

ITEM # AAMPO 1

DATE: 01-12-21

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

**SUBJECT: AMENDMENT TO THE FFY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM**

BACKGROUND:

This amendment to the Fiscal Year (FY) 2021 - 2024 Transportation Improvement Program involves changing the following:

- Adding an **Automatic Passenger Counters (APCs) CyRide Project** in FY 2021. This project would make use of potential federal funds from a COVID-19 Research Demonstration Grant, should CyRide be awarded the grant. APC's will provide passengers the ability to view the current space available on a bus via their smartphone applications in real-time to select the trip that best meets their needs. CyRide's long-term goal of reducing overcrowding on buses is equally important during the COVID-19 pandemic for passengers wanting to be more socially distanced restoring trust in public transit. This project will be programmed for \$474,864 in federal funding and \$52,806 in local funding.

The requirements to process amendments to the TIP call for an opportunity for public review and comment as well as approval by the Transportation Policy Committee of the Ames Area MPO (TPC). **The TPC reviewed this action at their November 24, 2020 meeting, establishing the public hearing for January 12, 2021 and opening a public input period from November 25, 2020 to January 1, 2021. No public comments were received by staff.**

ALTERNATIVES:

1. Approve the amended FFY 2021-2024 Transportation Improvement Program
2. Approve the amended FFY 2021-2024 Transportation Improvement Program, with Transportation Policy Committee modifications

ADMINISTRATOR'S RECOMMENDED ACTION:

Inclusion of this project into the FY 2021-2024 TIP would allow CyRide to immediately proceed forward with the project after receiving pre-grant authority from FTA, should CyRide be awarded this grant. This project also help CyRide farther improve the efficiency of its transit system.

Therefore, the Administrator recommends that the Transportation Policy Committee adopt Alternative No. 1 as described above.