

**AMES AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE ACTION FORM**

SUBJECT: DRAFT FY 2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

BACKGROUND:

In order to receive funds for transportation improvement projects, it is necessary to have the projects be a part of the approved statewide plan. The initial step in the process is for the MPO to develop a draft Transportation Improvement Plan (TIP). Regulations require the TIP to include transportation planning for four years.

The attached draft plan provides for projects for street improvements, CyRide improvements, and trail projects. In addition, the plan involves annual payments for a pavement management program that is operated statewide and annual support of the Statewide Urban Design and Specifications (SUDAS) program. The pavement management program will provide assistance to staff as decisions are made concerning timing of pavement rehabilitation projects. The SUDAS program brings several benefits. These include increasing contractor interest because the specifications are uniform and the efficiency of staff time because local specifications do not need to be developed and kept updated.

A number of projects were evaluated as the plan was developed. The FY 2010 street project is planned to be the rehabilitation of Duff Avenue from Lincoln Way to 13th Street. The Skunk River Trail from East Lincoln Way to South River Valley Park is planned for the FY 2010 trail project.

ALTERNATIVES:

1. Approve the draft FY 2010-2013 TIP and set May 26, 2009, as the date for the public hearing.
2. Modify the draft FY 2010-2013 TIP and set May 26, 2009, as the date for the public hearing.

ADMINISTRATOR'S RECOMMENDATION:

The Ames Area Metropolitan Planning Organization's Technical Committee has recommended approval of this draft plan. Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, thereby approving the draft FY 2010-2013 TIP and setting May 26, 2009 as the date for the public hearing.



TRANSPORTATION IMPROVEMENT PROGRAM

FY 2010 – FY 2013

DRAFT
March 2009

AMES AREA METROPOLITAN PLANNING ORGANIZATION

2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM

Project Selection

The Ames Area Metropolitan Planning Organization (AAMPO) Policy Committee adopted a project rating criteria system as a means of ranking submitted projects. The highest-ranking projects were then presented to the Technical Committee for review and recommendation. A recommendation was then passed on to the Policy Committee for action. Enhancement projects consist of open space trails that have been approved by the bike users and the Parks and Recreation Department.

All highway and enhancement projects are also available for public review and comment through the City of Ames Capital Improvement Plan (CIP) process. This involves public presentations and a formal public hearing before the Ames City Council.

The Transit Board has approved transit projects from CyRide.

Status of Previously Approved Projects

The Federal Fiscal Year 2009 highway element project, as approved in the 2009-2012 STIP, is the reconstruction of 13th Street from the Union Pacific Railroad overpass to Stange Road. This project is under design and will be let through the Iowa Department of Transportation (IDOT) for construction during the fall of 2009 or summer of 2010.

The FY2009 enhancement element project is a shared use path along the west side of Skunk River from Hunziker Youth Sports Complex to SE 16th Street. This project will be designed during calendar year 2009 and then let through the IDOT for construction during the fall of 2009 or summer of 2010.

Fiscal Constraint

The AAMPO FY 2010 programming targets are \$1,070,253 for the highway element and \$80,776 for the enhancement element. As noted in the Transportation Improvement Plan (TIP), the requested Federal funds for highway and enhancement elements will fully utilize the target amounts. The Ames City Council has programmed these projects in the City of Ames 2009-2014 CIP for local funding allocation.

The transit program does not have targets and thus the requests involve significant costs in the anticipation of maximizing the amounts received.

Public Participation Process

A notice advising the public about the draft TIP and Transportation Planning Work Program (TPWP) reviewed by the AAMPO Technical Committee will be mailed to 43 neighborhood organization chairpersons, representatives of the Ames Main Street District, Campustown Action Association, NAACP, Friends of Central Iowa Biking, International Student Council at ISU, League of Women Voters and others in accordance with our approved Public Participation Plan. In addition, as previously noted, projects are available for public review and comment through the City of Ames CIP process.

Self Certification

The AAMPO Policy Committee certified that transportation planning activities in the Ames metropolitan area are being carried out in accordance with governing Federal regulations, policies and procedures. This certification was at the meeting of March 3, 2009.

Network Operations and Management

The capital investment and other measures necessary to preserve the existing transportation system, as well as operations, maintenance, modernization, and rehabilitation of existing and future transportation facilities are annually reviewed and programmed. Preservation, operating, and maintenance costs are included as a priority for funding. Maintenance and rehabilitation projects are also included in the AAMPO Long Range Transportation Plan. In addition to STP funding, the City of Ames utilizes Road Use Tax, Local Option Sales Tax, and General Obligation funding for system preservation projects. A program is also included in the City of Ames 2009-2014 CIP to address shared use path maintenance. The LRTP and LUPP both use an intersection efficiency standard of LOS C.

FY 2010 TIP FTA Project Justification

The following transit projects identified within the draft FY2010-2013 TIP were included within the 2010-2013 Passenger Transportation Development Plan (PTDP) meeting the requirements to have all federal and state transit funding within an approved PTDP prior to TIP approval.

General Operations & Planning

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

Alternatives Analysis Study: An Alternatives Analysis (AA) Study will be conducted of the Iowa State Center to Iowa State University campus corridor identified currently as the Orange Route. The Ames Transit Agency recently completed a smaller Transit Feasibility Study looking at seven corridors in the community that had either current transportation/growth issues or future identified growth. The study identified transportation options to resolve corridor problems of which the Orange Route is operating at near maximum capacity. It was determined through the Transit Feasibility Study that the Orange Route may qualify for Small New Starts funding to establish a Bus Rapid Transit corridor which would operate more like a light rail type system only using more cost-efficient buses. The AA study will analyze specific route options in more depth regarding transit-only corridors, provide detailed information on bus stop upgrades, and analyze route speed increases that could be realized with extended-green technology. This study will also analyze the financial capacity/needs of the Ames community to undertake a project such as Bus Rapid Transit. At the conclusion of the AA Study, a locally preferred alternative – the “proposed action” – will be determined.

I-35 Ames-Des Moines Corridor Study: This planning study would determine the feasibility of implementing transit improvements to reduce single occupant automobile traffic along Interstate 35 between the City of Ames and City of Des Moines. The study would provide essential information to key decision-makers in Des Moines, Ames, and Ankeny to implement future transportation improvements along this corridor. The study would examine the following:

- Identify need/potential ridership in the Ames-Des Moines corridor
- Analyze potential transportation modes to serve forecasted ridership demand
- Refine best alternative details
- Identify potential funding sources
- Identify benefits of implementation

The Des Moines Area Regional Transit Authority, Heart of Iowa Regional Transit Agency, and CyRide would co-sponsor the project through a coordinated effort from the following potential organizations: Iowa State University, City of Ames, City of Ankeny, Greater Des Moines Partnership, Des Moines Area Metropolitan Planning Organization and the IDOT’s Office of Public Transit. Any recommendations from this study would be incorporated into the IDOT’s state-wide needs corridor analysis due to the state legislature in December 2009. A consultant would be hired to complete the study.

Job Access & Reverse Commute

Brown Route Frequency/Hours Expansion: In 2008, CyRide added additional service between campus and North Grand Mall based on demand in the Somerset area during the summer weekdays and weekday nights during the remainder of the year. Weekday nights improved to 40-minute frequencies until 9:00pm instead of ending at 7:00 pm and Weekday Summer service doubled to 20-minutes. This would provide a third year of service for this expanded service.

Yellow Route Expansion: In 2008, CyRide added mid-day service hours to its Yellow Route to the southeast area of Ames. This route operated every 60 minutes alternating between the current Gray Route and this southeast area allowing connections directly to ISU campus instead of transferring at Ames City Hall. Before, only one mid-day trip currently operated to this area. This would provide a third year of service for this additional mid-day service.

New Freedom & CMAQ

Commercial/Industrial Area (East 13th Street/Lincoln Way/Dayton Avenue): A new route would be added traveling to the E. 13 Street/Lincoln Way/Dayton Avenue commercial/industrial area of Ames. Service would be provided to businesses such as 3M, Mainstream Living, Mary Greeley Dialysis, Sauer-Danfoss as well as a new proposed Lifestyle Center tentatively scheduled to open in spring 2009. Service to this area was a priority within the PTDP process.

Heavy Duty Bus Expansion: This expansion vehicle would increase CyRide's ability to provide safe service throughout the community by adding a vehicle to service on the street. CyRide's service operates at more than 150% capacity and additional buses are needed to meet the demands of the public. This bus could also be utilized to provide added service to the Aquatic Center during the summer months.

Elderly and Persons with Disabilities Program

Contracted Paratransit (Dial-A-Ride) Service: According to federal regulations, public transit agencies providing fixed-route transit service in their community must also provide door-to-door transportation service within a ¼ mile area of that fixed-route service. Therefore, CyRide purchases transportation service for its Dial-A-Ride operations in order to meet this ADA requirement. This requirement has been expanded to the entire Ames city limits.

Transit Amenities: CyRide developed a Bus Stop Plan that recommended an implementation plan for bus stop amenities along CyRide's fixed-route system. From the prioritization of recommended stop improvements, bus shelters will either be added or replaced to improve CyRide's image throughout the Ames community.

Replacement Buses and Bus Equipment:

Expansion Buses: CyRide is in need of expanding its fleet to accommodate additional growth to the transit system. For the past four years, CyRide has added 2-3 vehicles to its peak pull out and needs to plan for this growth to the system by increasing its fleet size. CyRide has accommodated past growth through its contingency fleet, which are 30-40 years in age and not recommended for future expansion practices. These additional expansion buses would allow CyRide to accommodate this growth and increase their spare ratio allowance to near 20% (as recommended by the Federal

Transit Administration), as well as provide a reliable contingency fleet when vehicles are unexpectedly needed due to weather or increased ISU attendance.

Heavy Duty Bus Replacement: Thirteen buses have exceeded FTA guidelines for useful life. Bus numbers are 926, 927, 933, 934, 941, 942, 943, 967, 980, 981, 983, 985, and 990. These units will be replaced with 40' heavy duty buses, equipped with cameras. These replacement vehicles will be ADA accessible.

Light Duty Bus Replacement: Three buses have exceeded FTA guidelines for their useful life. Bus numbers are 960, 961, 978, and 979. These units will be replaced with 158" light duty diesel buses, equipped with cameras, and will be ADA accessible.

Security: Human Health/Safety Threats

Facility Cameras/Proximity Card Access: Purchase 20 cameras for digital recording of the transit property as well as a proximity card access system to monitor access to the facility. Guests within the facility would be restricted to administrative areas unless accompanied by a CyRide employee. These security improvements were recommended by Homeland Security to secure the entire CyRide campus.

West Wall EIFS Exterior Replacement: CyRide was originally built back in 1982 with a state of the art material called EIFS applied to the exterior of the building. EIFS is a synthetic stucco-looking material which provides exterior insulation for buildings. The EIFS is supposed to produce a weather-resistant barrier and provide crack resistance for the exterior of buildings. In the mid-1970's EIFS became popular with energy-conscious builders and buyers as energy bills decreased in implementing this material. Moisture accumulation issues have since occurred from rain water intrusion making cracks in the building and diminishing the insulation benefits. In particular, FM Global is recommending that CyRide replace the EIFS on the west side of the facility due to its capacity to possibly ignite due to close proximity to the ISU cooling towers. To ensure the safety of the building and buses, CyRide will request replacement of this EIFS material in 2010.

Actuated Shutoffs for fuel, oil, hydraulic lines: FM Global, which provides risk assessments for the City of Ames, recommended to CyRide to install actuated shutoffs for fuel, oil and other hydraulic lines in case fire materializes at the maintenance facility. If these lines ignited, the manual shutdown of these lines would be impossible due to the heat of the fire and would prolong the life of the fire. Having these lines shut off when a fire breaks out could save extensive property damage within CyRide's facility as well as eliminate the disruption of continued operations.

Electric Distribution Rehabilitation: Historically, equipment breakdown is the leading cause of fire ignition sources with electrical faults being the driving force for fires. It is believed that CyRide's current electrical system is overloaded; therefore, CyRide

recommends rehabbing the electrical distribution of its 1982 building as recommended by FM Global's risk assessment audit performed in April 2006.

Vehicle Surveillance Systems: CyRide utilizes surveillance systems on its buses to reduce liability to the City as well as enable cooperation with the Police Department for situational issues on the bus or throughout the community. CyRide purchased additional units to install on the majority of the fleet in 2007. However, these initial 27 systems purchased in 2004 are now six years old and need replacement in 2010 to keep up with technology improvements. Staff indicates a dramatic difference between the GE system and Safety Vision system initially purchased including difficulty in relaying information to the Police Department. CyRide recommends purchasing thirty-five units to replace these outdated 27 systems as well as an additional 9 units to completely equip the large bus fleet with surveillance systems.

Steam clean area; Hoist and Floor Repair: The steam clean area of CyRide's garage is in need of repair. The floors and walls have structural damage showing deep cracks in the foundation and vertical structure of the maintenance garage. This "steam clean" area is utilized to hoist vehicles into the air and then steam the underside of the bus to remove salt, sand and oil residue prior to maintenance work commencing. Grant funding would be requested from Iowa's new infrastructure funding for the structural repair of the walls and floor with CyRide's direct earmark funding replacing the existing in-ground hoist, if needed, based on a facility study to be completed in August 2008.

Direct Earmarks

Transit Maintenance Facility: CyRide is at capacity for parking buses at their current maintenance facility at 1700 University with 75 vehicles. This funding requests additional earmark funding to either expand the maintenance facility on the current space or within a satellite location to meet the future needs of CyRide expansion for the next 20 years. In addition, discussions have transpired to possibly include Heartland Senior Services (CyRide's ADA subcontractor) into the satellite facility expansion as they currently park vehicles outside in the elements.

Hybrid Bus Expansion: These expansion buses allow CyRide to provide additional service to the community using environmentally sustainable technology. CyRide expanded their system in 2002 with 11 buses for fare-free to students by purchasing old used buses. Those buses are now between 30-40 years old. This expansion would allow cleaner sustainable buses to be utilized, and older buses would be disposed. CyRide currently places 58 buses in service at one time with only 57 large active buses. As a result, CyRide contracts with a private operator to provide trips during the peak hour requirements. Once the facility is expanded, CyRide can expand their fleet to accommodate additional growth and increased demand from our passengers.

Garage Rehabilitation and Expansion, Phase III: A feasibility study was completed in November 2001 that provided for a three phase expansion and modernization of the CyRide maintenance and office facility. The first phase was completed in December

2003. The second phase, constructing a new administrative area, will be complete in April 2008. CyRide is expecting a final 2009 earmark through SAFTEA-LU under current authorization to further update the maintenance garage. The particular project funded with these federal dollars will be determined after the facilities study is complete.

Federal Highway

Administration

Section

Surface Transportation Program

And

Transportation Enhancement

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program
 Highway Bridge Replacement and Rehabilitation Program
 Statewide Transportation Enhancement

Federal Fiscal Year:

- Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: Area Wide

Termini: _____

Bridge Number (For Bridge Projects Only): _____

Length: ___ miles

Type of Work: Statewide Urban Design and Specifications Manual (SUDAS)

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

Total Estimated Cost: \$ 4,593

Federal-Aid (STP): \$ 3,056

Local Match: \$ 0

Other: \$ —

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program
 Highway Bridge Replacement and Rehabilitation Program

Federal Fiscal Year:

- Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: Area Wide

Termini: _____

Bridge Number (For Bridge Projects Only): _____

Length: ___ miles

Type of Work: Pavement Management System

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

Total Estimated Cost: \$ 5,247

Federal-Aid (STP): \$ 5,247

Local Match: \$ 0

Other: \$ ---

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program
 Highway Bridge Replacement and Rehabilitation Program
 Statewide Transportation Enhancement

Federal Fiscal Year:

- Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: Area Wide

Termini: _____

Bridge Number (For Bridge Projects Only): _____

Length: N/A miles

Type of Work: Long Range Transportation Plan Update (2035)

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

Total Estimated Cost: \$ 400,000

Federal-Aid (STP): \$ 230,623

Local Match: \$ 80,000

Other: \$ 70,613 (FHWA PL)

\$ 18,764 (FTA 5303)

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program
 Highway Bridge Replacement and Rehabilitation Program

Federal Fiscal Year:

- Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: Duff Avenue

Termini: Lincoln Way to 13th Street

Bridge Number (For Bridge Projects Only): _____

Length: 0.80 miles

Type of Work: Pavement Rehabilitation

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

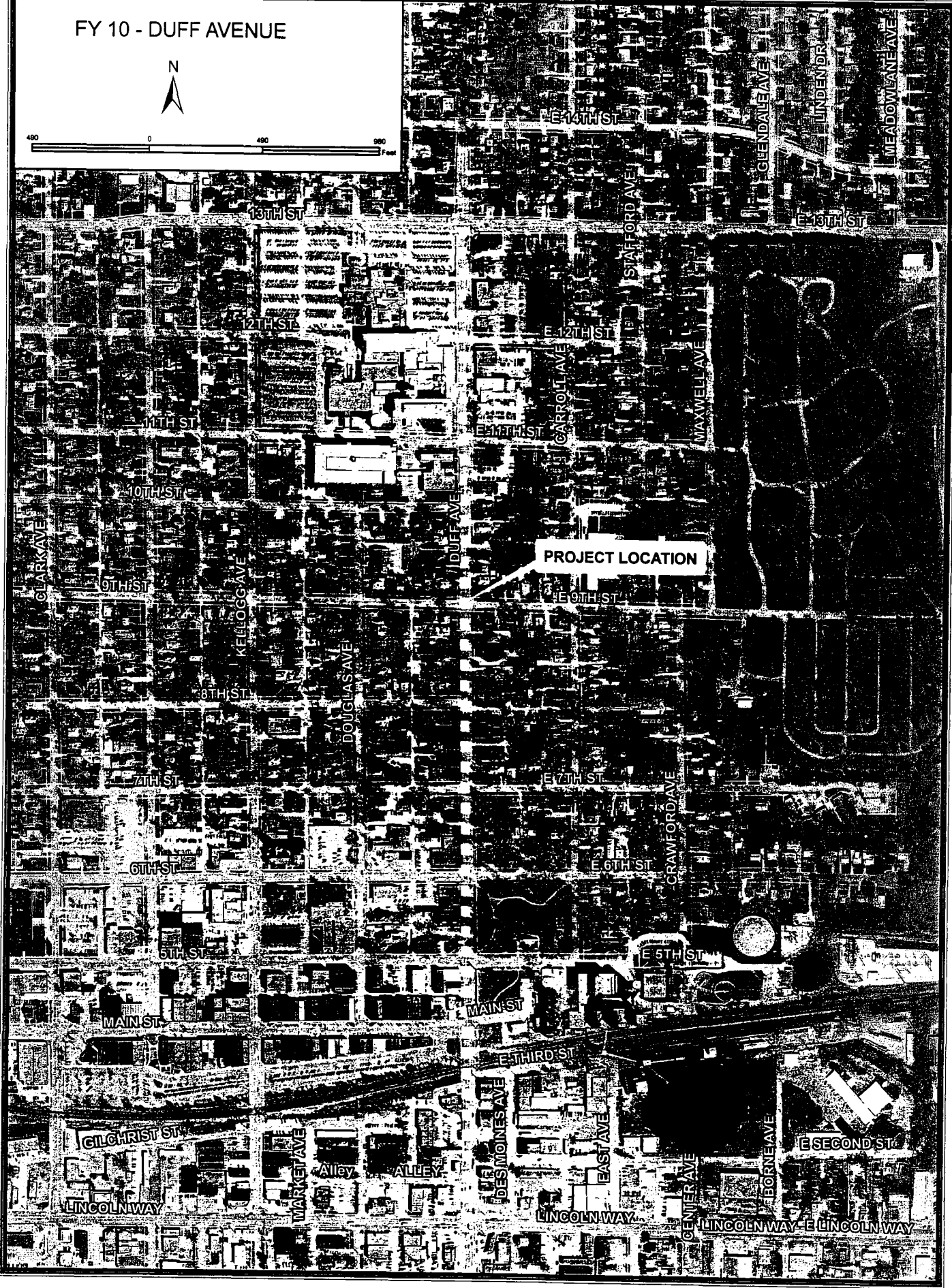
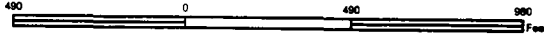
Total Estimated Cost: \$ 860,000

Federal-Aid (STP): \$ 688,000

Local Match: \$ 172,000

Other: \$ N/A

FY 10 - DUFF AVENUE



PROJECT LOCATION

Street names visible on the map include: E 14TH ST, E 13TH ST, E 12TH ST, E 11TH ST, E 10TH ST, E 9TH ST, E 8TH ST, E 7TH ST, E 6TH ST, E 5TH ST, E 4TH ST, E 3RD ST, E 2ND ST, E 1ST ST, MEADOW LAKE AVE, LINDEN DR, GLENDALE AVE, STAFFORD AVE, MAXWELL AVE, CARROLL AVE, DUFF AVE, CLARK AVE, KELLOGG AVE, DOUGLAS AVE, CRAWFORD AVE, BONE AVE, CENTER AVE, LINCOLN WAY, MARKET AVE, ALLEY, ALLEY, DES MOINES AVE, EAST AVE, GILCHRIST ST, MAIN ST, MAIN ST, LINCOLN WAY, LINCOLN WAY, LINCOLN WAY.

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program - Enhancement
 Highway Bridge Replacement and Rehabilitation Program

Federal Fiscal Year:

- Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: Skunk River Trail

Termini: E. Lincoln Way to South River Valley Park

Bridge Number (For Bridge Projects Only): _____

Length: 0.80 miles

Type of Work: Bike Trail Paving

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

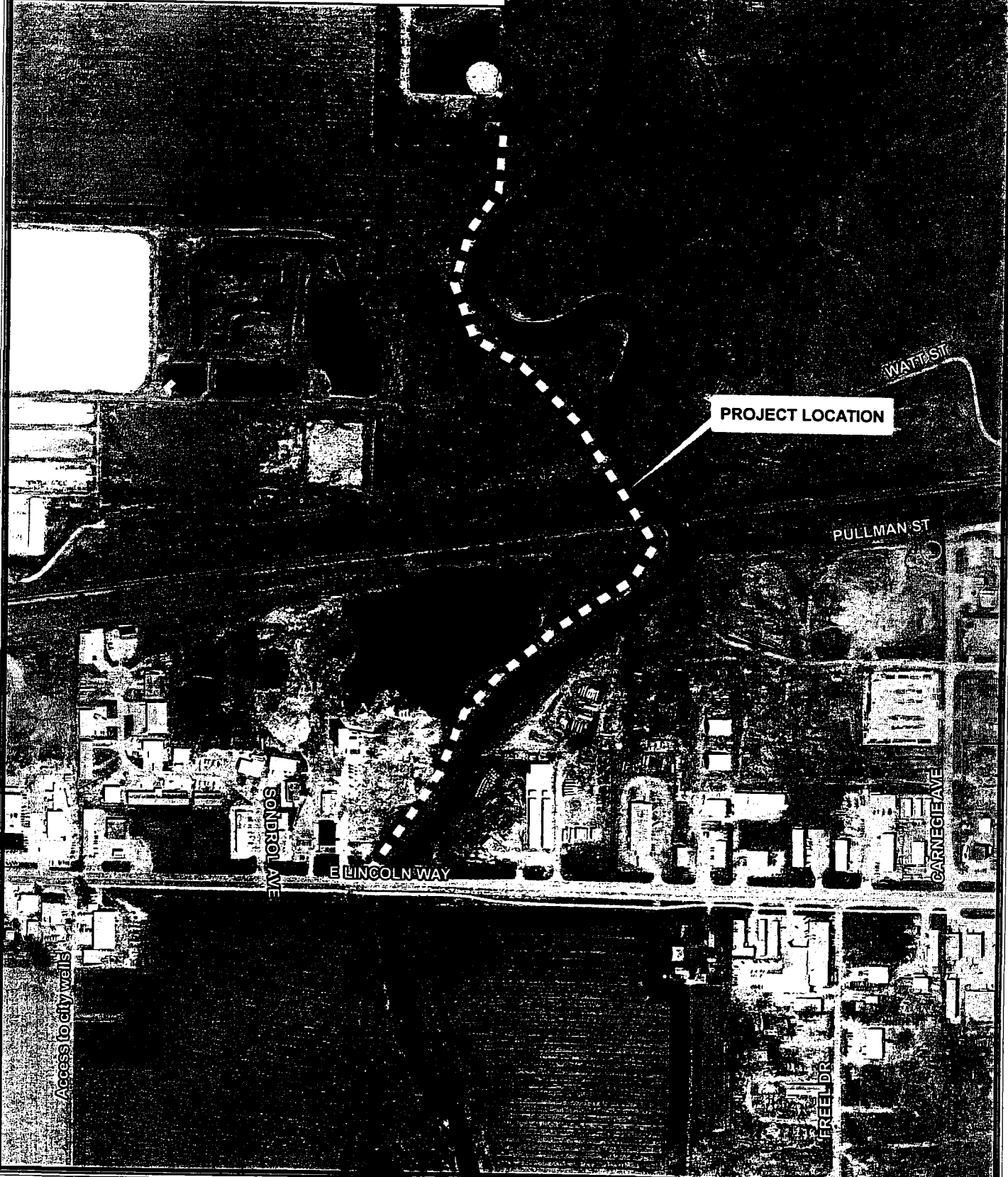
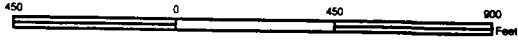
Total Estimated Cost: \$ 380,000

Federal-Aid (STP): \$ 80,000

Local Match: \$ 300,000

Other: \$ N/A

FY 10 - SKUNK RIVER TRAIL
E. LINCOLN WAY TO S. RIVER VALLEY PARK



AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program
 Highway Bridge Replacement and Rehabilitation Program

Federal Fiscal Year:

- Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: Grand Avenue

Termini: South 16th Street to Squaw Creek Drive; includes S. 16th/S. Duff Intersection Improvements

Bridge Number (For Bridge Projects Only): _____

Length: 0.75 miles

Type of Work: Grade and Pave

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

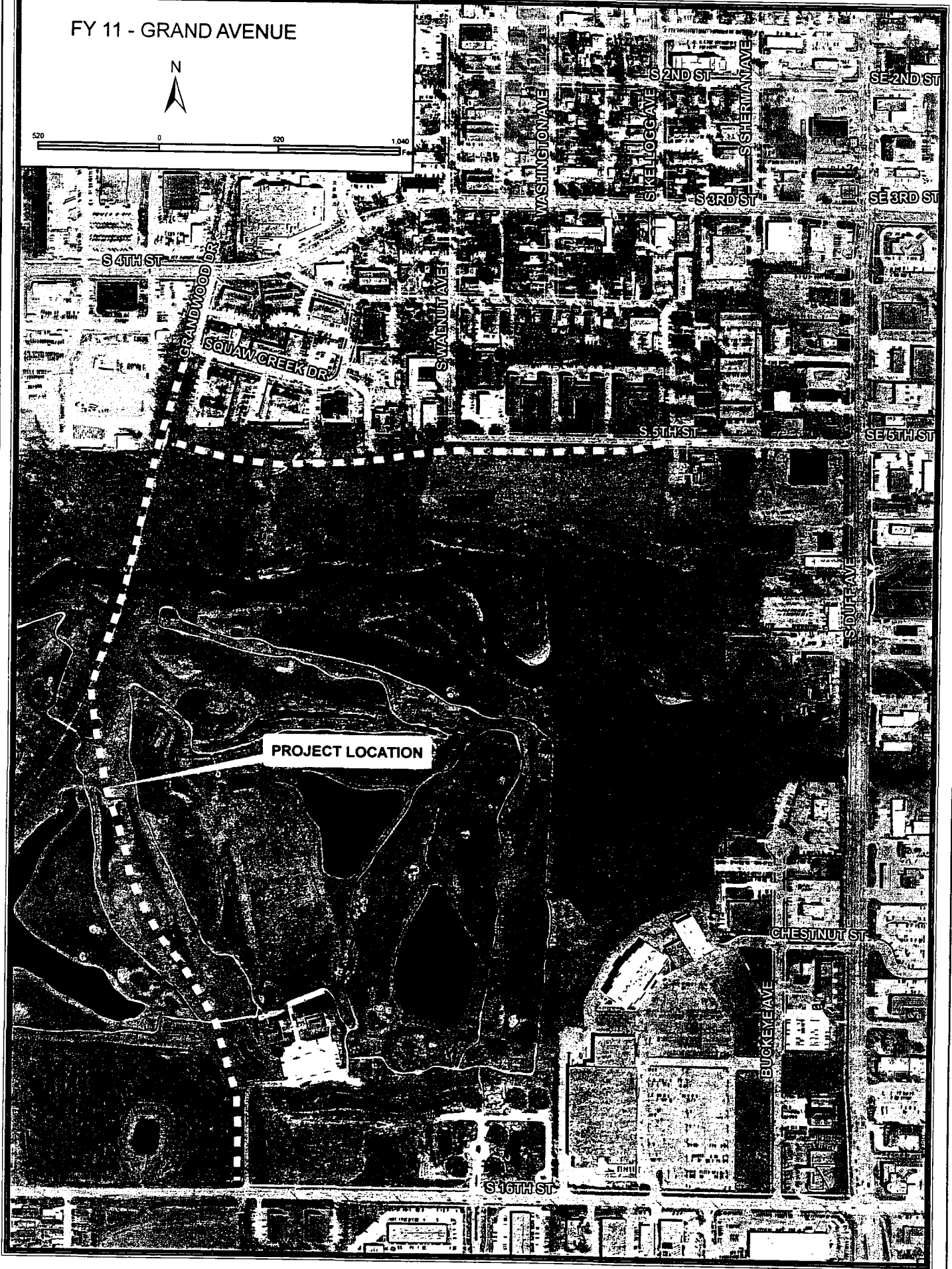
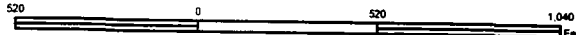
Total Estimated Cost: \$ 17,000,000

Federal-Aid (STP): \$ 1,032,000

Local Match: \$ 3,400,000

Other: \$ 12,600,000 (anticipated)

FY 11 - GRAND AVENUE



S 4TH ST

GRANDWOOD DR

SQUAW CREEK DR

S WADSWORTH AVE

WASHINGTON AVE

S KILLOGG AVE

S 2ND ST

S SHERMAN AVE

SE 2ND ST

S 3RD ST

SE 3RD ST

S 5TH ST

SE 5TH ST

S DUFF AVE

PROJECT LOCATION

CHESTNUT ST

BUCKEYE AVE

S 16TH ST

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program - Enhancement
 Highway Bridge Replacement and Rehabilitation Program

Federal Fiscal Year:

- Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: Skunk River Trail

Termini: Inis Grove Park to Bloomington Road

Bridge Number (For Bridge Projects Only): _____

Length: 0.75 miles

Type of Work: Bike Trail Paving

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

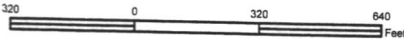
Total Estimated Cost: \$ 230,000

Federal-Aid (STP): \$ 80,000

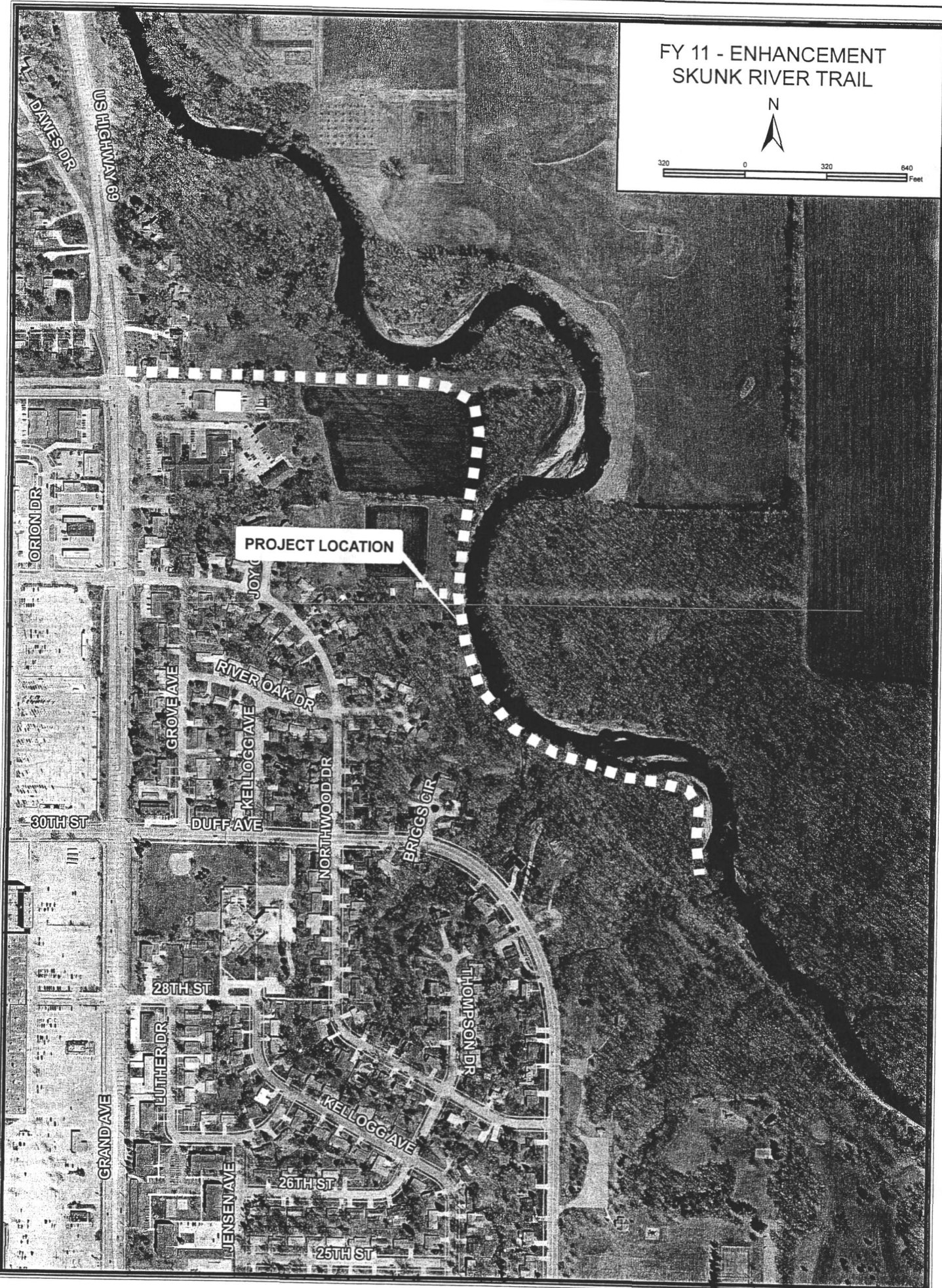
Local Match: \$ 150,000

Other: \$ ---

FY 11 - ENHANCEMENT
SKUNK RIVER TRAIL



PROJECT LOCATION



AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program
- Highway Bridge Replacement and Rehabilitation Program
- Statewide Transportation Enhancement

Federal Fiscal Year:

- Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)
- Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
- Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
- Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: **State Avenue**

Termini: Oakwood Road to US 30

Bridge Number (For Bridge Projects Only): _____

Length: 0.70 miles

Type of Work: **Pavement Rehabilitation**

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

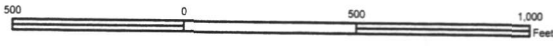
Total Estimated Cost: \$ 1,290,000

Federal-Aid (STP): \$ 1,032,000

Local Match: \$ 258,000

Other: \$ N/A

FY 12 - STATE AVENUE



STATE AVE

US HIGHWAY 30

US HIGHWAY 30

MEADOWGLEN NORTH

PROJECT LOCATION

225TH ST

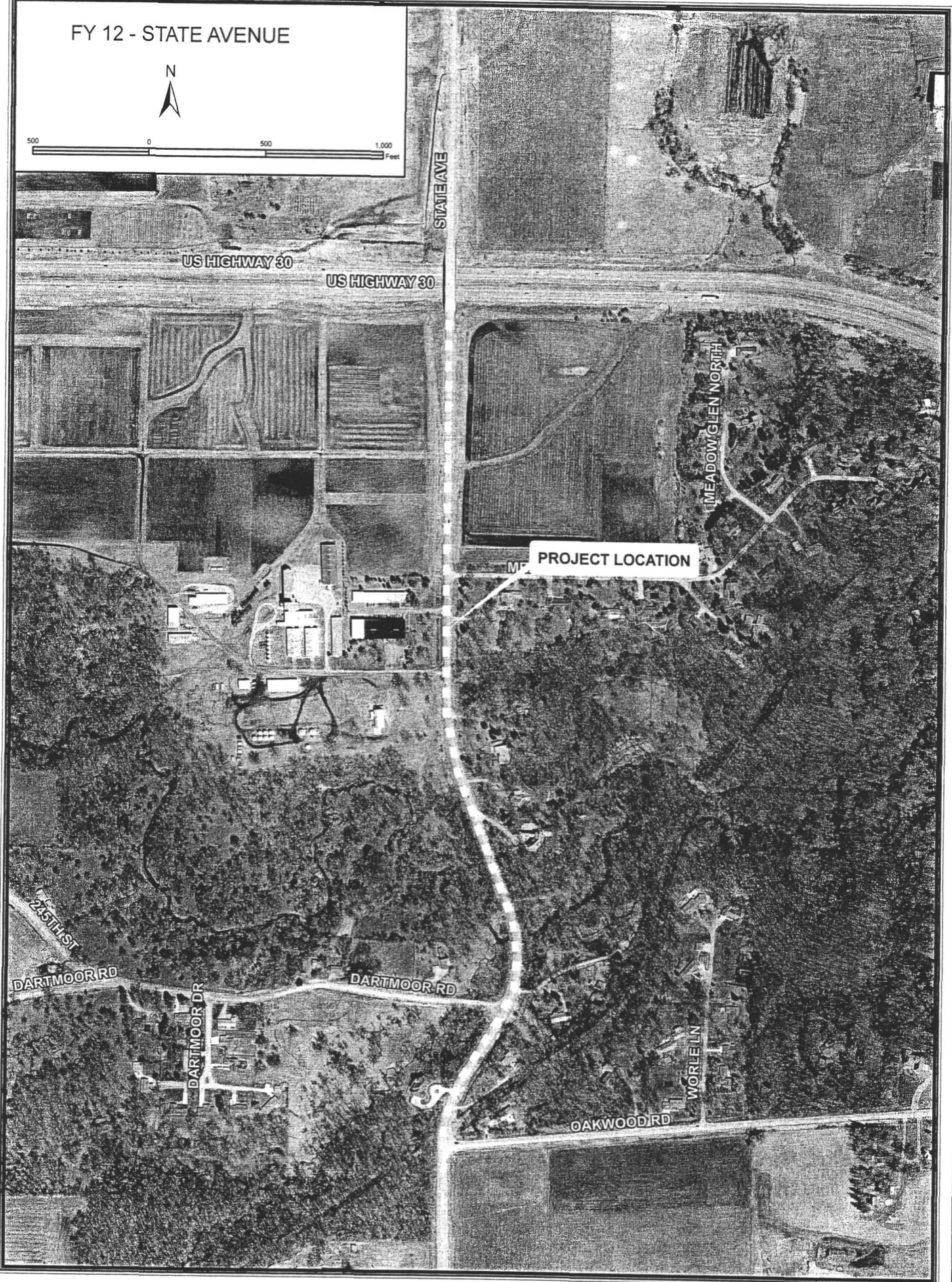
DARTMOOR RD

DARTMOOR DR

DARTMOOR RD

WORLEIN

OAKWOOD RD



AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program - Enhancement
 Highway Bridge Replacement and Rehabilitation Program

Federal Fiscal Year:

- Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: **South Dayton Avenue Shared Use Path**

Termini: E. Lincoln Way to South Gateway

Bridge Number (For Bridge Projects Only): _____

Length: 0.60 miles

Type of Work: **Bike Trail Paving**

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

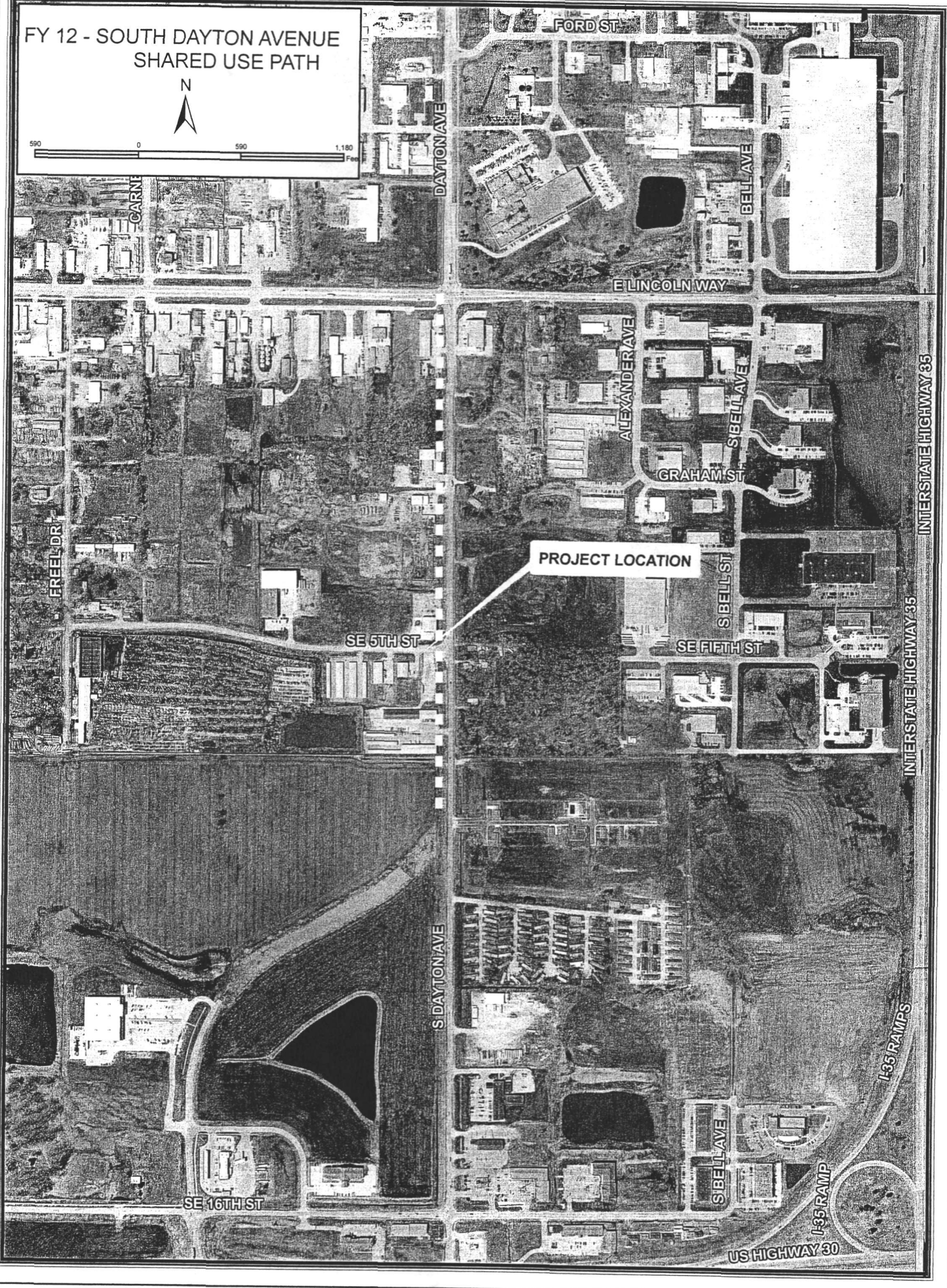
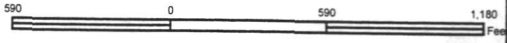
Total Estimated Cost: \$ 230,000

Federal-Aid (STP): \$ 80,000

Local Match: \$ 150,000

Other: \$ N/A

FY 12 - SOUTH DAYTON AVENUE
SHARED USE PATH



PROJECT LOCATION

SE 5TH ST

SE FIFTH ST

SE 16TH ST

US HIGHWAY 30

INTERSTATE HIGHWAY 35

INTERSTATE HIGHWAY 35

I-35 RAMPS

I-35 RAMP

FREEL DR

CARNI

DAYTON AVE

FORD ST

E LINCOLN WAY

BELL AVE

ALEXANDER AVE

SIBELL AVE

GRAHAM ST

S DAYTON AVE

SIBELL AVE

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program
 Highway Bridge Replacement and Rehabilitation Program

Federal Fiscal Year:

- Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: Lincoln Way

Termini: South Duff Avenue to South Skunk River

Bridge Number (For Bridge Projects Only): _____

Length: 0.72 miles

Type of Work: Pavement Rehabilitation

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

Total Estimated Cost: \$ 1,290,000

Federal-Aid (STP): \$ 1,032,000

Local Match: \$ 258,000

Other: \$ N/A

FY 13 - LINCOLN WAY



PROJECT LOCATION

Access to city wells

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program - Enhancement
 Highway Bridge Replacement and Rehabilitation Program

Federal Fiscal Year:

- Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010)
 Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)

Route or Street Name: **South Dakota Avenue Shared Use Path**

Termini: Mortensen Road to South Corporate Limits

Bridge Number (For Bridge Projects Only): _____

Length: 0.30 miles

Type of Work: **Bike Trail Paving**

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

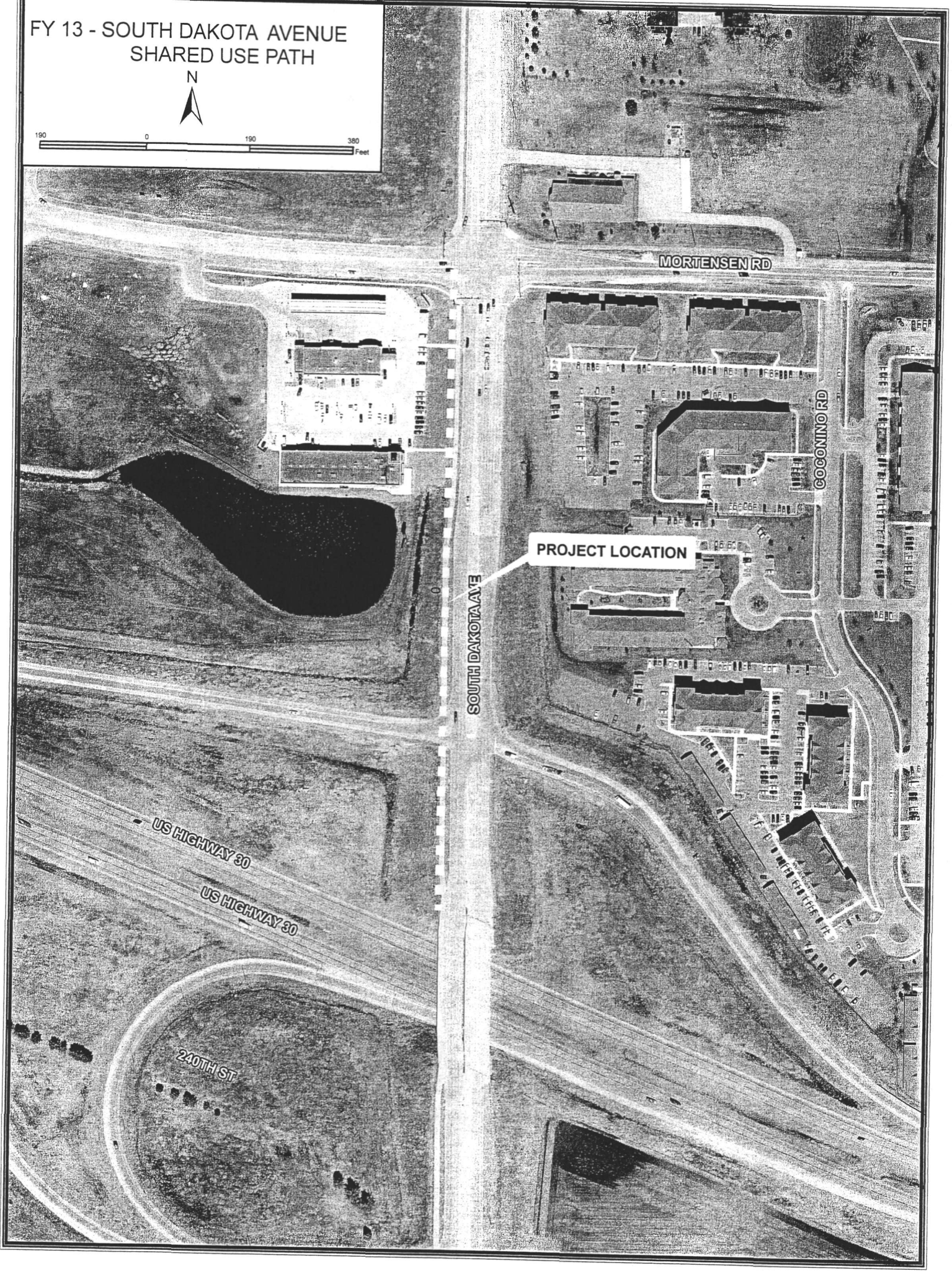
Total Estimated Cost: \$ 250,000

Federal-Aid (STP): \$ 80,000

Local Match: \$ 170,000

Other: \$ N/A

FY 13 - SOUTH DAKOTA AVENUE
SHARED USE PATH



Ames Area Metropolitan Planning Organization
FY 2010-2013 TIP Summary of FHWA Program

Surface Transportation Program		Total Cost x 1000					Federal Participation x 1000					
		Location	Termini	Sponsor	Type of Work	2010	2011	2012	2013	2010	2011	2012
Areawide	--	City of Ames	SUDAS	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Areawide	--	City of Ames	Pavement Management	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.2
Areawide	Federal Aid System	City of Ames	Operations	385	400	416	432					
Areawide	Federal Aid System	City of Ames	Maintenance	737	766	797	829					
State Avenue	UPRR to Stange Road	City of Ames	Pavement Rehabilitation			1,290				1,032		
Long Range Transportation Plan Update	2010-2035	City of Ames	Transportation Planning	400				231				
Duff Avenue	Stange Rd. to Bloomington	City of Ames	Pavement Rehabilitation	860				688				
Grand Avenue	South 16th Street to Squaw Creek Drive	City of Ames	Grade and Pave		17,000				1,032			
Lincoln Way	South Duff Avenue to South Skunk River	City of Ames	Pavement Rehabilitation				1,290					1,032
Forecasted Revenue	Non-Federal Aid	City of Ames		6,325	7,357	6,865	6,377					
Target Funding		FHWA						1,040	1,040	1,040	1,040	1,040

Enhancements		Total Cost x 1000					Federal Participation x 1000					
		Location	Termini	Sponsor	Type of Work	2010	2011	2012	2013	2010	2011	2012
S. Dakota Ave Shared Use Path	Mortensen Rd to South Corporate Limits	City of Ames	Ped/Bike Paving				250					80
S. Dayton Ave Shared Use Path	E. Lincoln Way to South Gateway	City of Ames	Ped/Bike Paving			230					80	
Skunk River Trail	E. Lincoln Way to S. River Valley Park	City of Ames	Ped/Bike Paving	380								80
Skunk River Trail	Inis Grove Park to Bloomington Road	City of Ames	Ped/Bike Paving		230							
Target Funding		FHWA						80	80	80	80	80

**Federal Transit
Administration
Section**

Fund Type	System	Project Description	Vehicle Identification or Remarks	Type	Type Project	Total Cost					Federal Participation				
						Exp	2010	2011	2012	2013	2010	2011	2012	2013	2010 STA
5307/STA	CyRide	General Operations		O	Exp	7,280,545	7,644,572	8,026,801	8,428,141	1,500,000	1,575,000	1,653,750	1,736,438	523,616	
5339	CyRide	Alternative Analysis Study - Orange Route		P	Exp	200,000				160,000					
STA	CyRide	135 Ames-Des Moines Corridor Planning		P	Exp	100,000				100,000					
5303	AAMPO	Planning		P	Exp	35,000	36,750	38,588	40,517	28,000	29,400	30,870	32,414	100,000	
5316	CyRide	Job Access & Reverse Commute		O	Exp	62,617	65,748	69,035	72,487	31,309	32,874	34,518	36,244		
5316	CyRide	Brown Route Frequency/Hours Expansion		O	Exp	15,256	16,019	16,820	17,661	7,628	8,009	8,410	8,830		
5317	CyRide	New Freedom		O	Exp										
5317	CyRide	East 13th/LincolnWay/Dayton Commercial/Industrial Area Operating Service		C	Exp	384,000	329,700	346,185	363,494	100,000	164,850	173,093	181,747		
5310	CyRide	Elderly & Persons with Disabilities Program		O	Rep	164,559	171,141	177,987	185,106	131,019	136,913	142,390	148,085		
5310	CyRide	Contracted paratransit service		C	Rep	50,000	50,000	50,000	50,000	40,000	40,000	40,000	40,000		
5309	CyRide	Buses and Bus Equipment		C	Exp	1,920,000				1,593,600					
5309	CyRide	5 - 40' HD Expansion buses (Surveillance)	926, 927, 933, 934, 941, 942, 943, 967, 980, 981, 983, 985, 990	C	Rep	4,992,000				4,143,360					
5309	CyRide	13 - 40' HD buses (Surveillance)	960, 961, 978, 979	C	Rep	460,000				381,800					
5309	CyRide	4 - 158' Light Duty (Diesel, Urban, Surveillance)		C	Rep										
5309	CyRide	Security: Human Health/Safety Threats		C	Exp	56,660				45,328					
IG	CyRide	Facility Cameras/Proximity Card Access	20 Cameras(20*\$1,333) ; 10 Proximity Cards	C	Exp										
5309	CyRide	West Wall EIFS Exterior Replacement	Replace w/ fire resistant metal siding	C	Rep	200,000				160,000					
5309	CyRide	Actuated Shutoffs for fuel, oil, hydraulic lines		C	Exp	36,000				28,800					
5309	CyRide	Electric Distribution Rehabilitation		C	Reh	30,000				24,000					
5309	CyRide	Vehicle Surveillance Systems - 38 units	35@\$8,000; 3@\$4,000	C	Rep/Exp	292,000				233,600					
5309	CyRide	Fire Sprinkler System Upgrade		C	Reh		250,000				200,000				
5309	CyRide	Storage area air handling replacement		C	Rep		250,000				200,000				
5309	CyRide	Direct Earmarks		C	Exp	14,000,000				11,200,000					
5309	CyRide	Transit Satellite Maintenance Facility		C	Exp	6,500,000				5,395,000					
5309	CyRide	11 - 40' Hybrid Buses		C	Exp/Reh	1,168,400		500,000		934,720		400,000			
5309	CyRide	Garage Expansion Phase III (Direct Earmarks)		C	Exp	1,000,000				800,000					
5309	CyRide	AVL technology, web planner, passenger counters		C	Exp	1,632,540				1,175,429					
5309	CyRide	Resurface ISC-Commuter Parking		C	Reh	1,000,000				720,000					
5309	CyRide	ISU Intermodal Facility		C	Exp		15,000,000					12,000,000			
Total Capital				Total Capital	Total Capital	37,947,037	12,446,470	24,225,415	9,157,406	26,238,164	5,082,475	14,483,030	2,183,757	623,616	
						29,505,060	4,182,540	15,550,000	50,000	24,020,208	3,135,429	12,440,000	40,000		