp Street to the rear. It is not clear what level of changes are needed for the concept to meet design standards and its impact on the design concept. The developer is requesting \$225,000 of HOME funds. **Overall staff likes the concept of the multiple buildings and the streetscape with individual garage parking, but the feasibility as proposed is questionable after the City’s Development Review Team’s assessment. The overall experience and quality of the proposal submittal is good.**

Hatch Development-Senior Housing-42 units- Projected LIHTC Scoring: 156 points

Hatch Development is an Iowa affordable housing developer with experience in multiple locations across Iowa. The proposal includes 88% (37 units) as affordable. The apartments are primarily one-bedroom units with some two bedrooms due to the senior designation. The design concept is a single three-story building fronting upon Tripp Street with parking in rear. The units are a mix of walk up units with exterior access and internal corridor access. The design is primarily brick with elements of a rowhouse appearance. Although not identified as an option in the RFP, the developer uniquely requested property tax abatement valued at \$250,000 with a 10-year abatement. The projected LIHTC scoring includes one extra point as a senior project compared to a family project. **Overall staff finds the proposal to not address the purpose of the RFP for family housing. The request for tax abatement in lieu of HOME funds was not identified as an option in the RFP. The focus on senior housing limits providing other building types and housing options. The building design is high quality with the use of primarily brick.**

Sand Companies- Family Housing- 37 units- Projected LIHTC Scoring: 155 points

Sand Companies are an experienced company based in Minnesota that has completed work in multiple state, including projects in Iowa (Iowa City, Coralville, and Johnston). The project concept is a single three-story building located along Tripp Street with parking in the rear. The proposal calls for 89% (32 units) as affordable. The building design includes a flat roof contemporary design style with façade modulation, contrasting materials for aesthetic enhancements and walkout decks. The relationship to Tripp street is emphasized with the proposed building location. The project design concept is readily feasible. The Developer is requesting \$219,000 of HOME funds. **Overall, the project design as a single building works well for the site and creates an interesting design but does not provide housing diversity. Staff finds the proposal to not be as robust as others in background and detailed information.**

The Commonwealth Companies- Family- 40 Units-Projected LIHTC Scoring-146

The Commonwealth Companies have completed or has projects underway in 18 states with numerous federal housing projects. One project has been completed in Iowa in Johnston which is a 62-unit senior housing project. The Commonwealth Companies

submitted a proposal for 40 units within a single three-story multi-family building located along the west side of the site with a mix of surface and underground parking. The building façade featured a contemporary design approach with a flat roof, façade relief, and walkout decks. A total of 90% (36 units) would be affordable. The applicant projected a score of 146 points. The developer is requesting \$500,000 in HOME funds. **Overall, the quality of materials in the proposal was lacking and the proposal does not project to have a competitive LIHTC score.**

Excel Development- Family- 48 Units-Projected Scoring- Project LIHTC Scoring- not estimated

Excel Development has a track record of doing affordable housing projects in Nebraska, Kansas, Oklahoma and Iowa. The applicant has completed six projects in smaller Iowa communities (Orange City, Panora, Lamoni, Dunlap, Odebolt, and Mason City). This proposal features a total of 48 units spread among 4 separate three-story apartment buildings with parking located between the buildings. The design was basic in its approach and style. The applicant did not provide a self-scoring breakdown for IFA points nor did they include a percentage of affordable housing or a construction budget. The developer is requesting \$500,000 in HOME funds. **Overall, the proposal is lacking in detail and the design was not compelling.**

ALTERNATIVES:

1. Direct staff to work with either MVAH Partners Incorporated or Prairie Fire Development Corporation to prepare an agreement to partner on a LIHTC application and development of the site at 321 State Avenue with affordable multi-family housing

Note this recommendation requires no material changes to the design of either project, but is predicated on Prairie Fire being able to achieve a projected minimum score of 155 points in the LIHTC system.

2. Direct staff to work with a different development proposal in response to the RFP to prepare an agreement to partner on a LIHTC application and development of the site at 321 State Avenue with affordable multi-family housing.
3. Request additional information before making a final selection on November 10, 2020.

CITY MANAGER'S RECOMMENDED ACTION:

The conceptual design within each proposal was evaluated as it was presented to staff with no major assumptions of changes in the concept. However, once a developer is selected the project will be refined in consultation with the City and with their design teams in preparation of the LIHTC application deadline. Actual Site Development Plan and building permit applications will not be prepared unless the selected developer receives an award of tax credits. All the projects had a similar timeline based upon the LIHTC process and schedule. Award of tax credits is expected in August 2021 and then developers would complete design and site acquisition in the winter with a plan for construction to begin spring of 2022 and a plan for occupancy to begin in the summer of 2023.

Within the RFP the City identified that HOME Funds may be available to assist in development of the project, no specific amount was identified to be provided by the City in the RFP. Most of the proposals requested HOME Funds ranging from \$219,000 to \$500,000. HOME funds are separate from CDBG funds and can be used to directly assist in the construction of affordable housing. To date, the City has been allocated three years (2018-2021) of HOME funding, which has an approximate balance of \$1.2 million dollars (not including program administration). The City can consider utilizing up to approximately \$500,000 of HOME Funds for this LIHTC project without compromising use of the funds for the construction of single-family homes on the north side of the subdivision. Developer assistance with HOME funds would occur until after award and closing on the acquisition of the property in 2022. With the selection of a partner developer more project details will be determined, in order to refine the application for IFA submittal. The exact amount of HOME funds request may be adjusted as we move forward based upon design features and the need to keep maximum points available for a project. The developers indicated that with additional HOME funds it would also assist in making rents more affordable overall.

After reviewing the proposals, staff finds that the MVAH Partners and Prairie Fire Development proposals best address the RFP overall by providing for our target objectives of family housing, diverse housing types, feasible development concepts, strong development experience, and property management experience. MVAH has a slightly stronger track record and property management history, but they also have a greater amount of HOME funds requested compared to Prairie Fire and total development costs due to the larger project size. The project designs are also fundamentally different in site layout and architectural style, but both have merit overall as a design approach for the site. Both groups indicated willingness to work on refining the concepts and tailoring it to the City's interests for the site. Staff believes the Prairie Fire Development design concept is the more interesting design and site layout for the site.

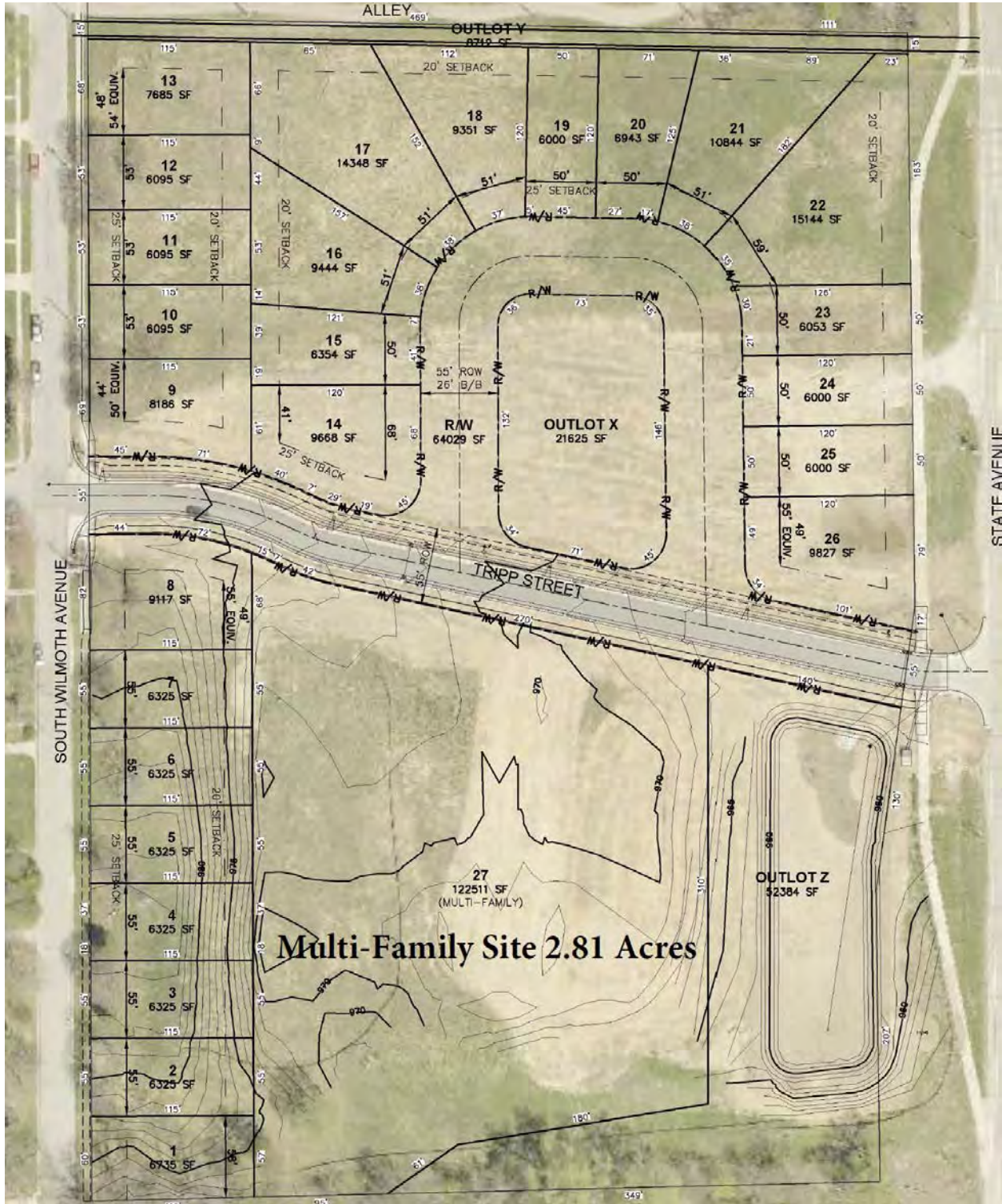
There are two key distinctions for the two current proposals, one being the design differences and the second is current projected LIHTC score of 155 for MVHA and 154 for Prairie Fire. For Prairie Fire to be selected. staff believes they would need to verify

that adjustments in construction estimating would support a score of 155 points. The other top proposals have already taken full credit for the construction cost category.

Staff believes that either of these two development proposals best meet the City's objectives for development of affordable family housing on the site. Therefore, the City Manager recommends Alternative 1 whereby City Council directs staff to work with either MVAH Partners or Prairie Fire Development to finalize a development agreement for a partnership on submitting a LIHTC application and development of affordable housing at 321 State Avenue.

Because of the narrow timelines involved with the LIHTC application deadline, it is imperative that the City Council give direction regarding a preferred developer at the October 27th meeting.

Location Map- Attachment A



LIHTC Developers in Partnership with the City of Ames for Baker Subdivision							
Applicant Proposal Facts:							
	MVAH Partners	Prairie Fire Development & Builders Development Corp	Newbury Living	The Hatch Development	Sand Companies	The Commonwealth Companies	Excel Development
Applicant's LIHTC Self Scoring:	155	154	155	156	155	146	Did not provide
<small>*Note Scoring Updated Per Staff's review of proposals</small>							
Type & Style of Units:	50 units - Family 3 story bldg & townhomes 36 Apts, 14 Townhomes 24-2 BR, 26-3 BR	36 units - Family 13 townhomes 23 Apts, 3 story 12-3 BR, 14-2 BR	40 units - Family 30 - 2 BR, 10 - 3 BR 3 buildings Some individual garages	42 units - Senior 31 - 1 BR 11 - 2 BR	37 units - Family 1 BR, 2 BR, 3 BR	40 units - Family 8-1 BR 20-2 BR 12-3 BR	48 units - Family 24-3 BR, 2 Full Bath 24-2 BR, 2 Full Bath 4 bldgs
Notable Features:	Playground Proposed	Playground Proposed	Playground Proposed w/ walking paths	No Playground. Sidewalks & Garden Proposed	Playground Proposed	Playground Proposed	No Playground Proposed
Percent of Affordable Housing:	90%	87%	90%	88%	89%	90%	Did not provide
Construction Schedule:	April 2022 - 6-1-2023 qualified occupancy 12-31-2023	Jan 2022-May 2023	Const March 2022, begin Begin leasing May 2023, Complete by fall 2023	March 2022-March 2023 Leasing through June 2023	July 2022-July 2023 90-150 days lease up time	April 2022-April 2023 lease by Nov 2023	6 mos after award 12 mos from ground breaking
Projected Project Costs:	\$10,397,373	\$7,902,934	\$9,479,427	\$8,984,410	\$8,363,555	\$10,539,514	\$6,777,209
Proposed Project Financing:							
LIHTC	\$7,307,269	\$5,391,696	\$6,300,000	\$7,140,000	\$6,104,370	\$7,265,273	\$5,321,269
City Requests:							
HOME	\$400,000	\$250,000	\$225,000	No Request	\$219,429	\$500,000	\$500,000
Land	provided at \$0 cost	\$2,500	provided at \$0 cost	provided at \$0 cost	provided at \$0 cost	provided at \$0 cost	No Request
Other	--	--	--	100% tax abatement for 10 yrs	--	--	--
Construction Financing	\$2,562,806	\$2,118,583	\$2,250,000	\$1,594,310	\$2,039,756	\$2,571,000	\$955,940
Construction Budget	\$7,570,942	\$5,625,000	\$7,070,000	\$7,019,687	\$6,740,044	\$7,703,930	Did not provide
Project Locations:	Clinton, Grimes, Centerville, CR, KS, MO, NE, IA Muscatine, Keokuk, Altoona, Des Moines, Newton	Red Oak, IA Harlan, IA	Ames: Stonehaven 1992, 56 units Meadow Woods, 1996, 48 units Keystone, 1984, 56 units Other Communities Bettendorf, West Des Moines, Des Moines	Des Moines, Cedar Rapids, Dubuque, Waverly, Newton	Iowa City Coralvile Johnston	18 States, 60 in WI 28 in other states 23 in const or design Johnston-62 Units Senior	IA, NE, KS & OK Hull, IA 2016 Orange City, IA 2015 Panora, IA 2007 Lamoni, IA 2007 Dunlap, IA 2007 Odebolt, IA 2007

MVAH Partners



College Creek Lofts and Townhomes

City of Ames RFP, Baker Subdivision

MVAH Partners



MVAH Partners

EXTERIOR FINISH LEGEND	
	FACE BRICK VENEER (FB-1)
	FIBER CEMENT SIDING, LAP-STYLE (FC-1)
	FIBER CEMENT SIDING, SHAKE-STYLE (FC-2)
	ROOFING, ARCHITECTURAL FIBERGLASS SHINGLES (AFS-1), ANTI-FUNGAL AND MIN. 30-YEAR WARRANTY
SHEET METAL FLASHING AND TRIM ALL PRE-FINISHED METAL GUTTER, DOWNSPOUTS, FASCIAS, ETC. TO BE BY DIMENSIONAL METALS INC.	



tripp street side elevation

1" = 20'-0"








front elevation

1" = 20'-0"

MVAH Partners

EXTERIOR FINISH LEGEND

	FACE BRICK VENEER (FB-1)
	FIBER CEMENT SIDING, LAP-STYLE (FC-1)
	FIBER CEMENT SIDING, SHAKE-STYLE (FC-2)
	ROOFING: ARCHITECTURAL FIBERGLASS SHINGLES (AFS-1) ANTI-FUNGAL AND MIN. 30-YEAR WARRANTY
	SHEET METAL FLASHING AND TRIM. ALL PRE-FINISHED METAL GUTTER, DOWNSPOUTS, FASCIAS, ETC. TO BE BY DIMENSIONAL METALS INC.



building B front elevation

1/16"=1'-0"



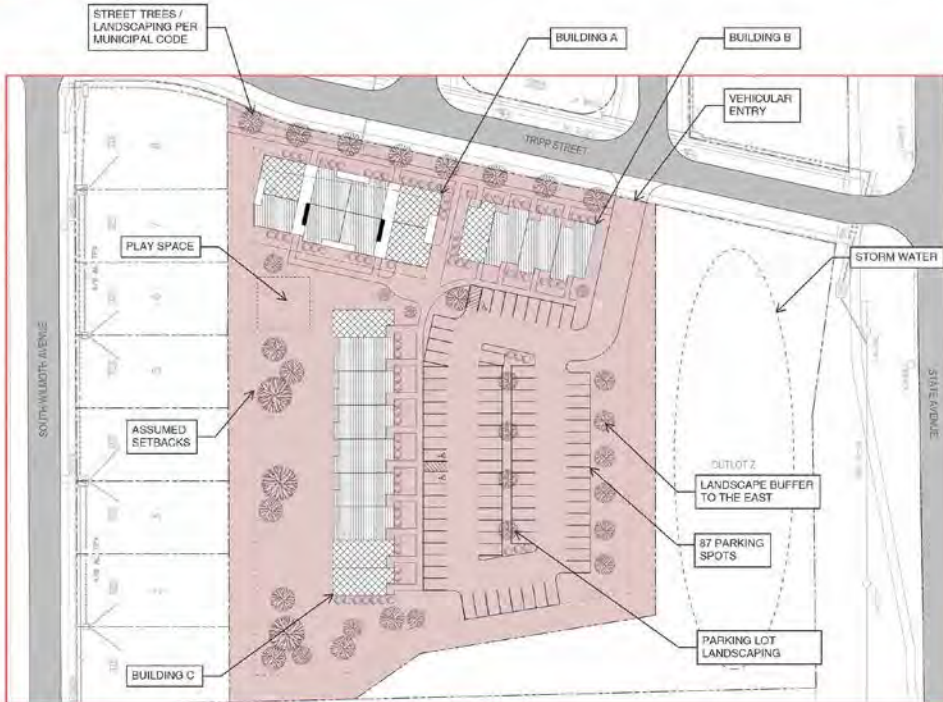
building C front elevation

1/16"=1'-0"

Prairie Fire



BAKER SUBDIVISION | LOT 27 CONCEPT | SEPTEMBER 11, 2010



CONCEPT SITE - 1" = 60'-0"

Prairie Fire



BAKER SUBDIVISION | LOT 27 CONCEPT | SEPTEMBER 11, 2020



Prairie Fire



BAKER SUBDIVISION | LOT 27 CONCEPT | SEPTEMBER 11, 2020

BUILDING A



BUILDING B



BUILDING C



Newbury Living

Proposed Concept - Rendering



Newbury Living

Proposed Site Plan



OFF STREET PARKING REQUIREMENTS (29-40A(2))
1.5 SPACES PER ONE BEDROOM X (0) 1 BEDROOMS = 0 STALLS
1 SPACES PER BEDROOM FOR ≥ 2 BEDROOMS =
30'5 BR = 30 STALLS
30'2 BR = 60 STALLS
40 UNITS = 90 STALLS REQUIRED
PARKING PROVIDED
GARAGES: 16 STALLS
DRIVEWAY: 16 STALLS
SURFACE: 59 STALLS

The project design is focused on the community engagement with Tripp Street and the important views from State Avenue. The residences are a collection of varied elements to blend with the single-family homes in the neighborhood and share their scale through the use of private entries and a mix of individual garages.

The project design will highlight a connection to the site and neighborhood through the individuality of garages and front doors as solutions for defining personal space and human scale. The building's image is to highlight residential features of individual entries, the texture of varied window types and pitched roof with historic roots and shingle detail.

Newbury Living

Proposed Concept - Rendering



Newbury Living

Proposed 24-Unit Apartment Building – Elevations



1 WEST ELEVATION



3 EAST ELEVATION

Newbury Living

Proposed 8-Unit Apartment Buildings – Elevations

ASK
JDIO



1 8PLEX - NORTH ELEVATION



2 8PLEX - SOUTH ELEVATION



Hatch Development Group



STATE AVENUE BRICKSTONE

Baker Subdivision 321 State Avenue LITEC Rental
Housing Development Proposal – Presented to the
Ames City Council

ABSTRACT

The architectural design will resemble the award-winning apartment communities HDG has developed throughout Iowa. It will encompass modern conveniences with a city's historic features lending itself to a pedestrian friendly environment to the surrounding neighborhoods.

Hatch Development Group - HDG
September 11, 2020

Hatch Development Group



Hatch Development Group



(C) EAST EXTERIOR ELEVATION
FACING STATE AVENUE
SCALE: 1/8" = 1'-0"

ASK
STUDIO

ARCHITECTURE INTERIORS
1000 N. W. 10TH AVE. SUITE 100
MIAMI, FL 33136
TEL: 305.575.1111
WWW.ASKSTUDIO.COM
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BY ASKSTUDIO

SCHEMATIC PROPOSAL



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WWW.ASKSTUDIO.COM
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BY ASKSTUDIO

Sand Companies



Sand Companies



1 SITE PLAN
SCALE 1" = 30'-0"

UNIT TYPE LEGEND		
FULLY ACCESSIBLE UNIT	AA	3
ACCESSIBLE	A	15
STANDARD	AC	4
STUDIO	CC	2
TOTAL		24

BUILDING SQ. FT.	
NET FLOOR PLAN	16,892 SQ. FT.
RENDERING FLOOR PLAN	15,110 SQ. FT.
NET FLOOR PLAN	16,788 SQ. FT.
TOTAL	47,982 SQ. FT.



PRELIMINARY
NOT FOR
CONSTRUCTION

RFP - CITY SUBMITTAL
5-10-2020



116 South Third Avenue
PO Box 121
Walla Walla, WA 99149-0121
Office: (509) 565-2100
Fax: (509) 565-2110
Website: www.sandarchitects.com
E-Mail: Sand@SandArchitects.com

37 UNIT
APARTMENTS

Sand Companies



SECURE REFERENCE ELEVATION:
 UNITS: 37 UNITS TOTAL
 STORY: 5 STORIES
 FINISH: CONCRETE
 TOTAL WALL AREA: 14,400 SF
 BALCONY AREA: 10,000 SF
 MAKE PERIOD: 10-00-00

1 SOUTH EXTERIOR ELEVATION
 SCALE 3/32" = 1'-0"



SECURE REFERENCE ELEVATION:
 UNITS: 37 UNITS TOTAL
 STORY: 5 STORIES
 FINISH: CONCRETE
 TOTAL WALL AREA: 14,400 SF
 BALCONY AREA: 10,000 SF
 MAKE PERIOD: 10-00-00

1 NORTH EXTERIOR ELEVATION
 SCALE 3/32" = 1'-0"



SECURE REFERENCE ELEVATION:
 UNITS: 37 UNITS TOTAL
 STORY: 5 STORIES
 FINISH: CONCRETE
 TOTAL WALL AREA: 14,400 SF
 BALCONY AREA: 10,000 SF
 MAKE PERIOD: 10-00-00

1 EAST EXTERIOR ELEVATION
 SCALE 3/32" = 1'-0"



SECURE REFERENCE ELEVATION:
 UNITS: 37 UNITS TOTAL
 STORY: 5 STORIES
 FINISH: CONCRETE
 TOTAL WALL AREA: 14,400 SF
 BALCONY AREA: 10,000 SF
 MAKE PERIOD: 10-00-00

1 WEST EXTERIOR ELEVATION
 SCALE 3/32" = 1'-0"

PRELIMINARY
 NOT FOR
 CONSTRUCTION

RFP - CITY SUBMITTAL
 5/10/2018



44 Sand Creek Avenue
 200-561-3232
 8000 Park Ave. Suite 2017
 Office: 202-232-0300
 Fax: 202-232-0319
 Website: www.SandArchitects.com
 E-Mail: Sand@SandArchitects.com

37 UNIT
 APARTMENTS

AMES, IA

A-4

THIS DOCUMENT IS THE PROPERTY OF SAND ARCHITECTS, LLC. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF SAND ARCHITECTS, LLC.

Commonwealth Development Corp.

Unit Mix:

One-Bedroom Units – 8 LIHTC

Two- Bedroom Units – 18 LIHTC, 2 Market Rate for a total of 20

Three-Bedroom Units – 10 LIHTC, 2 Market Rate for a total of 12

Amenities and Services:

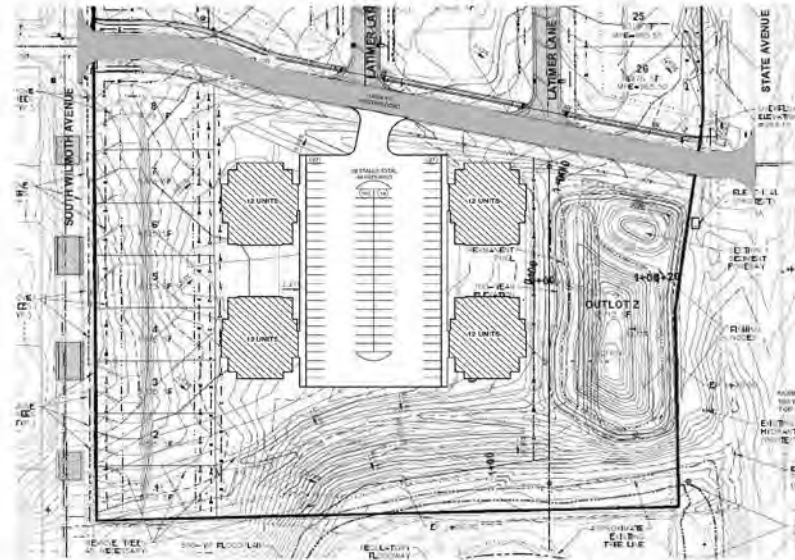
- On-Site Laundry
- Storage units
- Bike Racks
- On-Site Management
- Video Security System
- Community Room
- Playground
- Walking path
- Educational Programs
- Social/Recreational Events
- HERS Index standards



Commonwealth Development Corp.



Excel Development



SITE PLAN - CONTOURS



Architectural Design Associates

Scale A
3/24/17 or earlier
Lincoln, Nebraska 68510
www.adaonline.com
402-442-1032

Preliminary
Not for
Construction

40 FAMILY APARTMENTS



A0.2

COUNCIL ACTION FORM

**SUBJECT: FINAL PLAT AND DEVELOPMENT AGREEMENT APPROVAL
RELATED TO THE DOMANI SUBDIVISION, FIRST ADDITION**

BACKGROUND:

The City’s subdivision regulations are included in Chapter 23 of the *Municipal Code*. The Subdivision Code includes the process for creating or modifying property boundaries and specifies whether any improvements are required in conjunction with the platting of property. The creation of new lots is classified as either a major or minor subdivision, with a major subdivision requiring a two-step platting process to finalize the creation of new lots. The “Preliminary Plat” is first approved by the City Council and identifies the layout of the subdivision and any necessary or required public improvements.

Once the applicant has completed the necessary requirements, including provision of required public improvements or provision of financial security for their completion, a “final plat application” may then be submitted for City Council approval. After City Council approval of the final plat, it must then be recorded with the County Recorder to become an officially recognized subdivision plat. The final plat must be found to conform to the ordinances of the City and any conditions placed upon the preliminary plat approval.

FINAL PLAT:

Pinnacle Properties Ames, LLC is requesting approval of a Major Final Plat for Domani Subdivision, First Addition. The Domani Subdivision is located on the south side of Oakwood Road between the Christofferson Park to the east and the Suncrest Subdivision to the west (*Attachment 1– Location Map*). The First Addition is at the north end of the development; two more later additions are planned as part of its phasing. The Domani Subdivision is also a Planned Residence District (PRD) authorizing certain deviations from zoning standards that would normally apply, such as lot size and setbacks.

The proposed 1st Addition includes 27 single-family lots, one outlot for drainage (Outlot A – 1.578 acres), one lot for the future clubhouse (Lot 19, Clubhouse – 0.257 acres) and the remainder of the property, Outlot ZZ (16.183 acres). The right-of-way (Lot A) occupies 1.663 acres. The entire Domani Subdivision is 23.784 gross acres.

Street extensions connect with existing streets and will *not* require additional temporary access and turnaround areas on the end of the streets during the construction phase of the development.

The Public Works Department confirms that existing public utilities, including water, sanitary sewer, and storm water are currently being installed in the proposed subdivision

in compliance with the approved preliminary plat. Easements are provided with the final plat for stormwater.

An Agreement for Public Improvements, and an Agreement for Sidewalk and Street Trees have been prepared for City Council approval with the Final Plat. The *Agreement for Public Improvements* identifies the need for financial security for the completion of certain improvements and utilities including: erosion control (COSESCO), water mains, sanitary sewers and drains, storm sewers and drains, manhole adjustments, pavement, pedestrian ramps, street lights, landscaping, and subgrade preparation. Financial security, in the form of a Letter of Credit, has been submitted to the City in the amount of \$903,629.50, which covers the cost of the remaining improvements, in the event the developer does not install the required improvements. Sidewalks and street trees must be installed prior to the issuance of a Certificate of Occupancy for an individual lot; however, within three years after final plat approval, all sidewalks within the addition must be installed. Financial security can be reduced by the City Council as the required infrastructure is installed, inspected, and accepted by the City. The proposed letter of credit also includes financial security related to the improvements proposed within Christofferson Park that are discussed below.

DEVELOPMENT AGREEMENT:

Prior to approval of the Final Plat there is condition for the developer to enter into a development agreement concerning two issues: 1) subdivision improvements within the City's Christofferson Park and 2) the phasing of the PRD. (Attachment 5)

Improvements within the City's park include changes to the parking lot and driveway accessing the park due to the extension of Green Hills Drive, grading and revegetation within the south quarter of the park to improve storm water drainage, and the construction of eight-foot walkways in lieu of sidewalks. The developer has provided financial security for these improvements as part of the Letter of Credit included for the 1st Addition. The developer is subject to indemnity and insurance requirements as well as providing for a two-year warranty on the work completed within the Park. The financial security can be released upon completion of the improvements to the City's satisfaction.

The phasing of the PRD addresses the timing of development in regards to a temporary sales office and a model home. Importantly, the agreement identifies when the proposed clubhouse, temporarily used as a sales office, and swimming pool amenities are required to be completed. The improvements are required prior to starting development the 3rd phase of the project. In the event the developer does not complete the amenities and improvements as described, the City may withhold future permits and approvals.

ALTERNATIVES:

1. Approve:
 - a. Development Agreement as satisfying the condition of approval of the Domani PRD and Preliminary Plat.

- b. Final Plat of Domani Subdivision, First Addition based upon the findings that the Final Plat conforms to relevant and applicable design standards, ordinances, policies, and plans with a signed *Agreement for Public Improvements* and *Agreement for Sidewalk and Street Trees*.

Note: The signed development agreement must be returned to the City Clerk prior City Council approval of the Final Plat on Tuesday night.

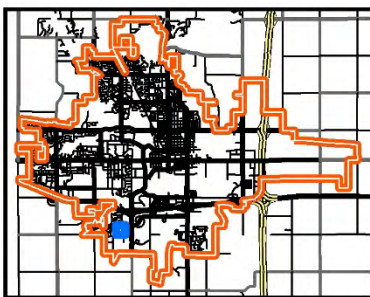
2. Defer action on the Final Plat and direct staff to modify the Development Agreement prior to approval of the Final Plat.
3. Deny the Final Plat for Domani Subdivision, First Addition if the City Council finds that the development creates a burden on existing public improvements or creates a need for new public improvements that have not yet been installed.

CITY MANAGER’S RECOMMENDED ACTION:

City staff has evaluated the proposed final subdivision plat and determined that the Final Plat for Domani Subdivision, First Addition conforms to the adopted ordinances and policies of the City as required by Chapter 23 of the *Ames Municipal Code*. The proposed development agreement provides assurances to the City for the completion of improvements affecting Christofferson Park. Additionally, the proposed agreement addresses the phasing of the PRD development and providing the planned amenities commensurate with development.

Therefore, it is the recommendation of the City Manager that the City Council accept Alternative #1, thereby approving the Development Agreement and the Final Plat for Domani Subdivision, First Addition.

ATTACHMENT 1: LOCATION MAP

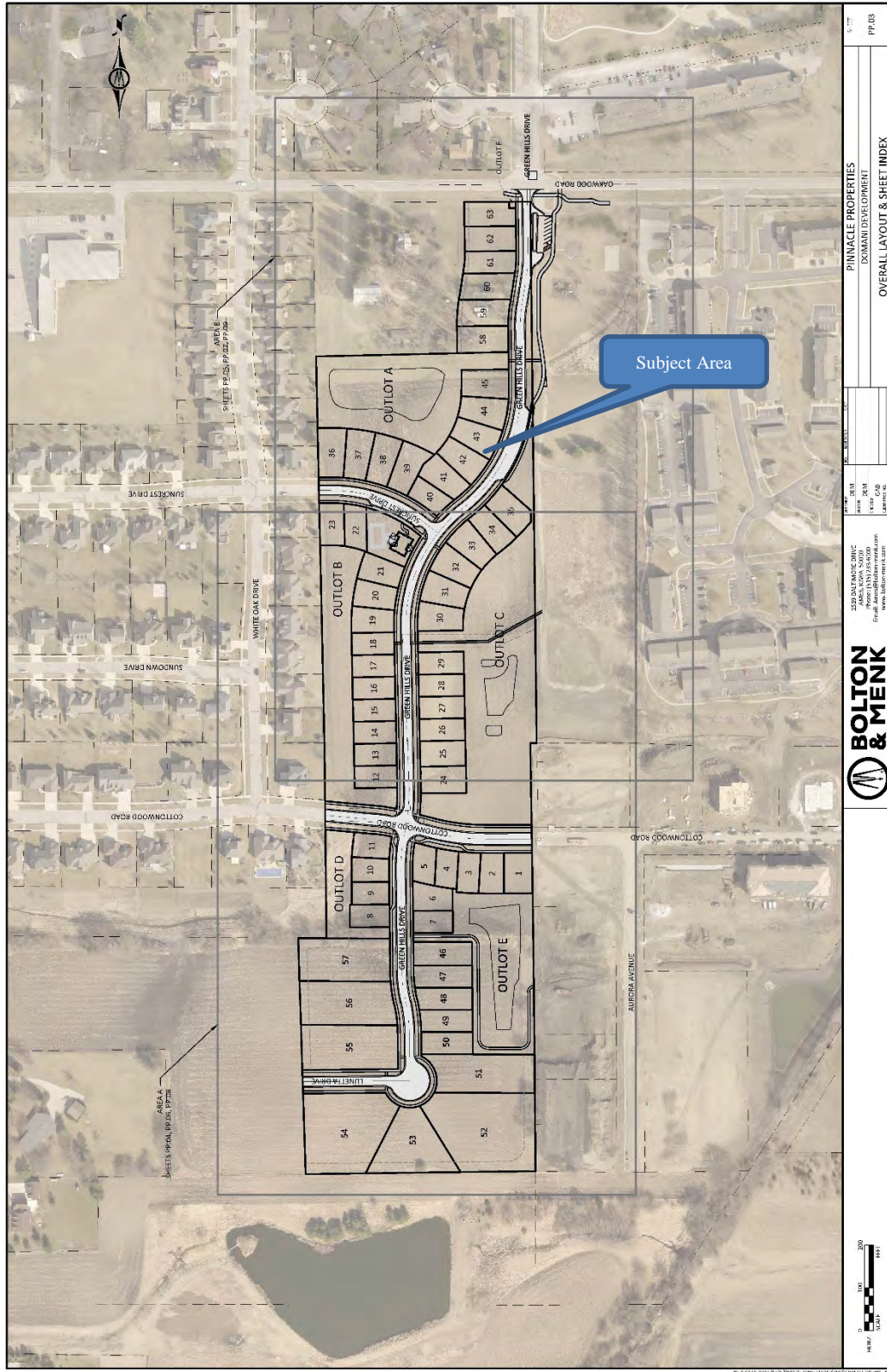


**Location Map
2200 Oakwood Road
Domani, 1st Add.**

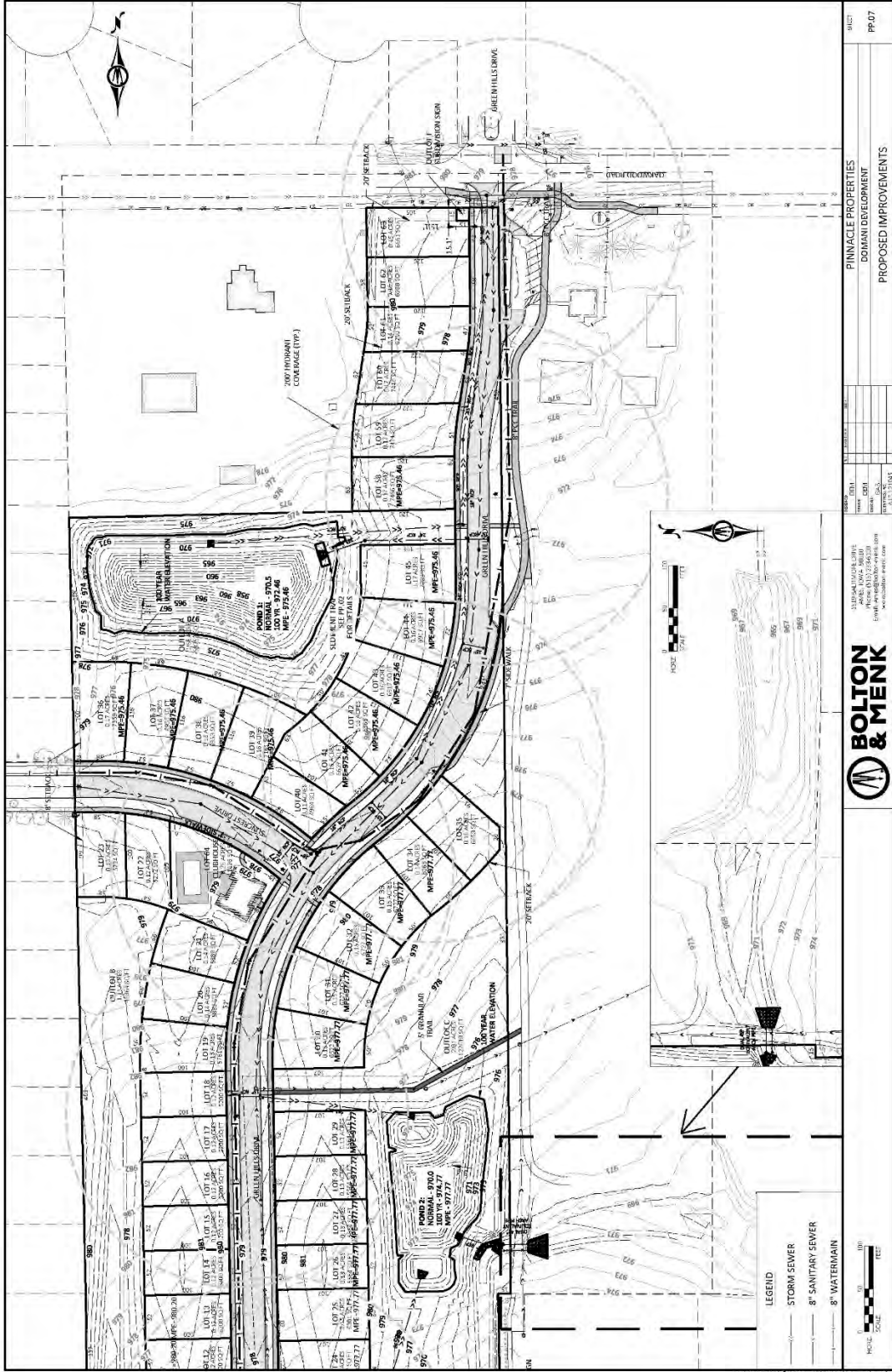
0 50 100 200
Feet



ATTACHMENT 2: DOMANI PRELIMINARY PLAT (OVERALL SUBDIVISION PLAN)



		BOLTON & MENK 2222 S. UNIVERSITY DR. #100 DENVER, CO 80202 TEL: (303) 733-8000 FAX: (303) 733-8001 WWW.BOLTONMENK.COM	
PROJECT NO. SHEET NO. DATE DRAWN BY CHECKED BY	Pinnacle Properties Domestic Development Overall Layout & Sheet Index	SHEET 1 OF 1 PP-03	1" = 100'



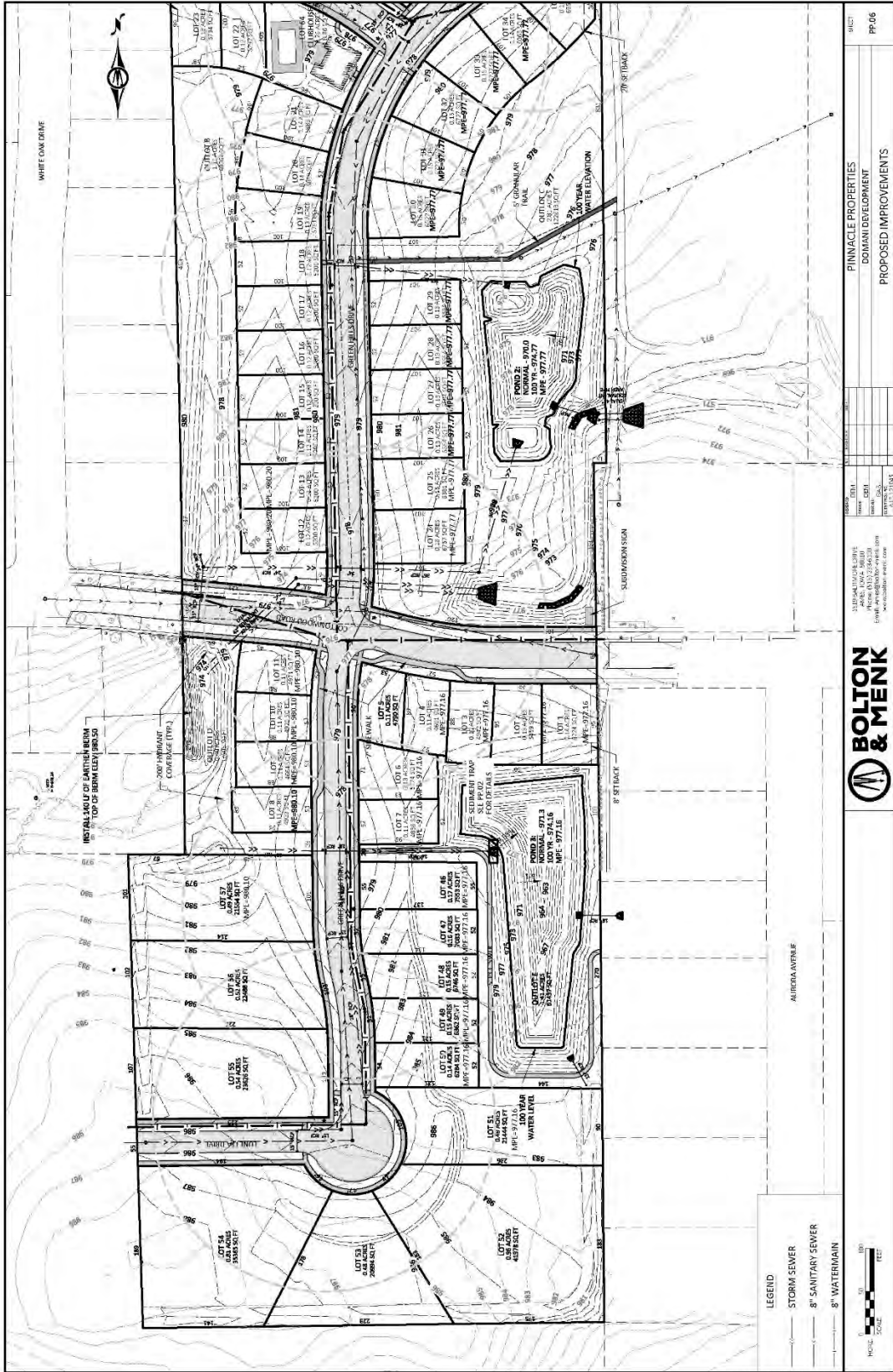
Pinnacle Properties
Domain Development
Proposed Improvements

BOLTON & MENK
 CIVIL ENGINEERS
 10000 Linnwood Road, Suite 100
 Dallas, Texas 75243-1000
 Phone: (972) 254-8200
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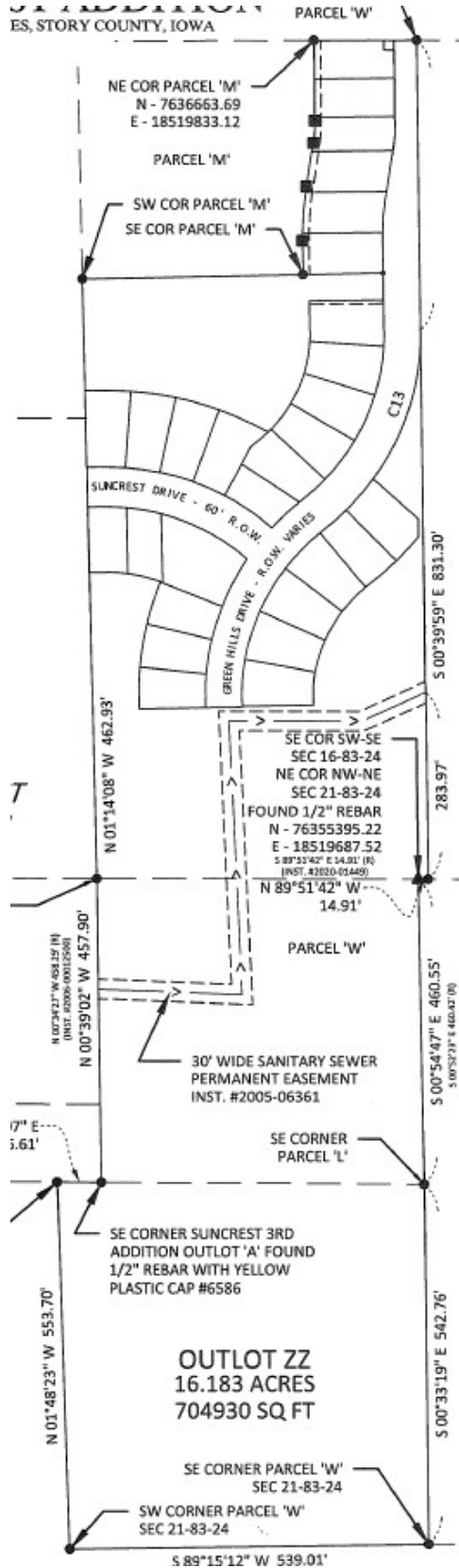
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 DRAWN BY: J. HARRIS
 CHECKED BY: J. HARRIS
 PROJECT NO.: 11-0001

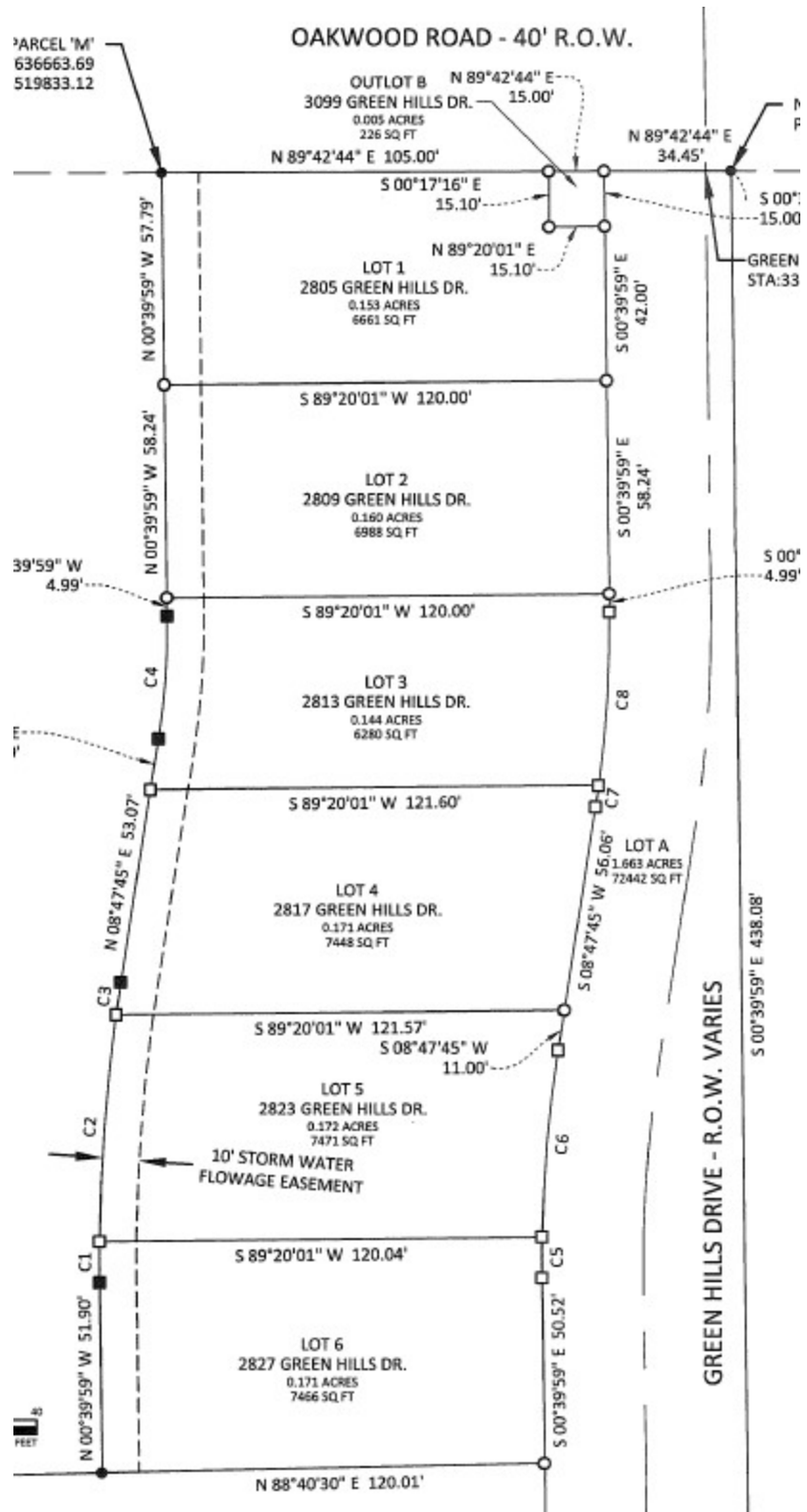
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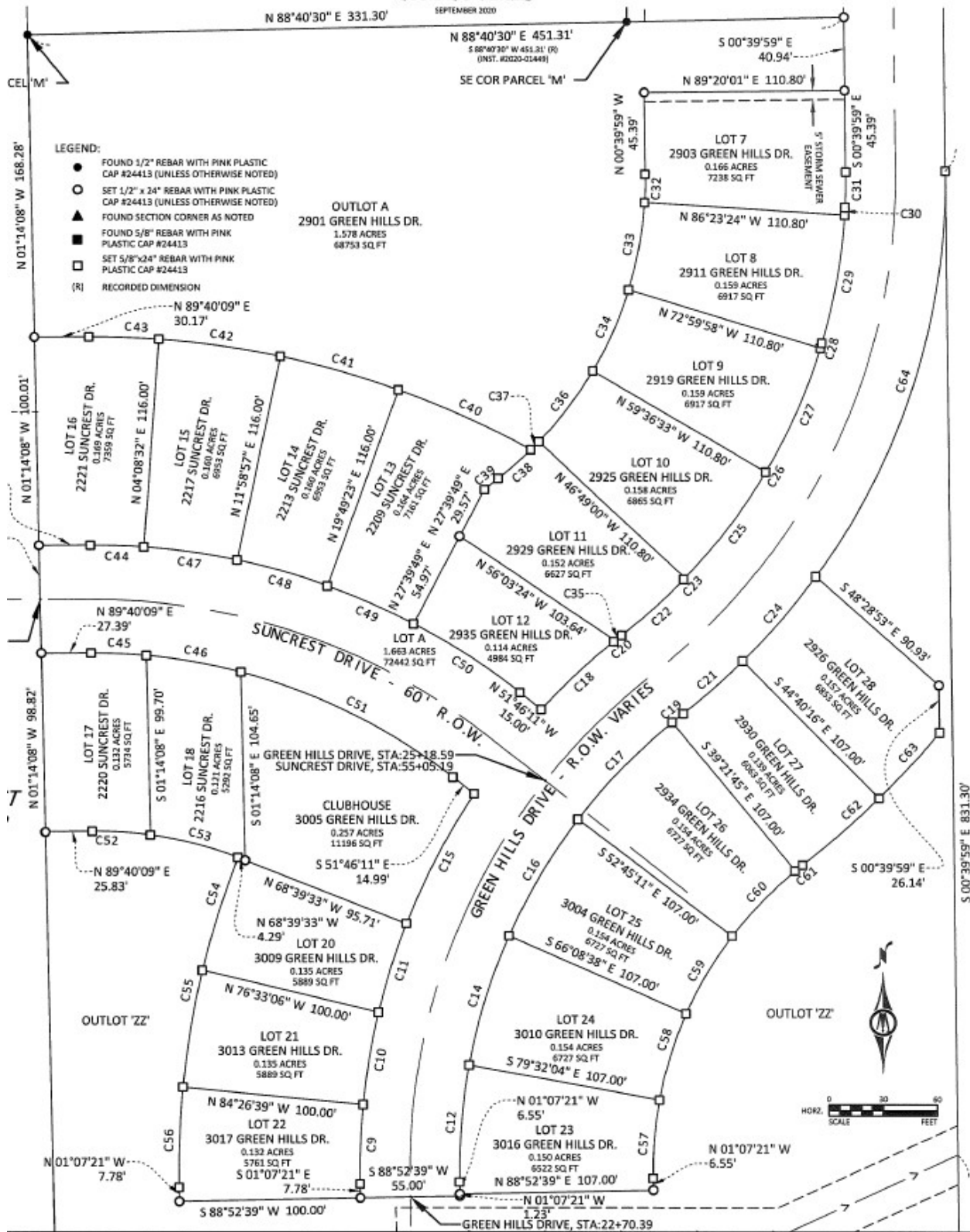
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ATTACHMENT 3: DOMANI SUBDIVISION, 1ST ADDITION







ATTACHMENT 4: APPLICABLE LAWS AND POLICIES PERTAINING TO FINAL PLAT APPROVAL

Adopted laws and policies applicable to this case file include, but are not limited to, the following:

Ames Municipal Code Section 23.302

(10) City Council Action on Final Plat for Major Subdivision:

- (a) All proposed subdivision plats shall be submitted to the City Council for review and approval. Upon receipt of any Final Plat forwarded to it for review and approval, the City Council shall examine the Application Form, the Final Plat, any comments, recommendations or reports examined or made by the Department of Planning and Housing, and such other information as it deems necessary or reasonable to consider.
- (b) Based upon such examination, the City Council shall ascertain whether the Final Plat conforms to relevant and applicable design and improvement standards in these Regulations, to other City ordinances and standards, to the City's Land Use Policy Plan and to the City's other duly adopted plans.
- (c) The City Council may:
 - (i) deny any subdivision where the reasonably anticipated impact of such subdivision will create such a burden on existing public improvements or such a need for new public improvements that the area of the City affected by such impact will be unable to conform to level of service standards set forth in the Land Use Policy Plan or other capital project or growth management plan of the City until such time that the City upgrades such public improvements in accordance with schedules set forth in such plans; or,
 - (ii) approve any subdivision subject to the condition that the Applicant contribute to so much of such upgrade of public improvements as the need for such upgrade is directly and proportionately attributable to such impact as determined at the sole discretion of the City. The terms, conditions and amortization schedule for such contribution may be incorporated within an Improvement Agreement as set forth in Section 23.304 of the Regulations.
- (d) Prior to granting approval of a major subdivision Final Plat, the City Council may permit the plat to be divided into two or more sections and may impose such conditions upon approval of each section as it deems necessary to assure orderly development of the subdivision.
- (e) Following such examination, and within 60 days of the Applicant's filing of the complete Application for Final Plat Approval of a Major Subdivision with the Department of Planning and Housing, the City Council shall approve, approve subject to conditions, or disapprove the Application for Final Plat Approval of a Major Subdivision. The City Council shall set forth its reasons for disapproving any Application or for conditioning its approval of any Application in its official records and shall provide a written copy of such reasons to the developer. The City Council shall pass a resolution accepting the Final Plat for any Application that it approves.
(*Ord. No. 3524, 5-25-99*)

COUNCIL ACTION FORM

SUBJECT: FLOOD PLAIN ZONING REGULATIONS TEXT AMENDMENT TO ADOPT THE NEW FLOOD INSURANCE RATE MAPS, UPDATE DEFINITIONS, AND AMEND TERMINOLOGY USED IN CHAPTER 9 OF THE AMES MUNICIPAL CODE.

BACKGROUND:

The City of Ames participates in the National Flood Insurance Program (NFIP). Because of this, property owners in the City are eligible to purchase flood insurance to protect their structures and contents. To participate in the NFIP, the City is obligated to regulate development so as to reduce the risks of loss of life, personal injury, and property damage. The City has adopted an ordinance, Chapter 9 Flood Plain Zoning, that regulates development in the flood plain and maps that identify the flood plain for waterways throughout the City. Some of the more significant standards of the City's ordinance are requirements to have new buildings protected/constructed three feet above the base flood elevation when located in the floodway fringe, restrict development within the floodway, and under certain circumstances requiring improvements to existing nonconforming buildings to current flood protection requirements.

Chapter 9 incorporates by reference the Flood Insurance Rate Maps (FIRMs) prepared by the Federal Emergency Management Agency (FEMA). Floodplains within the City include Skunk river, Squaw Creek, Clear Creek, College Creek and Worle Creek. (Map-Attachment B) Additionally, several Unnamed small streams including the Tea Garden outlet stream were included. The current Flood Insurance Study (FIS) and FIRMs were adopted in 2008 and a focused update study for College Creek and Worle Creek was adopted in 2014. **A new study that updates the topography of the area within Ames with new FIRMs have been prepared and are slated to become effective on January 15th 2021. Therefore, the City must adopt these maps in order to remain in compliance with the NFIP.** Note that meteorological event changes are not part of this update by DNR and FEMA.

The new Flood Insurance Study has resulted in more accurate Flood Insurance Rate Maps depicting Base Flood Elevations (BFE). The new topographic data is from LIDAR analysis from 2009. These more accurate maps will help the community plan for and better regulate development activities in the flood plain. It will also help affected homeowners and businesses to obtain the proper level of flood insurance coverage at the best price. The new study also updates the City's vertical datum it uses to determine base flood elevation (BFE) from the NGVD1929 standard to the NAVD1988 standard. This scale of measuring elevations was used in the existing FIRMs, but the new maps establish elevations for the study area in North American Vertical Datum 1988 (NAVD 88). The map update also brings with it some text amendments to the floodplain development

standards in Chapter 9 in order to maintain compliance with DNR and FEMA standards. **A more detailed explanation of the proposed text amendments and map change is discussed in the addendum below.**

The process of updating the maps was initiated by FEMA and DNR in 2018. Notice was provided in March 2019 to property owners within the flood plain about the impending changes and how to review and comments on the proposed changes to DNR. The City created a web map viewer for the public to easily identify changes as part of this process, which can be found on the [City's Planning Division website](#).

The FIRM update brings a total of 70 new parcels, including 39 buildings, into the 100-year floodplain. Nine parcels are being removed. The boundaries of the floodway did not change. Of the new buildings being added, the vast majority of those are non-residential. Staff mailed out follow up letters in October 2020 as a reminder to the 70 property owners that the FIRMS are changing and City Council would review the proposed changes to our local ordinances on October 27th.

PLANNING & ZONING RECOMMENDATION:

At the September 16th Planning & Zoning Commission meeting the Commission voted 5-1 to recommend approval of the new FIRM map and associated text amendments including eliminating the requirement of a Conditional Use Permit in General Floodplain Overlay areas.

The Planning & Zoning Commission discussed and asked questions about what eliminating the Conditional Use Permit Requirement would cause the City to lose. Staff replied that we believe there is no loss of oversight as City and DNR standards still apply. The extra step of having a Board review a project subject to precise performance standards is seen as duplicative of the Administrative review process already in place. General Flood Plain overlay is only found in two areas of the community, east of I-35 and north Ames near Ada Hayden.

One change has occurred since the Planning & Zoning Commission recommendation is upon further consultation with the DNR staff has discovered that 'development' was not required to replace 'use' in Section 9.8(1-3) (Non-conforming uses). As a result staff has chosen to leave 'use' in place in this particular section. DNR views this sections reference to the term 'use' as a zoning matter and not directly tied to floodplain development regulations.

ALTERNATIVES:

1. The City Council can amend Chapter 9 of the Ames *Municipal Code* as shown in the attachment, including the optional language removing the requirement for a Conditional Use Permit in General Floodplain Districts in Section 9.6 and approve on first reading an ordinance making these changes.

2. The City Council can amend Chapter 9 of the Ames *Municipal Code* with only the required amendments and approve on first reading an ordinance making these changes.
3. The City Council can choose not to approve the proposed amendments.

CITY MANAGER’S RECOMMENDED ACTION:

The new Flood Insurance Study has resulted in more accurate Flood Insurance Rate Maps depicting Base Flood Elevations (BFE). These more accurate maps will help the community plan for and better regulate development activities in the flood plain. It will also help affected homeowners and businesses to obtain the proper level of flood insurance coverage at the best price.

The new FIRMs, as finalized by FEMA and the Iowa DNR, are required to be adopted to be in compliance with the National Flood Insurance Program (NFIP). The new maps must be adopted, and the published Ordinance submitted to Iowa DNR no later than January 15th, 2021. The associated text amendments accompanying the map updates are minor in nature and do not have substantive effects on specific standards. The change to eliminate the ZBA Conditional Use Permit process does not affect the actual flood protection standards that would apply to the General Floodplain Overlay District.

Therefore, it is the recommendation of the City Manager that the City Council act in accordance with Alternative #1, which is to amend Chapter 9 of the Ames *Municipal Code* as shown in the attachment and adopt the new proposed FIRM.

Addendum

The floodplain is divided into two main areas called the Floodway which is the most restrictive to development and the Floodway Fringe which is the 100 year floodplain area which has a 1% chance of flooding each year. Development in this area must meet minimum flood protection standards. The new mapping updates the flood area for 100-year storm events, which is consistent with NFIP.

There are some areas that are designated as 500-year floodplain on the FIRM map panels. These areas have a 0.2% chance of flooding each year. The City does not regulate 500- year floodplain, although it is still recognized by FEMA and DNR for insurance purposes.

In November 2018 FEMA delivered preliminary FIRM's to the City for our review and comment. Once draft maps were prepared, City staff conducted an open house in January 2019, and published an invitation to the community. In March 2019 City staff mailed notices to all property owners with property currently within the flood plain or new properties coming within the new boundaries of the floodplain to make all property owners potentially affected by this update aware of what is happening. A public comment and review period began in January 2019. The City created a web map viewer for the public to easily identify changes as part of this process, which can be found on the [City's Planning Division website](#). The comment and review period for both the public and the City ended in December of 2019.

The FIRM update brings a total of 70 new parcels, including 39 buildings, into the 100-year floodplain. Nine parcels are being removed. The boundaries of the floodway did not change. Of the new buildings being added, the vast majority of those are non-residential.

Staff mailed out follow up letters in October 2020 as a reminder to the 70 property owners that the FIRMS are changing and City Council would review the proposed changes to our local ordinances on October 27th.

During the City's review staff looked at the proposed new FIRM to determine if past flood events coincided with the proposed new 100-year floodplain boundaries and if there were any areas staff felt should be included that weren't or if staff had any concerns about new areas being included. Staff determined the proposed boundaries reflected where water could be expected to rise to during an event of the particular magnitudes predicted for. However, one area staff did disagree with that was proposed to be placed within the 100-year floodplain is the land abutting Ada Hayden Lake. Staff appealed that section of the map and submitted engineering data that staff believes supports not placing the land immediately adjacent to the lake within the floodplain boundaries. FEMA reviewed the appeal and granted changes to the map which removed the 100 year flood plain on much of the land immediately abutting the lake and limited it to just the surface of the water and

a wetland area along the west side of the lake. The City has control of an outlet structure that empties water from the Skunk River into Ada Hayden Lake. As this can be controlled and with the engineering of the lake FEMA ultimately agreed with the City of Ames it is not a flood hazard.

One additional area that does not match existing conditions is in south Ames in the Tea Garden drainage area. Although a flood plain is still depicted for a waterway near Highway 69 and the Mucky Duck, the City as a separate process is pursuing a map amendment to remove the piped area from the flood plain.

Much of the expansion of floodplain is occurring along the Skunk River in the southeast portion of the City east of Duff and south of Lincoln Way. Minor areas of increase in floodplain are found along other areas near the Skunk River, Squaw Creek and Clear Creek. Most of College Creek and Worle Creek areas remain unchanged as those areas were remapped and updated in 2014. There are marginal decreases occurring as well. The majority of decreases occur in the Skunk River area and in some areas along Squaw Creek. These areas are isolated or found very near to the boundaries of the 100-year floodplain indicating a small alteration in boundary location. The map showing where changes to the 100-year flood plain boundary are located on the Planning Division website and can be accessed via the following links:

[Map of Changes](#)

[Additional Firm Update information](#)

Proposed Text Amendments

This FIRM update also includes text amendment updates to the Chapter 9 development standards. These are required updates that are primarily minor in nature and affect the terms 'Building' and replacing with 'Structures' and replacing 'Use/Uses' with the term 'Development'. Additional items being added include minor language dealing with subdivision review proposals and reformatting a small section of the section dealing with Substantially improved structures. The sections affected are sections 9.4, 9.5, 9.6, 9.7 and 9.8. The text amendment also makes changes to some existing definitions while adding some new definitions. The definitions are divided into current definitions being amended and new definitions. Regardless of whether a community uses the terminology in it's general standards the new definitions are required by FEMA to be inserted into the definitions section. Some of the new definitions are not used yet in our standards.

The new map number and associated FIRM panels and their adoption date must be added into the ordinance as a part of this process. The text amendments included in this update are required by the Iowa DNR and FEMA to be in compliance with federal and state floodplain regulations. The text amendments can be found below in Attachment A.

Optional Model Ordinance Items from DNR

The Iowa DNR has also given the City optional ordinance language we can adopt if the City believes it is necessary to enforcing our Floodplain Ordinance. The DNR is giving

cities the option of no longer requiring Conditional Use Permits in floodplain areas that have not been delineated between floodway and 100-year floodway fringe areas known as General Floodplain. Currently, General Floodplain Districts are treated all as floodway. The new language would eliminate Zoning Board of Adjustment review of the placement of structures, fill, factory built homes, excavation, storage of materials and obstructions within General Floodplain areas, but not the city's development standards and protection measures. Currently if a project involving one of the items listed above is proposed in a General Floodplain within the City, a Conditional Use Permit must be requested from the Zoning Board of Adjustment in addition to concurrent approval from the DNR. The process of having to obtain a Condition Use Permit could be viewed as burdensome to an applicant when the applied standards are the same and as such the DNR is providing the option of eliminating this process. Development in the general flood plain is very rare and in Ames as they are areas on the perimeter of the City. Currently there are only 2 areas in the City where General Floodplain exists. (See Attachment A)

Based on how subdivisions and site developments are currently permitted in the City no site development or subdivision would be able to occur without City review and approval by multiple departments. This includes review of floodplain development. Given the review requirements already in place the process of developing in a General Floodplain would always be subject to review by the City and DNR. Eliminating the Zoning Board of Adjustment review is not viewed as change or elimination of flood protection standards themselves.

Attachment A- Proposed Text Amendment
Highlights are text changes

ORDINANCE NO.

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY AMENDING CHAPTER 9 SECTION 9.1(3)(b)(c), 9.2(2)(4), 9.3(3), 9.4(2)(b)(e)(g), (3)(a)(b)(c)(e), 9.5(2)(b)(c)(h)(i)(k)(l)(c), 9.6 (1)(g)(2), 9.7(1)(b)(iii)(2)(v)(vi),(c), (3)(c)(ii)(a)(7)(8)(9), 9.7(3)(c)(ii)(b)(5)(h), 9.8 (1)(a)(e)(2)(d(3)(a)(e), 9.11 (2)(12)(14)(16)(27)(29) AND ENACTING A NEW SECTION 9.6 (4)(a)(b)(c)(1)(2), (5)(a)(b), 9.11(34)(35)(36)(37)(38) THEREOF, FOR THE PURPOSE OF ADOPTING NEW FLOOD MAPS, UPDATE DEFINITIONS AND AMEND TERMINOLOGY; REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; PROVIDING A PENALTY; AND ESTABLISHING AN EFFECTIVE DATE.

BE IT ENACTED, by the City Council for the City of Ames, Iowa, that:

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by enacting Chapter 9 as follows:

“Sec. 9.1. STATUTORY AUTHORIZATION, FINDINGS OF FACT, AND PURPOSE.

...

(3) Purpose. It is the purpose of this ordinance to promote the public health, safety, and general welfare by minimizing those flood losses described in Section 9.1(2) with provisions designed to:

(b) Restrict or prohibit **development** which **is** dangerous to health, safety or property in times of flood or which cause excessive increases in flood heights or velocities.

(c) Require that development vulnerable to floods, including public utilities which serve such **development**, be protected against flood damage at the time of initial construction or substantial improvement.

Sec. 9.2. GENERAL PROVISIONS.

...

(2) **Establishment of Official Flood Plain Zoning Map.** The Story County, Iowa and Incorporated Areas Flood Insurance Rate Map (FIRM), City of Ames, Panels **19169C0135F, 0137G, 0139G, 0141G, 0142G, 0143G, 0144G, 0155F, 0161F, 0162F, 0163G, 0164E, 0168F, 0170F, 0256G, 0257G, 0276F, 0277F**, dated January 15 2021, which were prepared as part of the Flood Insurance Study for Story County and digital FIRM equivalent are hereby adopted by reference and declared to be the Official Floodplain Zoning Map.

...

(4) Compliance. No structure or land shall hereafter be used and no structure shall be located, extended, converted or structurally altered without full compliance with the terms of this chapter and other applicable regulations.

Sec. 9.3. ESTABLISHMENT OF ZONING OVERLAY DISTRICTS.

...

(3) General Flood Plain Overlay District – The General Flood Plain Overlay District includes the areas shown as “Zone A” on the Official Flood Plain Zoning Map. Within these districts, all **development** not allowed as permitted **development** are prohibited unless a variance to the terms of this ordinance is granted after due consideration by the Zoning Board of Adjustment.

Sec. 9.4. FLOODWAY OVERLAY DISTRICT.

(1) Permitted Uses. The following uses shall be permitted within the Floodway Overlay District to the extent they are not prohibited by any other ordinance or underlying zoning district regulation, and

provided they do not include placement of habitable structures, factory-built homes, fill or other obstruction the storage of materials or equipment, excavation, or alteration of a watercourse (except as needed for public infrastructure):

- (a) Agricultural uses such as general farming, pasture, grazing, outdoor plant nurseries, horticulture, viticulture, truck farming, forestry, sod farming, and wild crop harvesting.
- (b) Signs, billboards, utility transmission lines and pipelines.
- (c) Private and public recreational uses such as golf courses, tennis courts, driving ranges, archery ranges, picnic grounds, boat launching ramps, swimming areas, parks, wildlife and nature preserves, game farms, fish hatcheries, shooting preserves, target ranges, trap and skeet ranges, hunting and fishing areas, hiking and horseback riding trails, and non-habitable structures accessory to them that meet the applicable Floodway Overlay District Performance Standards.
- (d) Residential accessory uses such as lawns, gardens and play areas.
- (e) Grading provided there is no change of surface topography of more than one foot and no fill is introduced into the Floodway.
- (f) Such other open-space uses similar in nature to the above uses.
- (g) Public infrastructure such as bridges; roads; trails; culverts; fill, excavation or grading; channel changes, relocations or placement of riprap or similar material; provided that any required permits from the Iowa Department of Natural Resources or Army Corps of Engineers have been approved. Such uses must also meet the applicable provisions of the Floodway Overlay District Performance Standards. This also includes any activity defined as maintenance under the nationwide permit issued by the Army Corps of Engineers.

(2) Development Uses. The following uses developments which involve structures (temporary or permanent), fill, or storage of materials or equipment may be permitted only upon issuance of a Major Site Development Plan as provided for in Section 29.1103. Such developments must also meet the applicable provisions of the Floodway Overlay District Performance Standards.

- (a) Transient commercial uses such as circuses, carnivals, flea markets, and similar transient enterprises.
- (b) Permanent commercial development such as drive-in theaters, new and used car lots, and roadside stands.
- (c) Borrow pits, storm water detention and retention areas, and extraction of sand, gravel, and other materials.
- (d) Marinas, boat rentals, docks, piers, wharves.
- (e) Accessory development such as loading areas, driveways and parking areas.
- (f) Grading, in which the surface topography may be increased greater than one foot.
- (g) Other development similar in nature to development described as permitted development or listed development, which are consistent with the performance standards of Subsection (3) below and the general spirit and purpose of this ordinance.

(3) Performance Standards. All Floodway Overlay District development allowed as a Permitted Development shall meet the following standards:

- (a) No development shall be permitted in the Floodway Overlay District that would result in any increase in the base flood elevation level. Consideration of the effects of any development on flood levels shall be based upon the assumption that an equal degree of development would be allowed for similarly situated lands. Evidence required will be a hydraulic study performed by a licensed professional engineer for the area of drainage involved.
- (b) All development within the Floodway Overlay District shall:
 - (i) Be consistent with the need to minimize flood damage.
 - (ii) Use construction methods and practices that will minimize and resist flood damage.
 - (iii) Use construction materials and utility equipment that are resistant to flood damage.
- (c) No development shall affect the capacity or conveyance of the channel or floodway or any tributary to the main stream, drainage ditch, or any other drainage facility or system.
- (d) Structures, buildings and sanitary and utility systems, if permitted, shall meet

the applicable performance standards of the Floodway Fringe Overlay District and shall be constructed or aligned to present the minimum possible resistance to flood flows.

(e) Structures, if permitted, shall have a low flood damage potential and shall not be for human habitation.

...

Sec. 9.5. FLOODWAY FRINGE OVERLAY DISTRICT.

(1) Permitted Uses. All uses within the Floodway Fringe Overlay District shall be permitted to the extent that they are not prohibited by any other ordinance or underlying zoning district and provided they meet applicable performance standards of the Floodway Fringe Overlay District.

(2) Performance Standards. All development must be consistent with the need to minimize flood damage and shall meet the following applicable performance standards. Until a regulatory floodway is designated, no development may increase the Base Flood Elevation more than one (1) foot. The applicant will be responsible for providing the Department of Natural Resources with sufficient technical information to make such a determination.

(a) All structures shall

(i) be adequately anchored to prevent flotation, collapse or lateral movement of the structure,

(ii) be constructed with materials and utility equipment resistant to flood damage, and

(iii) be constructed by methods and practices that minimize flood damage.

(b) Residential Structure. All new or substantially improved residential structures shall have the lowest floor, including basements, elevated a minimum of three (3) feet above the base flood elevation level. Construction shall be upon compacted fill which shall, at all points, be no lower than three (3) feet above the base flood elevation level and extend at such elevation at least 18 feet beyond the limits of any structure erected thereon. Alternate methods of elevating (such as piers) may be allowed, subject to favorable consideration by the Zoning Board of Adjustment and issuance of a Conditional Use Permit, where existing topography, street grades, or other factors preclude elevating by fill. In such cases, the methods used must be adequate to support the structure as well as withstand the various forces and hazards associated with flooding. All new residential buildings shall be provided with a means of access which will be passable by wheeled vehicles during the base flood elevation.

(c) Non-residential Structure. All new and substantially improved non-residential structures shall have the lowest floor (including basement) elevated a minimum of three (3) feet above the base flood elevation level, or together with attendant utility and sanitary systems, be floodproofed to such a level. When floodproofing is utilized, a professional engineer licensed in the State of Iowa shall certify that the floodproofing methods used are adequate to withstand the flood depths, pressures, velocities, impact and uplift forces and other factors associated with the base flood elevation level, and that the structure, below the base flood elevation level, is watertight with walls substantially impermeable to the passage of water. A record of the certification indicating the specific elevation to which any structures are floodproofed shall be maintained by the Flood Plain Administrator.

...

(h) No development shall affect the capacity or conveyance of the channel or floodway of any tributary to the main stream, drainage ditch, or other drainage facility or system. In addition, the Department of Natural Resources must approve any alteration or relocation of any stream.

(i) Subdivisions (including factory-built home parks and subdivisions) shall be consistent with the need to minimize flood damages and shall have adequate drainage provided to reduce exposure to flood damage. Development associated with subdivision proposals (including the installation of public utilities) shall meet the applicable performance standards of this Ordinance. Subdivision proposals intended for residential development shall provide all lots with a means of vehicular access that will remain dry during occurrence of the base flood. Proposed subdivision plats greater than five (5) acres or fifty (50) lots (whichever is fewer) shall include base flood elevation data for those areas located within the Floodway, Floodway Fringe, or General Floodway Overlay Districts on the preliminary plat and final plat.

...

(k) For all new and substantially improved structures:

(i) Fully enclosed areas below the "lowest floor" (not including basements) that are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a licensed professional engineer or meet or exceed the following minimum criteria:

a. A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided.

b. The bottom of all openings shall be no higher than one foot above grade.

c. Openings may be equipped with screens, louvers, valves, or other coverings or devices provided, that they permit the automatic entry and exit of floodwaters. Such areas shall be used solely for parking of vehicles, building access, and low damage potential storage.

...

Sec. 9.6. GENERAL FLOOD PLAIN OVERLAY DISTRICT (FP).

(1) ...

(g) Public infrastructure such as bridges; roads; trails; culverts; fill, excavation or grading; channel changes, relocations or placement of riprap or similar material; provided that any required permits from the Iowa Department of Natural Resources or Army Corps of Engineers have been approved. Such development must also meet the applicable provisions of the Floodway Overlay District Performance Standards. This also includes any activity defined as maintenance under the nationwide permit issued by the Army Corps of Engineers.

...

(2) Performance Standards.

(a) All conditional uses, or portions thereof, to be located in the floodway as determined by the Department of Natural Resources shall meet the applicable provisions and standards of the Floodway Overlay District.

(b) All conditional uses, or portions thereof, to be located in the floodway fringe as determined by the Department of Natural Resources shall meet the applicable standards of the Floodway Fringe Overlay District.

(3) Permitted Uses

a. All development within the General Floodplain District shall be permitted to the extent that they are not prohibited by any other ordinance (or underlying zoning district) and provided they meet the applicable performance standards of the General Floodplain District.

b. Any development which involves placement of structures, factory-built homes, fill or other obstructions, storage of materials or equipment, excavation or alteration of a watercourse shall be reviewed by the Department of Natural Resources to determine (i) whether the land involved is either wholly or partly within the floodway or floodway fringe and (ii) the base flood elevation. The applicant shall be responsible for providing the Department of Natural Resources with sufficient technical information to make the determination.

c. Review by the Iowa Department of Natural Resources is not required for the proposed construction of new or replacement bridges or culverts where:

1) The bridge or culvert is located on a stream that drains less than two (2) square miles, and

2) The bridge or culvert is not associated with a channel modification that constitutes a channel change as specified in 567-71.2(2), Iowa Administrative Code.

(4) Performance Standards

d. All development, or portions thereof, to be located in the floodway as determined by the Department of Natural Resources shall meet the applicable provisions and standards of the Floodway (Overlay) District.

e. All development, or portions thereof, to be located in the floodway fringe as determined by the Department of Natural Resources shall meet the applicable provisions and standards of the Floodway Fringe (Overlay) District.

Sec. 9.7. ADMINISTRATION

(1) Appointment, Duties and Responsibilities of Flood Plain Administrator

(a) The Flood Plain Administrator (the Administrator) shall be the Director of the Department of Planning and Housing or his/her designee and shall administer and enforce this chapter and will herein be referred to as the Administrator.

(b) Duties and responsibilities of the Administrator shall include, but not necessarily be limited to, the following:

...

(iii) Record and maintain a record of:

- a. the elevation (in relation to the appropriate vertical datum) of the lowest habitable floor of all new or substantially improved structure or
- b. the elevation to which new or substantially improved structures have been floodproofed.

...

(2) Flood Plain Development Permit.

(a) Permit Required. A Flood Plain Development Permit issued by the Administrator shall be secured prior to initiation of any flood plain development. Development is defined in Section 9.11

(b) Application for Permit. Application for a Flood Plain Development Permit shall be made on forms supplied by the Administrator and shall include the following information:

...

(v) Elevation of the lowest floor (including basement) of a structure or of the level to which a building is to be floodproofed.

(vi) For a structure being improved or rebuilt, the estimated cost of improvements and market value of the building prior to the improvements.

...

(e) The applicant shall be required to submit certification by a professional engineer or land surveyor, as appropriate, licensed in the State of Iowa, that the finished fill, structure floor elevations, floodproofing, or other flood protection measures were accomplished in compliance with the provisions of this Ordinance, prior to the use or occupancy of any structure.

(3) Conditional Uses, Appeals, and Variances.

...

(c) Hearings and Decisions of the Zoning Board of Adjustment.

(i) Decisions. The Board shall arrive at a decision on a Conditional Use, Appeal, or variance within a reasonable time. In passing upon an Appeal, the Board may, so long as such action is in conformity with the provisions of this ordinance, reverse or affirm, wholly or in part, or modify the order, requirement, decision, or determination appealed from, and it shall make its decision, in writing, setting forth the findings of fact and the reasons for its decision. In granting a Conditional Use or Variance the Board shall consider such factors as contained in this section and all other relevant sections of this ordinance and may prescribe such conditions as described below.

a. Factors Upon Which the Decision of the Board Shall be Based. In passing upon requests for Conditional Uses or Variances, the Zoning Board shall consider all relevant factors specified in other sections of this ordinance and:

...

7. The availability of alternative locations not subject to

flooding for the proposed development.

8. The compatibility of the proposed development with existing development and development anticipated in the foreseeable future.

9. The relationship of the proposed development to the comprehensive plan and flood plain management program for the area.

...

b. Conditions attached to Conditional Uses or Variances. Upon consideration of the factors listed above, the Board may attach such conditions to the granting of Conditional Uses or Variances as it deems necessary to further the purpose of this ordinance. Such conditions may include, but are not limited to:

...

5. Floodproofing measures shall be designed consistent with the flood protection elevation for the particular area, flood velocities, durations, rate of rise, hydrostatic and hydrodynamic forces, and other factors associated with the regulatory flood. The Zoning Board of Adjustment shall require that the applicant submit a plan or document certified by a licensed professional engineer that the floodproofing measures are consistent with the regulatory flood protection elevation and associated flood factors for the particular area. Such floodproofing measures may include, but are not necessarily limited to the following:

...

(h) Pumping facilities or comparable practices for subsurface drainage systems for a structure to relieve external foundation wall and basement flood pressures.

Sec. 9.8. NONCONFORMING USES.

(1) In the Floodway Overlay District. When located in the Floodway Overlay District, a structure, or the use of a structure, or the use of land, which was lawful before July 16, 2004, but is not in conformity with the provisions of this ordinance, may be continued subject to the following conditions:

(a) No use shall be expanded or enlarged to cover more lot area, or changed to another use, unless that use is a permitted use.

...

(e) If a nonconforming use is discontinued for twelve (12) consecutive months, any future use of the structure or premises shall conform to this ordinance.

(2) In the Floodway Fringe Overlay District. When located in the Floodway Fringe Overlay District, a structure, use of a structure or the use of land which was lawful before July 16, 2004, but is not in conformity with the provisions of this ordinance, may be continued subject to the following conditions:

...

(d) If a nonconforming use is discontinued for twelve (12) consecutive months, any future use of the structure or premises shall conform to this ordinance.

(3) In the General Flood Plain Overlay District. When located in the General Flood Plain Fringe Overlay District, a structure, use of a structure or the use of land which was lawful before July 16, 2004, but is not in conformity with the provisions of this ordinance, may be continued subject to the following conditions:

(a) No use shall be expanded or enlarged to cover more lot area, or changed to another use, unless that use is a permitted use.

punishable as set out by law.

Section Three. All ordinances, or parts of ordinances, in conflict herewith are hereby repealed to the extent of such conflict, if any.

Section Four. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

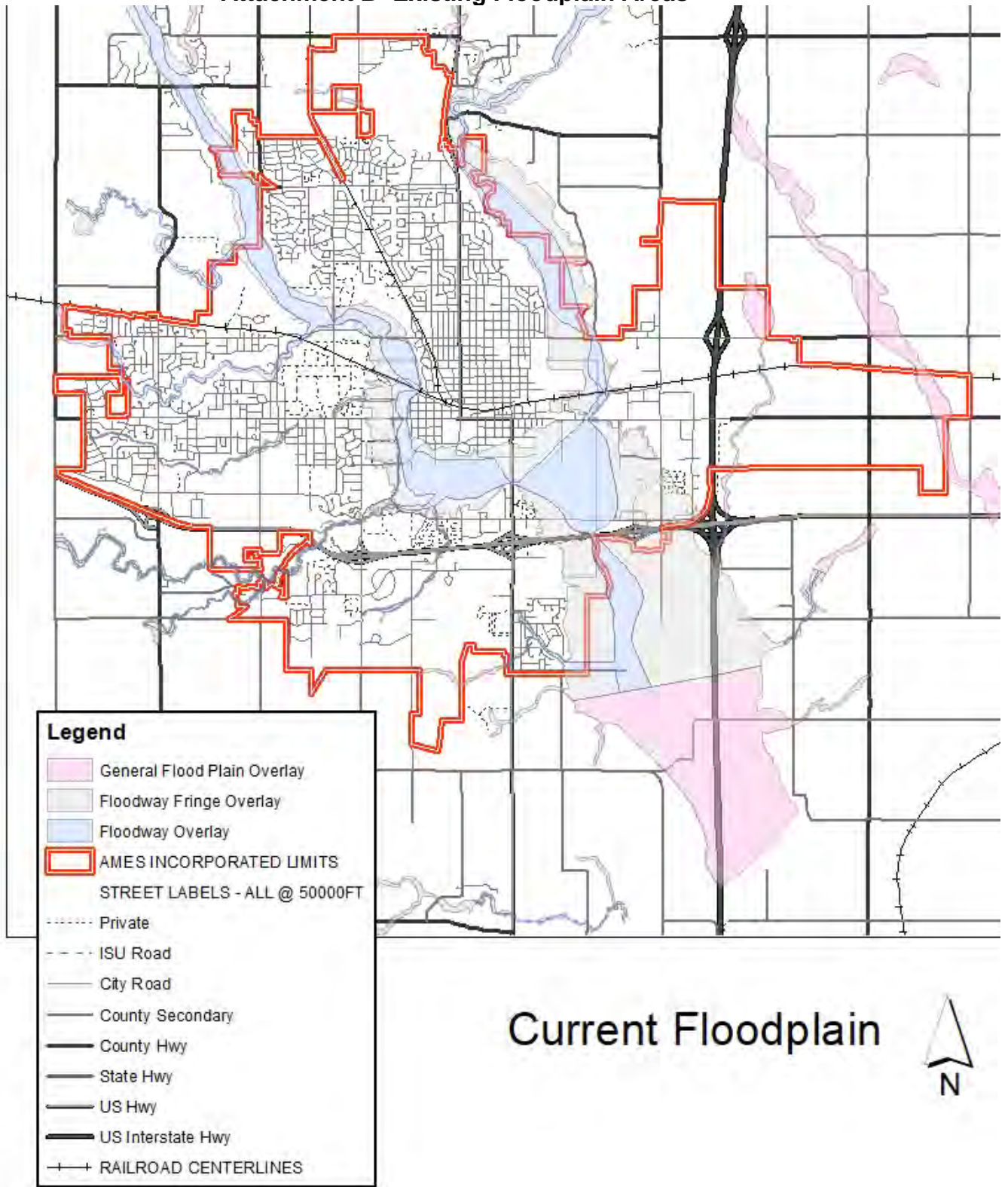
Passed this _____ day of _____, _____.

Diane R. Voss, City Clerk

John A. Haila, Mayor

DRAFT

Attachment B- Existing Floodplain Areas



ORDINANCE NO.

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY AMENDING CHAPTER 9 SECTION 9.1(3)(b)(c), 9.2(2)(4), 9.3(3), 9.4(2)(b)(e)(g), (3)(a)(b)(c)(e), 9.5(2)(b)(c)(h)(i)(k)(i)(c), 9.6 (1)(g)(2), 9.7(1)(b)(iii)(2)(v)(vi),(e), (3)(e)(ii)(a)(7)(8)(9), 9.7(3)(e)(ii)(b)(5)(h), 9.8 (1)(a)(e)(2)(d(3)(a)(e), 9.11 (2)(12)(14)(16)(27)(29) AND ENACTING A NEW SECTION 9.6 (4)(a)(b)(c)(1)(2), (5)(a)(b), 9.11(34)(35)(36)(37)(38) THEREOF, FOR THE PURPOSE OF ADOPTING NEW FLOOD MAPS, UPDATE DEFINITIONS AND AMEND TERMINOLOGY; REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; PROVIDING A PENALTY; AND ESTABLISHING AN EFFECTIVE DATE.

BE IT ENACTED, by the City Council for the City of Ames, Iowa, that:

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by enacting Chapter 9 as follows:

“Sec. 9.1. STATUTORY AUTHORIZATION, FINDINGS OF FACT, AND PURPOSE.

...

(3) Purpose. It is the purpose of this ordinance to promote the public health, safety, and general welfare by minimizing those flood losses described in Section 9.1(2) with provisions designed to:

(b) Restrict or prohibit development which is dangerous to health, safety or property in times of flood or which cause excessive increases in flood heights or velocities.

(c) Require that development vulnerable to floods, including public utilities which serve such development, be protected against flood damage at the time of initial construction or substantial improvement.

Sec. 9.2. GENERAL PROVISIONS.

...

(2) **Establishment of Official Flood Plain Zoning Map.** The Story County, Iowa and Incorporated Areas Flood Insurance Rate Map (FIRM), City of Ames, Panels 19169C0135F, 0137G, 0139G, 0141G, 0142G, 0143G, 0144G, 0155F, 0161F, 0162F, 0163G, 0164F, 0168F, 0170F, 0256G, 0257G, 0276F, 0277F, dated January 15 2021, which were prepared as part of the Flood Insurance Study for Story County and digital FIRM equivalent are hereby adopted by reference and declared to be the Official Floodplain Zoning Map.

...

(4) Compliance. No structure or land shall hereafter be used and no structure shall be located, extended, converted or structurally altered without full compliance with the terms of this chapter and other applicable regulations.

Sec. 9.3. ESTABLISHMENT OF ZONING OVERLAY DISTRICTS.

...

(3) General Flood Plain Overlay District – The General Flood Plain Overlay District includes the areas shown as “Zone A” on the Official Flood Plain Zoning Map Within these districts, all development not allowed as permitted development are prohibited unless a variance to the terms of this ordinance is granted after due consideration by the Zoning Board of Adjustment.

Sec. 9.4. FLOODWAY OVERLAY DISTRICT.

(1) Permitted Uses. The following uses shall be permitted within the Floodway Overlay District to the extent they are not prohibited by any other ordinance or underlying zoning district regulation, and

provided they do not include placement of habitable structures, factory-built homes, fill or other obstruction the storage of materials or equipment, excavation, or alteration of a watercourse (except as needed for public infrastructure):

- (a) Agricultural uses such as general farming, pasture, grazing, outdoor plant nurseries, horticulture, viticulture, truck farming, forestry, sod farming, and wild crop harvesting.
- (b) Signs, billboards, utility transmission lines and pipelines.
- (c) Private and public recreational uses such as golf courses, tennis courts, driving ranges, archery ranges, picnic grounds, boat launching ramps, swimming areas, parks, wildlife and nature preserves, game farms, fish hatcheries, shooting preserves, target ranges, trap and skeet ranges, hunting and fishing areas, hiking and horseback riding trails, and non-habitable structures accessory to them that meet the applicable Floodway Overlay District Performance Standards.
- (d) Residential accessory uses such as lawns, gardens and play areas.
- (e) Grading provided there is no change of surface topography of more than one foot and no fill is introduced into the Floodway.
- (f) Such other open-space uses similar in nature to the above uses.
- (g) Public infrastructure such as bridges; roads; trails; culverts; fill, excavation or grading; channel changes, relocations or placement of riprap or similar material; provided that any required permits from the Iowa Department of Natural Resources or Army Corps of Engineers have been approved. Such uses must also meet the applicable provisions of the Floodway Overlay District Performance Standards. This also includes any activity defined as maintenance under the nationwide permit issued by the Army Corps of Engineers.

(2) Development Uses. The following uses developments which involve structures (temporary or permanent), fill, or storage of materials or equipment may be permitted only upon issuance of a Major Site Development Plan as provided for in Section 29.1103. Such developments must also meet the applicable provisions of the Floodway Overlay District Performance Standards.

- (a) Transient commercial uses such as circuses, carnivals, flea markets, and similar transient enterprises.
- (b) Permanent commercial development such as drive-in theaters, new and used car lots, and roadside stands.
- (c) Borrow pits, storm water detention and retention areas, and extraction of sand, gravel, and other materials.
- (d) Marinas, boat rentals, docks, piers, wharves.
- (e) Accessory development such as loading areas, driveways and parking areas.
- (f) Grading, in which the surface topography may be increased greater than one foot.
- (g) Other development similar in nature to development described as permitted development or listed development, which are consistent with the performance standards of Subsection (3) below and the general spirit and purpose of this ordinance.

(3) Performance Standards. All Floodway Overlay District development allowed as a Permitted Development shall meet the following standards:

- (a) No development shall be permitted in the Floodway Overlay District that would result in any Increase in the base flood elevation level. Consideration of the effects of any development on flood levels shall be based upon the assumption that an equal degree of development would be allowed for similarly situated lands. Evidence required will be a hydraulic study performed by a licensed professional engineer for the area of drainage involved.
- (b) All development within the Floodway Overlay District shall:
 - (i) Be consistent with the need to minimize flood damage.
 - (ii) Use construction methods and practices that will minimize and resist flood damage.
 - (iii) Use construction materials and utility equipment that are resistant to flood damage.
- (c) No development shall affect the capacity or conveyance of the channel or floodway or any tributary to the main stream, drainage ditch, or any other drainage facility or system.
- (d) Structures, buildings and sanitary and utility systems, if permitted, shall meet

the applicable performance standards of the Floodway Fringe Overlay District and shall be constructed or aligned to present the minimum possible resistance to flood flows.

(e) Structures, if permitted, shall have a low flood damage potential and shall not be for human habitation.

...

Sec. 9.5. FLOODWAY FRINGE OVERLAY DISTRICT.

(1) Permitted Uses. All uses within the Floodway Fringe Overlay District shall be permitted to the extent that they are not prohibited by any other ordinance or underlying zoning district and provided they meet applicable performance standards of the Floodway Fringe Overlay District.

(2) Performance Standards. All development must be consistent with the need to minimize flood damage and shall meet the following applicable performance standards. Until a regulatory floodway is designated, no development may increase the Base Flood Elevation more than one (1) foot. The applicant will be responsible for providing the Department of Natural Resources with sufficient technical information to make such a determination.

(a) All structures shall

(i) be adequately anchored to prevent flotation, collapse or lateral movement of the structure,

(ii) be constructed with materials and utility equipment resistant to flood damage, and

(iii) be constructed by methods and practices that minimize flood damage.

(b) Residential Structure. All new or substantially improved residential structures shall have the lowest floor, including basements, elevated a minimum of three (3) feet above the base flood elevation level. Construction shall be upon compacted fill which shall, at all points, be no lower than three (3) feet above the base flood elevation level and extend at such elevation at least 18 feet beyond the limits of any structure erected thereon. Alternate methods of elevating (such as piers) may be allowed, subject to favorable consideration by the Zoning Board of Adjustment and issuance of a Conditional Use Permit, where existing topography, street grades, or other factors preclude elevating by fill. In such cases, the methods used must be adequate to support the structure as well as withstand the various forces and hazards associated with flooding. All new residential buildings shall be provided with a means of access which will be passable by wheeled vehicles during the base flood elevation.

(c) Non-residential Structure. All new and substantially improved non-residential structures shall have the lowest floor (including basement) elevated a minimum of three (3) feet above the base flood elevation level, or together with attendant utility and sanitary systems, be floodproofed to such a level. When floodproofing is utilized, a professional engineer licensed in the State of Iowa shall certify that the floodproofing methods used are adequate to withstand the flood depths, pressures, velocities, impact and uplift forces and other factors associated with the base flood elevation level, and that the structure, below the base flood elevation level, is watertight with walls substantially impermeable to the passage of water. A record of the certification indicating the specific elevation to which any structures are floodproofed shall be maintained by the Flood Plain Administrator.

...

(h) No development shall affect the capacity or conveyance of the channel or floodway of any tributary to the main stream, drainage ditch, or other drainage facility or system. In addition, the Department of Natural Resources must approve any alteration or relocation of any stream.

(i) Subdivisions (including factory-built home parks and subdivisions) shall be consistent with the need to minimize flood damages and shall have adequate drainage provided to reduce exposure to flood damage. Development associated with subdivision proposals (including the installation of public utilities) shall meet the applicable performance standards of this Ordinance. Subdivision proposals intended for residential development shall provide all lots with a means of vehicular access that will remain dry during occurrence of the base flood. Proposed subdivision plats greater than five (5) acres or fifty (50) lots (whichever is fewer) shall include base flood elevation data for those areas located within the Floodway, Floodway Fringe, or General Floodway Overlay Districts on the preliminary plat and final plat.

...

(k) For all new and substantially improved structures:

(i) Fully enclosed areas below the “lowest floor” (not including basements) that are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a licensed professional engineer or meet or exceed the following minimum criteria:

a. A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided.

b. The bottom of all openings shall be no higher than one foot above grade.

c. Openings may be equipped with screens, louvers, valves, or other coverings or devices provided, that they permit the automatic entry and exit of floodwaters. Such areas shall be used solely for parking of vehicles, building access, and low damage potential storage.

...

Sec. 9.6. GENERAL FLOOD PLAIN OVERLAY DISTRICT (FP).

(1) ...

(g) Public infrastructure such as bridges; roads; trails; culverts; fill, excavation or grading; channel changes, relocations or placement of riprap or similar material; provided that any required permits from the Iowa Department of Natural Resources or Army Corps of Engineers have been approved. Such development must also meet the applicable provisions of the Floodway Overlay District Performance Standards. This also includes any activity defined as maintenance under the nationwide permit issued by the Army Corps of Engineers.

...

(2) Performance Standards.

(a) All conditional uses, or portions thereof, to be located in the floodway as determined by the Department of Natural Resources shall meet the applicable provisions and standards of the Floodway Overlay District.

(b) All conditional uses, or portions thereof, to be located in the floodway fringe as determined by the Department of Natural Resources shall meet the applicable standards of the Floodway Fringe Overlay District.

(3) Permitted Uses

a. All development within the General Floodplain District shall be permitted to the extent that they are not prohibited by any other ordinance (or underlying zoning district) and provided they meet the applicable performance standards of the General Floodplain District.

b. Any development which involves placement of structures, factory-built homes, fill or other obstructions, storage of materials or equipment, excavation or alteration of a watercourse shall be reviewed by the Department of Natural Resources to determine (i) whether the land involved is either wholly or partly within the floodway or floodway fringe and (ii) the base flood elevation. The applicant shall be responsible for providing the Department of Natural Resources with sufficient technical information to make the determination.

c. Review by the Iowa Department of Natural Resources is not required for the proposed construction of new or replacement bridges or culverts where:

1) The bridge or culvert is located on a stream that drains less than two (2) square miles, and

2) The bridge or culvert is not associated with a channel modification that constitutes a channel change as specified in 567-71.2(2), Iowa Administrative Code.

(4) Performance Standards

d. All development, or portions thereof, to be located in the floodway as determined by the

Department of Natural Resources shall meet the applicable provisions and standards of the Floodway (Overlay) District.

e. All development, or portions thereof, to be located in the floodway fringe as determined by the Department of Natural Resources shall meet the applicable provisions and standards of the Floodway Fringe (Overlay) District.

Sec. 9.7. ADMINISTRATION

(1) Appointment, Duties and Responsibilities of Flood Plain Administrator

(a) The Flood Plain Administrator (the Administrator) shall be the Director of the Department of Planning and Housing or his/her designee and shall administer and enforce this chapter and will herein be referred to as the Administrator.

(b) Duties and responsibilities of the Administrator shall include, but not necessarily be limited to, the following:

...

(iii) Record and maintain a record of:

a. the elevation (in relation to the appropriate vertical datum) of the lowest habitable floor of all new or substantially improved structure or
b. the elevation to which new or substantially improved structures have been floodproofed.

...

(2) Flood Plain Development Permit.

(a) Permit Required. A Flood Plain Development Permit issued by the Administrator shall be secured prior to initiation of any flood plain development. Development is defined in Section 9.11

(b) Application for Permit. Application for a Flood Plain Development Permit shall be made on forms supplied by the Administrator and shall include the following information:

...

(v) Elevation of the lowest floor (including basement) of a structure or of the level to which a building is to be floodproofed.

(vi) For a structure being improved or rebuilt, the estimated cost of improvements and market value of the building prior to the improvements.

...

(e) The applicant shall be required to submit certification by a professional engineer or land surveyor, as appropriate, licensed in the State of Iowa, that the finished fill, structure floor elevations, floodproofing, or other flood protection measures were accomplished in compliance with the provisions of this Ordinance, prior to the use or occupancy of any structure.

(3) Conditional Uses, Appeals, and Variances.

...

(e) Hearings and Decisions of the Zoning Board of Adjustment.

(ii) Decisions. The Board shall arrive at a decision on a Conditional Use, Appeal, or variance within a reasonable time. In passing upon an Appeal, the Board may, so long as such action is in conformity with the provisions of this ordinance, reverse or affirm, wholly or in part, or modify the order, requirement, decision, or determination appealed from, and it shall make its decision, in writing, setting forth the findings of fact and the reasons for its decision. In granting a Conditional Use or Variance the Board shall consider such factors as contained in this section and all other relevant sections of this ordinance and may prescribe such conditions as described below.

a. Factors Upon Which the Decision of the Board Shall be Based. In passing upon requests for Conditional Uses or Variances, the Zoning Board shall consider all relevant factors specified in other sections of this ordinance and:

...

7. The availability of alternative locations not subject to flooding for the proposed development.

8. The compatibility of the proposed development with existing development and development anticipated in the foreseeable future.

9. The relationship of the proposed development to the comprehensive plan and flood plain management program for the area.

...

b. Conditions attached to Conditional Uses or Variances. Upon consideration of the factors listed above, the Board may attach such conditions to the granting of Conditional Uses or Variances as it deems necessary to further the purpose of this ordinance. Such conditions may include, but are not limited to:

...

5. Floodproofing measures shall be designed consistent with the flood protection elevation for the particular area, flood velocities, durations, rate of rise, hydrostatic and hydrodynamic forces, and other factors associated with the regulatory flood. The Zoning Board of Adjustment shall require that the applicant submit a plan or document certified by a licensed professional engineer that the floodproofing measures are consistent with the regulatory flood protection elevation and associated flood factors for the particular area. Such floodproofing measures may include, but are not necessarily limited to the following:

...

(h) Pumping facilities or comparable practices for subsurface drainage systems for a structure to relieve external foundation wall and basement flood pressures.

Sec. 9.8. NONCONFORMING USES.

(1) In the Floodway Overlay District. When located in the Floodway Overlay District, a structure, or the use of a structure, or the use of land, which was lawful before July 16, 2004, but is not in conformity with the provisions of this ordinance, may be continued subject to the following conditions:

(a) No use shall be expanded or enlarged to cover more lot area, or changed to another use, unless that use is a permitted use.

...

(e) If a nonconforming use is discontinued for twelve (12) consecutive months, any future use of the structure or premises shall conform to this ordinance.

(2) In the Floodway Fringe Overlay District. When located in the Floodway Fringe Overlay District, a structure, use of a structure or the use of land which was lawful before July 16, 2004, but is not in conformity with the provisions of this ordinance, may be continued subject to the following conditions:

...

(d) If a nonconforming use is discontinued for twelve (12) consecutive months, any future use of the structure or premises shall conform to this ordinance.

(3) In the General Flood Plain Overlay District. When located in the General Flood Plain Fringe Overlay District, a structure, use of a structure or the use of land which was lawful before July 16, 2004, but is not in conformity with the provisions of this ordinance, may be continued subject to the following conditions:

(a) No use shall be expanded or enlarged to cover more lot area, or changed to another use, unless that use is a permitted use.

...

(e) If a nonconforming use is discontinued for twelve (12) consecutive months, any future use of the structure or premises shall conform to this ordinance.

...

Sec. 9.11. DEFINITIONS.

BASE FLOOD ELEVATION (BFE) - The elevation floodwaters would reach at a particular site during the occurrence of a base flood event.

FLOOD INSURANCE STUDY (FIS) - A report published by FEMA for a community issued along with the community's Flood Insurance Rate Map(s). The study contains such background data as the base flood discharge and water surface elevations that were used to prepare the FIRM

FLOODPROOFING - Any combination of structural and nonstructural additions, changes, or adjustments to structures, including utility and sanitary facilities, which will reduce or eliminate flood damage to such structures.

FLOODWAY FRINGE - Those portions of the Special Flood Hazard Area outside the floodway.

SPECIAL FLOOD HAZARD AREA (SFHA) - The land within a community subject to the "base flood". This land is identified on the community's Flood Insurance Rate Map as Zone A, A1-30, AE, AH, AO, AR, and/or A99. These Zones apply to areas subject to one percent or greater chance of flooding in any given year

STRUCTURE - Anything constructed or erected on the ground or attached to the ground, including, but not limited to, buildings, factories, sheds, cabins, factory-built homes, storage tanks, grain storage facilities and/or other similar uses.

New Definitions

APPURTENANT STRUCTURE - A structure which is on the same parcel of the property as the principal structure to be insured and the use of which is incidental to the use of the principal structure.

FIVE HUNDRED (500) YEAR FLOOD - A flood, the magnitude of which has a two-tenths (0.2) percent chance of being equaled or exceeded in any given year or which, on average, will be equaled or exceeded at least once every five hundred (500) years.

FLOODPLAIN MANAGEMENT - An overall program of corrective and preventive measures for reducing flood damages and promoting the wise use of floodplains, including but not limited to emergency preparedness plans, flood control works, floodproofing and floodplain management regulations.

HIGHEST ADJACENT GRADE - The highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure.

NEW FACTORY-BUILT HOME PARK OR SUBDIVISION - A factory-built home park or subdivision for which the construction of facilities for servicing the lots on which the factory-built homes are to be affixed (including at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after the effective date of the effective date of the first floodplain management regulations adopted by the community."

Section Two. Violation of the provisions of this ordinance shall constitute a municipal infraction punishable as set out by law.

Section Three. All ordinances, or parts of ordinances, in conflict herewith are hereby repealed to the extent of such conflict, if any.

Section Four. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Passed this _____ day of _____, _____.

Diane R. Voss, City Clerk

John A. Haila, Mayor



Memo

Department of Planning & Housing

Item No. 21

TO: Mayor and City Council

FROM: Kelly Diekmann, Planning & Housing Director

DATE: October 23, 2020

SUBJECT: Continue public hearing for zoning text amendment to November 24th

A public hearing was noticed for October 27th to have City Council consider a draft ordinance related to Zoning Ordinance cleanup issues for setback exceptions. However, more time is needed to allow staff to finalize the language for the text amendment.

Therefore, staff requests that the City Council continue the hearing until the November 24th City Council meeting.

COUNCIL ACTION FORM

SUBJECT: PUBLIC HEARING ON THE ENVIRONMENTAL INFORMATION DOCUMENT FOR THE NORTH RIVER VALLEY WELL FIELD AND PIPELINE PROJECT

BACKGROUND:

The Ames Water Treatment Plant relies on a network of 22 potable supply wells as the source of drinking water for the community. As old wells fail and need to be replaced and as demand for treated water increases, additional wells must be drilled.

The location for a new well field has been chosen using a detailed ground water hydraulic model. The new wells are proposed to be constructed on land owned by the City and located north of East 13th Street and east of the Skunk River. Development of the proposed well field will consist of an interconnecting pipeline and three new wells, each with a capacity of 1,000 gallons per minute. Standby electrical power will also be included in the scope of the project. The planned new well field will add an estimated 2.6 million gallons per day (MGD) of raw water that can be delivered to the City's Water Treatment Plant.

On April 23, 2019, Council issued a Notice to Bidders for the North River Valley Well Field and Pipeline Project. The combined total project cost was over the engineer's estimate by 34%. On June 11, 2019, Council rejected all bids.

Since the rejection of bids, staff has moved the funding for the project construction from an upfront payment out of the Water Fund to a twenty loan from the Drinking Water State Revolving Fund (SRF) program. Moving to the SRF loan program will ensure adequate funding for construction and help mitigate future water rate increases. A public hearing on the environmental impact of the project construction is one of the first steps to meeting requirements of the SRF loan program.

An Environmental Information Document (EID) has been prepared by the Iowa Department of Natural Resources (IDNR), which evaluated the impact of constructing a new well field and pipeline. **The conclusion of the EID is the project will have no significant environmental impact. Staff has reviewed the EID and found no errors or omissions and agrees with the conclusions offered. The IDNR requires that the City hold a hearing where the public can offer comments on the EID, after which the Mayor would sign the EID, indicating that it is accurate to the best of his knowledge.** A separate hearing will be held before the City enters into any financial agreements with the SRF loan program.

ALTERNATIVES:

1. Authorize the Mayor of Ames to sign the IDNR Environmental Information Document on behalf of the City of Ames after completing the public hearing on October 27, 2020.
2. Do not approve the Environmental Information Document.

MANAGER'S RECOMMENDED ACTION:

In order to increase source water capacity as existing wells continue to age and become less effective, new wells need to be constructed. To finance the construction of the new well field, the Drinking Water State Revolving Fund (SRF) loan program will be utilized. A public hearing on the environmental impact of the project construction is one of the first steps to meeting requirements of the SRF loan program. The conclusion of the Environmental Information Document (EID) is the project will have no significant environmental impact. Staff has reviewed the EID and found no errors or omissions and agrees with the conclusions offered. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

Why You Should Read This: The document below reviews the environmental impact likely from a project. This project is planned to be federally funded through your tax dollars; therefore, you are entitled to take part in its review. If you have concerns about the environmental impact of this project, raise them now. We encourage public input in this decision making process.



IOWA STATE REVOLVING FUND
ENVIRONMENTAL INFORMATION DOCUMENT

PROJECT IDENTIFICATION

Applicant: City of Ames
County: Story
State: Iowa

SRF Number: FS-85-21-DWSRF-009
Iowa DNR Project Number: W2020-0437

COMMUNITY DESCRIPTION

Location: The City of Ames is located in Story County, Iowa approximately 42 miles west of Marshalltown, Iowa and 37 miles north of Des Moines, Iowa.

Population: The population of Ames according to the 2010 US Census was 58,965. The design population equivalent for the year 2030 is approximately 60,500.

Current Source of Water: Currently, the city's water supply is owned and operated by the City of Ames. The water treatment plant relies on a network of 22 portable supply wells as the source of drinking water for the community.

Current Well System: The City of Ames currently utilizes four well fields. These well fields pull water from the Ames Aquifer. The 22 wells range in depth from 76' to 146', and have a capacity of 15 million gallons per day (MGD). A capacity of 15 MGD is not practical for long-term use and as old wells fail and need to be replaced and as demand for treated water increases, additional wells must be drilled.

PROJECT DESCRIPTION

Purpose: The purpose of this project is to make improvements to the current drinking water system infrastructure to enhance the overall reliability, increase capacity and to

replace again wells in the downtown well field to safely and reliably operate the City of Ames drinking water system for at least the next 20 years.

Proposed Improvements: The proposed project consists of the construction of a new well field consisting of three new water supply wells. The proposed project also includes the construction of new water pipelines to bring water from the wells to the water treatment plant south of 13th St. The water pipelines will consist of a 7,600 feet long, 24-inch diameter, raw water main that will tie the wells with the water treatment plant and a 2,000 feet long buried power transmission line, which will run from a utility electrical service and new generator at the southeast corner of Inis Grove Park to the well field. In addition, new fiber optic lines will be installed south of 13th Street.

ALTERNATIVES CONSIDERED

Alternatives Considered: After review of the current drinking water infrastructure, the City identified the water supply wells of greatest concern. A no action alternative is not viable due to future system capacity requirements for Ames as population and growth continues.

Reasons for Selection of Proposed Alternative: The City has prioritized eliminating underperforming and aging water supply wells. The construction of the 3 new water supply wells and installation of the 7,600 feet long pipeline will increase the integrity of the water distribution system during future growth and during times of drought.

The project site was selected for the availability of land, proximity to existing infrastructure, engineering criteria, capital cost, operational costs and considerations, as well as minimization of the impacts to the environment.

MEASURES TAKEN TO ASSESS IMPACT

Coordination and Documentation with Other Agencies and Special Interest Groups:

The following Federal, state and local agencies were asked to comment on the proposed project to better assess the potential impact to the environment:

- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- Natural Resources Conservation Service
- State Historical Society of Iowa (State Historical Preservation Office)
- Iowa DNR Conservation and Recreation Division
- Iowa DNR Water Resources Section
- Citizen Band Potawatomi Indian Tribe
- Flandreau Santee Sioux
- Ho-Chunk Nation
- Iowa Tribe of Kansas and Nebraska
- Iowa Tribe of Oklahoma

Kickapoo Tribe in Kansas
Kickapoo Tribe of Oklahoma
Lower Sioux Indian Community Council
Miami Tribe of Oklahoma
Omaha Tribal Council
Osage Tribal Council
Otoe-Missouria Tribe
Pawnee Nation of Oklahoma
Peoria Tribe of Indians of Oklahoma
Ponca Tribe of Indians of Oklahoma
Ponca Tribe of Nebraska
Prairie Band Potawatomi Nation
Prairie Island Indian Community
Sac & Fox Nation of Mississippi in Iowa
Sac & Fox Nation of Missouri
Sac & Fox Nation of Oklahoma
Santee Sioux Nation
Shakopee Mdewakanton Sioux Community
Sisseton-Wahpeton Oyate
Spirit Lake Tribal Council
Three Affiliated Tribes Mandan, Hidatsa & Arikara Nations
Upper Sioux Tribe
Winnebago Tribal Council
Yankton Sioux Tribal Business and Claims Committee
Ames Historical Society

No adverse comments were received from any agencies to date. Conditions placed on the applicant by the above agencies in order to assure no significant impact are included in the Summary of Reasons for Concluding No Significant Impact section.

ENVIRONMENTAL IMPACT SUMMARY

Construction: Traffic patterns within the community may be disrupted and above normal noise levels in the vicinity of the construction equipment can be anticipated during construction and should be a temporary problem. Adverse environmental impacts on noise quality will be handled by limited hours of contractor work time during the day. Other adverse environmental effects from construction activities will be minimized by proper construction practices, inspection, prompt cleanup, and other appropriate measures. Areas temporarily disturbed by the construction will be restored. Solid wastes resulting from the construction project will be regularly cleared away with substantial efforts made to minimize inconvenience to area residents.

Care will be taken to maintain dirt to avoid erosion and runoff. Temporary air quality degradation may occur due to dust and fumes from construction equipment. The

applicant shall take reasonable precautions to prevent the discharge of visible emissions of fugitive dusts beyond the lot line of the property during the proposed project (567 Iowa Administrative Code IAC 23.3(2)“c”).

Historical/Archaeological: Various Native American tribes with an interest in the area and the Certified Local Government were provided information regarding the project. A Phase I Archeological investigation of the proposed project area is currently underway. Results from this investigation will be submitted to the State Historical Preservation Office (SHPO) for review. The project will only proceed as planned if a determination of either “no historic properties affected” or “no adverse affect on historic properties” can be appropriately reached with or without mitigation.

Environmental: According to the Iowa DNR Conservation and Recreation Division, the proposed project will not interfere with any State-owned parks, recreational areas or open spaces. The U.S. Army Corps of Engineers concurs that the project will not impact wetlands. The project will not impact any wild and scenic rivers as none exist within the State of Iowa.

The U.S. Fish & Wildlife Service Section 7 Technical Assistance website consultation determined, and Iowa DNR Conservation and Recreation Division agree, that the project will not impact threatened or endangered species or their habitats provided that any tree cutting is conducted between October 1 and March 31 to avoid impacting endangered bats. However, if any State- or Federally-listed threatened or endangered species or communities are found during the planning or construction phases, additional studies and/or mitigation may be required. According to the Iowa DNR Water Resources Section, this project will not impact the 100-year floodplain provided all necessary floodplain development permits, state and local, are obtained and the terms of which are abided by. No adverse impacts are expected to result from this project, such as those to surface water quantity, or groundwater quality or quantity.

Land Use and Trends: The project will not displace population nor will it alter the character of existing residential areas. The proposed project is within the present corporate limits of Ames in areas zoned residential, commercial, or industrial. No significant farmlands will be impacted. This project should not impact population trends as the presence or absence of existing water/sewer infrastructure is unlikely to induce significant alterations in the population growth or distribution given the myriad of factors that influence development in this region. Similarly, this project is unlikely to induce significant alterations in the pattern and type of land use.

Irreversible and Irretrievable Commitment of Resources: Fuels, materials, and various forms of energy will be utilized during construction.

POSITIVE ENVIRONMENTAL EFFECTS TO BE REALIZED FROM THE PROPOSED PROJECT

Positive environmental effects will be maintained water quality and quantity for the citizens of Ames. A catastrophic loss of water supply could result in City-wide health impacts due to a lack of sanitation and the use of other water sources that may not meet Federal drinking water standards.

SUMMARY OF REASONS FOR CONCLUDING NO SIGNIFICANT IMPACT

- The project will not significantly affect the pattern and type of land use (industrial, commercial, agricultural, recreational, and residential) or growth and distribution of population.
- The project will not conflict with local, regional or State land use plans or policies.
- The project will not impact wetlands
- The project will not affect threatened and endangered species or their habitats provided that any tree cutting is conducted between October 1 and March 31 to avoid impacting endangered bats. If any State- or Federally-listed threatened or endangered species or communities are found during the planning or construction phases, additional studies and/or mitigation may be required.
- The project will not displace population, alter the character of existing residential areas, or convert significant farmlands to non-agricultural purposes.
- The project will not affect the 100-year flood plain provided all necessary floodplain development permits, state and local, are obtained and the terms of which are abided by.
- The project will not have effect on parklands, preserves, other public lands, or areas of recognized scenic or recreational value.
- A Phase I Archeological investigation of the proposed project area is currently underway. Results from this investigation will be submitted to the State Historical Preservation Office for review. The project will only proceed as planned if a determination of either “no historic properties affected” or “no adverse affect on historic properties” can be appropriately reached with or without mitigation.
- The project will not have a significant adverse effect upon local ambient air quality provided the applicant takes reasonable precautions to prevent the discharge of visible emissions of fugitive dusts beyond the lot line of the property during the proposed project (567 IAC 23.3(2)“c”).
- The project will not have a significant adverse effect upon local ambient noise levels, surface water quantity, groundwater quality or quantity, or water supply.
- No significant impact to surface water quality, shellfish, wildlife, or their natural habitats.

The project description, scope, and anticipated environmental impacts detailed above are accurate and complete to the best to my knowledge.

Signature of the Mayor, City of Ames

Date

Printed Name of the Mayor, City of Ames

USGS 7.5 Minute Quadrangle: Ames East
Section: 35, Township: 84 N, Range: 24 W
Date: 1975
Scale: 1 Inch = 2,000 Feet



North

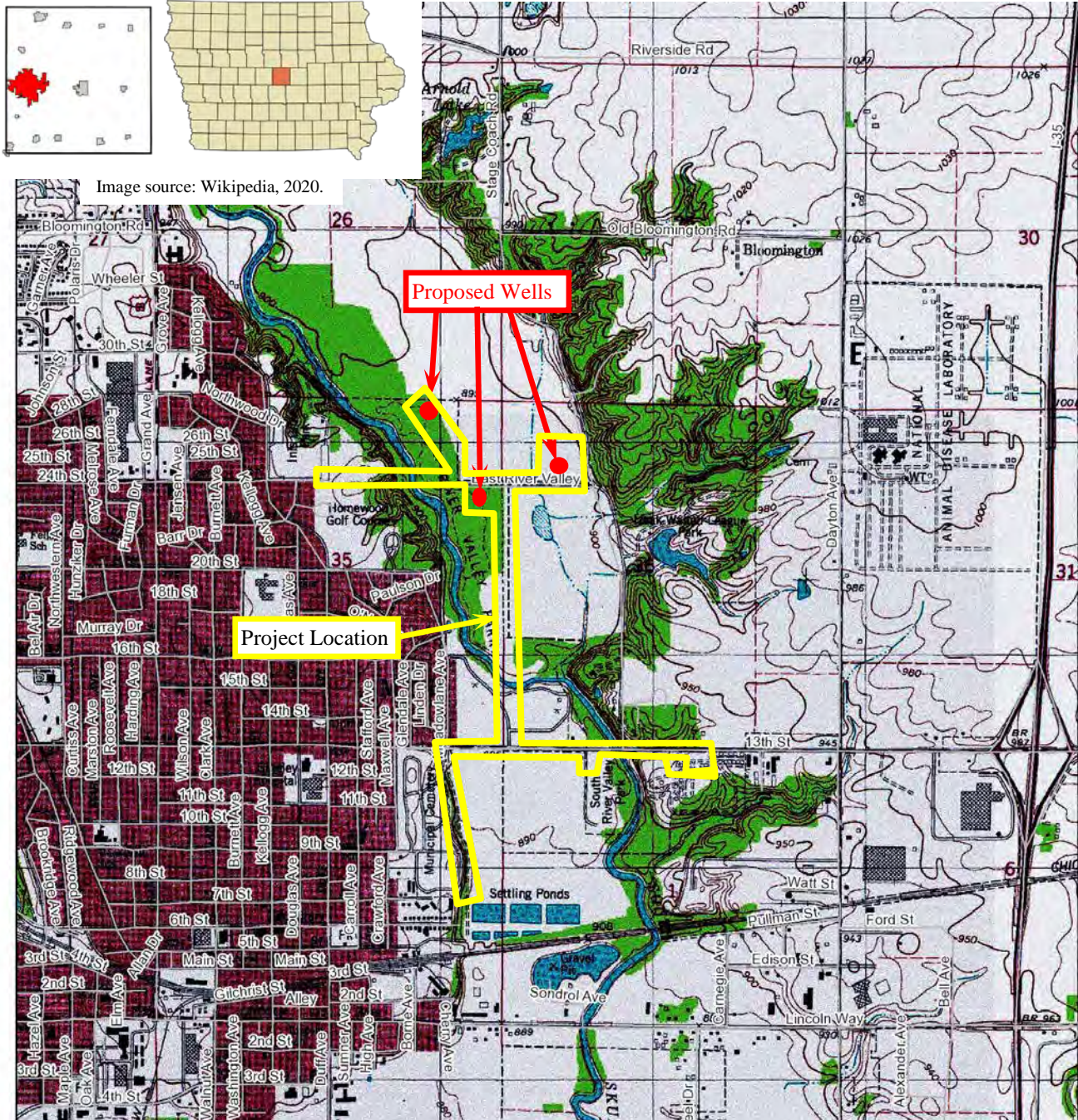


Image source: Wikipedia, 2020.

USGS Topographic Map

Ames Drinking Water Infrastructure Upgrade
Ames, IA

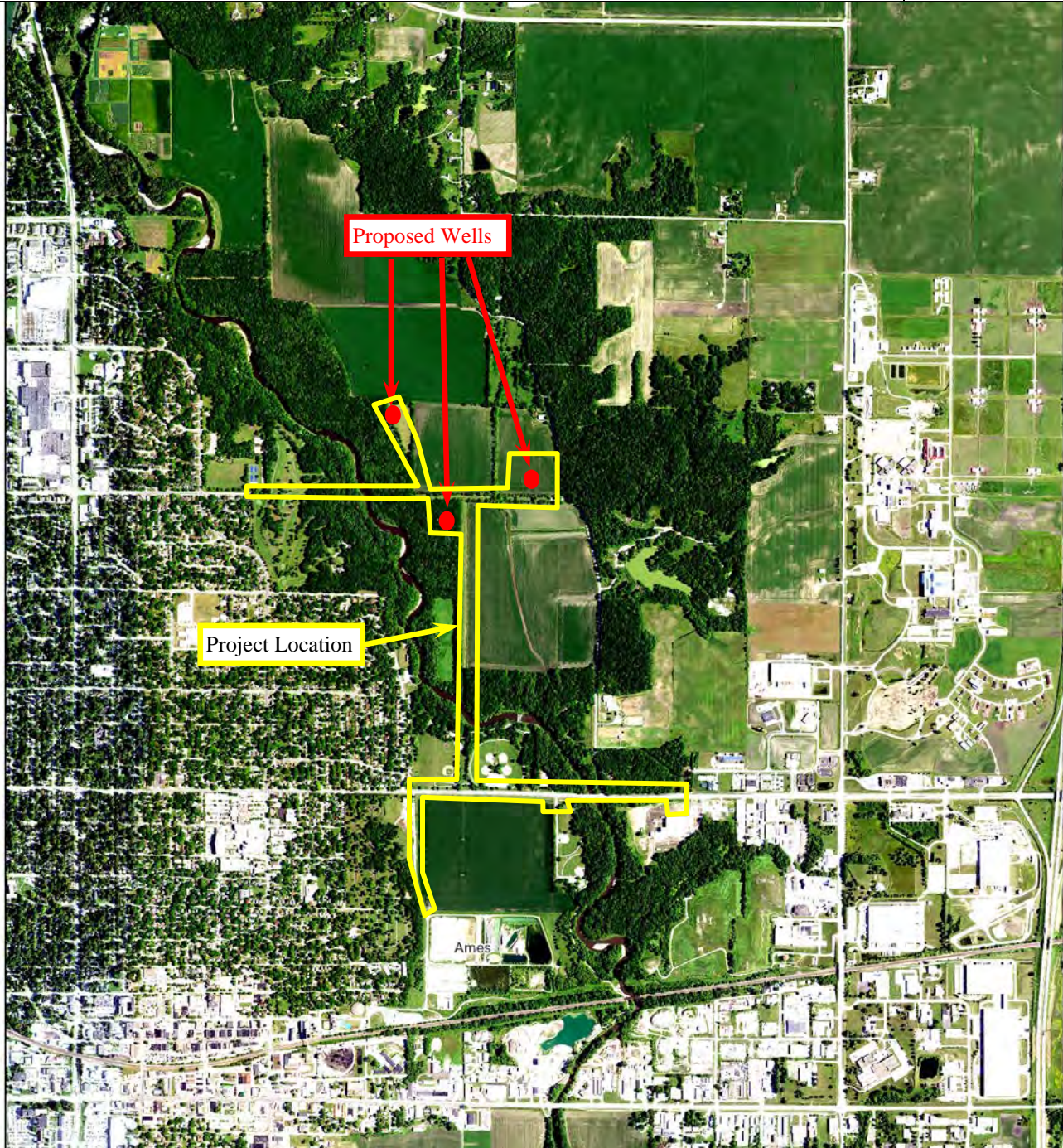


State Revolving Fund
502 East 9th Street
Des Moines, IA 50319-0034

Location information provided by HDR
2017



North



Aerial Photograph

Ames Drinking Water Infrastructure Upgrade
Ames, IA



State Revolving Fund
502 East 9th Street
Des Moines, IA 50319-0034

COUNCIL ACTION FORM

SUBJECT: POWER PLANT UNIT #8 BOILER REPAIR PROJECT – REPORT OF BIDS

BACKGROUND:

On August 25, 2020, the City Council approved plans and specifications for the Unit 8 Boiler Repair Project. This project, which has been planned for several years, is to repair the boiler through the following actions:

- Replacing the waterwall tube stubs in the lower section of the boiler
- Replacing all the pendant tubes in the superheat section
- Modifying the boiler as per the original equipment manufacturers (OEM) recommendation

Bid documents were issued to thirty-seven firms and five plan rooms. The bid was advertised on the Current Bid Opportunities section of the Purchasing webpage and a Legal Notice was published on the websites of a contractor plan room service with statewide circulation and the Iowa League of Cities.

On October 14, 2020, seven bids were received as shown on the attached summary.

The Engineer's cost estimate for this project is \$8,574,000. The approved Capital Improvements Plan (CIP) includes \$6,550,000 for the Unit 8 Boiler Repair Project. The project in its entirety consists of five (5) work elements. Three of the five elements are deemed urgent and critical. The Engineer's estimate for the critical three elements is \$5,278,000, \$1,272,000 less than budget. The three critical elements include 1) Waterwall Ribbon, 2) Replace Secondary Superheater tubes, 3) Boiler Modifications per the OEM. The other two elements, estimated to cost an additional \$3,296,000 are needed and important, but can be deferred. if necessary. These two elements include the Primary Superheater and the Radiant Superheater sections. Because it is staff's desire that the bids would be such that all elements of the project can be undertaken without deferring, these two elements were bid as alternates to determine if there are sufficient funds to proceed with more than the three elements.

Staff feels that additional time is needed to evaluate each bid in order to recommend an award that best meets the City's needs.

ALTERNATIVES:

1. Accept the report of bids and delay award for the Unit 8 Boiler Repair Project until staff is able to perform a thorough review and determine a recommended company to award the contract to.
2. Award a contract to the apparent low bid.
3. Award a contract to one of the other companies that submitted a bid.
4. Reject all bids, which will delay this project.

CITY MANAGER'S RECOMMENDED ACTION:

This project should substantially address Unit 8's boiler tube failures. By delaying award of this bid, staff will have adequate time to fully evaluate each bid before recommending action by the City Council.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as stated above.



ITB 2021-005 UNIT 8 BOILER REPAIR BID SUMMARY

BIDDER: HELFRICH BROTHERS BOILER WORKS INC, LAWRENCE, MA

	Base Bid	Alternate 1	Alternate 2	Alternate 3
PRICE	\$7,846,126.21	\$7,237,831.65	\$5,045,274.59	\$4,377,980.03
Sales Taxes Included in above amount	\$549,228.84	\$506,648.22	\$353,169.22	\$306,458.60
EVALUATED AMOUNT:	\$8,395,355.05	\$7,744,479.87	\$5,398,443.81	\$4,684,438.63
Lead time ARO to source tubes (weeks)	6-10 weeks	6-10 weeks	6-10 weeks	6-10 weeks
Total project time ARO (weeks)	34 weeks	34 weeks or less	34 weeks or less	34 weeks or less
Source of Tubes	Domestic and/or Foreign - Europe	Domestic and/or Foreign - Europe	Domestic and/or Foreign - Europe	Domestic and/or Foreign - Europe

BIDDER: TEI CONSTRUCTION SERVICES INC., DUNCAN, SC

	Base Bid	Alternate 1	Alternate 2	Alternate 3
PRICE	\$6,650,364	\$5,855,964	\$4,676,411	\$3,882,011
Sales Taxes Included in above amount	\$39,907	\$35,140	\$28,062	\$23,295
EVALUATED AMOUNT:	\$6,690,271	\$5,891,104	\$4,704,473	\$3,905,306
Lead time ARO to source tubes (weeks)	5-8 weeks	5-8 weeks	5-8 weeks	5-8 weeks
Total project time ARO (weeks)	34 weeks	34 weeks	34 weeks	33 weeks
Source of Tubes	Domestic	Domestic	Domestic	Domestic

BIDDER: THOMPSON CONSTRUCTION GROUP, INC., SUMTER, SC

	Base Bid	Alternate 1	Alternate 2	Alternate 3
PRICE	\$8,729,809	\$7,657,470	\$6,429,918	\$5,372,634
Sales Taxes Included in above amount	\$0	\$0	\$0	\$0
EVALUATED AMOUNT:	\$8,729,809	\$7,657,470	\$6,429,918	\$5,372,634
Lead time ARO to source tubes (weeks)	8 weeks	8 weeks	8 weeks	8 weeks
Total project time ARO (weeks)	34 weeks	34 weeks	33 weeks	33 weeks
Source of Tubes	Domestic	Domestic	Domestic	Domestic
Deduct using Inconel 625	-\$124,000.00	-\$109,000.00	-\$78,000.00	-\$63,000.00

BIDDER: AZZ SMS LLC, SAINT PETERSBURG, FL

	Base Bid	Alternate 1	Alternate 2	Alternate 3
PRICE	\$9,775,245	\$8,822,203	\$7,187,079	\$6,164,340
Sales Taxes Included in above amount	\$0	\$0	\$0	\$0
EVALUATED AMOUNT:	\$9,775,245	\$8,822,203	\$7,187,079	\$6,164,340
Lead time ARO to source tubes (weeks)	46 weeks	40 weeks	33 weeks	25 weeks
Total project time ARO (weeks)	51 weeks	45 weeks	38 weeks	30 weeks
Source of Tubes	Domestic	Domestic	Domestic	Domestic

BIDDER: ENERFAB POWER & INDUSTRIAL, KANSAS CITY, MO

	Base Bid	Alternate 1	Alternate 2	Alternate 3
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PRICE	\$8,649,782	\$7,669,223	\$6,121,265	\$5,215,776
Sales Taxes Included in above amount	\$430,209	\$360,226	\$262,892	\$206,382
EVALUATED AMOUNT:	\$9,079,991	\$8,029,449	\$6,384,157	\$5,422,158
Lead time ARO to source tubes (weeks)	46 weeks	40 weeks	33 weeks	25 weeks
Total project time ARO (weeks)	51 weeks	45 weeks	38 weeks	30 weeks
Source of Tubes	Domestic	Domestic	Domestic	Domestic
BIDDER: A&D CONSTRUCTORS, LLC, EVANSVILLE IN				
	Base Bid	Alternate 1	Alternate 2	Alternate 3
PRICE	\$9,589,573.54	\$8,421,254	\$6,554,693	\$5,483,509
Sales Taxes Included in above amount	\$0	\$0	\$0	\$0
EVALUATED AMOUNT:	\$9,589,573.54	\$8,421,254	\$6,554,693	\$5,483,509
Lead time ARO to source tubes (weeks)	46 weeks	40 weeks	33 weeks	25 weeks
Total project time ARO (weeks)	54 weeks	48 weeks	39 weeks	31 weeks
Source of Tubes	Domestic	Domestic	Domestic	Domestic
BIDDER: FRANK LILL & SON, INC., VICTOR NY				
	Base Bid	Alternate 1	Alternate 2	Alternate 3
PRICE	\$8,248,337	\$7,749,337	\$7,149,337	\$6,549,337
Sales Taxes Included in above amount	\$50,000	\$50,000	\$50,000	\$50,000
EVALUATED AMOUNT:	\$8,298,337	\$7,799,337	\$7,199,337	\$6,599,337
Lead time ARO to source tubes (weeks)	24 Weeks	24 Weeks	24 Weeks	24 Weeks
Total project time ARO (weeks)	34 weeks	34 weeks	34 weeks	34 weeks
Source of Tubes	Unknown	Unknown	Unknown	Unknown

COUNCIL ACTION FORM

**SUBJECT: BAKER SUBDIVISION GEOTHERMAL HEAT PUMP SYSTEM –
REPORT OF BIDS**

BACKGROUND:

On September 22, 2020 Council approved the preliminary plans and specifications for the District Geothermal Vertical Closed Loop Project at Baker Subdivision.

The geothermal system would provide space heating and cooling and boost water heating efficiency for all the homes in the subdivision. This project proposal was motivated by an effort to advance environmental sustainability of the subdivision developed by the City, while maintaining affordable utility costs for the mixed-income neighborhood. The system would help to balance the seasonal load and utilization of existing electric infrastructure and reduce community greenhouse gas emissions.

Bid documents were issued to forty-five companies and was sent out to five plan rooms. The bid was also advertised on the Current Bid Opportunities section of the Purchasing webpage and a Legal Notice was published on the websites of a contractor plan room service with statewide circulation and the Iowa League of Cities.

On October 21, 2020, one bid was received as shown below.

Bidder	Bid Price	Sales and/or Use Taxes Included	Evaluated Bid Price
Brimhall Industrial, Inc. Monte Vista, CO	\$755,237	\$10,320	\$765,557

The construction costs are estimated at \$290,000, with a project life of over 50 years. A monthly customer charge would be based on the size of the customer's system. The average charge would start at \$5.25, with Council-approved rate increases as appropriate, resulting in a payback time of around 27 years. One goal of the project would be to keep the utility costs of homes in the neighborhood comparable to or lower than those with more traditional heating and cooling systems. The approved Demand Side Management budget contains \$405,756 carried forward from the FY 2019/20 budget to cover this project cost.

Staff feels that additional time is needed to evaluate the bid in order to determine the reasons why the bid came in significantly higher than the Engineer's estimate.

ALTERNATIVES:

1. Accept the report of bids and delay award for the Baker Subdivision Geothermal Heat Pump System until staff is able to perform a thorough review and determine a recommended action.
2. Reject the bid, which will delay this project.

CITY MANAGER'S RECOMMENDED ACTION:

A district geothermal system will provide highly efficient, affordable, and sustainable space heating and cooling to the new development. This application of geothermal heating and cooling would introduce more local contractors and residents to the technology and model an innovative project structure for other communities. By delaying award of this bid, staff will have adequate time to fully evaluate the bid before recommending action by the City Council.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as stated above.



**INVITATION TO BID NO. 2021-023
BAKER SUBDIVISION GEOTHERMAL HEAT PUMP SYSTEM BID SUMMARY**

Bidder	Bid Price	Sales and/or Use tax included	Evaluated bid Price	Unit Price #1: Increase or decrease in the number of ground heat exchanger bores	Unit Price #2: Increase of decrease in the required quantities of the grout for ground heat exchanger wells
Thorpe Water Dev Co Ankeny, IA	\$755,237	\$10,320	\$765,557	\$5,100	\$125

COUNCIL ACTION FORM

REQUEST: MAJOR SITE PLAN AMENDMENT FOR 3619 STANGE ROAD, PART OF AN INTEGRATED SITE PLAN FOR THE NINETEENTH ADDITION TO NORTHRIDGE HEIGHTS SUBDIVISION.

BACKGROUND:

On August 18, 2020, City Council approved the Integrated Site Plan for Burgie's Coffee & Tea Co. and Fareway Grocery, which includes a concurrent Preliminary Plat and Major Site Development Plan approval (Attachment A – Location Map, B- Zoning). The Final Plat was approved on September 8, 2020, and subsequently recorded. The plat subdivided the 4.06 gross acres of the former lot into two lots: one for Fareway and one for Burgie's. Vehicle and pedestrian access remained the same.

The current request is to amend the Major Site Development Plan only, leaving the platting unchanged. The applicant is requesting to enlarge the approved building (Attachment C – Approved Major Site Plan) for Burgie's Coffee by 93 square feet, resulting in a new building that is 1,795 square feet (Attachment D – Proposed Major Site Plan). The expansion of the building occur at the NE corner and the SW corner of the building. No changes are proposed to the Fareway building lot and no other alterations are proposed on the Burgie's property beyond corresponding modifications to landscaping for the enlarged footprint.

An Integrated Site Plan allows for the subdivision of a site into individual lots with consideration of the site in its entirety for evaluating access, circulation, maintenance, and compliance with certain zoning development standards (setbacks, landscaping, parking, etc.) that would otherwise apply to individual lots. Approval of an Integrated Site Plan allows for more flexible application of most development standards through the approval of the Major Site Development Plan, although the overall site must meet all minimum standards. Concurrent review of a Major Site Development Plan and Preliminary Plat is required as part of the Integrated Site Plan approval process. *As no changes are proposed to the plat, references, or lot standards themselves, this amendment is being processed only as a Major Site Development Plan.*

The new lot configuration subdivided the existing Fareway Grocery property into two developable lots. The Integrated Site Plan enables the two new lots to share the existing parking, the maximum building coverage requirement (45%), and the minimum landscaped area requirement (25%). The revised total building coverage proposed is 20.24%; the revised total landscaped area proposed is 25.12%. The proposed lots both have frontage on a public street. A note on the plat indicates the entire site will have shared access and parking for both lots.

The proposed Major Site Development Plan (Attachment D) accounts for all building configurations, uses, and features of the site layout. The new building will have 1,795 square feet; the current Fareway is 34,000 square feet.

When the Fareway was approved in August of 2008, the minimum parking requirement for a grocery store was one space per 150 square feet. The parking requirement for Retail Sales and Services-General is now one space per 300 square feet. As a result of this citywide change, the current requirement for Fareway is 113 parking spaces. There are currently 187 parking spaces provided. The new development will reconfigure 14 spaces leaving a total of 182 parking spaces. This leaves 69 parking spaces available for Burgie's Coffee. Fast Food Restaurants are required to have 12 spaces per 1,000 square feet in the dining or waiting area. The current, proposed redesign of Burgie's Coffee will have 873 square feet in the waiting and dining area, requiring 10 spaces. This is one more than the original approval, but within the allowed parking available across the lots. Both areas of the plat will have shared access and parking, though the spaces nearest the proposed Burgie's Coffee will be used for the new building. On-site bicycle parking is to be provided at the southeast corner of the new building.

No traffic improvements are being required as part of this Major Site Plan Amendment as all driveways were determined to operate acceptably.

The site requires front yard landscaping along Stange Road (location of the street frontage for development of the new Lot 2), including overstory trees, shrubs, and grasses. The proposed plan complies with the non-residential, front yard requirements of Sec. 29.403(1)(A)(i)(d).

Notice was provided to property owners within 200 feet of the site and by posting of sign on the site.

PLANNING & ZONING COMMISSION RECOMMENDATION:

The Planning and Zoning Commission met on October 21st and voted 4-0-0 to recommend that the City Council approve the Major Site Plan Amendment for 3619 Stange Road with the following stipulations:

- i. Correct the following:
 1. The label for the required bike rack, currently denoted as a sign.
 2. The Total Building Area and Building Coverage on C1.01.
 3. The parking calculation, which should be 12 spaces / 1000 square feet of dining area (the total required spaces comes to the same number) on C1.01.
- ii. Compliance with the City's Outdoor Lighting Code as approved by staff.

ALTERNATIVES:

1. Approve the Major Site Development Plan, subject to the following stipulations:
 - i. Correct the following:
 1. The label for the required bike rack, currently denoted as a sign.
 2. The Total Building Area and Building Coverage on C1.01.
 3. The parking calculation, which should be 12 spaces / 1000 square feet of dining area (the total required spaces comes to the same number) on C1.01.

- ii. Compliance with the City's Outdoor Lighting Code as approved by staff.
- 2. Approve the request for a Major Site Plan Amendment, for the properties at 3619 Stange Road, with modified conditions.
- 3. Deny the request for a Major Site Plan Amendment for the properties at 3619 Stange Road if the Commission finds that the City's regulations and policies are not met.
- 4. Defer action on this request and refer it back to City staff and/or the applicant for additional information.

CITY MANAGER'S RECOMMENDED ACTION:

The proposed Major Site Plan Amendment is a small modification from the approved Major Site Plan, part of an Integrated Site Plan for Fareway and Burgie's. The developer seeks to make modifications to the approved building to add 93 square feet. This change will still result in a development that complies with minimum landscaping, minimum parking requirements, and all other development regulations pertaining to an Integrated Site Plan. The small increase in square footage allowed for interior changes for seating and services for customers.

The proposed new use, coffee shop, complements the existing grocery store and that of the nearby commercial and residential areas. With the conditions of approval, staff finds that the project meets the design principles of an Integrated Site Plan, subdivision standards, and the standards of the Major Site Development Plan.

Therefore, it is the recommendation of the City Manager that the City Council act in accordance with Alternative #1, which is to approve the request for a Major Site Plan Amendment for the properties at 3619 Stange Road with the noted stipulations.

ADDENDUM

PROJECT DESCRIPTION:

The project site is a parcel of land totaling 4.06 acres fronting on Bloomington and Stange Roads. Vehicle access is only from Stange Road. The proposed development will divide the existing lot into two lot: the larger lot containing the existing Fareway will be 3.66 acres; the smaller lot to contain Burgie's Coffee is 0.4 acres.

Parking. The parking for the development will all be on Lot 1 (Fareway). Shared access and parking agreements are required. A note is on the Final Plat, as required, that states all parking areas, drives, sidewalks, fire lanes, etc. are for the common use of all lots within the subdivision. Adequate parking, as required by the Zoning Code, is provided. The addition to Burgie's increases that building's parking requirement by one space. The site will retain ample parking spaces to accommodate both uses.

Lot #	Building/Suites	Proposed Use	Size of Use	Parking Ratio Requirement	Parking Spaces Required	Parking Spaces On-Site after Reconfiguration
1	Fareway Grocery	Grocery Store	34,000 Sq. Ft.	1/300 Sq. Ft.	113	182
2	Burgie's Coffee & Tea Co.	Coffee Shop	1,795 Sq. Ft. (873 Sq. Ft. of dining & waiting area)	12/1,000 Sq. Ft. in dining or waiting area	10	

Landscaping. Convenience General Service zoned properties are required to adhere to the landscaping requirements in Sec. 29.403 and to provide a minimum of 25% open space. The benefit of the Integrated Site Plan is that this 25% can be applied across the entire development rather than on a per lot basis. The amount of open space provided meets the 25% requirement. This open space area is made of green space principally along the perimeter of the site.

The proposed amount of landscaping will shrink from 44,518 square feet (25.18% of the site) to 44,419 square feet (25.12% of the site). The requirements of the CGS Zoning District will still be met.

Landscaping is required for Lot 2 and the adjacent parking on Lot 1. The landscaping for Fareway was compliant at the time of development and no alterations to that approved plan are required. The required number of trees is provided on Lot 2 along Stange Road. Existing trees are within the right-of-way for Stange Road. The required planting depth is shown. The landscaping calculations for shrubs and grasses match the amount as calculated by Staff. The new landscaping will have five overstory trees, 48 shrubs, and 72 grasses.

Overstory trees are required for new development. Existing trees in the parking lot median between the proposed building and Fareway are ornamental. The applicant has agreed to replace all four ornamental trees with four overstory trees in the same locations.

All sidewalks along public streets exists and will remain. Private sidewalks will be provided along buildings and connection will be provided to public walks.

Building Elevations. Building elevations are included in this report. (Attachment E – Building Elevations). The CGS zoning mandates architectural standards, including architectural theme, height, materials, façade treatment, roof design, and pedestrian entrances.

The building is similar in scale (one story) and in material (brick) to other nearby buildings. The brick will be light color, with two complementary shades. The altered facades will comply with the CGS Zoning District requirements.

The new structure will have a drive-through on the west side. Vehicles will enter the queue for the window to the north.

The west façade facing the parking lot does not comply with the requirements in Sec. 29.810(4)(d)(ii). This regulation requires that the façade be “subdivided and proportioned by openings, such as windows or doors, and/or projecting structures, such as arcades, arbors, or awnings, along no less than forty (40) percent of the length of the façade.” The applicant has agreed to add an arcade, arbor, or awning to comply with this requirement.

The building elevations do indicate lighting will be located on the buildings. Fixture information was not provided. It should be noted that all lighting on buildings and in parking areas will need to comply with the City’s Outdoor Lighting Code.

Infrastructure. The site is fully served by City infrastructure. Electric Services will be supplied by the City of Ames electric service territory. Easements are shown on the Preliminary Plat/Site.

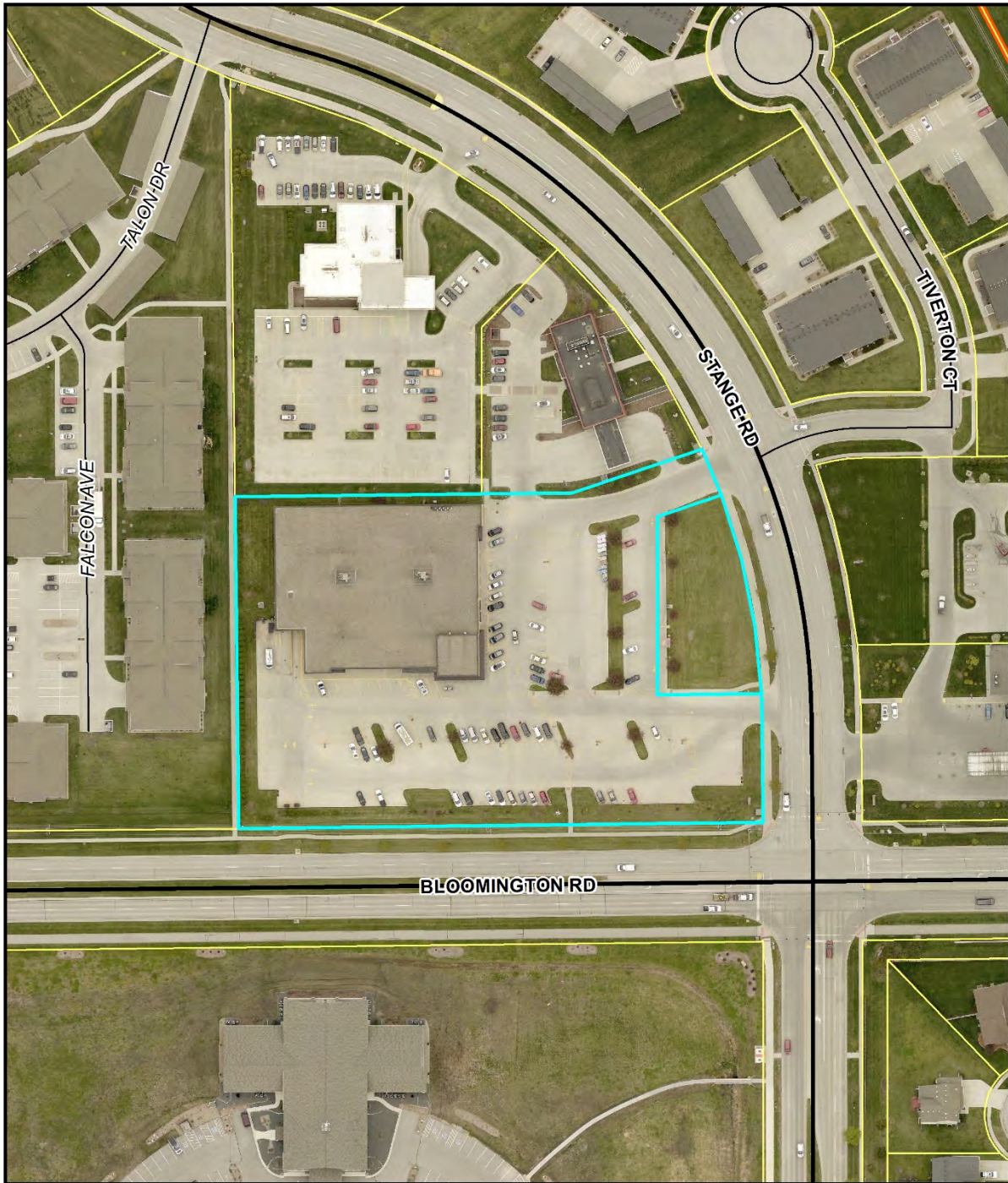
Storm Water Treatment. The site is subject to conformance with Municipal Code Chapter 5a and 5b requirements for storm water control and treatment. The Public Works Department has reviewed the submitted plans and has concluded that existing stormwater facilities can handle the increased runoff from the construction of the building.

Access/Traffic. Vehicular access is currently provided to the site from Stange Road. The existing vehicular access points will remain in the same location and configuration. The northern entrance will be restriped to provide a left-turn lane for the parking and drive-through for Burgie’s. An existing ingress / egress easement, providing access to a Bankers Trust branch, at the north entrance will remain.

Major Site Development Plan Criteria.

The standards are found in Ames *Municipal Code* Section 29.1502(4)(d) and include the following requirements. *When acting upon an application for a Major Site Development Plan approval, the Planning and Zoning Commission and the City Council shall rely upon generally accepted site planning criteria and design standards. These criteria and standards are necessary to fulfill the intent of the Zoning Ordinance, the Land Use Policy Plan, and are the minimum necessary to safeguard the public health, safety, aesthetics, and general welfare. See Attachment F for a full review of the individual Development criteria for the Major Site Development Plan. There are no changes to the original findings as a result of the amendment.*

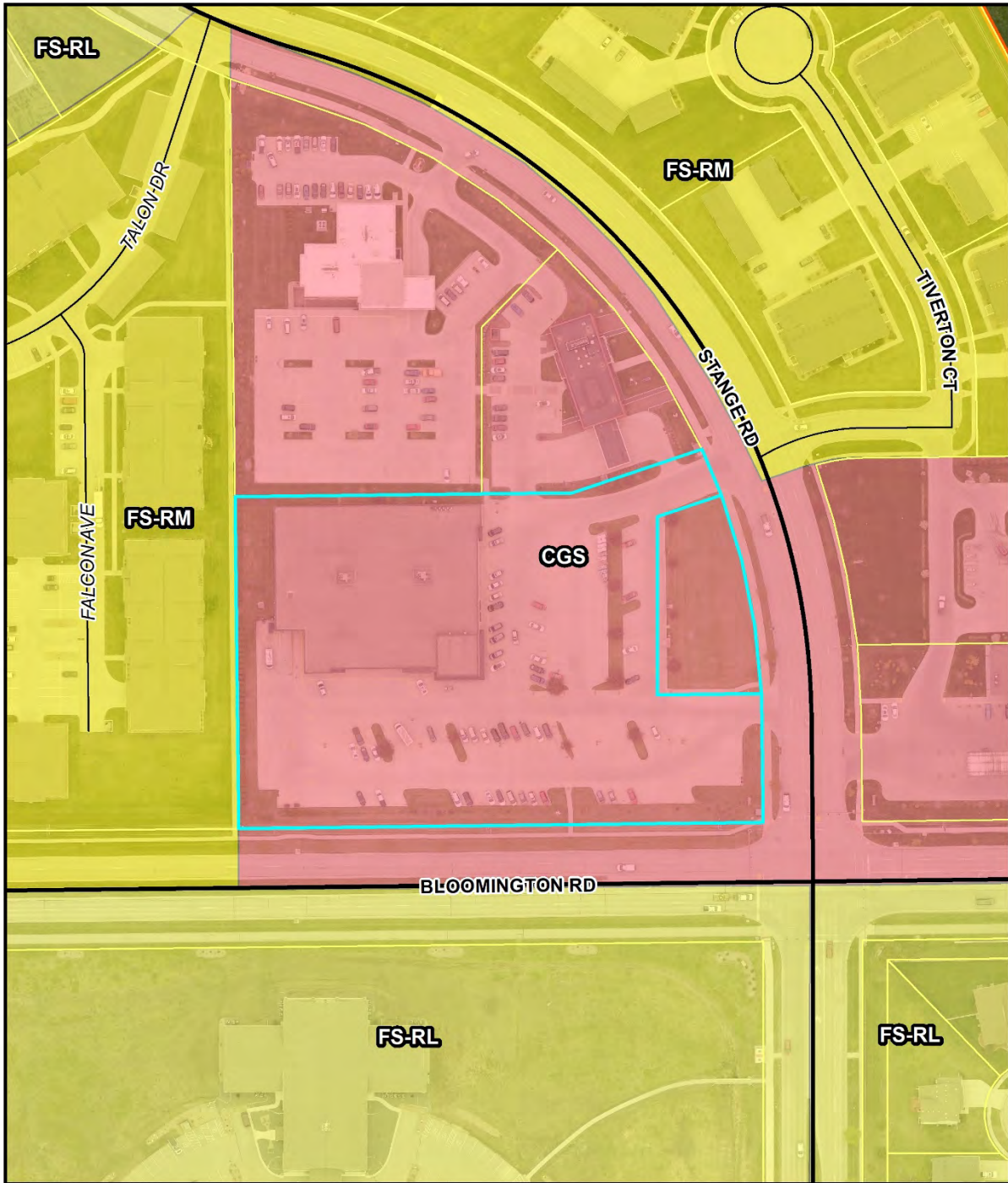
Attachment A
Location Map



Major Site Development Plan
3619 Stange Road

Attachment B

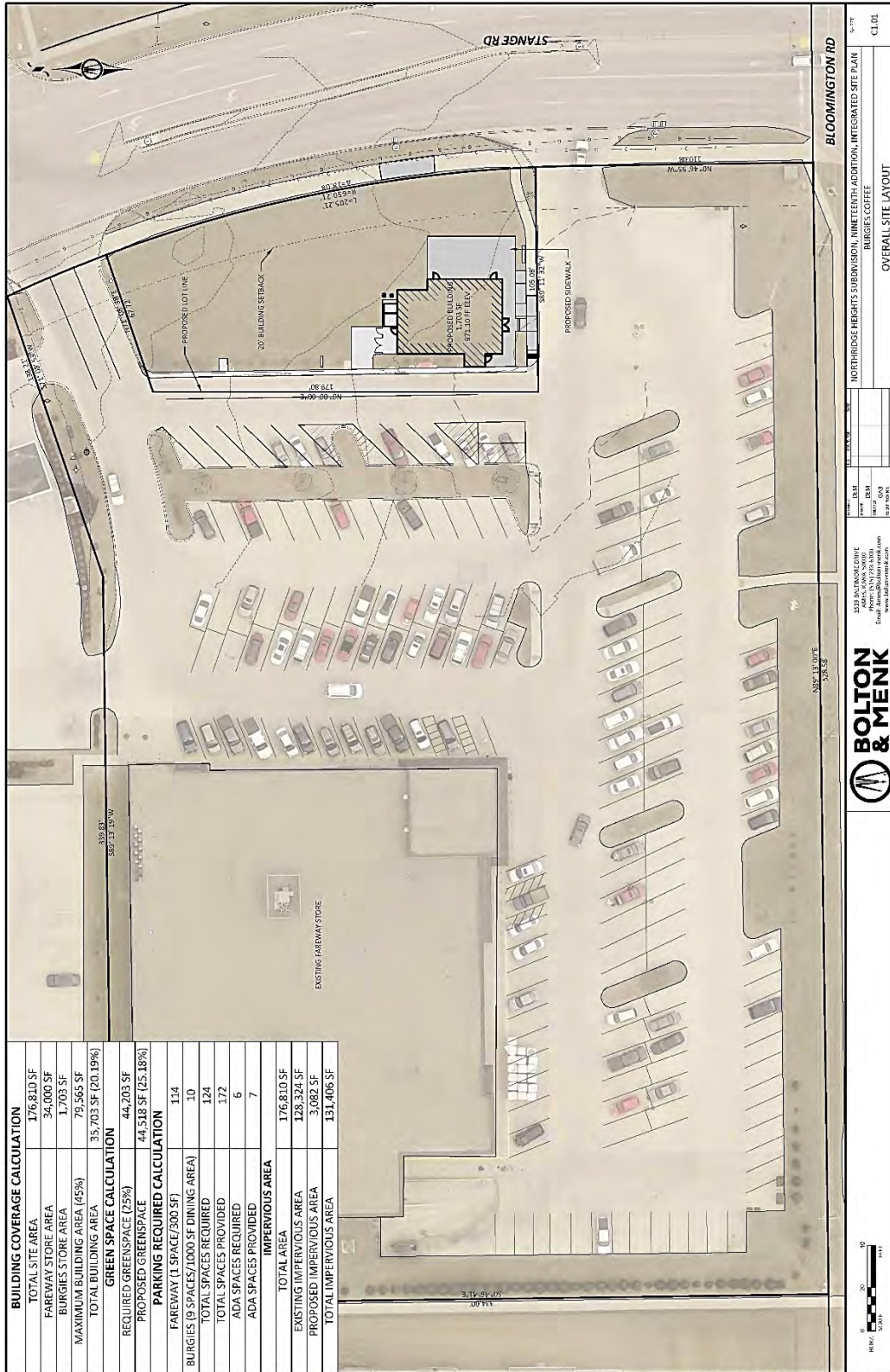
Zoning Map



**Major Site Development Plan
3619 Stange Road**

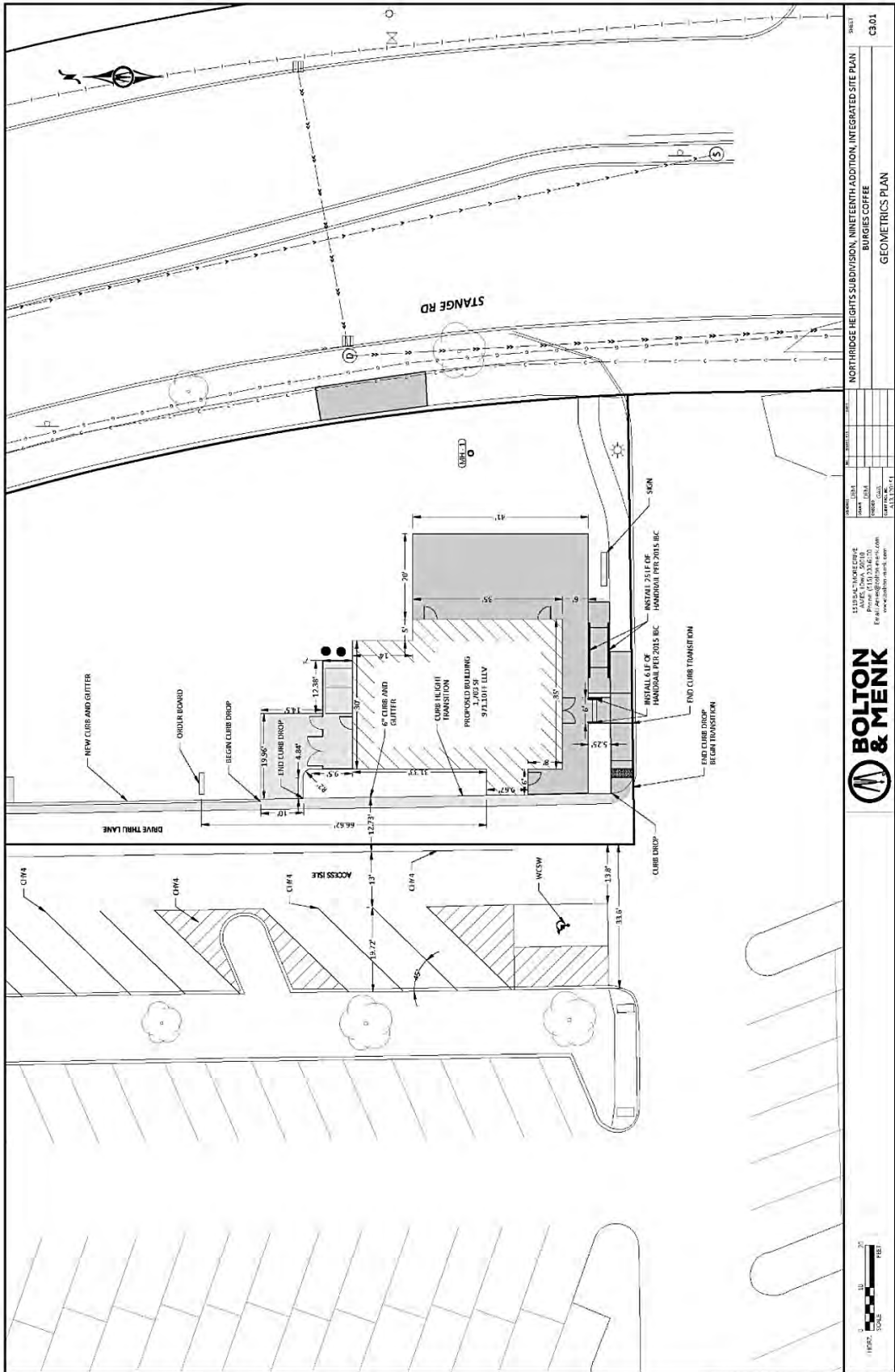
Attachment C

Approved Major Site Plan



BOLTON & MENK
 2525 EAST BROADWAY
 PHOENIX, AZ 85016
 PHONE (602) 998-8800
 FAX (602) 998-8801
 WWW.BOLTONMENK.COM

NORTHEDGE HEIGHTS SUBDIVISION, NINETY-NINTH ADDITION, INTEGRATED SITE PLAN
 BURGERS COFFEE
 OVERALL SITE LAYOUT
 C1.01



NORTH RIDGE HEIGHTS SUBDIVISION, NINETEENTH ADDITION, INTEGRATED SITE PLAN
 BURGESS COFFEE
 GEOMETRICS PLAN
 SHEET: C3.01

NO.	DATE	DESCRIPTION

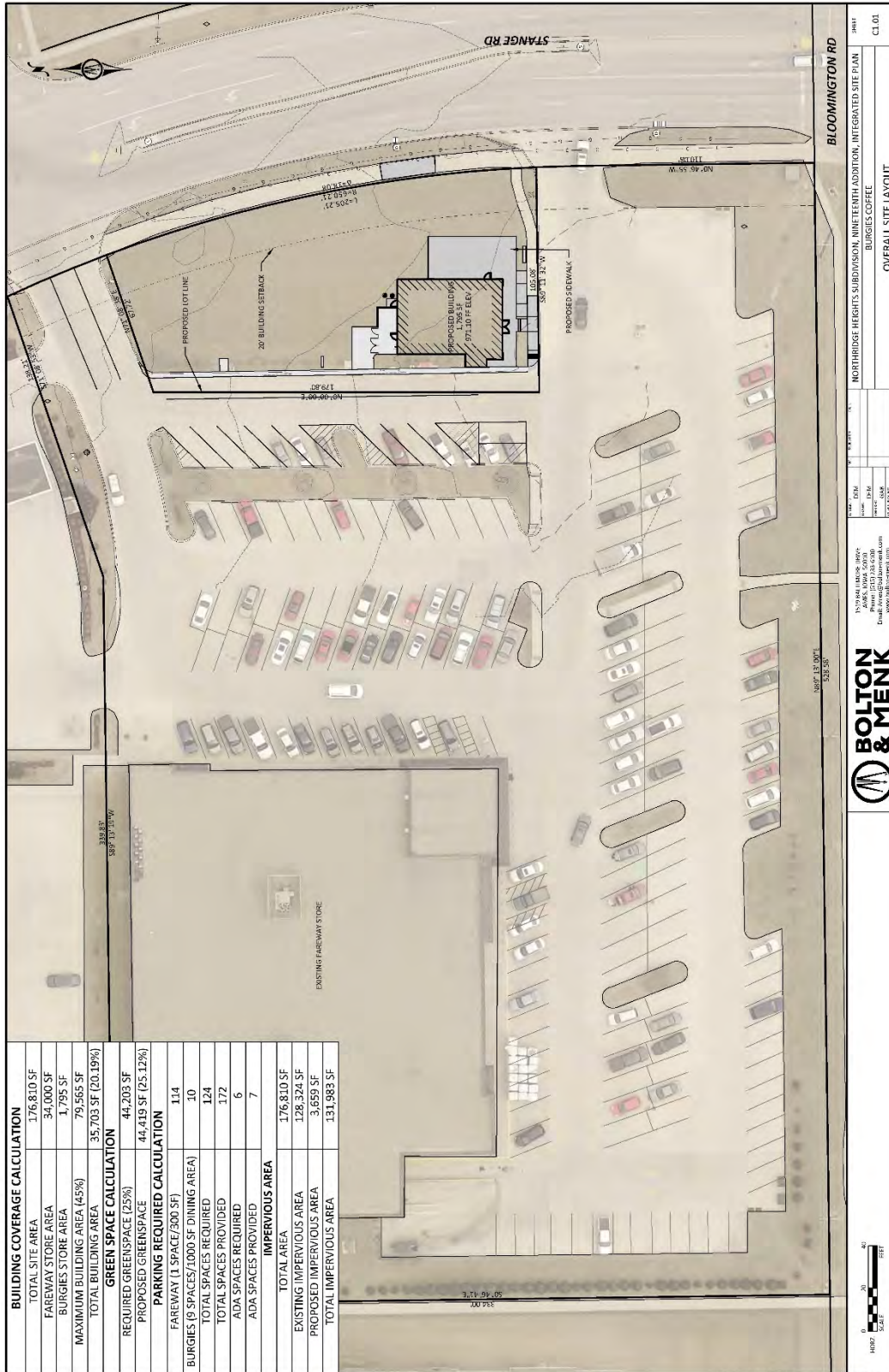
1515 S. 24th STREET
 P.O. BOX 11314
 DENVER, CO 80202
 WWW.BOLTONANDMENK.COM



SCALE: 1" = 20'
 0 10 20 FEET

Attachment D

Proposed Major Site Plan



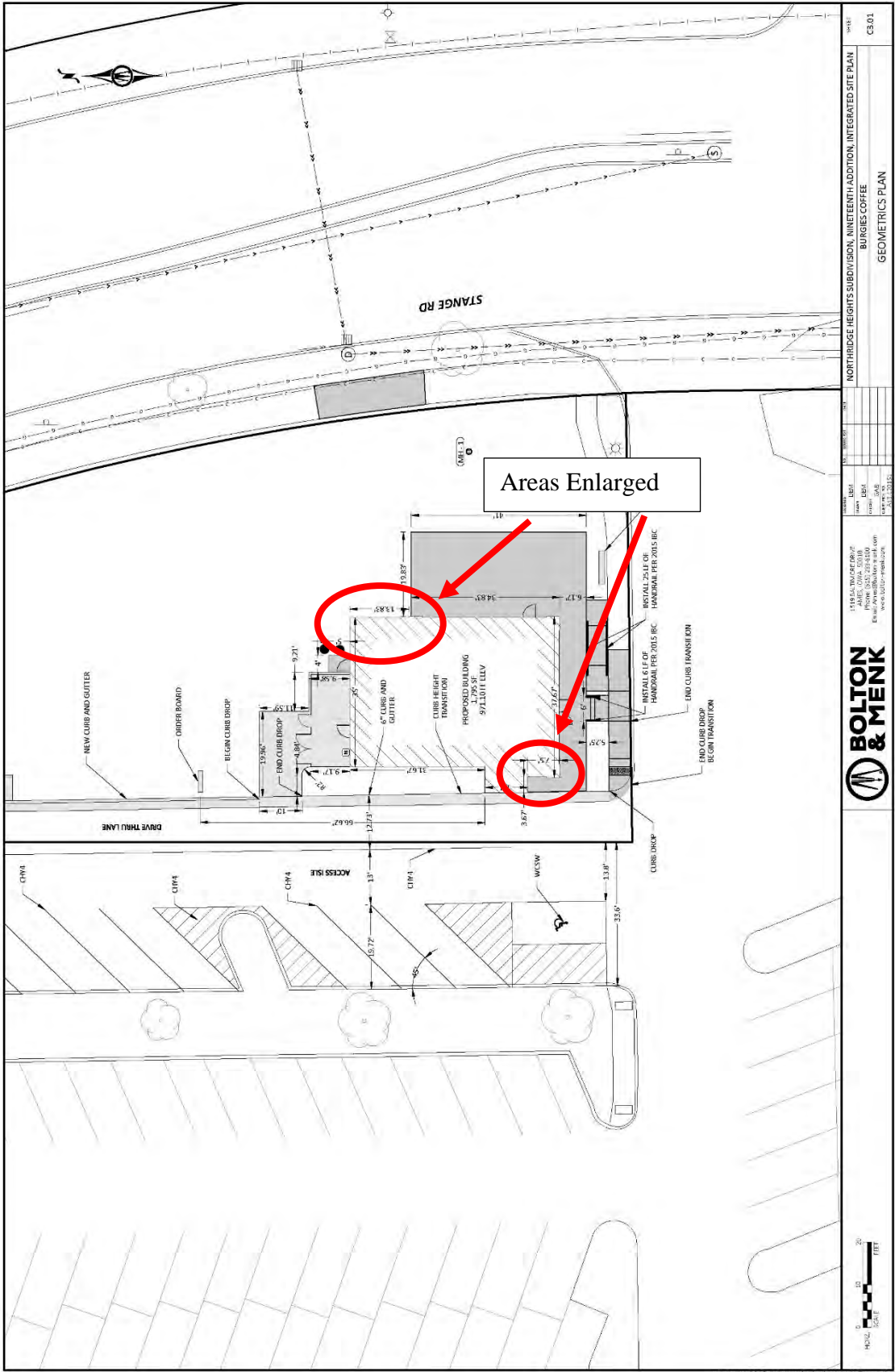
BUILDING COVERAGE CALCULATION	
TOTAL SITE AREA	176,810 SF
FAREWAY STORE AREA	34,000 SF
BURGERS STORE AREA	1,795 SF
MAXIMUM BUILDING AREA (45%)	79,565 SF
TOTAL BUILDING AREA	35,703 SF (20.19%)
GREEN SPACE CALCULATION	
REQUIRED GREENSPACE (25%)	44,203 SF
PROPOSED GREENSPACE	44,419 SF (25.12%)
PARKING REQUIRED CALCULATION	
FAREWAY (1 SPACE/300 SF)	114
BURGERS (9 SPACES/1000 SF DINING AREA)	10
TOTAL SPACES REQUIRED	124
TOTAL SPACES PROVIDED	172
ADA SPACES REQUIRED	6
ADA SPACES PROVIDED	7
IMPERVIOUS AREA	
TOTAL AREA	176,810 SF
EXISTING IMPERVIOUS AREA	128,324 SF
PROPOSED IMPERVIOUS AREA	3,659 SF
TOTAL IMPERVIOUS AREA	131,983 SF

BOLTON & MENK

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OVERALL SITE LAYOUT

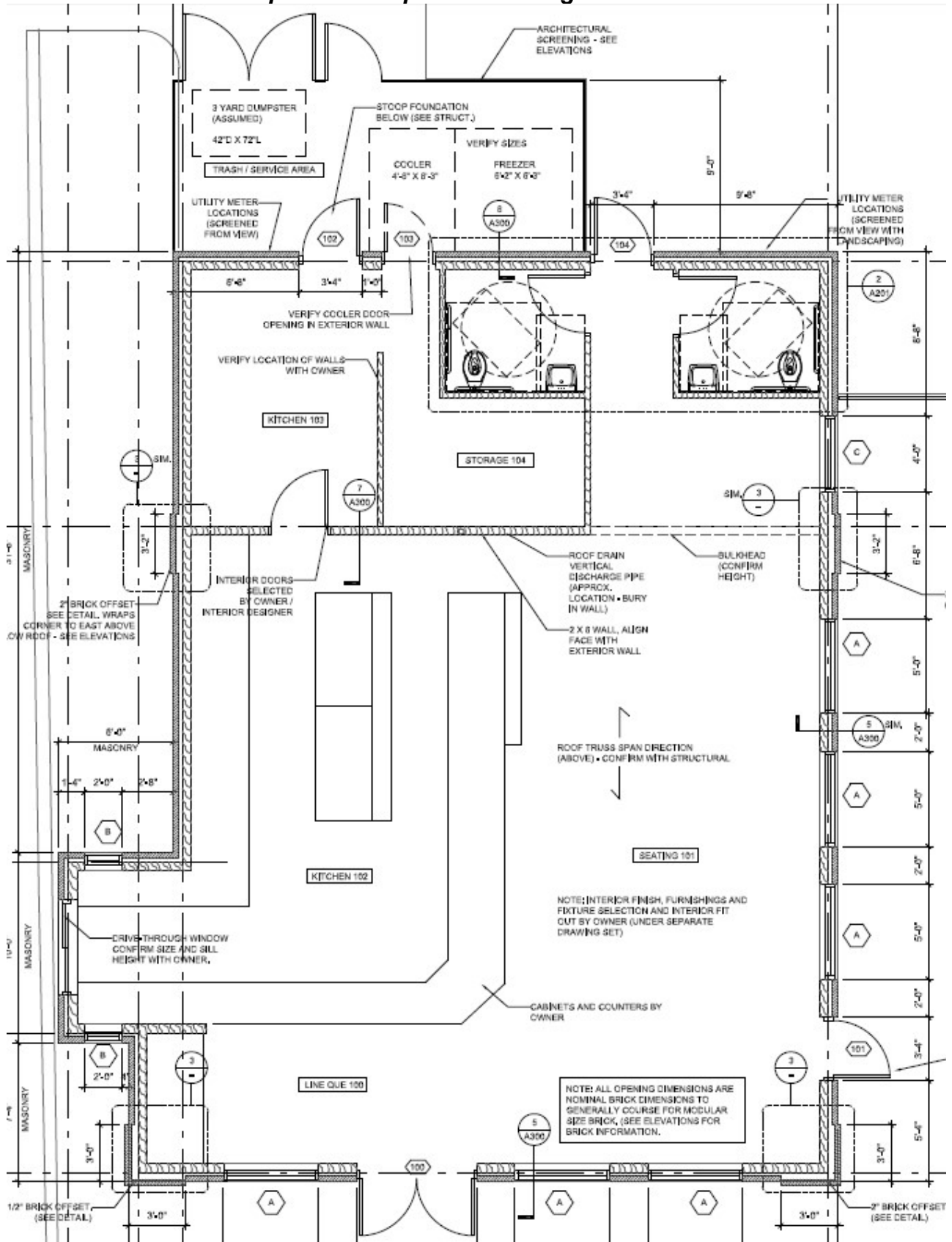
NORTHEDGE HEIGHTS SUBDIVISION, NINE TENTH ADDITION, INTEGRATED SITE PLAN
 BURGERS COFFEE
 SHEET NO. CI.01



118 SA 2015 IBC PER 2015 IBC		DATE	NO. SHEETS	TITLE	SCALE
DATE	BY	DATE	BY	DATE	BY
11/15/17	JM	11/15/17	JM	11/15/17	JM
<p>BOLTON & MENK</p> <p>118 SA 2015 IBC PER 2015 IBC JAMES OWEN, P.E. Email: jowen@boltonmenk.com www.boltonmenk.com</p>					
<p>NORTH RIDGE HEIGHTS SUBDIVISION, NINETEENTH ADDITION, INTEGRATED SITE PLAN BURGESS COFFEE GEOMETRICS PLAN</p>					
<p>CS 01</p>					

Attachment E

Proposed Floorplan & Building Elevations



Attachment F

Major Site Development Plan Criteria

- 1. The design of the proposed development shall make adequate provisions for surface and subsurface drainage to limit the rate of increased runoff of surface water to adjacent and downstream property.***

The Public Works Department has reviewed the proposed development and is satisfied that the regional detention will be able to handle the increase in impervious coverage created by the new building and its accompanying patio.

- 2. The design of the proposed development shall make adequate provision for connection to water, sanitary sewer, electrical, and other utility lines within the capacity limits of those utility lines.***

The existing utilities were reviewed and found adequate to support the anticipated load of the proposed development. There are no offsite upgrades needed to serve the site for any utility.

- 3. The design of the proposed development shall make adequate provision for fire protection through building placement, acceptable location of flammable materials, and other measures to ensure fire safety.***

The fire inspector has reviewed access and fire truck circulation and found that the needs of the fire department are met for access and circulation. The main access to the site is from Stange Road, a public street. The site also fronts on Bloomington Road.

- 4. The design of the proposed development shall not increase the danger of erosion, flooding, landslide, or other endangerment to adjoining and surrounding property.***

It is not anticipated that this proposed development will be a danger due to its location on the site, the flatness of the parcel, and the distance from a floodplain.

- 5. Natural topographic and landscape features of the site shall be incorporated into the development design.***

The developer is working with the existing topography of the site, which is generally flat. The disturbed areas of the site, the new Lot 2, are required to come into compliance with current landscape requirements.

- 6. The design of the interior vehicle and pedestrian circulation shall provide for convenient flow of vehicles and movement of pedestrians and shall prevent hazards to adjacent streets or property.***

The proposed development will continue to take access from Stange Road using the existing vehicular entrances. North-bound automobiles will continue to turn left onto the property from the northern curb cut; south-bound automobiles will continue to turn

right at either of the two entrances. The northern entrance will be restriped to create one outbound lane and two inbound lanes: one to go straight towards Fareway and the other to turn left towards Burgie's.

Angled parking is oriented so that vehicles entering from the northern entrance can turn left and go south into the parking spaces or the drive-through. All interior private sidewalks will continue to connect with the public sidewalk system that is already in place.

The Ames Traffic Division reviewed the project and the vehicle access and is satisfied with the configuration and the changes to the interior of the site. Of concern was the truck delivery to the Fareway Grocery, which accesses the property from the northern entrance. Trucks wend their way through the parking to the loading dock on the southwest side of the existing building. The applicant has addressed this concern by proposing to restripe the northern entrance with an incoming lane for heading west towards Fareway, an incoming lane for heading south towards Burgie's Coffee, and an outgoing lane for turning in either direction onto Stange Road.

- 7. *The design of outdoor parking areas, storage yards, trash and dumpster areas, and other exterior features shall be adequately landscaped or screened to minimize potential nuisance and impairment to the use of adjoining property.***

The existing site parking areas will be retained. The new Burgie's Coffee building and its landscaping will provide significant greater screening of the parking lot than currently exists. A new ADA compliant parking space will be provided near the Burgie's entrance.

A new dumpster enclosure is on the north side of Burgie's.

The applicant is proposing 9 new trees, 48 new shrubs, and 72 new grasses for the landscaping.

- 8. *The proposed development shall limit entrances and exits upon adjacent streets in order to prevent congestion on adjacent and surrounding streets and in order to provide for safe and orderly vehicle movement.***

All existing access into the development will remain at their existing locations. No new driveway entrances will be created.

- 9. *Exterior lighting shall relate to the scale and location of the development in order to maintain adequate security, while preventing a nuisance or hardship to adjacent property or streets.***

All lighting will be required to comply with the City's Outdoor Lighting code, Section 29.411. Building lighting must also meet downlighting requirements.

- 10. *The proposed development shall ensure that dust and other forms of air pollution, noise disturbances, odor, glare, and other nuisances will be limited to acceptable levels as prescribed in other applicable State and City***

regulations.

The proposed development is not expected to generate any nuisances.

11. Site coverage, building scale, setbacks, and open spaces shall be in proportion with the development property and with existing and planned development and structures, in adjacent and surrounding property.

The proposed development complies with the site coverage requirements, which in CGS requires a minimum of 25% landscaped area. The site proposes 25.12% landscaped area.

The proposed layout of the development is consistent with surrounding commercial development. The surrounding commercial structures are all single-story. The maximum allowable building height is 30 feet; the proposed structure is 19 feet, 4 inches to the top of the parapet wall.

The development complies with all minimum setbacks.

The approval of an Integrated Site Plan allows some benefit by allowing some site development regulations to be applied across the entire site rather than on an individual lot basis allowing for a more condensed site compared to individual lot development.

COUNCIL ACTION FORM

**SUBJECT: PUBLIC HEARING AND FIRST READING OF AN ORDINANCE
REPEALING CERTAIN URBAN REVITALIZATION AREAS**

BACKGROUND:

On August 21, 2020, the City Council received an overview of Ames' Urban Revitalization Areas and Program and directed the repeal of several Urban Revitalization Areas that are outdated. **It should be noted that the action being requested is independent of the proposed changes to the East University Impact Area URA which will be considered by the City Council on November 24, 2020.**

The majority of the proposed URA repeals are project specific. Project Specific URAs often include approved project site plans and building elevations in place of an area map. Once an URA is established by Ordinance, properties located within the URA may apply for tax abatement with the City Assessor if they meet the established criteria and are determined to be eligible by the City Council upon competition of improvements. Although improvements are completed, no sunset date was included as part of the establishing ordinance. It is staff's opinion that a formal action on the part of the Council to eliminate these completed projects would be beneficial to avoid inadvertent subsequent property tax incentives for future improvements.

In some cases, a limited time period for eligibility was included as part of the urban revitalization plan. The intent was to support a time-limited approval as a sunset feature for the URA. However, under Iowa Code, dates included within the plan and adopted by resolution are referred to as "an estimated date" and do not appear to have binding authority in sunsetting an URA. Thus, the ordinances must be repealed to effectively close out or sunset a URA.

The Code of Iowa Section 404.7 grants the city authority to repeal any ordinance establishing a revitalization area, if the city determines that "the desired level of revitalization has been attained or if the city determines that economic conditions are such that the continuation of the URA abatement would cease to be of benefit to the city". If a repeal of a URA should occur, existing tax abatements, based upon approved eligibility, continue until the completion of the tax abatement cycle of three, five or ten years.

The addendum to this report includes a summary of the eight proposed URA changes. City staff consulted with the City Assessor to discuss the timing of sunsetting URAs. Per the Assessor's guidance, if the URA is in place on January 1st, property owners with improvements from the prior year will be eligible to apply for property tax abatement. For example, the 415 Stanton Crawford URA has an eligibility deadline of December 31, 2020, therefore the URA as a whole must still exist on January 1, 2021 to allow for

someone to claim the intended tax abatement. To allow for this, the sunset date is proposed then as January 2, 2021 to match up with the expected eligibility.

ALTERNATIVES:

1. The City Council may approve first reading of an Ordinance repealing the following Urban Revitalization Areas by establishing an effective date of 12-31-2020 for each of the following Urban Revitalization Areas;
 - South Lincoln “Sub-area”/ Neighborhood Urban Revitalization Area;
 - 405 & 415 Hayward Avenue Urban Revitalization Area;
 - 517 Lincoln Way Urban Revitalization Area; and
 - Roosevelt School Site and City of Ames Park 921 9th Street Urban Revitalization Area;

Establishing an repeal effective date of 01-02-2021 for the following Urban Revitalization Areas:

- 415 Stanton Crawford School Urban Revitalization Area;

And additionally, by establishing a sunset date of 12-31-2021 for each of the following active Urban Revitalization Areas:

- Walnut Ridge 3505 and 3515 Lincoln Way Urban Revitalization Area; and
- 2700, 2702, 2718, and 2728 Lincoln Way; 112 and 114 South Hyland Avenue; and 115 South Sheldon Avenue Urban Revitalization Area.

2. The City Council may choose to Amend the Ordinance and proceed with the repeal of only some of the areas identified above.
3. The City Council may refer this item back to City staff for additional information.

CITY MANAGER’S RECOMMENDED ACTION:

URAs have generally been successful at incentivizing projects prioritized by the City Council over the past two decades. However, as time goes on the goals and objectives for an area or program may become stale, not support current priorities, or are ineffective at achieving their goals. The approval of this ordinance will help to ensure that the City’s URA program is appropriately directed and maintained going forward on current City priorities. Any property owner that is receiving a tax abatement benefit will continue to receive the approved abatement even after repeal of the specific URA.

Therefore, it is the recommendation of the City Manager that the City Council accept Alternative #1, thereby approving first reading of an ordinance implementing the repeal of certain Urban Revitalization Areas.

Addendum

South Lincoln Sub-Area (or Neighborhood) Urban Revitalization Area

The South Lincoln Sub-Area URA was established September 23, 2003 by Ordinance #3733. No sunset date was included in the ordinance. Since its establishment, minimal redevelopment has occurred in this area. The structure of the criteria has not yielded the specific desired results in terms of design and character. The area is labeled in Plan 2040 as an area to be revisited for an updated sub-area plan. It would be appropriate to consider a new URA in the future, once that planning work is complete, and to not encourage potentially undesirable redevelopment in the interim. **Given this, staff proposes repeal of Ordinance #3733, with an effective date of December 31, 2020.** All projects seeking tax abatement must have been completed prior to expiration. Projects already determined to be eligible for tax abatement shall continue to receive tax abatement consistent with the chosen schedule for abatement and in accordance with state law.

405 and 415 Hayward Avenue Urban Revitalization Area

The 405 and 415 Hayward Avenue URA [Iowa House] was established November 20, 2007 by Ordinance #3932. No sunset date was included in the ordinance. It is a project specific URA. The project was completed according to the approved plans and the desired level of revitalization has been attained. Additionally, the 3-year schedule for tax abatement has been completed. **Given this, staff proposes repeal of Ordinance #3932, with an effective date of December 31, 2020.**

517 Lincoln Way Urban Revitalization Area

The 517 Lincoln Way URA [Squeaky Clean] was established February 24, 2015 by Ordinance #4209. No sunset date was included in the ordinance. It was a project specific URA but did not establish site specific improvement or architectural plans. No expiration date was identified in the Plan. The project has been completed and the desired level of revitalization has been attained. Tax abatement began in 2016 for a 3-yr period which has been completed. **Given this, staff proposes repeal of Ordinance #4209, with an effective date of December 31, 2020.**

Roosevelt School Site and City of Ames Park 921 9th Street Urban Revitalization Area and Program Policy

The 921 9th Street URA was established November 12, 2013 by Ordinance # 4162. No sunset date was included in the ordinance. The Roosevelt School Site qualifying criteria was established June 11, 2013 by Resolution # 13-265 establishing it as a program policy area. No expiration date was identified in the Plan; however, the desired level of revitalization has been attained. Tax abatement began in 2015. **Given this, staff proposes repeal of Ordinance #4162, with an effective date of December 31, 2020.** Projects already determined to be eligible for tax abatement shall continue to receive tax abatement consistent with the chosen schedule for abatement and in accordance with state law.

415 Stanton Crawford School Urban Revitalization Area

The 415 Stanton Crawford School URA was established June 12, 2008 by Ordinance # 4357. No sunset date was included in the ordinance. The 415 Stanton Crawford School URA is a project specific URA. The Plan adopted May 8, 2018 by Resolution #18-281 indicated a duration period expiring on December 31, 2020. The project has been completed according to the approved plans and the desired level of revitalization has been attained. Twenty-eight units began receiving tax abatement in 2020. Two remaining units qualify but have not yet applied/received tax abatement. **Given this, staff proposes repeal of Ordinance #4357, with an effective date of January 2, 2021.** This will allow the two remaining properties to apply for tax abatement consideration in 2021, because the area must exist at time of determination which is January 1. Projects already determined to be eligible for tax abatement shall continue to receive tax abatement consistent with the chosen schedule for abatement and in accordance with state law.

Walnut Ridge 3505 and 3515 Lincoln Way Urban Revitalization Area

The Walnut Ridge 3505 and 3515 Lincoln Way URA was established April 26, 2016 by Ordinance # 4254. No sunset date was included in the ordinance. The Walnut Ridge 3505 and 3515 Lincoln Way URA is a project specific URA. The Plan adopted March 22, 2016, indicated a duration period expiring on December 31, 2021. The project has been completed according to the approved major site development plans, participation in the Ames Crime Free Housing Program and in accordance with the conditions of Resolution #15-561. Tax abatement began in 2017 for a 10-yr period. **Given this, staff proposes repeal of Ordinance #4254, by establishing a sunset date of December 31, 2021.** Projects already determined to be eligible for tax abatement shall continue to receive tax abatement consistent with the chosen schedule for abatement and in accordance with state law.

2700, 2702, 2718, and 2728 Lincoln Way; 112 and 114 South Hyland Avenue; and 115 South Sheldon Avenue Urban Revitalization Area

The 2700, 2702, 2718, and 2728 Lincoln Way; 112 and 114 South Hyland Avenue; and 115 South Sheldon Avenue URA [The Union] was established December 13, 2016 by Ordinance # 4284. No sunset date was included in the ordinance. It is a project specific URA. The Plan adopted November 15, 2016 by Resolution # 16-660 indicated a duration period expiring on December 31, 2021. The project was completed according to the approved plans and the desired level of revitalization has been attained. Tax abatement began in 2019 for a 10-yr period. **Given this, staff proposes repeal of Ordinance #4284, by establishing a sunset date of December 31, 2021.** Projects already determined to be eligible for tax abatement shall continue to receive tax abatement consistent with the chosen schedule for abatement and in accordance with state law.

ORDINANCE NO.

AN ORDINANCE TO REPEAL URBAN REVITALIZATION AREAS (URA) BY ESTABLISHING AN EXPIRATION DATE OF 12-31-2020 FOR: SOUTH LINCOLN "SUB-AREA" /NEIGHBORHOOD URA, 405 & 415 HAYWARD AVENUE URA, 517 LINCOLN WAY URA, ROOSEVELT SCHOOL SITE AND CITY OF AMES PARK 921 9TH STREET AND ESTABLISHING A SUNSET DATE OF 12-31-2021 FOR: WALNUT RIDGE 3505 AND 3515 LINCOLN WAY URA, 2700, 2702, 2718 AND 2728 LINCOLN WAY; 112 AND 114 SOUTH HYLAND AVENUE; AND 115 SOUTH SHELDON AVENUE URA, AND ESTABLISHING AN EXPIRATION DATE OF 01-02-2021 FOR 415 STANTON CRAWFORD SCHOOL URA.

BE IT ENACTED, by the City Council for the City of Ames, Iowa, that:

Section One. The Urban Revitalization Areas as follows:

"An Ordinance repealing the following Urban Revitalization Areas, effective 12-31-2020 for each of the following:

- South Lincoln "Sub-Area"/ Neighborhood Urban Revitalization Area, established 09-23-03 by Ordinance # 3733;
- 405 & 415 Hayward Avenue Urban Revitalization Area, established 11-20-2007 by Ordinance # 3932
- 517 Lincoln Way Urban Revitalization Area, established 02-24-2015 by Ordinance # 4209;
- Roosevelt School Site and City of Ames Park 921 9th Street Urban Revitalization Area established 11-12-2013 by Ordinance # 4162, and Program Policy established by Resolution # 13-265;

And effective 01-02-2021 for the following:

- 415 Stanton Crawford School Urban Revitalization Area established 06-12-2018 by Ordinance # 4357;

And additionally:

by establishing a sunset date of 12-31-2021 for each of the following:

- Walnut Ridge 3505 and 3515 Lincoln Way Urban Revitalization Area, established 04-26-2016 by Ordinance # 4254;
- 2700, 2702, 2718, and 2728 Lincoln Way; 112 and 114 South Hyland Avenue; and 115 South Sheldon Avenue Urban Revitalization Area, established 12-13-2016 by Ordinance # 4284."

Section Two. All ordinances, or parts of ordinances, in conflict herewith are hereby repealed to the extent of such conflict, if any.

Section Three. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Passed this _____ day of _____, _____.

Diane R. Voss, City Clerk

John A. Haila, Mayor